

Howard County, MD #1 Complete Streets Policy

Howard County Office of Transportation
July 25, 2023

Background & Policy Adoption



- Development of Complete Streets policy began after Bike Master Plan adoption in 2016
- Streets for All in Howard County – advocacy group pushed for improvements and participated in Complete Streets Implementation Team
- Policy adopted in 2019
- Design Manual updates approved in 2022

Scoring

The Top 10 Scores across the USA:

1. Howard County, MD – Score of 100
2. City of Rogersville, MO – Score of 98
3. City of El Paso, TX – Score of 96
4. City of Joplin, MO – Score of 95
5. City of Tucson, AZ – Score of 95
6. City of Rolling Meadows, IL – Score of 88
7. City of Riverside, MO – Score of 86
8. Village of Wellington, FL – Score of 80
9. City of New Orleans, LA – Score of 78
10. City of Sacramento, CA – Score of 78



Scoring by Smart Growth America

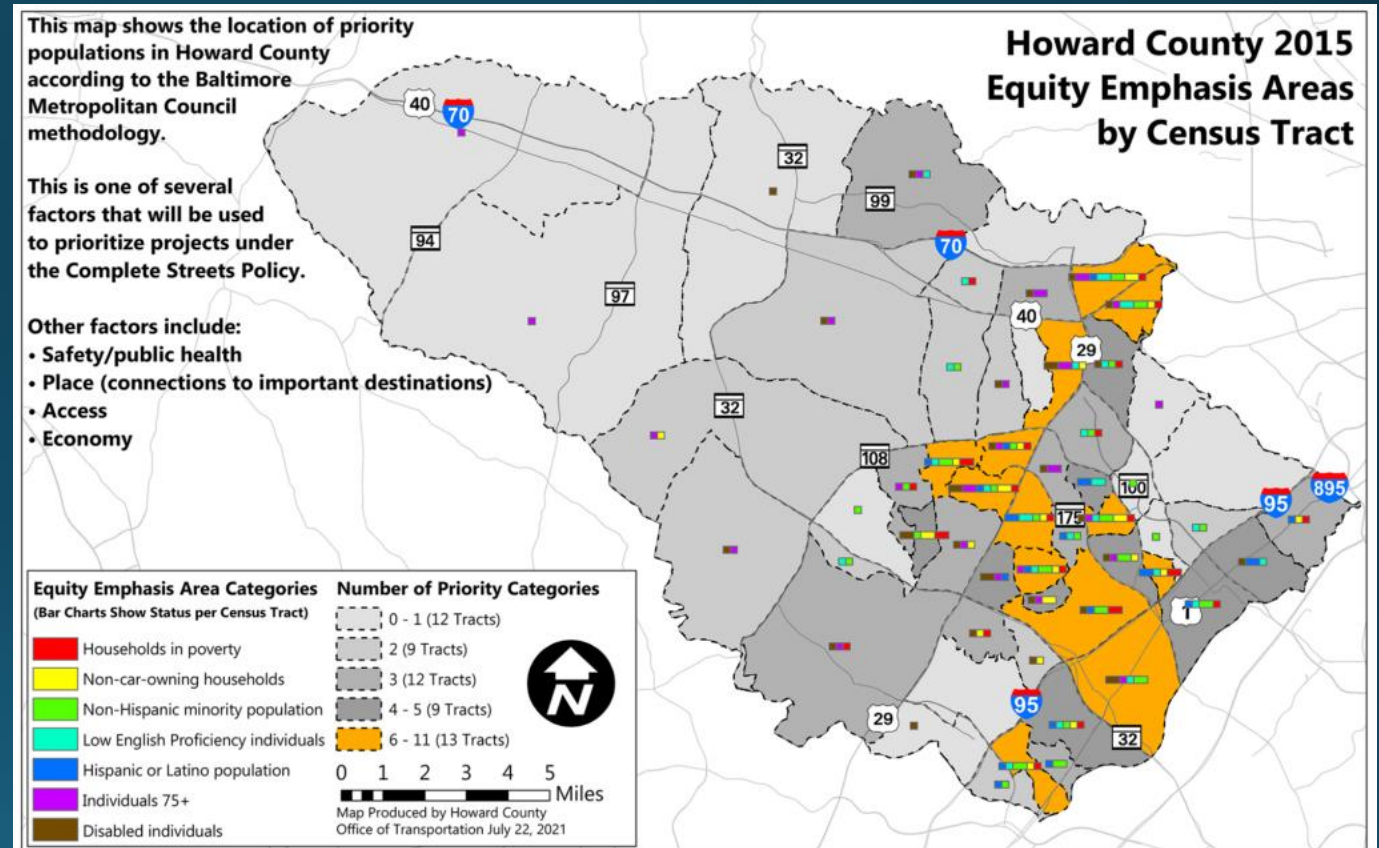


The first perfect score in the history of Smart Growth America's National Complete Streets Coalition

RESOLUTION 120-2019 ADOPTED 2019									
Jurisdiction: Howard County, MD				Population: 334,529			Land Area: 253 square miles		
NCSC Score 100 / 100									
Elements									
Establishes commitment and vision	Prioritizes underinvested and underserved communities	Applies to all projects and phases	Allows only clear exceptions	Mandates coordination	Adopts excellent design guidance	Requires proactive land- use planning	Measures progress	Sets criteria for choosing projects	Creates a plan for implementation
Score									
12/12	9/9	10/10	8/8	8/8	7/7	10/10	13/13	8/8	15/15

Looking at the Policy

- Equity is a binding element
- Identifying and prioritizing underserved communities for future projects
- Methodology for Equity Emphasis Areas provided by BMC
- Performance measures for implementation
- Well defined process for exceptions to policy



Policy Implementation

- Complete Streets Implementation Team (CSIT) developed draft Complete Streets Design Manual with consultant assistance (WRA):
 - 37 meetings between December 2019 and December 2021
 - 981 comments received and addressed in CSIT comment log
- Design Manual update published in 2022
 - Includes detailed steps for community engagement
 - Guides engineers and developers in implementing Complete Streets



Policy Implementation Continued

- In-Person Training
 - Four in-person training sessions held in the spring of 2022.
 - Two sessions were designed for County staff, two were designed for developers and their engineers.
 - Materials posted online to provide ongoing training
- Video Modules
 - Nine video training modules were created in the summer of 2022 and posted to the Howard County Complete Streets website.
 - [Link to view modules.](#)



Policy Implementation Continued

- Additional Resources

- Multimodal Transportation Study – an interactive online guide was developed to take developer's engineers through the process of completing the required multimodal transportation study.
- Street Type Selection Guide – a supplemental document with flow chart was developed to assist with the important decision of selecting a street type for new streets provided by developers.
- Pedestrian MOT Field Guide – in development for county work crews to provide guidance on minimizing impact of construction to pedestrians and cyclists and maintaining safe work zones for all street users.

HowardCounty
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HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING
3430 Court House Drive, Ellicott City, Maryland 21843 410-313-2350

MULTIMODAL TRANSPORTATION STUDIES

This form and the resources embedded herein are intended to aid applicants in completing the Multimodal Transportation Study.

I. BACKGROUND
The Howard County Design Manual was updated in February 2022 to incorporate the Howard County Complete Streets Policy. A Multimodal Transportation Study (MTS) is to be completed by the applicant as detailed in the [Howard County Design Manual Volume III](#), Chapter 5 page 5-10 which states: "For development projects in proximity of a county school, county park, county library, or other specified location, a multimodal transportation study will be submitted to DPZ along with the first submission of the Sketch, Preliminary Equivalent Sketch, or Site Development Plan."
Note: The applicant may also be required to complete a level of service study for motor vehicle traffic, a safety evaluation, a parking/access study, and/or a noise study at the discretion of the Department of Public Works in consultation with the Office of Transportation. In addition, all qualifying development projects are required to conduct an Adequate Road Facilities Test Evaluation as outlined in Chapter 4. Those requirements are not fulfilled by the completion of this form.

II. STEPS
Y/N
☐ **A. Does your project generate more than 5 peak hour trips?**
If no, this form is complete. Please sign page 2 to certify that your project is exempt from submitting a MTS.
☐ **B. Is your project located within the below distances to any of the destinations listed in Table 1?**
*Please use this interactive map to identify if any of the below destinations are within a designated radius of the proposed development, and select yes or no for each destination.
If none, this form is complete. Please sign page 2 to certify that your project is exempt from submitting a MTS.*

Table 1: Destinations and distances requiring multimodal transportation studies

Destination	Distance
Howard County Public School (Elementary or Middle School)	1 mile
Howard County Public School (High School)	1.5 miles
Howard County Public Library	0.5 miles
Howard County Park	0.5 miles
Transit Oriented Development	0.5 miles
US Route 40 from the Patuxent River to the interchange with Interstate 70	0.5 miles
Main Street in Ellicott City from the Patuxent River to Rogers Avenue	0.5 miles
Main Street in Elkridge from US Route 1 to Washington Boulevard	0.5 miles

If you selected yes for any of the above destinations, please list them below:

Page 1 of 2

Name _____ Signature _____ Date _____

Check the Help and Resources instructions accessible from the ProjectDox login screen for the appropriate locations to upload all documentation including this form. Once you have completed your uploads, remember to complete your ProjectDox task.

Save Form

REV 6/2022

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Looking Forward

- Some Complete Streets projects have already been completed, such as Oakland Mills Road
- All transportation projects now planned designed, managed to support Complete Streets
- Initiating Complete Streets update to Land Development Regulations
- Culture change is hard, but it is happening in Howard County!



Lessons Learned

- Community involvement is essential
- Gather input from diverse groups
- Study best practices and evolving design options
- Don't rush the process



Questions/Comments?

Contact:

Chris Eatough

ceatough@howardcountymd.gov