COMPLETE STREETS
Agenda

• Complete Streets Elements
• Complete Streets Policy Best Practices
• MDOT Process and Approach
• Local Examples
• Lessons Learned
• Resources
Policy vs. Process

Policy: plan or course of action to influence and determine decisions and actions.
Process: a series of actions or steps taken to achieve a result.

Roadway Classifications vs. Settings

Roadways: definition is historically organized around vehicle speeds and parcel access.
New emphasis on context sensitive solutions that consider the full range of street users and their access needs (pedestrians, bicyclists, transit users, vehicles, and freight), the local site context type and intensity of the adjacent land use), and desired street character and activity.

Resolution vs. Ordinance

Resolution: deals with matters of a special or temporary character.
Ordinance: legislative act that prescribes a permanent rule of conduct or governance.
Complete Streets Elements

Designed and operated to enable safe use and to support mobility for all users.

Includes people of all ages, abilities, and modes, whether traveling as pedestrians, bicyclists, micro-mobility users, public transportation riders, or drivers.

Example: City of Orlando
Common Features:

- Tree-lined
- Wide sidewalks
- Permeable surfaces
- Raised medians
- Highly visible crosswalks
- Reconfigured intersections
- Bus bays
- Dedicated lanes
Benefits of Complete Streets

- Public health and fitness
- Environmental and climate health
- Transportation equity
- Integrated intermodal connections
- Safe, convenient access and travel
- Supports aging in place
- Supports economic development
- Supports strong communities and neighborhood vibrancy
- Improves quality of life
- Supports an efficiently planned transportation system
National Best Practices

1. Set a Vision
2. Specify All Users
3. Specify All Projects
4. Specify All Agencies, All Roads
5. Define Exceptions
6. Create a Network
7. Define Design Criteria
8. Ensure Context-Sensitivity
9. Establish Performance Measures
10. Provide for Implementation

Images source: www.pedbikeimages.org/DanBurden
• **Vision and Intent**: Equitable vision for complete streets. Specifies need to create complete, connected, network and specifies modes, including biking and walking.

• **Diverse Users**: Enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

• **All Projects and Phases**: Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.

• **Clear, Accountable Expectations**: Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.

• **Jurisdiction**: Requires interagency coordination between government and partner agencies.
Ideal Policy Framework

Continued

• **Design**: Directs the use of the latest and best design criteria and guidelines and sets an implementation timeline.

• **Context Sensitivity**: Considers surrounding community’s current and expected land use and transportation needs.

• **Performance Measures**: Establishes performance standards that are specific, equitable, and available to the public.

• **Project Selection Criteria**: Provides specific criteria to encourage funding prioritization for complete streets implementation.

• **Implementation**: Includes specific next steps for implementation of the policy.
MDOT Complete Streets

• Both in statute and (draft) policy
  – Statute defines what needs to be considered
  – Policy will define the approach for effective implementation
• Combined to enhance network connectivity, safety, and access
• Not necessarily all modes on all roadways: the goal is network-wide
2-112: “Complete streets design features” means design features that accommodate and facilitate safe and convenient access and mobility to facilities by all users, including bicyclists, motorists, pedestrians, and public transportation users.

1. Paved shoulders suitable for use by bicyclists
2. Protected bicycle lanes
3. Share the road signage
4. Crosswalks
5. Pedestrian control signals
6. Bus access and safety measures
7. Sidewalks
8. Shared-use pathways
9. Green stormwater infrastructure
10. Access to retail stores that provide healthy food and other necessities, especially in food deserts noting the following key factors: availability of fresh fruit, vegetables, and other healthy foods in the area
MDOT Policy Approach

- MDOT-The Secretary’s Office (TSO)
  - Example: Protected Bike Lanes

- MDOT-State Highways Administration (SHA)
  - Example: Green Stormwater Infrastructure

- MDOT-Maryland Transit Authority (MTA)
  - Example: Bus Access and Safety Measures

- MDOT-Maryland Aviation Administration (MAA)

MDOT Complete Streets and Network Connectivity
# Local Complete Streets Policies

<table>
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<tr>
<th>Jurisdiction</th>
<th>Policy or Legislative No.</th>
<th>Policy Type</th>
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Baltimore City
Complete Streets Ordinance, 2018

- Establishes Complete Streets Advisory Committee comprised of five city agencies dealing with public right of way
  - Departments of Transportation, Public Works, Planning, Housing and Community Development, and Fire
- Requires BCDOT to adopt a Complete Streets Manual to promote walkability and safer, slower streets, among other goals
  - Release: April 1, 2020 for public comment
- For more information, contact graham.young@baltimorecity.gov
Howard County

Complete Streets Resolution, 2019

- Prioritizes transportation projects in communities with vulnerable populations
- Requires transparent decision-making/reporting
- Enhances coordination among public and private agencies
- Provides for a data-driven project selection process
- Calls for Complete Streets Implementation Team
  - CSIT and the Design Manual Working Group meeting January 2020
  - CSIT meeting first Wednesday of every month, starting February 2020
  - County staff will undertake the implementation
MNCPPC + MCDOT conducted joint study to develop a Complete Streets Design Guide with:

- Consistent, countywide vision for street design
- One-stop shop for all aspects of street design
- Address best practices in fire access, stormwater management, use of different materials
- Increase flexibility while maintaining minimum standards and continuous facilities
- Make street design as part of the development review process clearer and more predictable
Lessons Learned

- Community **health**, **environment**, and **flexibility** for local government resonate with legislators. Flexibility may also resonate with developers.

- **Safety** is key message for public. **Access** and **connectivity** also resonate.

- Complete Streets serve **all roadway users**. Ensure message goes beyond bikes.

- Develop a very **broad, diverse coalition of stakeholders**. Wrangle widespread, bipartisan support from the get-go.

- Complete Streets serve multiple policies and programs. Ensure bill **authors reflect diversity** of policy breadth.

- **Engage your DOT** early, often, and comprehensively.
Resources at a Glance
Thank You!

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