



HOWARD COUNTY OFFICE OF TRANSPORTATION

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Date: December 17, 2021

To: Lonnie Robbins, Chief Administrative Officer

A handwritten signature in blue ink, appearing to read 'Bruce Gartner', is placed over the 'To:' field.

From: Bruce Gartner, Administrator, Howard County Office of Transportation

Subject: Staff Testimony for Council Resolution X-2022, Complete Streets Design Manual

Council Resolution X-2022 responds to requirements of the Howard County Complete Streets Policy, adopted by Council Resolution 120-2019. A key requirement of that policy is to update the current Design Manual to incorporate national best practices and context-appropriate Complete Streets design concepts. I am providing this testimony in support of the updated Design Manual Volumes III and IV as submitted to the County Council for their consideration. Attachment 1 is a summary of the proposed changes.

Design Manual Volume III has been revised with changes that will improve safety and accessibility for all modes, including drivers, bicyclists, pedestrians and transit users. New and updated design guidance draws on best practices from established sources and includes specifications for bicycle accommodations, shared use pathways, enhanced pedestrian crossings and speed management techniques. The name of Volume III has been also changed from *Roads and Bridges*, to *Complete Streets and Bridges* to best reflect the design standards it includes. Updates to Design Manual Volume IV *Standard Specifications and Details for Construction* include new typical sections for multimodal street types and updates to existing details to ensure consistency with new standards, such as the update in minimum sidewalk width from 4 feet to 5 feet.

The updates to these volumes reflect input from technical experts, stakeholders, and the broader community. The Complete Streets Implementation Team (CSIT), consisting of County staff and community stakeholders (listed in full in Attachment 2), worked together for two years to update the design manual content. Public workshops were held on October 14 and 21, 2021 to solicit feedback from the community. In addition, the design manual changes have been reviewed by both the County Public Works Board and the Multimodal Transportation Board (MTB). The Public Works Board endorsed the new manual on December 14, 2021 and the Multimodal Transportation Board (MTB) endorsed the manual on December 16, 2021. Attachment 3 includes the Public Works Board Resolution 21-2021. The MTB's official endorsement, as documented in its minutes, states:

“The Multimodal Transportation Board endorses the Complete Streets Design Manual that has been drafted by the Complete Streets Implementation Team and recommends its submission to the County Council for legislative review and adoption, where it will receive positive testimony from the Multimodal Transportation Board. We further recommend that it be reviewed and revised by a committee of balanced interests similar to the CSIT after revisions to APFO or Subdivision and Land Development Regulations, and every five years thereafter.”

Matrices comparing the previous version and the proposed version of the Design Manual volumes are included as reference on the Complete Streets Design Manual webpage at <https://www.howardcountymd.gov/DM-updates>. The recordings from the workshops, the materials used, and a written summary from the question-and-answer portions of both workshops are included there, as well.

Long term fiscal impacts of the updates to the Howard County Design Manual to implement Complete Streets are expected to be manageable. When all benefits are considered, a Complete Streets approach may have a net positive economic impact for Howard County, compared to the previous approach of expanding road capacity to accommodate assumed growth in the use of private automobiles. Benefits such as public health, improved air quality and reductions in fatalities, personal injuries and property damage all contribute to the fiscal advantages of a Complete Streets approach.

Design and construction costs of most Complete Streets projects are expected to be reasonable since changes will be made incrementally as opportunities arise, such as marking bike lanes and crosswalks when roads are resurfaced. Further, prioritization will allow projects to be implemented as funding and opportunities to couple them with related projects become available.

On behalf of the Office of Transportation, Department of Planning and Zoning, and the Department of Public Works I am pleased to submit Council Resolution X-2022 and recommend adoption by the County Council.

ATTACHMENT 1

Howard County Design Manual Volume III, Complete Streets and Bridges, Summary of Changes

This document includes a summary of changes to Howard County Design Manual Volume III. This volume is currently titled “Roads and Bridges.” The proposed new name is “Complete Streets and Bridges,” which reflects the fact that the revised manual complies with the Complete Streets policy by addressing traffic studies and design for all modes of travel, including pedestrian facilities, bicycle facilities, and transit facilities, in addition to motor vehicle facilities.

The below summary is organized by chapter and section number. Sections (i.e. 1.1, 1.2, 1.3...) are categorized based on status as **new**, **substantially revised**, or **no significant changes**. If an entire section has no significant changes, subsections (i.e. 1.1.A, 1.1.B, 1.1.c...) are not listed. For new or substantially revised sections, the subsections are also listed and categorized based on status.

The center column, “Rationale” explains why a section was created, revised, or left unchanged. Five categories were used as rationale:

- **Complete Streets policy:** This change or addition was explicitly required by the Complete Streets policy.
- **Multimodal:** This change or addition was made because the current Design Manual did not address all modes of travel. Revised or new text incorporates study and design considerations for other modes of travel including walking, bicycling, or transit, in addition to travel by motor vehicle.
- **User Friendly:** This change or addition was made to make the Design Manual more user friendly. Although the Design Manual is a technical document intended for a technical audience, the Complete Streets policy calls for transparency in the transportation planning and design process. Language was added where appropriate to make the document more user friendly for new technical users or members of the public.
- **Best Practice:** This change or addition was made to bring County practice into compliance with the current state of best practice according to national transportation guidance.
- **In Compliance:** This category is used when a section or subsection was already in compliance with the Complete Streets policy and is categorized as having “no significant changes.”

Chapter 1 Section	Rationale	Status
1.1 <i>Introduction</i> This section was revised to include reference to all modes of travel and the Complete Streets policy.	Multimodal	Substantially Revised
1.1.A <i>How to Use This Manual</i> This subsection includes content from previous subsection 1.1.C, Purpose of the Manual. It was renamed How to Use this Manual and expanded to introduce multimodal considerations.	User Friendly	Substantially Revised
1.1.B <i>How This Manual Was Developed</i> This subsection provides background on the process followed to develop the draft Design Manual since it substantially deviates from the approach taken for previous revisions.	User Friendly	New
1.1.C <i>Complete Streets Policy</i> This subsection provides a brief overview of the Complete Streets policy since it is the impetus for all revisions to the Design Manual. The Complete Streets policy is included in its entirety as chapter 1 Appendix C.	Complete Streets policy	New
1.1.D <i>Equity Emphasis Area</i> The Complete Streets policy requires the County to measure equity using the Vulnerable Population Index methodology developed by the Baltimore Metropolitan Council. Upon consultation with the Howard County Equity and Restorative Practices Manager, the Vulnerable Population Index has been renamed “Equity Emphasis Area” to reflect an asset based approach to transportation planning, instead of the deficit based approach suggested by the word “vulnerable.” This section outlines the use of Equity Emphasis Areas for project prioritization and community engagement.	Complete Streets policy	New
1.1.E <i>Authorization</i> This subsection was previously titled 1.1.B, Authorization. It was revised to include the new name of Volume III.	In Compliance	No Significant Changes
1.2 <i>Project Types and Delivery Process</i> This section consolidates previous sections 1.4, Projects Defined and 1.6, Project Development.	User Friendly	Substantially Revised
1.2.A <i>Capital Projects</i> This subsection consolidates previous subsections 1.4.A Capital Projects and 1.6.B Capital Projects. This section describes the Capital Project process.	User Friendly	Substantially Revised
1.2.B <i>Land Development Projects</i> This subsection consolidates previous subsections 1.4.B Land Development Projects and 1.6.A Land Development Projects. This section describes the Land Development Project Process.	User Friendly	Substantially Revised
1.2.C <i>Project Prioritization for Capital Projects</i> The Complete Streets policy requires the County to establish a detailed project prioritization process within 12 months of the date of the Complete Streets policy. The Transportation Improvements Prioritization System (TIPS) cross referenced in the Design Manual is a living document that is maintained by the Office of Transportation.	Complete Streets policy	New

1.2.D <i>Community Engagement Plan</i>	Complete Streets policy	New
This Complete Streets policy requires the County to establish specific procedures for initiating public engagement, focusing on traditionally disenfranchised and underserved communities within 12 months of the date of the Complete Streets policy. A draft Community Engagement Plan was released to the public in October of 2020. The plan was revised based on staff feedback through the fall of 2021. This section provides an overview of the Community Engagement Plan. The revised version is included as chapter 1 Appendix D.		
1.2.E <i>Pedestrian and Bicycle Master Plan</i>	Complete Streets policy	New
This Complete Streets Design Manual is intended to provide design guidance that will aid in the implementation of the pedestrian and bicycle master plans, WalkHoward and BikeHoward. This section asks Designers to familiarize themselves with each document and incorporate relevant recommendations into their projects. New text brings this subsection in compliance with section 8 of the Complete Streets policy which outlines requirements for context sensitivity.		
1.2.F <i>Exceptions</i>	Complete Streets policy	Substantially Revised
This subsection includes content from previous section 1.1.D, Waivers. New text brings this subsection in compliance with section 3 of the Complete Streets policy which outlines the exceptions process.		
1.3 <i>Street Types</i>	Multimodal	Substantially Revised
This is a new section that includes content from previous section 1.5, Highway Classification System. In the current Design Manual, street design was loosely based on the functional classification of the street. The Complete Streets Design Manual notes that well-designed streets take into account both the land use context in which they are located and the transportation function they are designed to serve. The combination of the two creates a street “typology,” or a compilation of street types.		
1.3.A <i>Land Use Context</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 1.5.A, General. This section establishes four broad land use contexts that impact the selection of street types.		
1.3.B <i>Transportation Classification</i>	Best Practice	Substantially Revised
This subsection includes content from previous subsection 1.5, Highway Classification System. This section describes the existing transportation classification system and clarifies that the transportation classification system does not have a direct link to the new Street Types.		
1.3.C <i>Street Types</i>	Best Practice	Substantially Revised
This subsection includes content from previous section 1.5.B, General Design Criteria. In the current Design Manual, basic design criteria for roads are summarized in Chapter 2, Appendix A and are based on the functional classification of a street and average daily traffic. The new Street Types outlined in the Complete Streets Design Manual will be selected based on land use and accommodations for all modes of travel. Features of each new Street Type are detailed in this section. Typical sections are provided in Volume IV of the Design Manual as design details.		
1.3.D <i>Scenic Roadways</i>	Multimodal	New
This subsection includes content from previous section 1.5.A and the County Code and addresses how to accommodate pedestrian and bicycle facilities along scenic roads.		
1.3.E <i>Retrofit Projects</i>	Multimodal	New
This subsection provides guidance on how to retrofit County streets with facilities for all road users when there is limited right of way or other constraints that may make the provision of the ideal street type less feasible.		

<u>1.4</u>	<u><i>Engineering Reports</i></u>	<u>In Compliance</u>	<u>No Significant Changes</u>
This section was previously titled 1.7, Engineering Reports. The entire section has no significant changes to content or subsection titles.			
<u>1.5</u>	<u><i>Control, Topographic and Construction Surveys</i></u>	<u>In Compliance</u>	<u>No Significant Changes</u>
This section was previously titled 1.8, Control, Topographic and Construction Surveys. The entire section has no significant changes to content or subsection titles.			
<u>1.6</u>	<u><i>Preparation of Construction Plans</i></u>	<u>In Compliance</u>	<u>No Significant Changes</u>
This section was previously titled 1.9, Preparation of Construction Plans. The entire section has no significant changes to content or subsection titles.			
<u>1.7</u>	<u><i>Preparation of Construction Specifications</i></u>	<u>In Compliance</u>	<u>No Significant Changes</u>
This section was previously titled 1.10, Preparation of Construction Specifications. The entire section has no significant changes to content or subsection titles.			
<u>1.8</u>	<u><i>Record Drawings</i></u>	<u>In Compliance</u>	<u>No Significant Changes</u>
This section was previously titled 1.11, Record Drawings. The entire section has no significant changes to content or subsection titles.			
<u>1.9</u>	<u><i>Definitions</i></u>	<u>In Compliance</u>	<u>No Significant Changes</u>
This section was previously titled 1.3, Definitions.			
<u>1.10</u>	<u><i>Abbreviations</i></u>	<u>In Compliance</u>	<u>No Significant Changes</u>
This section was previously titled 1.2, Abbreviations.			
<u>1.11</u>	<u><i>References</i></u>	<u>Best Practice</u>	<u>New</u>
This section provides references to external documents cited or cross-referenced in chapter 1.			
<u>Appendix A</u>	<u><i>- Highway Classification Characteristics</i></u>	<u>In Compliance</u>	<u>Unchanged</u>
This appendix is identical to Chapter 1, Appendix A in the current Design Manual.			
<u>Appendix B</u>	<u><i>- Standard Reference Plan</i></u>	<u>In Compliance</u>	<u>Unchanged</u>
This appendix is identical to Chapter 1, Appendix B in the current Design Manual.			
<u>Appendix C</u>	<u><i>- Howard County Complete Streets Policy</i></u>	<u>Complete Streets policy</u>	<u>New</u>
This Appendix includes the entire Complete Streets policy adopted by County Council			
<u>Appendix D</u>	<u><i>- Community Engagement Plan</i></u>	<u>Complete Streets policy</u>	<u>New</u>
This Appendix includes the entire Community Engagement Plan required by the Complete Streets policy.			
<u>Appendix E</u>	<u><i>- Transportation Classification Map</i></u>	<u>User Friendly</u>	<u>New</u>
This Appendix includes the Transportation Classification Map.			
<u>Appendix F</u>	<u><i>- Street Type – Functional Classification Correlation Chart</i></u>	<u>Multimodal</u>	<u>New</u>
This Appendix provides guidance on a preliminary functional classification assumption for new streets based on the selected Street Type. The Office of Transportation will ultimately assign Functional Classifications.			

Chapter 2 Section		Status
2.1 <i>General</i>	Multimodal	No Significant Changes
This section does not include any text, it is just a heading.		
2.1.A <i>Introduction</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.1.A, Introduction, with a focus on all modes of travel. It notes that this chapter presents requirements, criteria, and guidelines for the design of streets, shared use paths, walking facilities, and bicycling facilities, driveways, entrances, and parking.		
2.1.B <i>Street Classifications and Functions</i>	Multimodal	Substantially Revised
This subsection provides a cross reference to Section 1.3.C, Street Types.		
2.1.C <i>Network Connectivity</i>	In Compliance	No Significant Changes
This subsection was previously titled 2.1.C, Traditional Neighborhood Design. Network Connectivity is being used to replace the phrase “traditional neighborhood design,” since the focus of this section is on the transportation network as opposed to the design of neighborhoods.		
2.1.D <i>Design Controls</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.1.D, Design Controls. This section notes that the principal elements controlling design of streets are design hourly traffic volumes and projected or anticipated average daily traffic for all modes of travel, target speed for multimodal safety, design speed, design users representing all modes, design and control vehicles, future multimodal traffic volumes, community context, and impacts to adjacent land. Previously, this section focused on motor vehicle design controls.		
2.1.E <i>Sight Distance</i>	Best Practice	Substantially Revised
This subsection includes content from previous subsection 2.2.D, Sight Distance and subsection 2.5.B.9, Intersection Sight Distance. This section consolidates presentation of information on stopping, passing and intersection sight distance.		
2.1.F <i>Maintenance of Traffic</i>	In Compliance	No Significant Changes
This subsection was previously titled 2.2.F, Maintenance of Traffic.		
2.2 <i>Typical Section Elements</i>	Multimodal	Substantially Revised
This section does not include any text, it is just a heading.		
2.2.A <i>General</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.4.A, General. It reviews the Street Types include in section 1.3 and defines typical section elements as facilities for all modes of travel.		
2.2.B <i>Sidewalks</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.4.G, Sidewalks/Sidewalk Ramps. It includes updated national guidance and cross references the sidewalk expansion policy, which is included as chapter 2 Appendix I.		
2.2.C <i>Shared Use Paths</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.4.J, Pathways and Bikeways. It includes updated national guidance on issues including accessibility, cross section, target speed, horizontal alignment, vertical alignment, structures, intersections, and signing and pavement markings.		

2.2.D <i>Bicycle Facilities</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.4.J, Pathways and Bikeways. It includes updated national guidance on issues including bicycle facility types, the selection of appropriate bicycle facility types, transitions along bicycle facilities, and bicycle facility pavement markings.		
2.2.E <i>Travel Lanes</i>	User Friendly	Substantially Revised
This subsection includes content from previous subsections 2.4.B, Pavement and Right-Of-Way Width; 2.4.C, Paving Section; 2.4.E, Shoulders; 2.4.F, Medians; 2.4.M, Crossing Locations; and 2.14, Speed Control Devices. It includes updated national guidance on issues including the determination of typical section, modification of typical section or design criteria, right of way, pavement width and cross slope, paving section, shoulders, medians, golf cart crossing locations, and speed management. The speed management section includes significant new guidance on the application of tools to manage speeds including roundabouts, traffic calming measures, lane narrowing, and road diets.		
2.2.F <i>Street Trees</i>	In Compliance	No Significant Changes
This subsection was previous titled 2.11, Road Trees.		
2.2.G <i>Minimum Edge Distance to Any Roadside Appurtenance</i>	In Compliance	No Significant Changes
This subsection was previously titled 2.4.L, Minimum Edge Distance to Any Roadside Appurtenance.		
2.2.H <i>Accommodation of Utilities in Typical Sections</i>	In Compliance	No Significant Changes
This section was previously titled 2.4.K, Utility Location. Guidance regarding location of utility surface features outside of pathways and in locations where sight distance will not be obstructed has been added.		
2.2.I <i>Accommodation of Stormwater Management in Typical Sections</i>	User Friendly	New
This subsection provides a cross reference to stormwater management guidance provided in Volume I of the Howard County Design Manual.		
2.3 <i>Geometric Design</i>	In Compliance	No Significant Changes
This section was previously titled 2.3, Geometric Design. The entire section has no significant changes to content or subsection titles.		
2.4 <i>Intersection Design</i>	Multimodal	Substantially Revised
This section does not include any text, it is just a heading.		
2.4.A <i>General</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.5.A, General. It clarifies that intersections must be designed to safely and efficiently accommodate all modes of travel.		
2.4.B <i>Geometric Design</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 2.5.B, Geometric Design. Significantly revised subsections include 2.4.B.4, Minimum Curvature for Turning Movements, which has new curb radii based on the new Street Types and the design and control vehicles established in section 2.1.D.3, as well as substantial guidance on intersection radii evaluation requirements. New section 2.4.B.6, Auxiliary lanes, replaces previous section 2.5.B.5, and now defines auxiliary lane types, auxiliary lane requirements, auxiliary lane widths, and auxiliary lane length. This section also states that auxiliary lanes should be minimized to the extent possible, as they result in wider streets with faster motor vehicle traffic, leading to conditions that are less comfortable for people walking, bicycling, and accessing transit vehicles. The section provides updated guidance on traffic islands, discouraging channelizing islands and providing updated guidance on preferred geometric design of these islands when they are beneficial, and requiring analysis to assess that they are needed.		

<p>2.4.C Roundabouts This section replaces previous section 2.14.C.1 and provides additional design guidelines on roundabouts and mini-roundabouts, and guidance on how designers should handle bicycle and pedestrian facilities in conjunction with roundabouts.</p>	<p>Multimodal</p>	<p>New</p>
<p>2.4.D Alternative Intersection Types This section notes that the evaluation of alternative traffic control devices shall be conducted only at the discretion and under the direction of the Department of Public Works.</p>	<p>Best Practice</p>	<p>New</p>
<p>2.4.E Pedestrian Design Elements at Intersections and Midblock Locations This section addresses crossings both at controlled and uncontrolled intersections and at midblock locations since intersections frequently provide the greatest number of potential conflict points between pedestrians and motorists. This section includes design guidance on crosswalks, curb ramps, signalized intersections, midblock crossings, uncontrolled crossings, and geometric design treatments.</p>	<p>Multimodal</p>	<p>New</p>
<p>2.4.F Shared Use Paths at Intersections This section provides a cross reference to section 2.4.G.2, Two-Way Separated Bike Lanes and the AASHTO “Bike Guide.”</p>	<p>Multimodal</p>	<p>New</p>
<p>2.4.G Bicycle Facilities at Intersections This section notes the primary principle for design of bicycle facilities at intersections is to minimize the exposure of people bicycling to motor vehicle traffic. This section includes design guidance for bicycle facilities identified in section 2.2.D, including one-way separated bike lanes, two-way separated bike lanes, buffered bike lanes, conventional bike lanes, shoulders, bicycle boulevards, shared lanes, and traffic signal considerations for bicycling.</p>	<p>Multimodal</p>	<p>New</p>
<p>2.4.H Transit Facilities at Intersections This section cross references the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) “Bus Stop Design Guide.”</p>	<p>Multimodal</p>	<p>New</p>
<p>2.4.I Right-of-Way This subsection was previously titled 2.5.C, Right-of-Way.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.4.J Major Intersection Design Procedures This subsection was previously titled 2.5.E, Major Intersection Design Procedures.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.4.K Minor Intersection Design Procedures This subsection was previously titled 2.5.D, Minor Intersection Design Procedures.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.4.L Intersections with State Highways This subsection was previously titled 2.5.F, Intersections with State Highways.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.4.M Intersections with Existing Streets This subsection was previously titled 2.5.G, Intersections with Existing Roads.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5 Driveways This section was previously titled 2.6, Driveways.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>

<p>2.5.A General This subsection was previously titled 2.6.A, General.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5.B Residential This subsection was previously titled 2.6.B, Residential.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5.C Commercial – Industrial and Multi-family This subsection was previously titled 2.6.C, Commercial.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5.D Spacing and Corner Clearance This subsection was previously titled 2.5.D, Spacing and Corner Clearance.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5.E Sight Distance This subsection was previously titled 2.6.E, Sight Distance.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5.F Grade This subsection was previously titled 2.6.F, Grade.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5.G Auxiliary Lanes This subsection was previously titled 2.6.G, Auxiliary Lanes. Text added to discourage use of auxiliary lanes.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.5.H Sidewalks and Shared Use Paths This subsection provides guidance on how shared use paths and sidewalks are designed when they pass over driveways.</p>	<p>Multimodal</p>	<p>New</p>
<p>2.5.I Pavement Markings This subsection includes content from previous section 2.12, Signals, Signs, and Pavement Markings. It provides guidance on pavement markings through major commercial, industrial, retail, and high-density housing guidelines, cross referencing national transportation guidance.</p>	<p>Multimodal</p>	<p>Substantially Revised</p>
<p>2.6 Parking Requirements & Off-Street Parking Lots This section was previously titled 2.9, Parking Lot Requirements & Off-Street Parking Lots.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.6.A General This subsection was previously titled 2.9.A, General.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>2.6.B Residential Parking This subsection includes content from previous section 2.9.B, Residential Parking. The on-street parking chart was revised to cross reference the new Street Types detailed in Section 1.3 instead of the typical sections in Volume IV.</p>	<p>Multimodal</p>	<p>Substantially Revised</p>
<p>2.6.C Off-Street Parking Lots This subsection was previously titled 2.9.C, Off-Street Parking Lots.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>

2.6.D <i>Bicycle Parking</i> This section provides a cross reference to national transportation guidance.	Multimodal	New
2.6.E <i>Perpendicular Parking</i> This subsection was previously titled 2.9.D, Perpendicular Parking.	In Compliance	No Significant Changes
2.7 <i>Street Lighting</i> This section was previously titled 2.13, Roadway Lighting. The entire section has no significant changes to content or subsection titles.	In Compliance	No Significant Changes
2.8 <i>Detailed Design Elements</i> This section does not include any text, it is just a heading. This section includes design guidance for miscellaneous design elements.		New
2.8.A <i>Alleys</i> This subsection was previously titled 2.7, Alleys.	In Compliance	No Significant Changes
2.8.B <i>Private Streets</i> This subsection was previously titled 2.8, Private Roads.	In Compliance	No Significant Changes
2.8.C <i>Curb and Gutter</i> This subsection was previously titled 2.4.D Curb and Gutter.	In Compliance	No Significant Changes
2.8.D <i>Side Slope</i> This subsection was previously titled 2.4.H, Side Slopes	In Compliance	No Significant Changes
2.8.E <i>Traffic Barrier</i> This subsection includes content from previous subsection 2.4.I, Traffic Barrier. It is updated and includes cross-references to established design guidance. Guidance provided regarding design of traffic barrier relative to pedestrian and bicycle facilities.	Best practices	Substantially Revised
2.8.F <i>Underdrain</i> This subsection was previously titled 2.4.N, Underdrain.	In Compliance	No Significant Changes
2.8.G <i>Ditches</i> This subsection was previously titled 2.4.O, Ditches.	In Compliance	No Significant Changes
2.8.H <i>Staged Construction</i> This subsection was previously titled 2.4.P, Staged Construction.	In Compliance	No Significant Changes
2.8.I <i>Bus Stops</i> This subsection includes content from previous subsection 2.2.E, Bus Stops. It also includes new guidance on bus stop configurations for the new Street Types detailed in section 1.3. Cross-references to external guidance are provided.	Multimodal	Substantially Revised

2.8.J Scenic Road Maintenance	In Compliance	No Significant Changes
This subsection was previously titled 2.15, Standard for Maintenance of Scenic Roads. Clarification provided that localized modifications to scenic roads are permissible if they do not alter the character of the road.		
2.8.K Mailbox Placement	Multimodal	New
This subsection provides guidance on mailbox placement based on established guidance and in consideration of people walking and bicycling.		
2.8.L Solid Waste Containerization	In Compliance	No Significant Changes
This subsection was previously titled 2.10, Solid Waste Containerization.		
2.9 References	Best Practice	New
This section provides references to external documents cited or cross-referenced in chapter 2.		
Appendix A - Public Roadway Design Criteria	Multimodal	Substantially Revised
This appendix includes a note that is only to be used for retrofits w approval of DPW. Design criteria for new streets is provided in section 1.3 Street types and the associated design criteria in Volume IV.		
Appendix B - Horizontal Circular Curve	In Compliance	No Significant Changes
This appendix is identical to chapter 2, Appendix B in the current Design Manual.		
Appendix C - Vertical Curve	In Compliance	No Significant Changes
This appendix is identical to chapter 2, Appendix C in the current Design Manual.		
Appendix D - Types of Vertical Curves	In Compliance	No Significant Changes
This appendix is identical to chapter 2, Appendix D in the current Design Manual.		
Appendix E.1 - Methods of Attaining Superelevation	In Compliance	No Significant Changes
This appendix is identical to chapter 2, Appendix E.1 in the current Design Manual.		
Appendix E.2 - Methods of Attaining Superelevation	In Compliance	No Significant Changes
This appendix is identical to chapter 2, Appendix E.2 in the current Design Manual.		
Appendix F - Traffic Barrier Required for Embankment Geometry	In Compliance	No Significant Changes
This appendix is identical to chapter 2, Appendix F in the current Design Manual.		
Appendix G - Parking Stall Layout Elements	Best Practice	Substantially Revised
This appendix includes content from previous appendix A but was modified in accordance to current best practice.		
Appendix H - Intersection Sight Distance	In Compliance	No Significant Changes
This appendix is identical to chapter 2, Appendix H in the current Design Manual.		
Appendix I - Sidewalk Expansion Policy	Best Practice	New
This appendix includes the sidewalk expansion policy referenced in section 2.2.B, Sidewalks.		

Chapter 3 Section		Status
3.1 <i>Introduction</i>	In Compliance	No Significant Changes
This section was previously titled section 3.1, Introduction. The entire section has no significant changes to content or subsection titles.		
3.2 <i>General Features of Design</i>	In Compliance	No Significant Changes
This section was previously titled 3.2, General.		
3.2.A <i>Coordination with Road and Street Planning</i>	In Compliance	No Significant Changes
This subsection was previously titled 3.2.A, Coordination with Road and Street Planning.		
3.2.B <i>Design Specifications</i>	In Compliance	No Significant Changes
This subsection was previously titled 3.2.B, Design Specifications.		
3.2.C <i>Technical Reference for Design</i>	In Compliance	No Significant Changes
This subsection was previously titled 3.2.C, Technical Reference for Design.		
3.2.D <i>Basic Information Required for Design</i>	In Compliance	No Significant Changes
This subsection was previously titled 3.2.D, Basic Information Required for Design.		
3.2.E <i>Selection of Retaining Wall Type</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 3.2.E, Selection of Retaining Wall Type. Language was added to stipulate that due to their rough surface, gabions are not to be used where people may be walking or bicycling adjacent to the face of the wall.		
3.2.F <i>Selection of Bridge Type</i>	In Compliance	No Significant Changes
This subsection was previously titled 3.2.F, Selection of Bridge Type.		
3.2.G <i>Selection of Culverts</i>	In Compliance	No Significant Changes
This subsection was previously titled 3.2.G, Selection of Culverts.		
3.2.H <i>Structures Over Waterways</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 3.2.H, Structures Over Waterways. Subsection 3.2.H.4, Walking and Bicycling Use was added to ensure that consideration shall be given to making provisions for walking and bicycling under structures placed over waterways.		
3.2.I <i>Clearances</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 3.2.I, Clearances. Subsection 3.2.I.1.a, Bridge Roadway Width, includes language nothing that if sidewalks and/or bicycle facilities exist on either approach roadway section, or are anticipated within the bridge's service life, those sidewalks and/or bicycle facilities shall be carried across the bridge. If sidewalks and/or bicycle facilities are not anticipated within the bridge's service life, an eight-foot shoulder shall be provided on each side of the bridge to provide accommodation for people walking and bicycling. Similar language was added to subsection 3.2.I.1.b, Underpass Clearance. Subsection 3.2.I.3.c, relates to Vertical Clearances for Shared Use Path Bridges instead of pedestrian bridges.		
3.2.J <i>Bridge Roadway Section</i>	Multimodal	Substantially Revised
This subsection includes content from previous subsection 3.2.J. Subsection 3.2.J.3, Barriers, notes that the selection of an appropriate barrier should consider the type of pedestrian and bicycle facilities on the bridge and be designed in accordance with the AASHTO "Guide for the Development of Bicycle Facilities."		

3.2.K <i>Horizontal and Vertical Alignment</i> This subsection was previously titled 3.2.K, Horizontal and Vertical Alignment.	In Compliance	No Significant Changes
3.2.L <i>Subsurface Investigations</i> This subsection includes content from previous subsection 3.2.L, Subsurface Investigations. It was updated to include references to updated external guidance.	Best Practices	Substantially Revised
3.2.M <i>Foundation Reports</i> This subsection was previously titled 3.2.M, Foundation Reports.	In Compliance	No Significant Changes
3.2.N <i>Scour Reports</i> This subsection was previously titled 3.2.N, Scour Reports.	In Compliance	No Significant Changes
3.2.O <i>Bridge Inspection</i> This subsection was previously titled 3.2.O, Bridge Inspection.	In Compliance	No Significant Changes
3.2.P <i>Design Life</i> This section clarifies that all bridges must be designed to achieve a minimum service life of 75 years or a longer period (e.g., 100 years), if so directed by the Chief of the Bureau of Engineering, for applicable capital projects.	Best Practices	New
<u>3.3 <i>Design Loading – Highway Structures</i></u> This section was previously titled 3.3, Design Loading – Highway Structures.	<u>In Compliance</u>	<u>No Significant Changes</u>
3.3.A <i>General</i> This subsection was previously titled 3.3.A, General.	In Compliance	No Significant Changes
3.3.B <i>Dead Load</i> This subsection was previously titled 3.3.B, Dead Load.	In Compliance	No Significant Changes
3.3.C <i>Live Load</i> This subsection includes content from previous subsection 3.3.C, Live Load. It was updated to include updated guidance and new cross-references to external guidance.	Best Practices	Substantially Revised
3.3.D <i>Wind Loads</i> This subsection was previously titled 3.3.D, Wind Loads.	In Compliance	No Significant Changes
3.3.E <i>Thermal Forces</i> This subsection was previously titled 3.3.E, Thermal Forces.	In Compliance	No Significant Changes
3.3.F <i>Force of Stream Flow</i> This subsection was previously titled 3.3.F, Force of Stream Flow.	In Compliance	No Significant Changes
3.3.G <i>Earth Pressure</i> This subsection was previously titled 3.3.G, Earth Pressure.	In Compliance	No Significant Changes

3.3.H <i>Earthquake Forces</i> This subsection was previously titled 3.3.H, Earthquake Forces.	In Compliance	No Significant Changes
3.3.I <i>Distribution of Loads</i> This subsection was previously titled 3.3.I, Distribution of Loads.	In Compliance	No Significant Changes
3.3.J <i>Constructability</i> This section provides guidance for constructability in keeping with new external guidance.	Best Practice	New
<u>3.4 <i>Substructures and Retaining Walls</i></u> This section was previously titled 3.4, Substructures and Retaining Walls. This section was revised where appropriate to reference provisions for people walking and bicycling.	<u>In Compliance</u>	<u>No Significant Changes</u>
3.4.A <i>Retaining Walls</i> This subsection includes content from previous subsection 3.4.A, Retaining Walls. This section notes that for new construction, the first preference is to revise grading so a retaining wall is not needed. To the extent feasible, if a wall is required, any pedestrian or bicycle facility at its base shall be widened by at least one foot to maintain an offset between facility users and the face of the wall.	Multimodal	Substantially Revised
3.4.B <i>Abutments</i> This subsection was previously titled 3.4.B, Abutments.	In Compliance	No Significant Changes
3.4.C <i>Piers</i> This subsection was previously titled 3.4.C, Piers.	In Compliance	No Significant Changes
3.4.D <i>Foundations</i> This subsection includes content from previous subsection 3.4.D, Foundations. It was updated to include updated guidance and new cross-references to external guidance.	Best Practice	Substantially Revised
3.4.E <i>Substructure Protection</i> This subsection was previously titled 3.4.E, Substructure Protection.	In Compliance	No Significant Changes
3.4.F <i>Slope and Bank Protection</i> This subsection was previously titled 3.4.F, Slope and Bank Protection	In Compliance	No Significant Changes
<u>3.5 <i>Bridge Superstructure</i></u> This section was previously titled 3.5, Bridge Superstructure.	<u>In Compliance</u>	<u>No Significant Changes</u>
3.5.A <i>Slab on Beams and Girders</i> This subsection was previously titled 3.5.A, Slab on Beams and Girders.	In Compliance	No Significant Changes
3.5.B <i>Beams and Girders</i> This subsection was previously titled 3.5.B, Beams and Girders.	In Compliance	No Significant Changes

<p>3.5.C <i>Steel Beams and Girders</i> This subsection was previously titled 3.5.C, Steel Beams and Girders.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>3.5.D <i>Prestressed Concrete Beams</i> This subsection was previously titled 3.5.D, Prestress Concrete Beams.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>3.5.E <i>Bridge Drainage</i> This subsection was previously titled 3.5.E, Bridge Drainage.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>3.5.F <i>Expansion Joints</i> This subsection includes content from previous subsection 3.5.F, Expansion Joints. This section notes that if joints are required, they shall be selected to provide minimal irregularities and/or gaps to facilitate safe operation of motorcyclists and bicyclists.</p>	<p>Multimodal</p>	<p>Substantially Revised</p>
<p>3.5.G <i>Bearings</i> This subsection was previously titled 3.5.G, Bearings.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>3.5.H <i>Drainage Troughs</i> This subsection was previously titled 3.5.H, Drainage Troughs.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>3.5.I <i>Elevations</i> This subsection was previously titled 3.5.I, Elevations.</p>	<p>In Compliance</p>	<p>No Significant Changes</p>
<p>3.5.J <i>Sidewalks</i> This section notes that any surface features in the sidewalk shall be smooth, slip-resistant, and level with the sidewalk to maintain ADA compliance.</p>	<p>Multimodal</p>	<p>New</p>
<p><u>3.6 <i>Shared Use Paths Bridges</i></u> This section provides guidance on the design of Shared Use Path Bridges for use by bicyclists, pedestrians, equestrian riders, and light maintenance vehicles.</p>	<p>Multimodal</p>	<p>New</p>
<p>3.6.A <i>General</i> This subsection provides information on design specifications from AASHTO and ADA.</p>	<p>Multimodal</p>	<p>New</p>
<p>3.6.B <i>Loading</i> This subsection provides loading requirements.</p>	<p>Multimodal</p>	<p>New</p>
<p>3.6.C <i>Clearances</i> This subsection provides clearance requirements.</p>	<p>Multimodal</p>	<p>New</p>
<p>3.6.D <i>Profile and Grade</i> This subsection provides profile and grade requirements.</p>	<p>Multimodal</p>	<p>New</p>
<p>3.6.E <i>Railings and Fencing</i> This subsection provides railing and fencing requirements.</p>	<p>Multimodal</p>	<p>New</p>

3.6.F <i>Lighting</i> This subsection provides lighting requirements.	Multimodal	New
3.6.G <i>Aesthetics/Structure Type</i> This subsection cross-references aesthetic recommendations.	Multimodal	New
3.6.H <i>Hydraulics</i> This subsection cross-references hydraulic requirements.	Multimodal	New
<u>3.7 <i>Shared Use Path Underpasses</i></u> This section provides guidance on the design of Shared Use Path Underpasses for use by bicyclists, pedestrians, equestrian riders, and maintenance vehicles.	<u>Multimodal</u>	<u>New</u>
3.7.A <i>General</i> This subsection provides information on design specifications from AASHTO and ADA.	Multimodal	New
3.7.B <i>Clearances</i> This subsection provides clearance requirements.	Multimodal	New
3.7.C <i>Profile and Grade</i> This subsection provides profile and grade requirements.	Multimodal	New
3.7.D <i>Fencing</i> This subsection cross-references fencing requirements.	Multimodal	New
3.7.E <i>Lighting</i> This subsection provides lighting requirements.	Multimodal	New
3.7.F <i>Aesthetics</i> This subsection cross-references aesthetic recommendations.	Multimodal	New
3.7.G <i>Drainage</i> This subsection provides drainage requirements.	Multimodal	New
<u>3.8 <i>Box Culverts</i></u> This section was previously titled section 3.6, Box Culverts. The entire section has no significant changes to content or subsection titles.	<u>In Compliance</u>	<u>No Significant Changes</u>
<u>3.9 <i>Pipe Culverts</i></u> This section was previously titled section 3.7, Pipe Culverts. The entire section has no significant changes to content or subsection titles.	<u>In Compliance</u>	<u>No Significant Changes</u>
<u>3.10 <i>Utilities on Bridges</i></u> This section was previously titled section 3.8, Utilities on Bridges. The entire section has no significant changes to content or subsection titles.	<u>In Compliance</u>	<u>No Significant Changes</u>

3.11 *Rehabilitation of Existing Structures* **In Compliance** **No Significant Changes**

This section was previously titled section 3.9, Rehabilitation of Existing Structures. This section was revised where appropriate to reference provisions for people walking and bicycling.

3.11.A *Introduction* **Multimodal** **Substantially Revised**

This subsection includes content from previous subsection 3.9.A, Introduction. This section notes that Bridge widths, including travel lanes, shoulders, and pedestrian and bicycle facilities, shall conform to Section 3.2.1 to the extent practical. If the scope of the project does not allow for the full width of those facilities, consideration should be given to retrofits that provide additional space for pedestrian and bicycle travel. In constrained conditions on bridges with inadequate pedestrian and bicycle facilities, priority should be given to narrowing or reconfiguring motor vehicle lanes or medians to provide additional space for pedestrians and bicyclists. Priority should also be given to adding some separation (if feasible) between the travel lanes and the adjacent pedestrian/bicycle facility, such as a curb, a concrete barrier, or flexible delineators. Separation is a particular need on bridges with motor vehicle operating speeds over 35 mph that are more than 100 feet long. Figure 3-4 shows Potential Separation Options on Bridges.

3.11.B *Superstructure Repairs* **Best Practices** **Substantially Revised**

This subsection includes content from previous subsection, 3.9.B Superstructure Repairs. This section was updated in keeping with new external guidance.

3.11.C *Substructure Repairs* **In Compliance** **No Significant Changes**

This subsection includes content from previous subsection, 3.9.C Substructure Repairs.

3.11.D *Retaining Walls* **In Compliance** **No Significant Changes**

This subsection includes content from previous subsection 3.9.D, Retaining Walls.

3.11.E *Maintenance of Traffic* **In Compliance** **No Significant Changes**

This subsection includes content from previous subsection 3.9.E, Maintenance of Traffic.

3.12 *Load Ratings* **In Compliance** **No Significant Changes**

This section was previously titled section 3.10, Load Ratings. The entire section has no significant changes to content or subsection titles.

3.13 *Plan Preparation Guidelines* **In Compliance** **No Significant Changes**

This section was previously titled section 3.11, Plan Preparation Guidelines. The entire section has no significant changes to content or subsection titles.

3.14 *References* **Best Practice** **No Significant Changes**

This section provides references to external documents cited or cross-referenced in chapter 3.

Chapter 4

The only change to Chapter 4 was to the background growth rate.

Language in current Design Manual, section 4.3.C.3:

Background traffic growth of 3% per year compounded for up to three years or other rate if adequate traffic data exists to support a change. Comprehensive or phased projects will use a background traffic growth of 6% compounded per year beyond year three in the study. The developer may propose or the Department may require different background traffic growth rates if validated field counts and other traffic data about the intersection support a different rate.

Language in Complete Streets Design Manual, section 4.3.C.3:

Background traffic growth of 2% per year compounded shall be used unless adequate traffic data exists to support a different growth rate. The developer may propose or the Department may require different background traffic growth rates if validated field counts and other traffic data about the intersection support a different rate.

Further revisions to Chapter 4 will be considered in conjunction with changes to the Adequate Public Facilities Test Ordinance and the Subdivision Regulations.

Chapter 5 Section

Status

5.1 <i>Introduction</i>	Multimodal	Substantially Revised
<p>This section includes content from previous section 5.1, Introduction. This section has been revised to provide principles and guidelines for the analysis of the transportation network to support the design of safe, efficient, and coordinated transportation facilities for all modes, in accordance with the County's Complete Streets policy.</p>		
5.2 <i>Multimodal Traffic Studies</i>	Multimodal	Substantially Revised
<p>This section includes content from previous section 5.2, Traffic Studies. This section clarifies that the term "traffic" refers to all modes of travel: walking, bicycling, transit, driving cars, and delivering goods.</p>		
5.2.A <i>General</i>	Multimodal	Substantially Revised
<p>This section includes content from previous section 5.2.A, General. This section outlines the six types of traffic studies considered in this Manual. These studies ensure that roadways and intersections, whether designed as part of a capital project or a subdivision, will be capable of performing their intended purpose safely and efficiently and will become a part of a balanced and coordinated transportation system.</p>		
5.2.B <i>Level of Service Studies</i>	Multimodal	Substantially Revised
<p>This section includes content from previous section 5.2.B, Level of Service Studies. The most significant change to this section is to the background motor vehicle traffic growth rate from 3% for the first three years of a project and 6% compounded per year beyond year three in the study, to a background motor vehicle traffic growth rate of 2% per year compounded for the first three years of a project.</p>		
5.2.C <i>Pedestrian Studies</i>	Multimodal	Substantially Revised
<p>This section includes content from previous section 5.2.D, Pedestrian/Bicyclist Studies. This section includes significantly more guidance than the previous pedestrian studies section, and includes evaluation requirements for midblock crosswalks and pedestrian overpasses and underpasses. It also requires an analysis of land uses that may generate significant pedestrian activity, including schools, libraries, community centers, churches, meeting halls, and transit stops.</p>		
5.2.D <i>Bicyclist Studies</i>	Multimodal	New
<p>This section includes content from previous section 5.2.D, Pedestrian/Bicyclist Studies. This section includes significantly more guidance than the previous bicyclist studies section. It introduces the Level of Traffic stress methodology which uses readily available criteria including number of lanes, shoulder width, bike lane width, parking lane width, speed limit or prevailing speed, and motor vehicle traffic volume to evaluate the generalized stress levels that bicyclists are expected to experience. The section details how to use the Level of Traffic Stress methodology to analyze existing streets and proposed designs for the selection and inclusion of bicycle facilities.</p>		
5.2.E <i>Safety Evaluations</i>	Multimodal	Substantially Revised
<p>This section includes content from previous section 5.2.C, Safety Studies. This section clarifies that a safety evaluation must consider not only crash history but also conflicts as observed in the field, as well as absence of adequate accommodations for all modes of travel. These evaluations make possible the incorporation of design features which may alleviate existing crash causation factors and promote safety for people walking, bicycling, driving, and riding transit.</p>		
5.2.F <i>Parking/Access Studies</i>	In Compliance	No Significant Changes
<p>This section includes content from previous section 5.2.E, Parking/Access Studies.</p>		
5.2.G <i>Noise Studies</i>	In Compliance	No Significant Changes
<p>This section includes content from previous section 5.2.F, Noise Studies.</p>		
5.3 <i>Intersection Traffic Control Devices</i>	In Compliance	No Significant Changes
<p>This section was previously titled section 5.3, Intersection Traffic Control Devices. The entire section has no significant changes to content or subsection titles, although complete streets considerations for roundabouts have been added.</p>		

5.4 <i>Traffic Signing and Pavement Marking</i>	In Compliance	No Significant Changes
This section was previously titled section 5.4, Traffic Signing and Pavement Marking. The entire section has no significant changes to content or subsection titles.		
5.5 <i>Maintenance of Traffic During Construction</i>	In Compliance	No Significant Changes
This section was previously titled section 5.5, Maintenance of Traffic During Construction.		
5.6 <i>At-Grade Railroad Crossings</i>	In Compliance	No Significant Changes
This section was previously titled 5.6, At-Grade Railroad Crossings.		
5.7 <i>References</i>	Best Practice	New
This section provides references to external documents cited or cross-referenced in chapter 5.		

ATTACHMENT 2

Complete Streets Implementation Team

Howard County Government Representatives

Christiana Rigby, Howard County Council
Sam Sidh, Howard County Executive's Office
Chad Edmondson, Howard County Department of Planning and Zoning
Chris Eatough, Howard County Office of Transportation
Kris Jagarapu, Howard County Department of Public Works, Highways
Paul Walsky, Howard County Department of Recreation and Parks
Tom Auyeung, Howard County Department of Public Works, Engineering

Community Representatives

Brian Nevin, Howard County Public School System, Transportation
Carl Gutschick, Private Sector Engineer
Cory Summerson, Public Works Board
David Nitkin, Howard County General Hospital
Jennifer White, Horizon Foundation
Jessica Bellah, Columbia Association
Larry Schoen, Multimodal Transportation Board

ATTACHMENT 3

PUBLIC WORKS BOARD FOR HOWARD COUNTY, MARYLAND

DECEMBER 14, 2021

RESOLUTION NO. PWB-21-2021

WHEREAS, Howard County Code Section 18.210 specifies that the Director of Public Works shall be empowered to develop regulations and specifications affecting the design and construction of roads and highways to be used in Howard County and shall publish them in a code to be made available by the Howard County Department of Public Works and Department of Planning and Zoning.

WHEREAS, Howard County Code Section 18.210(b) requires a public hearing before the Public Works Board to consider and make a recommendation on the proposed code or amendments to the code; and

WHEREAS, the Department of Public Works, in accordance with Section 18.210(b) of the Howard County Code, by publishing a notice in the Howard County Times on December 2, 2021 and December 9, 2021 as well as by publishing a notice in the Baltimore Sun on December 12, 2021, did notify the public of the December 14, 2021, hearing; and

WHEREAS, the Office of Transportation, on behalf of the Department of Public Works, in accordance with Section 18.210(b), prepared and presented to the Public Works Board at a public hearing on December 14, 2021, the amendments to the Howard County Design Manual, Volumes III and IV – Complete Streets, and received public testimony at a public hearing before the Public Works Board on December 14, 2021, on the amendments to the Howard County Design Manual, Volumes III and IV – Complete Streets; and

THEREFORE, BE IT RESOLVED this 14th day of December, 2021, that after due consideration of the testimony presented at the public hearing by the Department of Public Works and the public, the Public Works Board recommends that the Department of Public Works submit the amendments to the Howard County Design Manual, Volumes III and IV – Complete Streets for the legislative process with the Howard County Council.

WITNESS:



Rachel Roehrich
Recording Secretary


BOARD OF PUBLIC WORKS
HOWARD COUNTY



Cory Summerson
Chairperson

APPROVED FOR FORM AND LEGAL SUFFICIENCY

this 13th day of December 2021



Gary W. Kud
County Solicitor

Reviewing Attorney:



Kristen K. Haskins
Senior Assistant County Solicitor