



COMPLETE STREETS



safety for all users

Agenda

1. Complete Streets
2. Maryland's updated policy
3. Implementation
4. Website and Information



Graphic courtesy of the National Association of City Transportation Officials.

What is “Complete Streets?”

A deliberate approach to planning, designing, and constructing streets to be safe for all users.



Photo courtesy of Smart Growth America

Complete Streets...

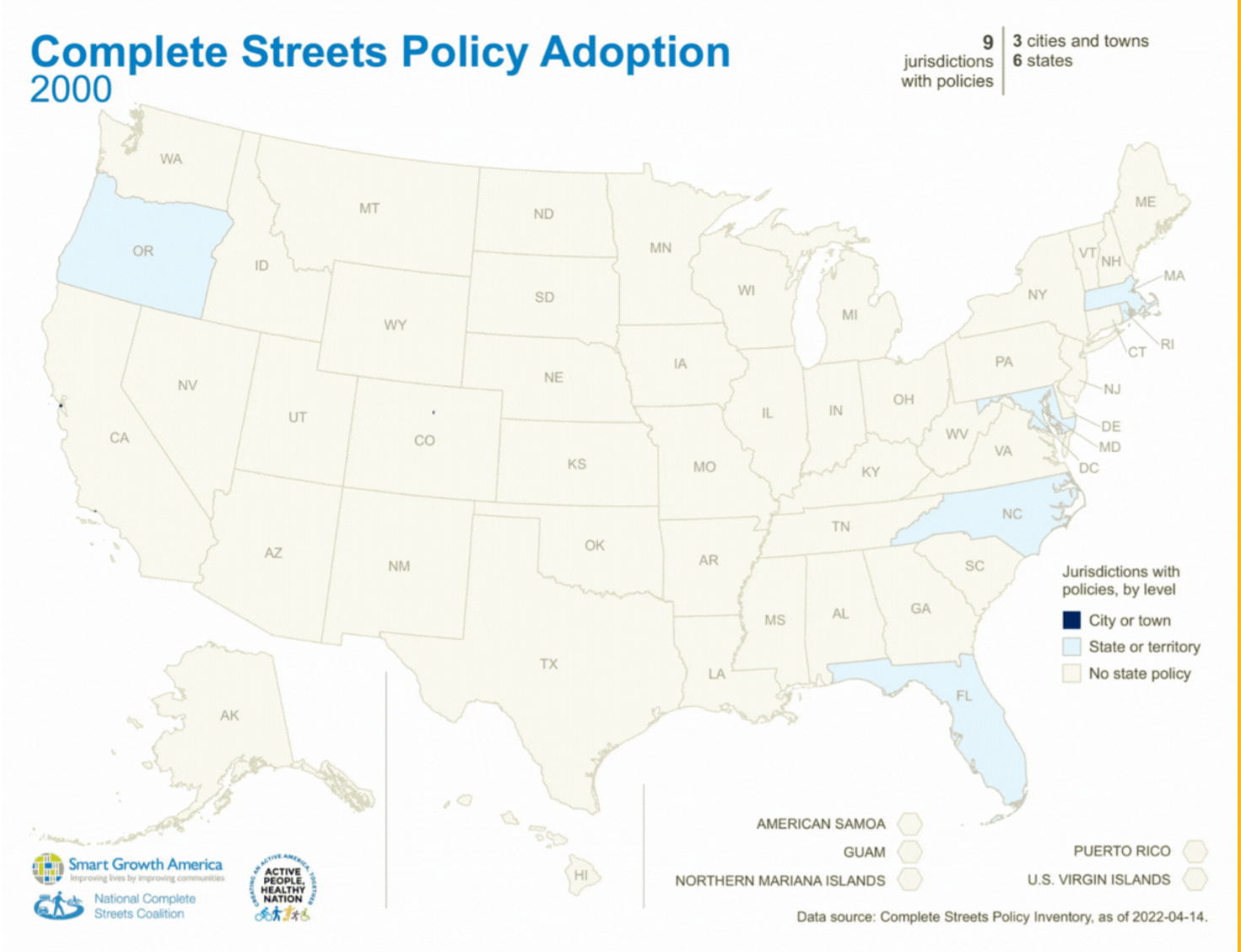
- is a process.
- are part of a context-sensitive network.
- offer accessible multimodal options.
- safely move people, goods, motorized and non-motorized vehicles.
- concepts apply to all project phases.

Complete Streets Policies in the US

Smart Growth America’s Policy Atlas (right) tracks the adoption of Complete Streets policies nationwide at the town, city, region, county, and state level.

Today, there are...

+1,700 policies
37 state gov policies



Graphic courtesy of Smart Growth America.



Complete Streets

Maryland

State Plans

Moore-Miller State Plan

Create desirable and accessible transportation available for all Maryland residents.

Advance infrastructure to connect all Marylanders to opportunities.

Make Maryland a leader in clean energy and the greenest state in the country.

Maryland Transportation Plan

Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Minimize disparities in safety across Maryland's diverse communities.

Address multimodal safety needs to support a safe, secure, and low stress transportation system.

Maintain a safe system during emergencies.

MD Policies: Then v. Now

2012: SHA Complete Streets

“The SHA shall follow a Complete Streets Approach... [to] create a comprehensive multi-modal network.”



The policy only applied to certain MDOT modes.

Waivers/Exceptions: Broad

Safety Performance Functions: Taken from SHA Business Plan's Mobility and Safety

2024: MDOT 750 Complete Streets

“This Policy is applicable to **all** capital improvement projects within MDOT right-of-way,” starting in 2025.



Each mode shall develop a Complete Streets Implementation Approach.

Waivers/Exceptions: Require documentation signed by all appropriate modal representatives

Safety Performance Functions: More aggressive. SHA will develop in collaboration with MHSO

2024 Key Policy Elements



Public Involvement



Objective Statement



Safety and Performance



Multimodal Data





Complete Streets

Implementation

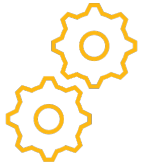
MDOT Implementation Outcomes



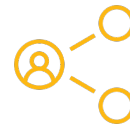
Consistency and consolidation
Revision of standards, manuals,
policies, and other documents



Structures and crossings
Focus on filling network gaps for
pedestrians and bicyclists



Key decision points
Updated decision-making processes



Sharing across agencies
Improved coordination within MDOT
and with other State and local
agencies



User-focused approach
Modified approaches for measuring
project performance for user safety



Making the change
Increased engagement from roadway
users and local partners to develop plans

Next Steps



1

1. Revise guidance, standards, manuals, policies, and other documents

2

2. Update decision-making processes

3

3. Modify approaches for measuring performance

4

4. Collaborate during implementation

5

5. Provide ongoing education and training

MDOT Model Complete Streets Initiative



A collaboration to implement Complete Streets statewide and become a model state for implementation. Supporting efforts include:



- Pedestrian Safety Action Plan
- Complete Streets Leadership Academy quick build pilots
- Strategic Highway Safety Plan
- Be the Driver Campaign
- Sidewalk data partnership
- Local technical assistance
- Peer state exchanges
- Complete Streets training
- Micromobility studies
- Statewide Trail Plan update



