



CITY COUNCIL WORK SESSIONS AGENDA

**Complete and Green Streets Policy
Community Center
15 Crescent Road
Wednesday, June 12, 2019
8:00 PM**

Work Session Packet - *Agenda*

- *Introductions*
- *Council Discussion*
- *Questions and Answers*
- *Other Items*

Complete and Green Streets Policy

[Complete and Green Streets Draft Policy.pdf](#)

[Complete and Green Streets APB Report.pdf](#)

[Green ACES 2019 -- Comments on Green Complete Streets Policy.pdf](#)

[Complete and Green Streets Memo.pdf](#)

[Complete and Green Streets Presentation June 12.pdf](#)

City Council Work Sessions Agenda Item Report

Meeting Date: June 12, 2019

Submitted by: Molly Porter

Submitting Department: Planning

Item Type: Work Session Item

Agenda Section:

Subject:

Complete and Green Streets Policy

Suggested Action:

Attachments:

[Complete and Green Streets Draft Policy.pdf](#)

[Complete and Green Streets APB Report.pdf](#)

[Green ACES 2019 -- Comments on Green Complete Streets Policy.pdf](#)

[Complete and Green Streets Memo.pdf](#)

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City of Greenbelt
Complete and Green Streets Policy
December 14, 2018

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- I. Definitions
- II. Vision
- III. Purpose and Need
- IV. Policy Statement
- V. Scope
- VI. Exceptions
- VII. Design Guidelines
- VIII. Implementation
- IX. Performance Measures and Reporting

I. Definitions

The term “complete streets” is defined by the National Complete Streets Coalition as follows: “Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” The power of this philosophy is that it advocates balance in the transportation system. It specifies that a complete street enables safe access for all users.

According to the Environmental Protection Agency (EPA) the term “green streets” is defined as follows: “Green streets achieve multiple benefits, such as improved water quality and more livable communities, through the integration of stormwater treatment techniques which use natural processes and landscaping.”

II. Vision

The City of Greenbelt shall be a place where public transportation vehicles, motorists, cyclists, and pedestrians can navigate the City with ease and in complete safety. This policy will direct the City of Greenbelt to develop and provide a well-connected, visually attractive transportation network, that balances the needs of all users, and promotes a more livable and sustainable community.

III. Purpose and Need

The City of Greenbelt recognizes that roadway projects, whether new or reconstruction, are potential opportunities to apply Complete and Green Street principles. The City will, to the maximum extent practicable, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network that is safe and accessible for all users. This central idea of a Complete and Green Streets Policy would enhance the legacy of the City of Greenbelt.

The adoption of a Complete and Green Streets Policy will facilitate the following:

- Develop a more comprehensive, integrated, and connected transportation network that offers a wide variety of choices
- Improve transportation safety for users of all ages and abilities
- Reduce the number of vehicular, pedestrian, and bicycle-related accidents and fatalities
- Incorporate sustainable stormwater management strategies in street infrastructure
- Promote better health outcomes as a result of increased physical activity
- Reduce emissions through increasing opportunities for travel by foot, bicycle, and public transit
- Increase transportation access and options for individuals and families who have limited access to automobiles

IV. Policy Statement

The City of Greenbelt shall strive to complete all road construction and reconstruction projects in a manner that will accommodate the safety and convenience of all transportation users in accordance with Complete and Green Streets principles.

V. Scope

The principles of Complete and Green Street design shall be applied at all stages of new road construction projects, and shall be considered in reconstruction projects to the maximum extent practicable. The variation in width of City rights-of-way may have an effect on the ability to incorporate Complete and Green Streets principles on some sections of roadway. Where projects involve other jurisdictions or other transportation agencies, The City of Greenbelt will work with those jurisdictions or agencies to implement this policy.

It is understood that transportation priorities may vary by area and facility, though new road construction is urged to accommodate as many users as possible. Where reconstruction would result in excessive expense or disruption of the area, local transportation priorities shall be respected.

If a section of a road is being reconstructed and accommodates Complete and Green Streets principles, the entirety of that road should be updated accordingly, as funding and timing permit.

Public input will be required before the implementation of a Complete and Green Streets project.

VI. Exceptions

Exceptions to this policy must be approved through the Department of Planning and Community Development and the Department of Public Works.

Exceptions are as follows:

- Where limited right-of-way prohibits the installation of bicycle, pedestrian and or stormwater practices that would not meet applicable design guidelines.
- Projects for which the cost of compliance with the Complete and Green Streets policy guidelines would be excessive as compared to the need or use of the particular street;
- The low levels of existing and planned population, traffic volumes, or level of transit service around a particular roadway demonstrate an absence of current and future need
- Minor repair or repaving projects
- Instances where the incorporation of all elements would disrupt the historical inner walkway system, green space, tree cover, protected environmental areas, or residential private property;
- Other specific, individual exceptions from any of the above policies as approved by the City Council.

VII. Design Guidelines

The City of Greenbelt shall follow accepted or adopted design guidelines, using the best and latest design guidelines available. These guidelines include, but are not limited to:

- [American Association of State Highway and Transportation Official \(AASHTO\) guides](#)
- [National Association of City Transportation Officials \(NACTO\) guides](#)
- [Maryland State Highway Administration \(SHA\) guides](#)
- [Americans with Disabilities Act \(ADA\) Standards for Accessible Design guidelines](#)
- [Prince George's County Department of Public Works & Transportation \(DPW&T\) guidelines](#)
- [U.S. Environmental Protection Agency Municipal Handbook: Green Streets](#)

The Complete and Green Streets principles outlined above should be applied in consideration of the context of the neighborhood in which a project is located, in addition to the context and heritage of greater Greenbelt.

VIII. Implementation

The City of Greenbelt shall incorporate Complete and Green Streets principles into the City decision-making process with the following actions:

- Actively seeking funding opportunities necessary for the implementation of Complete and Green Streets projects
- Implementing street design guidelines which are contextually sensitive, based on area character and heritage
- Incorporating Complete and Green Street policies into relevant plans, procedures, and manuals
- Offering workshops for staff members and the public to learn more about Complete and Green Streets policies
- When available, the City shall encourage relevant staff to attend professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops
- Developing a Complete and Green Streets Checklist to be used for all construction and reconstruction projects
- Maintaining an inventory of sidewalks, streets, bicycle facilities and crosswalks

IX. Performance Measures and Reporting

The Department of Planning and Community Development shall coordinate the tracking of Complete and Green Street elements implemented per calendar year with the Department of Public Works, and shall include performance measures in the City's Annual Operating Budget that quantifies road improvements completed consistent with this policy.

Improvements to be tracked in accordance with this policy include:

- ADA compliant roadway improvements
- Number of crosswalks built or improved
- Number of street trees planted
- Square feet of sidewalk repair
- Miles of bike lanes and sharrows

**ADVISORY PLANNING BOARD
REPORT TO COUNCIL**

**REPORT NO. 2019-04
Date: April 9, 2019**

SUBJECT: Complete and Green Streets Draft Policy

BACKGROUND:

On March 6, 2019 Ms. Porter presented the Board with a draft Complete and Green Streets Policy. The presentation included an explanation of Complete Streets and Green Streets, the vision of the policy, the purpose and need for a policy, and examples of Complete and Green Streets projects.

The vision of the policy is, “The City of Greenbelt shall be a place where public transportation vehicles, motorists, cyclists, and pedestrians can navigate the City with ease and in complete safety. This policy will direct the City of Greenbelt to develop and provide a well-connected, visually attractive transportation network, that balances the needs of all users, and promotes a more livable and sustainable community.”

ANAYLSIS:

The Board supports the adoption of a Complete and Green Streets policy and believes that it incorporates a lot of the goals that have been discussed by the Advisory Planning Board.

RECOMMENDATION:

The Board recommends that City Council adopt the Complete and Green Streets Policy.

Respectfully Submitted,

Keith Chernikoff
Chair

This recommendation was adopted by a vote of 5-0.

Green ACES & Green Team comments on the presentation of the Complete and Green Streets Policy.

June 10, 2019

On February 26, 2019, Molly Porter from the Planning Department presented to Green ACES/Green Team the Complete and Green Streets Policy document.

Molly showed a PowerPoint describing Complete and Green Streets, the purpose of the policy, and the policy itself. The group discussed a number of issues, including whether the City wanted to, eventually, make all streets Green and Complete; and about safety, cutting of trees, PEPCO involvement in tree cutting, and whether wires could be buried.

Molly explained that technical implementation would be based on the latest available data and thus would be fluid and change over time as better practices and products became available.

All present Green ACES/Team members agreed with the policy that was presented and expressed a desire to review technical details as they became available and updated.

Thank you,

John Lippert

Chair, Green ACES / Green Team

Memorandum:

TO: Nicole Ard, City Manager

FROM: Molly Porter, Community Planner I

VIA: Terri Hruby, Director, Planning and Community Development

DATE: June 4, 2019

RE: Draft Complete and Green Streets Policy

Background:

The City has shown and continues to show a commitment to Complete and Green Streets principles by incorporating these principles into transportation projects, including the engineered design plans for Cherrywood Lane. The adoption of a Complete and Green Streets policy would continue to direct the City to develop and provide a well-connected, visually attractive transportation network, that balances the needs of all users, and promotes a more livable and sustainable community.

Staff initially drafted a Complete and Green Streets policy in 2011. This draft policy was presented to GreenACES and the Advisory Planning Board. Since that time staff has been working to research complete and green streets best practices in both policy formation and policy implementation. Substantive revisions were made to the original draft policy after extensive research of complete and green street policies both in the region and nationally.

The draft policy outlines the vision, purpose and need, scope, exceptions, performance measures and implementation steps. The revised draft policy has been presented to APB and GreenACES. APB submitted a report on the draft policy that was accepted by Council at the regular meeting on April 23, 2019.

Complete and Green Streets:

Complete streets are designed and maintained to accommodate all users regardless of mode of transportation, age, and/or ability. The central tenant of complete streets is that all users can travel safely and efficiently. Green streets are designed and maintained to slow, filter, and cleanse stormwater runoff from impervious surfaces.

Complete and green streets are designed to be context-sensitive and to respond to the user's needs, therefore there is no single design. Common elements can include bioretention areas, bus lanes, bicycle lanes, and median islands. It is also true that not all streets can accommodate these principles due to a variety of factors including limited right of way or low levels of existing or planned traffic.

Streets that incorporate complete and green street principles benefit the community in several different ways:

- Better health outcomes due to a safer and more connected transportation network that supports travel by foot and bicycle
- Reduced emissions as a result of a decrease in automobile trips
- A more equitable transportation network that provides safer travel options for individuals/families who have limited or no access to automobiles
- Reduction in stormwater runoff

Staff believes that the adoption of a Complete and Green Streets Policy will support the City's goal to be a place where public transportation vehicles, motorists, cyclists, and pedestrians can navigate the City with ease and in complete safety.



COMPLETE AND GREEN STREETS

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
JUNE 12, 2019

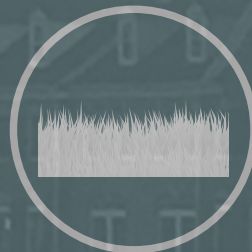
Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, motorists, cyclists and transit users

Source: Smart Growth America



Green Streets achieve multiple benefits, such as improved water quality and more livable communities through the use of storm water treatment techniques which use natural processes and landscaping

Source: EPA: Municipal Handbook



BENEFITS OF COMPLETE AND GREEN STREETS

1

Safer travel for all

2

Improved health
outcomes

3

Reduced emissions

4

Reduced stormwater
runoff

POLICY ELEMENTS

- Vision
- Purpose & Need
- Policy
- Scope
- Exceptions
- Design Guidelines
- Implementation
- Performance Measures and Reporting



VISION:

THE CITY OF GREENBELT SHALL BE A PLACE WHERE PUBLIC TRANSPORTATION VEHICLES, MOTORISTS, CYCLISTS, AND PEDESTRIANS CAN NAVIGATE THE CITY WITH EASE AND IN COMPLETE SAFETY. THIS POLICY WILL DIRECT THE CITY OF GREENBELT TO DEVELOP AND PROVIDE A WELL-CONNECTED, VISUALLY ATTRACTIVE TRANSPORTATION NETWORK, THAT BALANCES THE NEEDS OF ALL USERS, AND PROMOTES A MORE LIVABLE AND SUSTAINABLE COMMUNITY





PURPOSE & NEED

- Improve safety
- Promote better health outcomes
- Reduce emissions
- Increase transportation access
- Develop a more comprehensive transportation network
- Incorporate sustainable stormwater management strategies in street infrastructure

POLICY STATEMENT

THE CITY OF GREENBELT SHALL STRIVE TO COMPLETE ALL ROAD CONSTRUCTION AND RECONSTRUCTION PROJECTS IN A MANNER THAT WILL ACCOMMODATE THE SAFETY AND CONVENIENCE OF ALL TRANSPORTATION USERS IN ACCORDANCE WITH COMPLETE AND GREEN STREET PRINCIPLES.



EXCEPTIONS

- Prohibitive amount of right-of-way
- Projects for which the cost would be excessive as compared to the need or use of the particular street
- The low levels of existing and planned population, traffic volumes, or level of transit service around a particular roadway demonstrate an absence of current and future need



Image Source: City of Austin, via Planetizen



Image Source: WYPR

EXCEPTIONS CONTINUED

- Minor repair or repaving projects
- Instances where the incorporation of all elements would disrupt the historical inner walkway system, green space, tree cover, protected environmental areas or residential private property
- Other specific, individual exceptions from any of the above policies as approved by the City Council



Image Source: EPA



Image Source: Santa Clara Valley Transportation Authority



Image Source: Montgomery County
Department of Environmental Protection



Image Source: Town of Acton, MA

IMPLEMENTATION

- Seek funding opportunities
- Implement street design guidelines which are context sensitive
- Incorporate Complete and Green Street principles into relevant plans, procedures, and manuals
- Offer workshops for staff and members of the public

IMPLEMENTATION CONTINUED

- Attending conferences, classes, seminars, and workshops
- Developing a Complete and Green Streets Checklist
- Maintaining an inventory of sidewalks, streets, bicycle facilities, and crosswalks



Image Source: New York City Department of Transportation



Image Source: City of Oceanside

PERFORMANCE MEASURES & REPORTING



Image Source: Columbus, OH



Image Source: City of Austin

- ADA compliant roadway improvements
- Number of crosswalks built or improved
- Number of street trees planted
- Square feet of sidewalk repairs
- Miles of bike lanes and sharrows installed

Complete and Green Streets Examples

TOWN OF EDMONSTON: DECATUR STREET

Before:

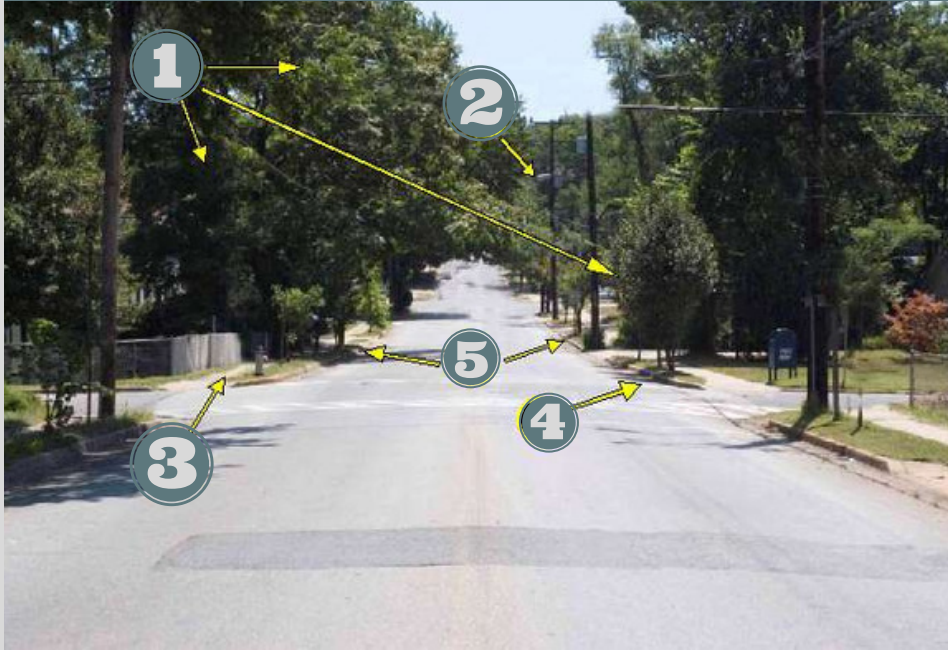


Image Source: Edmonston, MD

After:

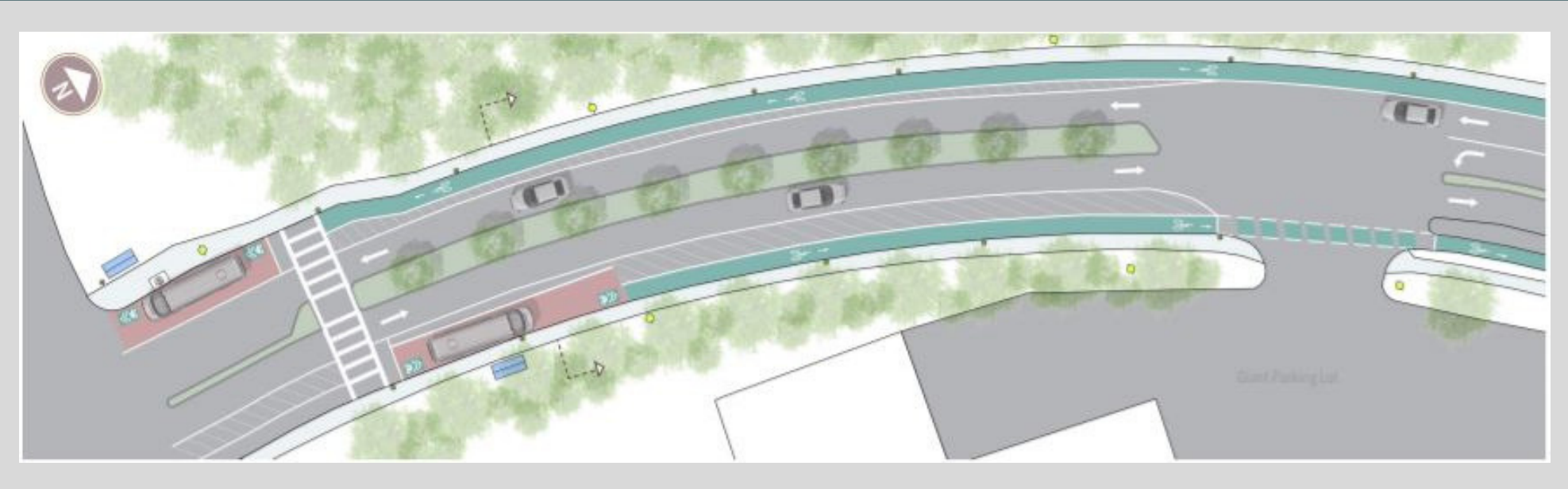


Image Source: Edmonston, MD

- ① Tree Canopy
- ② Street Lighting
- ③ Walkability/Accessibility

- ④ Bicycle Access
- ⑤ Stormwater Management

CHERRYWOOD LANE COMPLETE AND GREEN STREET PROJECT



Existing Features				Proposed Features			
telephone/light pole	canopy	crosswalk	bus stop	bioswale	bus stop	street tree	pedestrian light
storm drain	crosswalk	bus stop	bus stop	bicycle lane	bus zone	pedestrian light	plastic bollard
fire hydrant	bus stop	bus stop	bus stop	sharrow	crosswalk	pedestrian light	plastic bollard

