

ADOPTION OF COMPLETE AND GREEN STREETS POLICIES

The County Executive hereby makes the following findings:

The term "Complete Street" is defined and described as follows: "a Complete Street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility".

The term "Green Street" is defined and described as follows: "a Green Street means a street or road that safely and adequately accommodates and incorporates best management practices of environmental site design for addressing stormwater runoff, including using small scale stormwater management practices, nonstructural techniques, and better site planning to minimize the impact of road and sidewalk development on water resources".

The goal of Complete Streets is to equitably improve access and mobility, for individuals of all ages, abilities and needs, of streets in a community by improving safety through reducing conflict and encouraging non-motorized transportation and transit, which will enhance the promotion of active living as a means to improve the health of the community residents, and improve environmental conditions, including air quality.

The mobility of freight and passengers, and the safety, convenience, and comfort of motorists, cyclists, pedestrians, including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities, should be considered in the allocation of resources, and when planning and designing County streets and systems of streets.

Integrating sidewalks, bike facilities, transit amenities, landscaping, and safe crossings into the initial design of street projects avoids the expense of retrofits later.

Complete Streets are essential in providing safe routes to school for children, are a critical component of public space, and play a major role in establishing the image and identity of a community, and providing a key framework for current and future development.

Active living integrates physical activity into daily routines and active living communities encourage individuals of all ages and abilities to be more physically active.

Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments throughout communities, and creates amenities that will enhance the quality of life of residents, and improves the physical and social environment in ways that attract businesses and workers.

Communities across the country are realizing the 'green' potential of their streets, involving many policies and practices that minimize environmental impact and are a natural complement to sustainability efforts, ensuring benefits for mobility, community, and the environment.

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Landscaping elements that help curb stormwater runoff – bio swales, planters, rain gardens, and street trees – are mutually beneficial for mobility and ecology since such green elements are increasingly found to be important deterrents of crashes and injuries, and contribute to a more comfortable and visually interesting environment for all users.

All planned County financed and approved road, sidewalk, trail, and transit related construction and reconstruction projects shall include environmental site design and facilities for the combined use of motor, emergency and freight vehicles, transit, bicycles, and pedestrians, except when cost shall be disproportionate to the projected need or when such facilities would be inappropriate due to the nature of the project, including the context and character of the surrounding built and natural environment of the neighborhood or area.

The Metropolitan Washington Council of Governments (MWCOG) National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area, which includes Frederick County, adopted a Complete Streets Policy on May 16, 2012, by Resolution R1S-2012; and a Green Streets Policy on February 19, 2014, by Resolution TPB R10-2014.

Adoption of Complete and Green Streets policies are consistent with the Livable Frederick Master Plan, which identifies goals and initiatives that lend themselves to complete and green streets.

The County will review and revise in a multi-departmental approach, as deemed necessary by the Division Directors, plans, manuals, policies, processes and the capital improvement program to foster the implementation of Complete and Green Streets Policies on public roadways projects, including privately built projects, or on non-County projects funded in part or entirely by county funds.

For the reasons and based on the findings stated herein, the County Executive hereby adopts the "Complete Streets Policy for Frederick County", attached hereto as Exhibit A, and the "Green Streets Policy" for Frederick County, attached hereto as Exhibit B, and incorporated herein.

In addition, the County Executive directs that the Frederick County Streets and Roads Manual, 1994 (as amended) ("Roads Manual") shall be amended to incorporate and implement the Complete Streets Policy and the Green Streets Policy for Frederick County. In the case of any discrepancies between the Complete Streets Policy and the Roads Manual, or between the Green Streets Policy and the Roads Manual, the Policies will apply.

5/28/2020
Adopted and approved this day of _____, 2020.

FREDERICK COUNTY, MARYLAND

By: Jan Gardner
Jan H. Gardner, County Executive

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EXHIBIT A

Complete Streets Policy for Frederick County

I. Background

Frederick County ("County") wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that enhance economic development and promote physical activity, health and independence for all people. These visions are listed as initiatives in the recently adopted Livable Frederick Master Plan. The County also believes that the most cost-effective way to accommodate pedestrians, bicyclists, and transit users is to integrate them into the design of transportation facilities from the beginning, rather than retrofit facilities to accommodate them later.

II. Definitions

- **Complete Street** - A Complete Street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.
- **Complete Streets Policy** - A directive at the local, state, regional, or federal level that ensures the safe and adequate accommodation, in all phases of project planning, design, development, construction, and operations, of all users of the transportation network, including pedestrians and transit riders of all ages and abilities, bicyclists, individuals with disabilities, motorists, freight vehicles, and emergency vehicles, in a manner appropriate to the function and context of the relevant transportation facility.
- **Complete Streets Principle** - A specific component of a Complete Streets Policy intended to provide guidance for the right and correct design of Complete Streets transportation facilities.
- **Transportation Facility** - Any road, railway, parking facility, sidewalk, trail, bus shelter, or other element that serves safe and efficient mobility while providing appropriate access to destinations.

III. Policy Statement

All transportation projects in Frederick County shall accommodate the safety and convenience of all users in an equitable manner, in accordance with Complete Streets Principles.

IV. Principles

- A. Complete Streets Principles include:

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1. This Policy applies to all users, of all ages and abilities, of roadways, shoulders, sidewalks, multiuse trails, street crossings, pedestrian signals, signs, street furniture, landscaping, lighting, transit stops and facilities and rail crossings, providing a comprehensive, integrated, and connected network for all modes of transportation.
2. All connecting transportation facilities, or in some cases systems of facilities, should be designed, constructed, operated, and maintained so that all users, including pedestrians, bicyclists, transit vehicles and riders, freight vehicles, emergency vehicles, motorists, and people with disabilities, can travel safely and independently. While not every transportation mode must be served on every facility, a case-by-case evaluation of each transportation mode must occur to ensure that a complete system is available. Access to existing facilities, especially for persons with disabilities, should be maintained during construction.
3. Transportation projects, whether new, retrofit or maintenance, should be planned, designed, constructed and operated to address the need for all users, including pedestrians and bicyclists, to cross facilities as well as travel along them. The implementation of facilities should not preclude the provision of future improvements that would accommodate future demand for walking and bicycling, especially in order to access transit.
4. Transportation projects should comply with up-to-date design standards, particularly standards relating to providing access for individuals with disabilities.
5. A transportation plan needs to be equitable, considering the unique circumstances impacting various community members' mobility and connectivity needs, and uses this information to determine appropriate amount of resources to allocate to different people and places so that the transportation network more effectively serves all members.

B. Complete Streets Principles shall be applied by all applicable County divisions in a multi-departmental approach, using best industry practices, in due consideration of the context of the community in which a project is located (such as urban, suburban, or rural), as well as applicable federal, state and local environmental standards and requirements, and the effects of right of way widening on adjacent property owners and residents. While all users should be accommodated, modal priorities may vary by area and facility, and levels of flexibility in balancing user needs.

C. Complete streets solutions will always complement the context of the community and never detract from it.

D. Complete Streets Principles are not applicable to the situations outlined below (exempted projects), with concurrence of the division directors in a multi-departmental approach:

1. A transportation facility that prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users

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elsewhere in the travel corridor (e.g., truck weight restrictions due to inadequate structure).

2. When the financial or impacting cost of the project in achieving compliance with the applicable Complete Streets Policy would be excessively disproportionate, as compared to the need or probable use of a particular Complete Street (consistent with Federal Highway Administration guidance).
3. When as part of a system of Complete Streets, a particular mode results in a functional redundancy, such as when it is featured on another nearby and parallel roadway.
4. When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a current and future need to implement the Complete Streets Policy.
5. Transportation projects which do not provide for direct use by the public, such as maintenance facilities, drainage and storm water management facilities, transportation security projects, beautification, and equipment purchase or rehabilitation.
6. A current transportation facility construction or modification project for which, as of the effective date of the adoption of the Complete Streets Policy, at least 30 percent of the design phase is completed.

V. Implementation of Policy - The following action items are recommended for implementation of this Policy:

- A. Revise procedures and regulations found in applicable sections of the County Code to reflect the Policy;
- B. Develop or adopt a new Streets and Roads Manual, or other related design manual/guide;
- C. Incorporate the Complete Streets policies/concepts, into all future community, corridor/small area, or other plans;
- D. Offer training for staff responsible for implementing and administering this Policy; and
- E. Develop performance standards with measurable outcomes to determine how well streets are serving the goals of the policy

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EXHIBIT B

Green Streets Policy for Frederick County

I. Background

Frederick County supports a transportation system that enhances the area's natural environmental quality and the appearance of its communities, makes alternate travel modes such as walking and bicycling more attractive and comfortable, and focuses economic development in walkable growth areas. These goals are embodied in the Livable Frederick Master Plan and endorsed by the National Capital Region Transportation Planning Board.

Stormwater runoff from impervious surfaces, including urban streets and roads, is a major threat to water quality in the County and region. Urban roads, along with sidewalks and parking lots, are estimated to constitute almost two-thirds of the total impervious surface cover and contribute a similar ratio of stormwater runoff.

II. Definitions

- **Green Street** - A Green Street means a street or road that safely and adequately accommodates and incorporates best management practices of environmental site design for addressing stormwater runoff, including using small scale stormwater management practices, nonstructural techniques, and better site planning to minimize the impact of road and sidewalk development on water resources.
- **Green Streets Policy** - A directive that requires the use of Green Streets techniques to manage stormwater runoff from transportation facilities in a manner appropriate to the function and context of the relevant facility, unless otherwise justified.
- **Green Streets Principle** - A specific component of a Green Streets Policy.

III. Policy Statement

All new or major reconstructed County transportation projects in Frederick County, and developer financed and constructed transportation projects subject to County approval, where practicable, shall use best practices including trees, landscaping and related environmental site design features to capture and filter stormwater runoff within the right of way, in a manner appropriate to the function and context of the facility.

IV. Principles - Green Streets Principles include:

- A. All public facilities are to be as sustainable as reasonable for the maximum protection of the natural environment. This principle should cover all transportation facilities and applies to both new and retrofit projects, including planning, design and construction of new projects in the existing and acquired right of way.

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- B. An exception procedure in a multi-departmental approach is required, including approval by the Chief Administrative Officer, or as delegated to the division director level, for such matters as excessive/impacting right of way requirements, unreasonable costs and road user safety.
- C. The latest and best design standards and best practices are to be employed while recognizing the need for flexibility in balancing user needs and the cost of maintenance.
- D. Green streets solutions will always complement the context of the community and never detract from it.

V. Implementation of Policy - The following action items are recommended for implementation of this Policy:

- A. Revise procedures and regulations to reflect the policy;
- B. Revise the Streets and Roads Manual to reflect the policy;
- C. Incorporating the Green Streets policies/concepts, into all future community, corridor or other plans;
- D. Provide training for staff responsible for implementing the policy; and
- E. Develop performance standards with measurable outcomes to determine how well streets are serving the goals of the policy.