

MAYOR AND TOWN COUNCIL OF EDMONSTON

Policy Resolution 2019-PR-01

A Resolution for the Mayor and Town Council of Edmonston to establish a Complete Streets policy pursuant to the Town's stated desire to become more environmentally-friendly and meet or surpass state guidelines on the subject.

WHEREAS, the Town of Edmonston is known as a regional leader in environmental innovation, and would like to further this reputation; and

WHEREAS, the State of Maryland in 2018 established the Complete Streets Program to provide competitive matching grants to local governments wishing to make their streets safe and accessible to multiple modes of transportation; and

WHEREAS, a local government must have a plan to implement these changes, preserve community character, and set a five-year goal for increased share of non-motor vehicle traffic in order to qualify for the grants.

The Town of Edmonston should complete the following for the entire town, in order:

1. Bike stripe – least costly
2. Install pervious curb and gutter
 - a. Focus on residential areas first
3. Install pervious sidewalk
 - a. Focus on Safe Routes to School first
 - b. After Safe Routes, residential
 - c. After residential, business
4. Install rain gardens
5. Install pervious pavement
 - a. Focus on residential areas first – less wear
6. Install efficient LED lighting

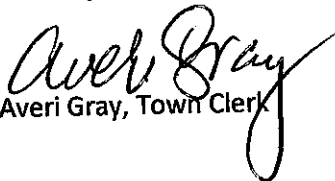
NOW, THEREFORE BE IT RESOLVED by the Mayor and Town Council that a Complete Street policy be and is hereby adopted:

BE IT FURTHER RESOLVED THAT Mayor Tracy R. Gant, is hereby authorized to endorse this policy resolution, thereby indicating the Town Council's approval thereof, and

BE IT FURTHER RESOLVED THAT a copy of this Resolution shall be sent to the Secretary of the Department of Housing and Community Development of the State of Maryland.

READ AND ADOPTED THIS 12th day of June 2019.

BY ORDER of the Mayor and Council, I hereby certify that Resolution Number 2019-03 is true and correct and duly adopted by the Mayor and Council of the Town of Edmonston.


Averi Gray, Town Clerk

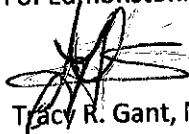

Tracy R. Gant, Mayor

Exhibit A

Definition.

According to the Annotated Code of Maryland (2015 Replacement Volume and 2017 Supplement), Section 8-901 through 8-908, Subtitle 9, "Complete Streets" refers to "streets that provide accommodations for users of multiple modes of transportation." Furthermore, a Complete Street "includes features such as wider sidewalks, dedicated bike facilities, medians, pedestrian streetscape features, and green stormwater infrastructure."

1. Vision and intent

The Town of Edmonston (hereafter additionally described as "Town" or "Edmonston") envisions one day being a community with full complete green street connectivity. This will include:

- 1.1 Bike paths on every street to allow residents and visitors to safely move through the community and encourage healthy habits.
- 1.2 Pervious sidewalks on every street – on at least one side – to allow residents and visitors to safely move through the community and encourage healthy habits, and to reduce runoff to the Anacostia River and greater Chesapeake Bay watershed.
- 1.3 Pervious curb and gutter and road pavement to reduce runoff to the Anacostia River/Chesapeake Bay watershed.
- 1.4 Efficient LED lighting on every street to allow those using the streets and sidewalks to feel safe. For people to use the streets for recreation and exercise past dark, they must feel safe doing so. Furthermore, making the lighting efficient will reduce the Town's carbon footprint and save the Town money in the process.

2. Diverse users

- 2.1 The Town of Edmonston is a highly diverse community in many respects. The Town celebrates diversity and strives to include all users when considering legislation. To this end, all transportation projects shall be designed and planned, fully, to accommodate all users of the transportation system, including but not limited to motor vehicle operators, transit riders, bicyclists, pedestrians, children, seniors, those with disabilities, those with pets, and emergency responders. This shall be accomplished with minimum interference to adjacent land uses. The Town will ensure equal access to public transportation options without regard to race, ethnicity, religion, creed, income, sexual orientation, gender identity, immigration status, age, ability, languages spoken or level of access to a personal vehicle. Vulnerable users will be prioritized. To ensure that the proposed improvements make a meaningful impact in ease of travel and safety for the most vulnerable users, special attention will be given in the design and planning of projects. Infrastructure investments shall be mapped, quantified, and evaluated to ensure the equitable and timely provision of Complete Streets projects throughout town, to avoid pockets of underinvestment.

3. Commitment in all projects and phases

- 3.1 All Town-owned new transportation construction, reconstruction/retrofit, resurfacing, repaving, restriping and rehabilitation projects in the public right-of-way, including, but not limited to, streets and all other connecting pathways shall be designed, constructed, operated, and maintained so that all modes of transportation allow all users to move safely, comfortably, conveniently, and independently.
- 3.2 Privately-constructed streets and parking lots must adhere to this policy.
- 3.3 The Town shall endeavor to foster partnerships with the State of Maryland, Prince George's County, neighboring communities, school districts, and businesses to develop transportation improvements that further the Town's Complete Streets policy for travel between towns.
- 3.4 The Town will consider every road project and each phase of every project as an opportunity to improve transportation and water quality for all users. These phases include, but are not limited to, planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance.
- 3.5 The Town will ensure that all modes of transportation may continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.

4. Exceptions

Exceptions to providing for all modes in every project may be authorized by the Town Administrator using the process and criteria described below when they meet the following conditions.

- 4.1 The affected roadway prohibits, by law, use by specified users (such as commercial truck operators).
- 4.2 The activities are standard maintenance measures designed to keep infrastructure in usable condition (such as mowing, cleaning, pot hole repair, and surface treatments such as crack sealing or other temporary fixes)
- 4.3 The Town Administrator, after consultation with the Town Engineer and with the approval of the Mayor and Town Council, issues a written exception concluding that the application of Complete Streets policies is excessively disproportionate to the need or probable use. Such exceptions shall be clearly explained and available on the Town's website and conspicuously posted at the Town Hall and public recreation facilities within the Town. On the posting will be the contact information to share comments about the exception with the Town Administrator.

5. Jurisdiction

- 5.1 All transportation infrastructure, road design, and construction projects requiring funding or approval from the Town of Edmonston must adhere to this policy. The Town Administrator shall require the Town Engineer and contractors to implement the Complete Streets improvements in a unified and coordinated manner through consistent and thorough communication including Complete Streets updates at monthly Council meetings and meetings with the Town Engineer and contractors as necessary.

- 5.2 Projects funded by non-municipal governmental agencies such as county, state, or federal government shall adhere to this policy. Municipal and non-municipal staff responsible for the planning and engineering of Complete Streets shall coordinate for all such projects.
- 5.3 Projects funded by non-municipal agencies and organizations such as the Chesapeake Bay Trust, the Healthy Eating Active Living (HEAL) Cities and Towns Campaign for the Mid-Atlantic, shall adhere to this policy.
- 5.4 Private developments including street design and construction components shall adhere to, and fully support, this policy. The planner associated with the developer shall work with the Town to agree upon applicable requirements early in the approval process. The Town Code Enforcement Officer shall verify compliance of the development during inspections prior to the use of such improvements by the general public.
- 5.5 To the fullest extent possible, State of Maryland streets shall comply with this policy, including the design, construction, reconstruction, and maintenance of such streets.
- 5.6 For all streets and trails that connect to neighboring municipalities, Complete Streets principles shall be encouraged across borders so that accommodations are continuous to destinations in these areas.
- 5.7 For streets and trails that are part of a regional network, the Town shall provide well-maintained facilities that exemplify Complete Streets principles.

6. Design

- 6.1 The Town of Edmonston Complete Streets Policy shall draw upon the best and most current state and national street design guidelines including, but not limited to, guidance from the Maryland State Highway Administration (MD SHA), the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA) and the Prince George's County Department of Public Works.

7. Land use and context sensitivity

Definition. "Context-sensitivity" in urban planning considers current and expected community need with regards to existing transportation infrastructure and planned land use.

- 7.1 Improvements must not result in the involuntary displacement of residents. Residents whose housing security is adversely affected by improvements shall be treated fairly and their cases adjudicated individually and equitably.
- 7.2 The level of improvements shall consider the classification of the existing roadway, adjacent land use, type of community, and plans and ordinances.
- 7.3 The Town shall require all new or revised land use policies, plans, zoning ordinances or equivalent documents to provide specific evidence on how they support the Town's Complete Streets vision.

7.4

8. One- and five-year Capital Improvement Plan

Bicycle features

Riding a bicycle is a carbon-neutral form of transportation that the Town of Edmonston and Prince George's County both want to encourage. Edmonston has made a significant commitment towards increasing bicycle traffic on Town streets through the use of bike lanes, bike signs, and intersection striping. Several projects are currently underway or in the works, with an ultimate goal of complete connectivity. This goal can be achieved by doing the following.

1. Repair and extend bike lane striping from Buchanan Street to Tanglewood Drive in the lower industrial area
2. Add bike striping to Edmonston Terrace (Gallatin, Hamilton, Ingraham Streets)
3. Bike stripe 46th Avenue from Hamilton Street to Decatur Street; 47th Avenue from Hamilton Street to Decatur Street; 49th Avenue from Gallatin Street to end (by Northeast Branch Trail)
4. Bike stripe residential road Emerson Street and add bike signs so motorists use caution when turning around the curve onto/from 51st Avenue
5. Bike stripe residential road 52nd Place and add bike signs so motorists use caution when turning around the curve onto/from Emerson Street
6. Bike stripe residential road 48th Avenue
7. Bike stripe Riverside Drive and 50th Avenue by the Edmonston stormwater pumping station; add intersection striping
8. Bike stripe 53rd Avenue to connect the town on the other side of Kenilworth Avenue
9. Obtain permission to bike stripe Ollie's Turn Road (a private drive)

Key Complete Streets features: Bike lanes, sharrows, bike signs, sub-standard lane treatments, pocket lanes, cycle tracks, shared use path, intersection striping

Pedestrian features

Edmonston is adjacent to several parks and a trail system. The Town also has many school-age children who both walk to school and walk to the bus stop. It is a top priority of the town to ensure that residents of all ages are able to move around town safely.

1. Safe Routes to School:
 - a. Add sidewalks to 52nd Avenue from Crittenden Street to Tanglewood Drive; add crosswalks at intersection with Emerson Street
 - b. Add sidewalks and crosswalks to Crittenden Street (entire length)
 - c. Add crossing signals with flashing lights to crosswalks adjacent to school bus stops
2. Add sidewalks to 47th Avenue to allow safe access to the community garden; add crosswalks at Gallatin Street and Hamilton Street
3. Add sidewalks to Gallatin Street; add crosswalks at 46th Avenue, 49th Avenue, and Lafayette Place
4. Add sidewalks to Hamilton Street; add crosswalks at 46th Avenue and Lafayette Place
5. Add sidewalks to 49th Avenue; add crosswalk at intersection with Decatur Street
6. Add sidewalks to Lafayette Place; add crosswalks at Ingraham Street and 46th Avenue

Key Complete Streets features: Sidewalks, ramps, median treatments, driveway crossings, protruding objects, cross walks, mid-block crossings, stop lines, signals, accessible pedestrian signals, detectable warning devices

Stormwater infrastructure

The Town of Edmonston occupies a unique position as a town on two sides of a river. Given the proximity to water, stormwater and flooding have historically been an issue in the town. The construction of the Edmonston Pumping Station in 2007 alleviated many issues, and the construction of one of the first "green streets" in the nation in 2009 further helped reduce runoff. Further projects are in the works, but more remains to be done. The recommendations below will help further reduce stormwater concerns in the town.

1. Install pervious curb and gutter and rain gardens on 46th Avenue from Ingraham Street to Lafayette Place
2. Install pervious curb and gutter and rain gardens on Ingraham Street from 46th Avenue to Lafayette Place
3. Repair Priority Area 2 on the north side of Decatur Street, between 46th Avenue and 47th Avenue by filling potholes and replacing pervious pavement
4. Repair Priority Area 3A on the south side of Decatur Street, between 47th Avenue and 48th Avenue, by replacing pervious pavement
5. Repair Priority Area 3B on the south side of Decatur Street, between 48th Avenue and 49th Avenue, by replacing pervious pavement
6. Repair Priority Area 3C on the north side of Decatur Street, between 49th Avenue and Taylor Road, by replacing pervious pavement
7. Construct and/or plant a rain garden, bioswales, and a food forest on the corner of Emerson Street and 52nd Place to solve storm water runoff issues from Kenilworth Avenue/Highway 201
8. Construct and/or plant a rain garden, bioswales, and bioretention cells on 51st Avenue from Decatur Street to Buchanan Street to alleviate the flooding that occurs on the low points on the road during large rain events
9. Install pervious curb and gutter and rain gardens on 46th Avenue from Decatur Street to Ingraham Street
10. Recalculate the stormwater inlet near Thos. Somerville Co and install bioswales to funnel stormwater to the inlet more effectively. Currently, storm water runoff overwhelms the concrete conveyance built in the 1950's and floods nearby homes' yards and pushes water onto Crittenden Street

Key Complete Streets features: Pervious pavements, street trees, swales, rain gardens, bioretention, curb extensions, sidewalk planters

Transit features

1. Marked school bus stop locations at:
 - a. Fountain Park Apartments
 - b. Decatur Street and 52nd Avenue
 - c. Taylor Road and Lafayette Place

Key Complete Streets features: Bus stop locations, bus signal prioritization, bus pull out areas, dedicated bus lanes, bus rapid transit typical sections

Transit-oriented development

The Purple Line will be passing just outside of Town limits, and as with other large transit projects elsewhere is expected to bring about a number of changes in the area. Bus service may be expanded in the area, and Edmonston must be prepared to handle that.

1. Identify potential sites for future bus stops
2. Ensure an unimpeded commute to work by removing obstacles to using varied modes of transportation

Key Complete Streets features: Special consideration given to other modes of transportation in these areas, increased context-sensitive design through enhanced developer and county master plan coordination, enhanced access for bicycles and pedestrians (per law)

Community education

The greening of Edmonston's streets will inevitably cause some temporary traffic disruptions. In order to have the community's support, they must be informed about what is being done, and why. This could take the form of community forums, information distributed at established community events (such as the town Halloween celebration, Edmonston Day, or movie nights), and/or flyers distributed to residents or sent via Constant Contact.