



COMPLETE STREETS



safety for all users

January 15, 2025

BMC BPAG: Policy and CSLA updates



Agenda

- CS Policy Background & Timeline
- CSLA Project
- Outcomes & Next Steps
- Contact Information

Policy Background & Timeline

2012

- SHA issues Complete Streets policy for SHA, MTA, MAA

2019

- State adopts Vision Zero

2023

- SHA releases Pedestrian Safety Action Plan (PSAP)

2024

- **MDOT updates Complete Streets Policy; creates quick build program**

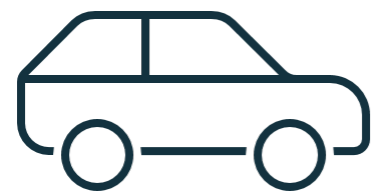
2025

- **MDOT begins statewide Complete Streets implementation**

Policy Elements



Public Involvement



Safety and Performance



Objective Statement



Multimodal Data

Policy No.: MDOT 750
Effective Date: June 1, 2024

Approved by: _____ Date: _____
Secretary

MDOT Complete Streets

Purpose

The purpose of this Policy is to:

1. Satisfy the statutory requirement to adopt a Statewide Complete Streets Policy for highway, transit, and airport facilities, as mandated under Transportation Article § 2-112, §5-408.1, §7-310, and §8-204.1;
2. Facilitate the planning, design, and construction of transportation options that are safer and more accessible to all users of all ages and abilities who bike, walk, take transit, drive or use electric personal assistive mobility devices (EPAMDs);
3. Accomplish four primary goals:
 - a) Establish a framework for future Complete Streets guidance and assigns modal responsibilities that support equitable decision-making in Complete Streets implementation;
 - b) Require the implementation of planning and design principles from Maryland Department of Transportation (MDOT) Maryland Transit Administration's (MTA) Bus Stop Design Guide, and State Highway Administration's (SHA) [Context Driven: Access and Mobility for All Users Guide](#), or Context Guide, to address safety, access, and mobility for all users on all projects in MDOT right-of-way in the following cases:
 - i. When implementing a capital improvement project, such as construction or reconstruction of a roadway, intersection, or bridge.
 - ii. When permitting new or reconstructed streets to access MDOT right-of-way; or
 - iii. When there is an opportunity improve safety for all users by applying proactive engineering safety countermeasures to resurfacing projects.
 - c) Prioritize communication to staff, partner agencies, and the public to build awareness around safer interactions for transit, motorists, pedestrians, bicyclists, and those using EPAMDs and expand the implementation of the Context Guide in underserved communities; and
 - d) Delegate authority to approve design waivers for bicycle and pedestrian accommodations to the Secretary of MDOT.
4. Define certain terms within the context of this Policy.

Reference(s)

[Transportation Article, § 2-112, Annotated Code of Maryland](#)
[Transportation Article, § 2-602, Annotated Code of Maryland](#)
[Transportation Article, § 5-101, Annotated Code of Maryland](#)
[Transportation Article, § 5-408.1, Annotated Code of Maryland](#)
[Transportation Article, § 7-101, Annotated Code of Maryland](#)
[Transportation Article, § 7-102, § Annotated Code of Maryland](#)
[Transportation Article, § 7-310, Annotated Code of Maryland](#)
[Transportation Article, § 8-101, Annotated Code of Maryland](#)

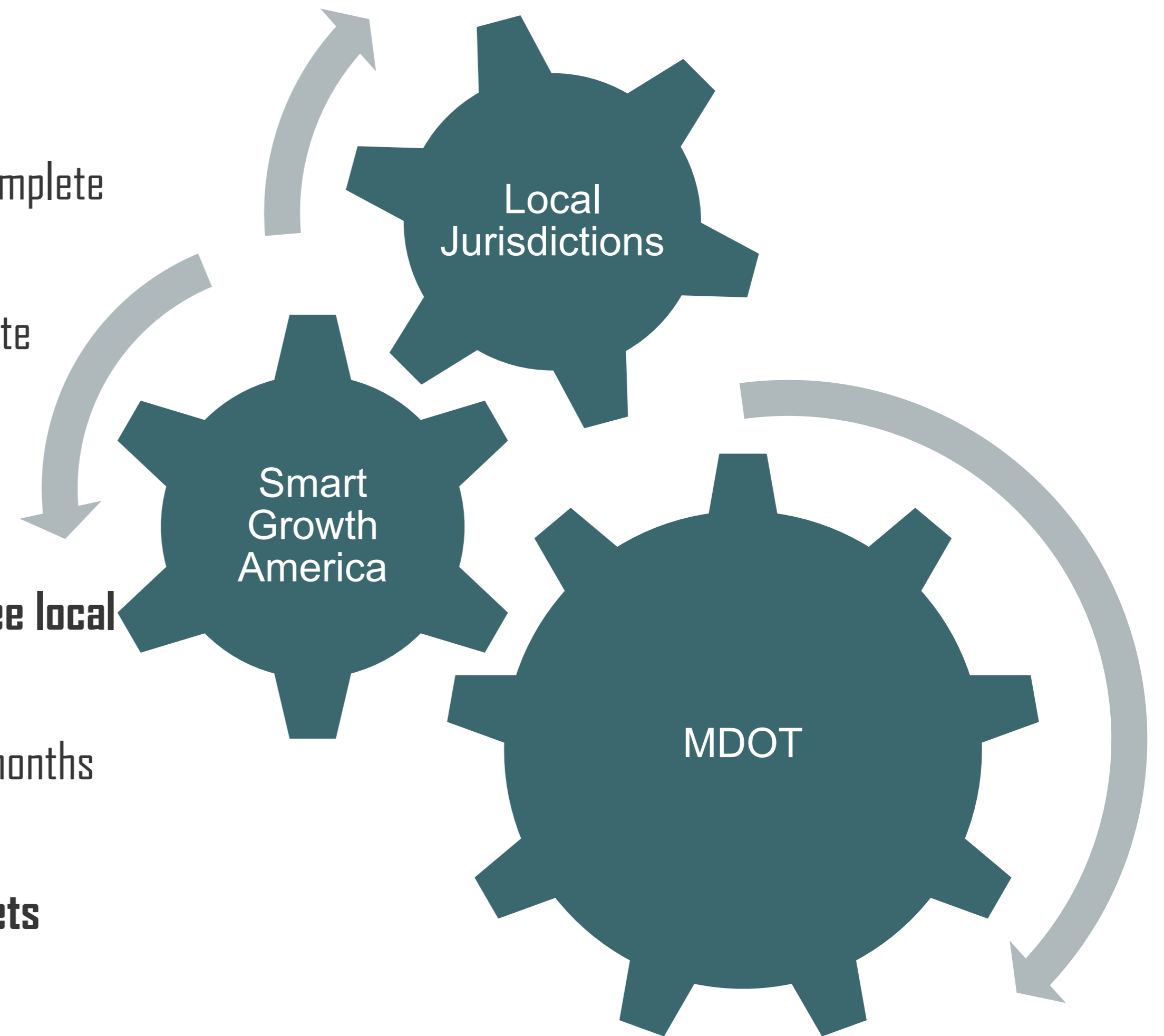
2024 Complete Streets Leadership Academy

GOALS

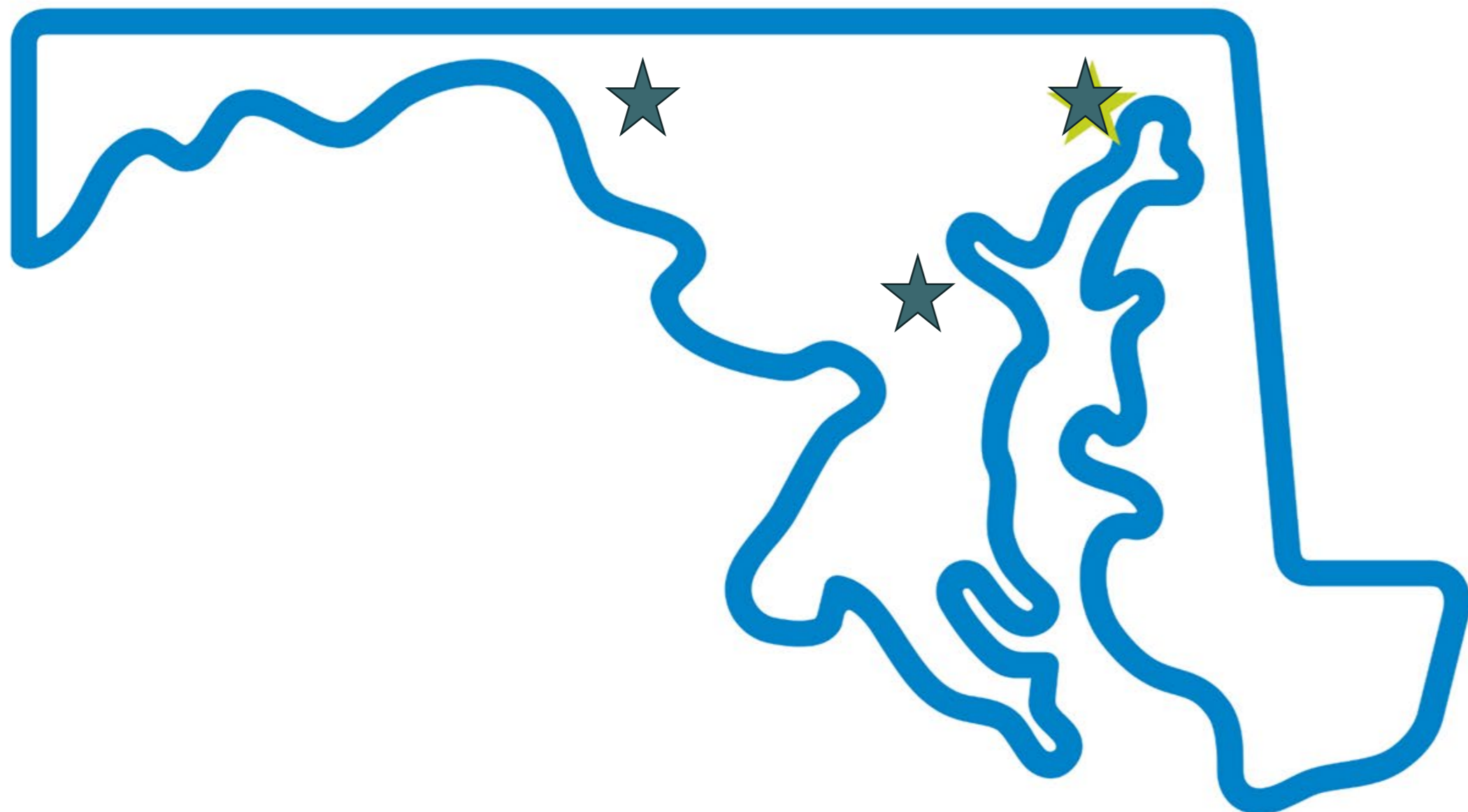
- Improve **cross-jurisdictional collaboration** and support peer learning
- **Test safety improvements and build buy-in** through temporary “quick build” Complete Streets demonstration projects
- **Identify and remove barriers** in state and local policies and practices to Complete Streets and quick builds

STRATEGIES

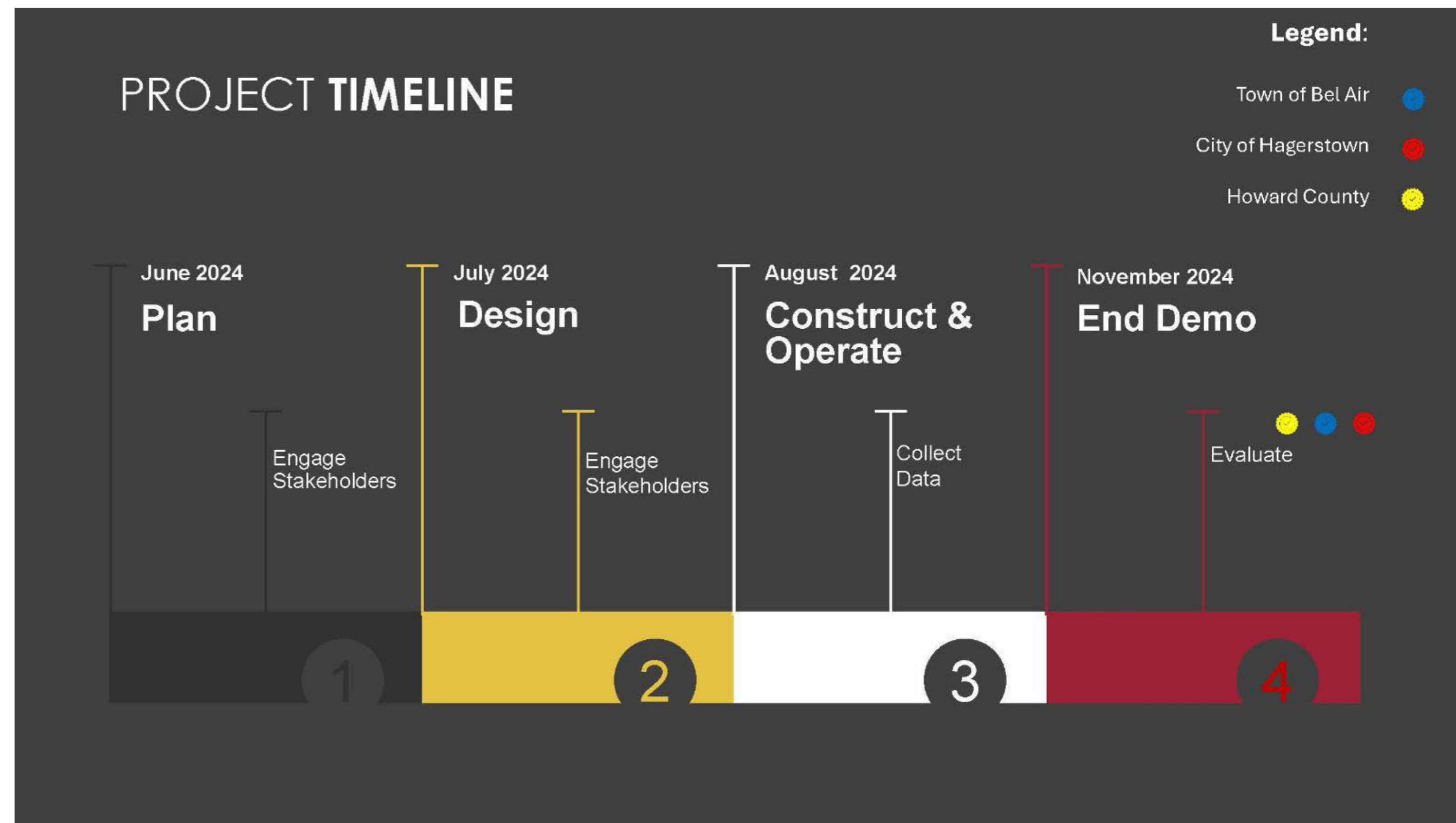
- Brings together staff from the **state DOT, SHA Districts, and cohorts from three local jurisdictions**
- Participants attend a **series of workshops** (virtual and in-person) over several months (30 hours total)
- Local jurisdictions each plan and install temporary **“quick-build” Complete Streets demonstration projects**



2024 Complete Streets Leadership Academy



Hagerstown - US 40 at Cannon Ave
Bel Air - MD 924 (N Main Street)
Howard County - US 1 (North Laurel)



Quick Build treatments

Hardened Centerlines



Continental Crosswalk



Posted Speed Limit Reduction



Lane Width Reduction



Barrier Separated Bike Lanes



MDOT CSLA Outcomes

REPORT COMING SOON!

Continued Education for Engineers

- Engineers brought this perspective to internal CS trainings
- Sparked conversations about how to collect and consider multimodal data
- Next training is January 30-31

Ongoing Strategies in Development

- Updates to SHA materials lists
- New understanding of “temporary treatments” and how they can be made permanent
 - Georgia Ave Bus lanes now permanent
- Other SHA Districts want to try a CSLA
- Quick builds will be allowable under Bikeways Projects in 2025



Next Steps



1

Revise guidance, standards, manuals, policies, and other documents : High Priority Documents must be completed in 2025

2

Update decision-making processes: MDOT will develop a Waiver and Exception Process that directs certain approvals to the Secretary's Office, finalized in 2025

3

Modify approaches for measuring performance

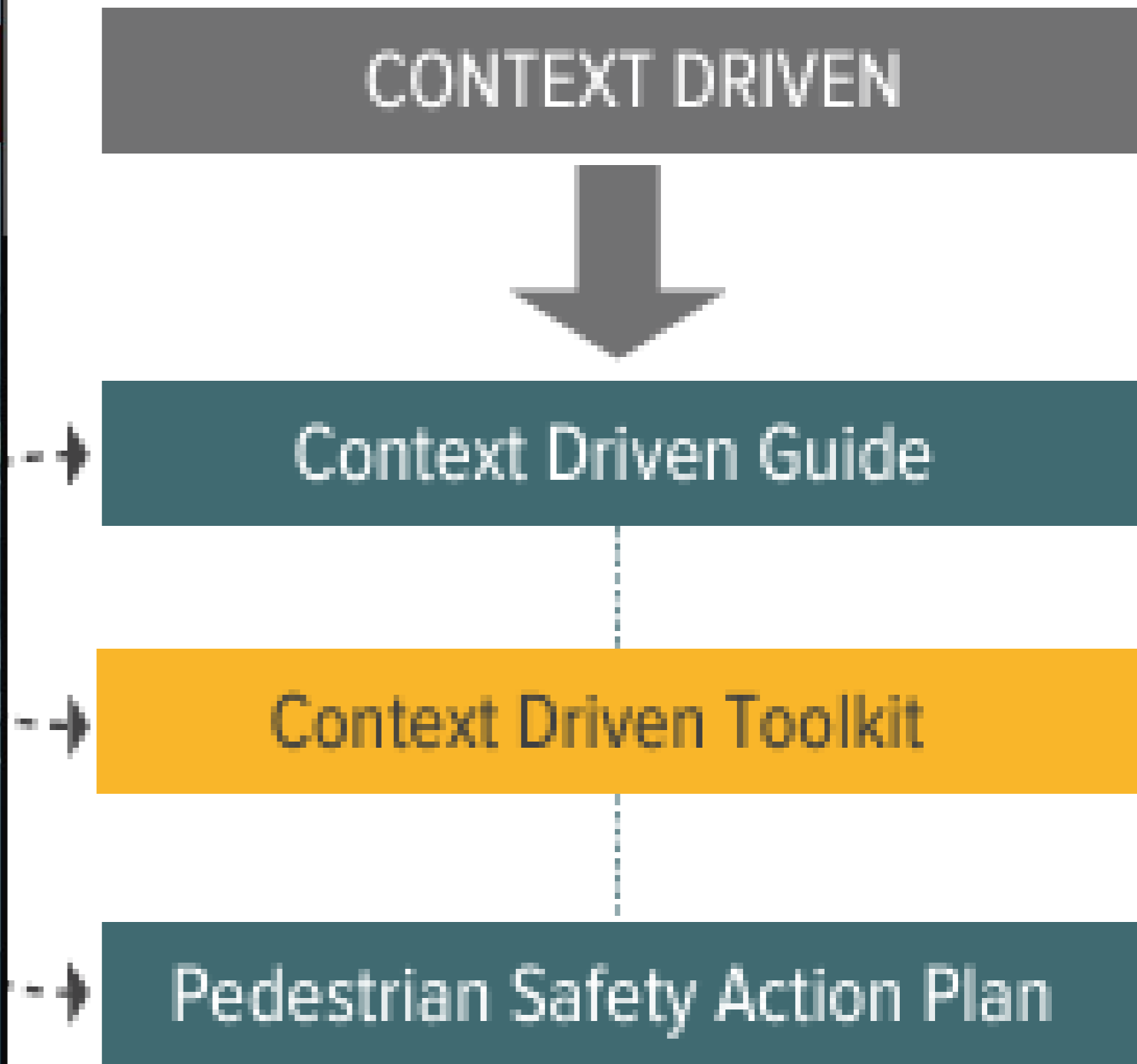
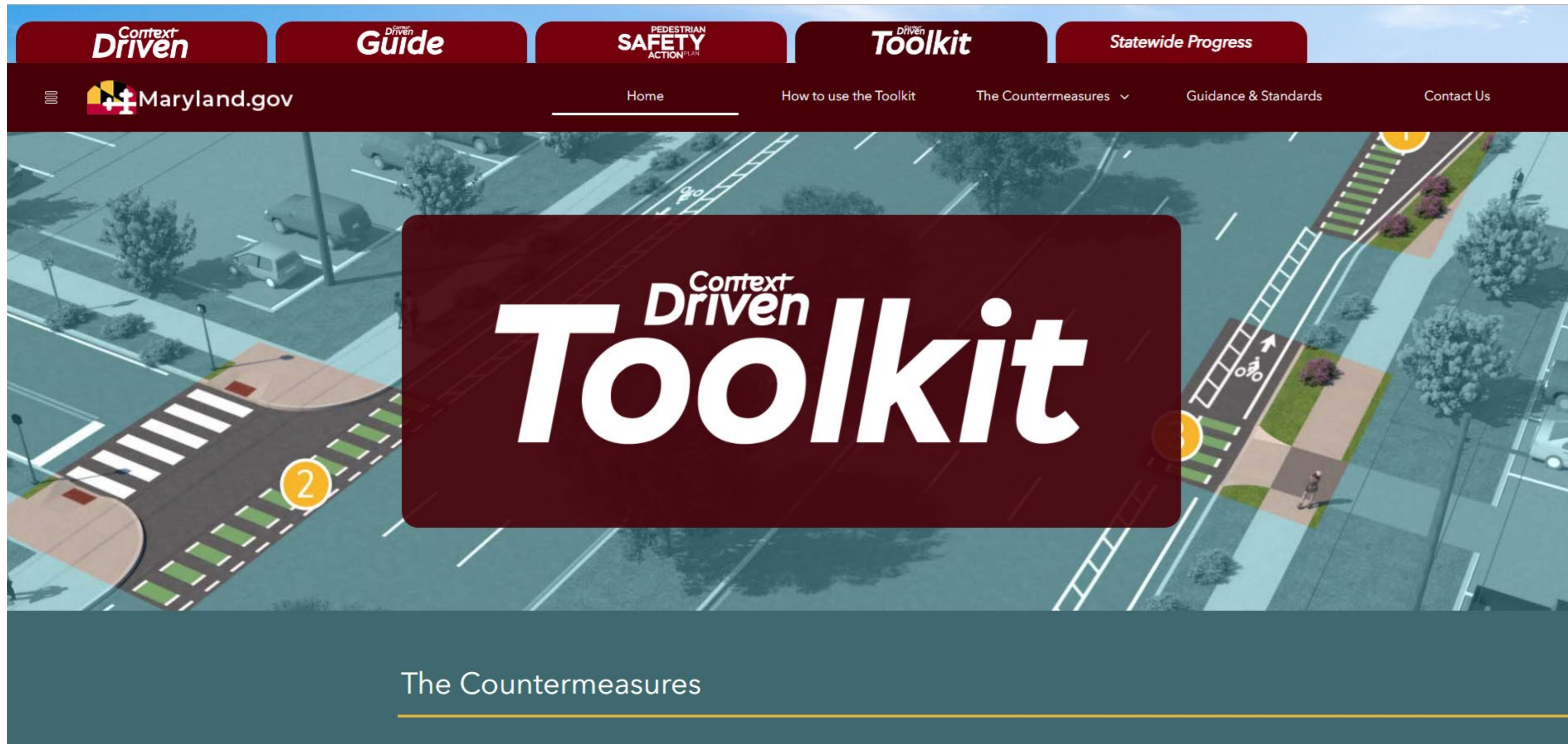
4

Collaborate during implementation

5

Provide ongoing education and training

Updating Guidance Documents



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**To learn more, go
to**

mdot.maryland.gov/completestreets