

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  
3

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  
8

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  
13

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  
18

19 WHEREAS, the Complete Streets Working Group has completed the Complete  
20 Streets Policy; and  
21

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  
32

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*

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  
4

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

READ AND PASSED this 20<sup>th</sup> day of October, 2014

By Order:



Elizabeth E. Jones  
Administrative Officer

I 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](http://www.completestreets.org), [www.smartgrowthamerica.org](http://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.