

Complete Streets Policy Overview

Baltimore County Department of Public Works

Why?



- Part of Pedestrian and Bicycle Advisory Committee Duties
- Beginning a conscious effort to improve conditions for walking and bicycling and provide more transportation choice



Complete Streets

- Provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists.

What's Included?

- Policy statement
- Design Guidelines



Policy Statement

- County Constructed Roads and Site Design for Public Facilities
- County Supportive Programs: Education, Encouragement, Enforcement
- Privately Constructed Roads and Site Design



Policy Statement

■ Exemptions:

- Prohibited by law
- For bicycle facilities, not in adopted plan and can't be incorporated into the bicycle network
- For on-road bicycle facilities, the planned paved roadway width is less than 30'
- For transit user facilities, a road is not served, or planned to be served, by transit
- Other reason as approved by the Director of the reviewing agency

Policy Statement

■ Waivers:

- Use of the pedestrian and/or bicycle facility is not anticipated
- For bicycle facilities, bicycle facilities on adjoining properties are not yet present

■ Waiver requires fee-in-lieu

New Benefit: Local Open Space

- Pedestrian and bicycle facilities can fulfill active local open space requirements



Design Guidelines: Site Design

- Inter-connected street system, internally and to surrounding properties
- Limit use of cul-de-sacs
- Place the main entrance to face the street
- Use the minimum front setback width
- Avoid placing off-street parking areas between the building and the street



Site Planning – Off-road

- Provide additional sidewalks to connect buildings
- Provide walking and bicycling paths to and through open space areas, as appropriate.



Design Guidelines: Site Design for Transit

- Provide direct pedestrian access from the stop to the main entrance
- For stops serving over 10 potential riders, provide:
 - Paved surface with benches
 - Or, 8'x15' pre-graded area for a future MTA bus shelter
- Incorporate bus pull-outs where appropriate



Design Guidelines: Road Design

- Use the narrowest road widths to meet the needs of all users
- Incorporate on-street parking



Road Design

Street Type	Posted Speed	Volume (ADT)	Appropriate Bike Facility	Sidewalk*	Intersection Spacing (ft.)
Principal arterial	40-50	>18,000	Bike lane, cycle track or sidepath	Both sides of road, separated from curb, 6' wide	660-1,320
Minor arterial	35-45	10,000-25,000	Bike lane or sidepath	Both sides of road, separated from curb, 5' wide	300-1,320
Major collector	30-35	5,000-15,000	Bike lane or sidepath	Both sides of road, separated from curb, 5' wide	300-660
Minor or neighborhood collector	30-35	<6,000	Bike lane or shared bike/parking lane if few parked vehicles	Both sides of road, separated from curb, 5' wide	300-660
Local street, mid to high density	25	<3,000	None needed unless part of a network route	Both sides of road, separated from curb, 5' wide	200-660
Local street, low density	25	<3,000	None needed unless part of a network route	Both sides of road, separated from curb, 5' wide	200-660

Pedestrian Facilities

- Continuous sidewalks
- Additional design options to improve safety and attractiveness



Design Guidelines: Bicycle Parking

- Bicycle Storage at major residential, retail and employment buildings
 - Bicycle racks for short-term parking
 - Bike lockers or covered/indoor facilities for long-term parking for employees and building tenants.



Adoption

- On December 2, 2013, the Baltimore County Council approved resolution (Res. 126-13) to adopt the “Recommendations for a Comprehensive Complete Streets Policy.”
- This policy affects the review and approval of development projects.
- Its purpose is to create a safe, multi-modal transportation system that will support healthy, walkable, bikeable and livable communities.