

Anne Arundel County Complete Streets

History and Status

History

- Paris Glendening approached County Councilman Chris Trumbauer
- Introduced him to Smart Growth America and National Complete Streets Coalition
- Local Advocacy Bike AAA Group starting
- 2013 Ped Bike Master Plan recommended Complete Streets be incorporated into Code, and Design Manual
- Trumbauer wanted to create a Bill, but ended up with a Resolution
- CS workgroup of County Staff and citizen members created the policy.

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2014, Legislative Day No. 37

Resolution No. 45-14

Introduced by Mr. Grasso, Chairman
(by request of the County Executive)
and Mr. Trumbauer

By the County Council, October 6, 2014

1 RESOLUTION recognizing the County Executive's formation of a Complete Streets
2 Working Group and completion of a Complete Streets Policy for Anne Arundel County

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4 WHEREAS, by Resolution No. 6-14, passed by the County Council on February 18,
5 2014, the County Council encouraged the County Executive to establish a Complete
6 Streets Working Group and to adopt a Complete Streets Program for Anne Arundel
7 County; and

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9 WHEREAS, the County Executive did establish a Complete Streets Working Group
10 consisting of County employees and County residents with an interest or involvement
11 in the use of County rights-of-way, as well as representation of the Home Builders
12 Association of Maryland; and

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14 WHEREAS, the Complete Streets Working Group met and formulated a policy,
15 which has included input from interested individuals and organizations, as well as
16 other County employees whose responsibilities include matters relevant to Complete
17 Streets policy and procedures; and

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19 WHEREAS, the Complete Streets Working Group has completed the Complete
20 Streets Policy; and

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22 WHEREAS, the County Executive has presented the Complete Streets Policy to the
23 County Council, which recognizes the completion of the Policy; and

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25 WHEREAS the Complete Streets Working Group, with the input and assistance of
26 other persons and agencies, intends to evaluate the planning documents of Anne
27 Arundel County, including the General Development Plan, Corridor Growth
28 Management Plan, Pedestrian and Bicycle Master Plan, and Transit Development
29 Plan, and the County's development regulations, manuals, and law, and to recommend
30 changes and amendments and a schedule for the completion of such changes and
31 amendments; now, therefore, be it

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33 *Resolved by the County Council of Anne Arundel County, Maryland,* That the County
34 Council recognizes the County Executive's formation of a Complete Streets Working Group

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1 and completion of a Complete Streets Policy for Anne Arundel County, included herein by
2 reference as if fully set forth, a copy of which will be kept by the Administrative Officer to the
3 County Council; and be it further

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5 *Resolved,* That a copy of this Resolution be sent to Laura A. Neuman, County Executive.

READ AND PASSED this 20th day of October, 2014

By Order:


Elizabeth E. Jones
Administrative Officer

HEREBY CERTIFY THAT RESOLUTION NO. 45-14 IS TRUE AND CORRECT AND DULY ADOPTED
BY THE COUNTY COUNCIL OF ANNE ARUNDEL COUNTY.


John J. Grasso
Chairman

A Complete Streets Policy for Anne Arundel County, Maryland

The Preamble

The **Complete Streets Policy** intends to improve safety and transportation options for all users throughout Anne Arundel County. Once implemented, improvements must consider the mobility needs of all public right of way users and modes in a context sensitive manner; providing facilities for each as appropriate for the specific circumstances. This policy strives to achieve the most efficient use of our current roadway system to meet the County's changing demographics in the future.

Complete Streets programs across the country (www.completestreets.org, www.smartgrowthamerica.org) have demonstrated improved safety, public health benefits by encouraging physical activity, improved air quality, and increased safe alternatives to automobile travel. These programs create walkable communities that foster revitalization and redevelopment of neighborhoods and commercial districts. By incorporating the **Complete Streets Policy** throughout the planning, design, building, retrofitting, maintenance, and operation of all elements of the transportation system, Anne Arundel County is making a long-term commitment to addressing ever changing mobility needs while improving transportation options along roadways throughout our region.

This policy requires a fundamental shift in how Anne Arundel County reviews and prioritizes public and private projects and development which impacts transportation. In addition to focusing on the needs of automobile drivers, we will make the fullest use of our roadways for everyone in the community including pedestrians, bicyclists, transit riders and freight delivery. Recognizing this is an incremental, long-term effort, the goal of this policy is to build for the future rather than continue with the auto-centric transportation mindset of the past.

The Policy

It shall be the policy of Anne Arundel County, Maryland to ensure that all County agencies responsible for transportation systems achieve and sustain safe accommodation for pedestrians, bicyclists, motorists, emergency vehicles, transit service, and freight movement. The County shall ensure that approved alterations to the transportation systems are implemented in a way that provides all users regardless of age or ability, a comprehensive, integrated, and connected multi-modal network of transportation options. This network of transportation options will be provided to improve travel options in a balanced, responsible, and equitable manner consistent with, and supportive of, the surrounding community.

It shall be the policy of Anne Arundel County that all projects in the public right of way, both new and retrofit, shall be designed and constructed in accordance with the **Complete Streets Guiding Principles** below.

Complete Streets Guiding Principles

Program Administration

- Identify a lead agency within Anne Arundel County government responsible and accountable for the development and implementation of the **Complete Streets Policy** in a consistent and integrated manner.

- Establish a procedure evaluating resurfacing/reconstruction projects and/or access permit requests to public right of way for Complete Streets inclusion.
- Incorporate context sensitivity, public involvement, and outreach to ensure the needs of the community are properly identified and addressed using a balanced approach that will advocate for practicable safety and mobility for all users.
- Acknowledge that there will be a balancing of public and private costs, impacts to existing land development, current infrastructure needs, existing statutes and benefits to the public for mobility options while allowing for exceptions under documented extraordinary circumstances.
- Approach every transportation improvement and project phase, regardless of source of funding, as an opportunity to create safer, more accommodating, and more accessible streets for all users.
- Maintain skill and knowledge levels consistent with the state of the practice through training and using the latest recommended practices of the American Association of State Highway and Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), and the Manual of Uniform Traffic Control Devices (MUTCD), National Complete Streets Coalition, and Smart Growth America.
- Report the success of implementation of the Complete Streets Policy, and its Guiding Principles, through measurable goals including, but not limited to, crash reduction, level of service and comfort, transit ridership, and changes in mode share.

Regulations

- Evaluate the County's Planning Documents, including but not limited to the *General Development Plan, Corridor Growth Management Plan, Pedestrian and Bicycle Master Plan, Transit Development Plan, Scenic & Historic Roads, Development Regulations* and pertinent Articles of the County Code and County Manuals, recommending changes and amendments, and identifying a schedule for completion of such changes and amendments.
- Collaborate with transportation partner agencies at the Federal, State, regional and local levels to ensure **Complete Streets Policy** principles are incorporated in a consistent and integrated manner.
- Implement the Complete Streets Policy to affect both publicly and privately designed and constructed right of ways.

Design

- Adhere to design standards, Federal requirements, and construction specifications, using the best and latest standards available.
- Accommodate forecasted travel demand and improvements through periodic updates of the County Design Standards.



Complete Streets Guidance

Case Study: MD 648
Baltimore-Annapolis Boulevard



November, 2013



- Built upon the UPWP funded Corridor Growth Management Plan (CGMP) to increase person throughput on 13 key connector roads
- Case study on MD 648, a typical arterial
- Intended to provide lessons learned to be applied elsewhere in County
- Explored feasibility, affordability, and applicability of applying Complete Streets templates on five segments of 648.
- Provided recommendations for incorporating Complete Streets design into County Code, Design Manual, and other comprehensive plans (GDP, TFMP, CGMP)
- Held a workshop for involved agencies.

Additional Past Efforts

- PBMP updated in 2013 with Complete Streets recommendations
- Bill 78-18 Multimodal Bill – Created a requirement for offsite pedestrian/bicycle facilities during development process.
- TFMP – MoveAnneArundel completed which encouraged a Complete Streets approach
- Anne Arundel County Bicycle Commission launched in 2015
 - Since inception, went from one short road with bike lane, now 10.

Moving Forward

- Road Frontage Code Changes – immediate need to fix Code
- Resolution promoted Complete Streets, but Legislation needed to gain traction
Pedestrian and Bicycle Master Plan Update
- TIS workgroup – adjusting guidelines to ensure appropriate mitigation is achieved – increased cooperation between agencies is a recognized need.
- Landscape Manual being updated – OPZ effort
- Design Manual Update – MOST IMPORTANT
 - Two phases to update

STANDARD CROSS-SECTION REQUIREMENTS

July 1, 2020

	Road Classification	Principal Arterial - Closed	Principal Arterial - Open	Minor Arterial Closed	Minor Arterial Open	Collector-Closed	Collector - Open	Local - Closed	Local - Open
A.	Slope (outside R/W line)	C1	C1	C1	C1	C1	C1	C1	C1
B.	Stormwater Conveyance	C2	C2	C2	Y; 9' min	C2	Y; 9' min	C2	Y; 9' min
C.	Street Trees/Buffer (see C14)	5' min	5' min	5' min	5' min	5' min	5' min	5' min	5' min
D.	Sidewalk	5' min	C3; 5' min	5' min	C3; 5' min	5' min	C3; 5' min	5' min	C3; 5' min
E.	Shared Use Path	C4; 10' min	C4; 10' min	C4; 10' min	C4; 10' min	C4; 10' min	C4; 10' min	N	N
F.	Utility Strip	C5; 4' min	C5; 4' min	C5; 4' min	C5; 4' min	C5; 4' min	C5; 4' min	C5; 4' min	C5; 4' min
G.	Curb/Gutter	2'	N	2'	N	2'	N	2'	N
H.	Shoulder (see C15)	12' min	10' min	8' min	8' min	N	N	N	N
I.	Parking Lane	N	N	N	N	C6; 7'	C6; 8'	C6; 7'	C6; 8'
J.	Dedicated Bicycle Facilities	C7; 6-10'	C7; 6-10'	C7; 6-10'	C7; 6-10'	C9; 4-6'	C9; 4-6'	N	N
K.	Right Turn Lane	C10; 10' min	C10; 10' min	C10; 10' min	C10; 10' min	C10; 10' min	C10; 10' min	N	N
L.	Through Lane	C11; 11-12'	C11; 11-12'	C11; 10-12'	C11; 10-12'	C11; 10-11'	C11; 10-11'	10'	10'
M.	Left Turn Lane	C12; 10' min	C12; 10' min	C12; 10' min	C12; 10' min	C12; 10' min	C12; 10' min	N	N
N.	Median	C13; 16'min	C13; 16'min	C13; 6'min	C13; 6'min	C13; 6'min	C13; 6'min	N	N

C - Conditional; see notes below

Y - Required

N - Not Required

- C1:** Slope to tie-in right-of-way(r/w) grade to existing grade, or retaining wall, MUST be located outside the public r/w; 2:1 max slope.
- C2:** Stormwater conveyance consists of roadside ditching. If provided, width shall be based on Design Manual requirements to handle design flow volume. Stormwater management facilities shall not be located in the public right-of-way unless approved by the DPW Bureau of Highways. R/W width shall be adjusted as necessary for facility to be completely in public r/w, and no utility structures located between top of banks of facility.
- C3:** Sidewalk required on all roads unless 25-year ADT < 400, AND average lot size is over 30,000 sf, AND entrance to development is not within 1.5 miles of any pedestrian generator when measured along the public right-of-way.
- C4:** Shared Use Paths shall be installed when required by the Office of Transportation, in lieu of sidewalk on that side, in accordance with adopted master plans, corridor studies, extension of existing paths, or other multimodal impact that may be identified.
- C5:** Utility Strip to be located between curb and sidewalk shall include Signage, Fire Hydrants, Street Lighting. Private utilities (i.e. BGE, Verison, CATV) shall be located under the sidewalk.
- C6:** Parking lane shall be required on all roads where average lot width is less than 80 feet as follows:
 For lot widths between 30'-80', parking lane required on one side of road
 If lot widths $\leq 30'$ and rear alley access provided, parking lane required on both sides of road
 If lot widths $\leq 30'$ and no rear access, no on-street parking shall be provided. Instead, additional parking shall be provided in accordance with the requirements of the County Code (17-6-604(e)) when on-street parking is prohibited.
- C7:** The appropriate facilities will be determined by the Office of Transportation in accordance with current Federal, State, and Local standards, and may include separated bike lanes (characterized by a vertical barrier) of a width appropriate for the speed and volumes, shared use paths, or buffered bike lanes.
- C9:** Provide a striped and marked bicycle lane in accordance with the following:
 Posted speed ≤ 35 mph - 4'
 Posted speed > 35 mph and ≤ 45 mph with $\leq 8\%$ trucks - 5'
 Posted speed > 35 mph and ≤ 45 mph with $> 8\%$ trucks - 6'
 Posted speed > 45 mph - 6'
 If adjacent to parking or a physical barrier such as a guardrail or curb with no gutter pan, provide a 6' marked bicycle lane.
- C10:** Right Turn Lane required if volume warrants met - see Exhibit C10. R/W shall be widened as necessary for facilities to be completely in public r/w. Full width pavement is required along the total length of the lane. The taper is to be established via pavement markings.
- C11:** Lane width based on speed and volume - see Exhibit C11.
- C12:** Left Turn lane required if volume warrants met - see Exhibit C12(a-c). R/W shall be widened as necessary for facilities to be completely in public r/w. Full width pavement is required along the total length of the lane. The taper is to be established via pavement markings.
- C13:** If median is provided, minimum width provided shall be based on the ultimate road design for its classification, the characteristics of the area, and meet all ADA and other regulatory requirements.
- C14:** If credit for street trees is provided through existing trees preserved immediately abutting the right of way, 5' grass buffer must still be provided.
- C15:** Requirement for shoulder on multi-lane arterials shall be determined by the County during development plan review.

NOTES:

1. Unless otherwise shown/prescribed in an adopted plan, authorized corridor study, or active/completed CIP design, the above typical section requirements shall apply to the design of all public roads, including State roads subject to SHA approval of an Access Permit.
2. The right-of-way of any proposed road, or road impacted by required frontage improvements, shall be adjusted as necessary so that all required elements are within the delineated right-of-way.

Recommendations

- Complete Streets “Status Card” for all BMC jurisdictions
 - Columns for each jurisdiction with a row for items such as:
 - CS Resolution
 - CS in Code
 - Design Manual
 - County of Complete Streets
 - Miles of Complete Streets
 - Etc.

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