*State-Level Overview*

# COMPLETE STREETS

MDOT

MARYLAND DEPARTMENT
OF TRANSPORTATION

# Agenda

- Complete Streets Elements
- Complete Streets Policy Best Practices
- MDOT Process and Approach
- Local Examples
- Lessons Learned
- Resources

# *Terminology*

**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*
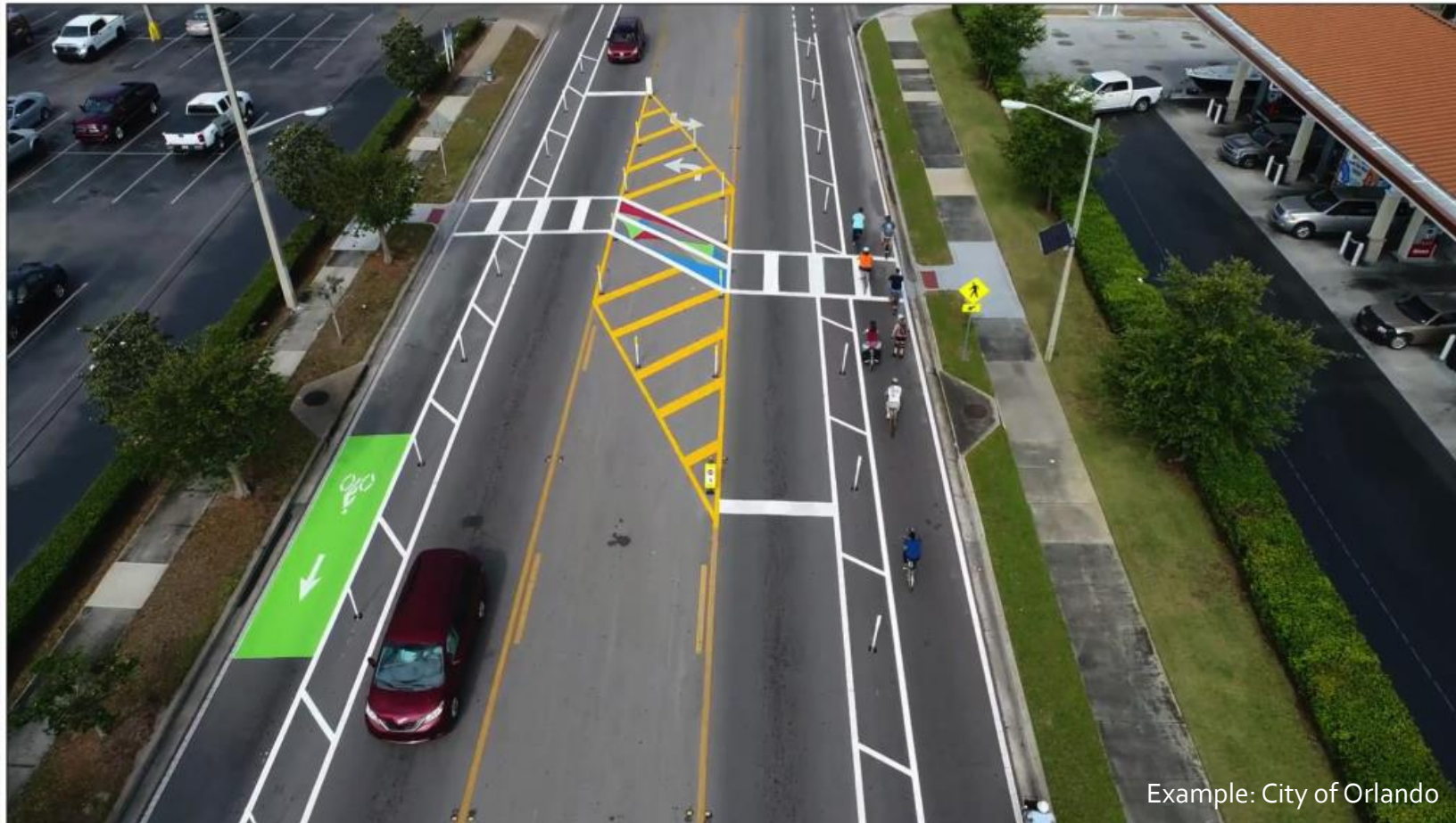


Example: City of Orlando

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.

## Common Features:

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



Source: White Flint Partnership



Source: Smart Growth America (South Bend, IN)

# 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

# *Ideal Policy Framework*

- **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.

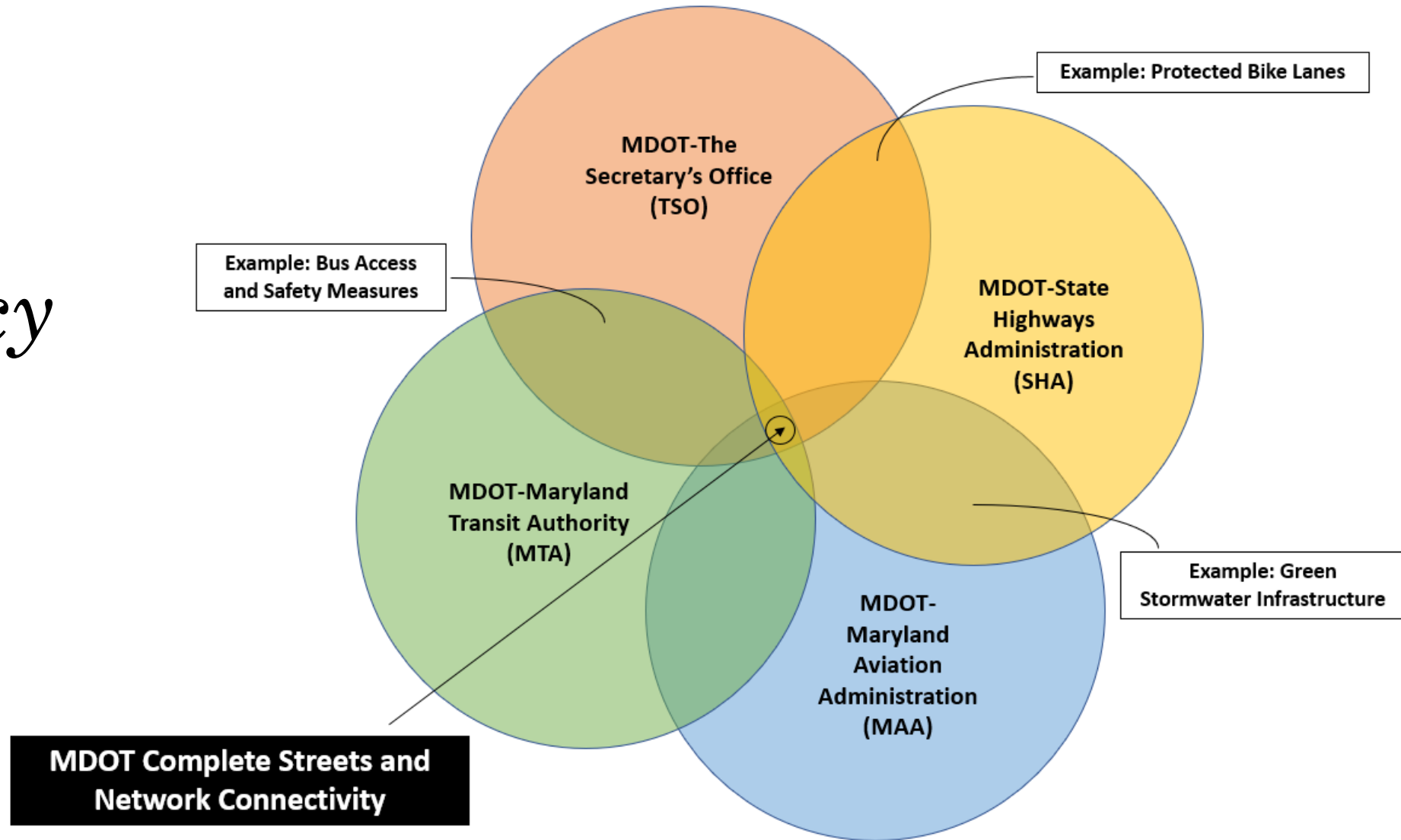# *MDOT Complete Streets*

- 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 <u>on</u> all roadways: the goal is network-wide

# *MDOT Complete Streets in Statute*

*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

# *Local Complete Streets Policies*

| Jurisdiction | | Policy or Legislative No. | Policy Type | Area Type | Adopted |
|---|---|---|---|---|---|
| Anne Arundel County, MD | MD | Resolution No. 6-14 | res | county | 2014 |
| Anne Arundel County, MD | MD | Bill No. 78-18 | leg | county | 2018 |
| Baltimore County, MD | MD | Resolution 126-13 | pol | county | 2013 |
| Baltimore, MD | MD | Council Bill 09-0433 | res | city | 2010 |
| Baltimore, MD | MD | Council Bill 17-0102 | leg | city | 2018 |
| Frederick, MD | MD | Resolution NO. 16-11 | res | city | 2016 |
| Hagerstown, MD | MD | Livable Streets Policy and Design Gu | res | city | 2015 |
| Hagerstown/Eastern Panhandle I | MD | RESOLUTION NUMBER 2018-14 | res | region | 2018 |
| Howard County, MD | MD | CR35-2016 | res | county | 2016 |
| Maryland Department of Transpo | MD | SHA Complete Streets Policy | int | state | 2012 |
| Montgomery County, MD | MD | Montgomery County Code Chapter 4 | leg | county | 2007 |
| Ocean City, MD | MD | Resolution 2018-16 | res | city | 2018 |
| Prince George's County, MD | MD | Master Plan of Transportation | plan | county | 2009 |
| Prince George's County, MD | MD | Complete and Green Streets Policy (( | leg | county | 2013 |
| Rockville, MD | MD | Complete Streets Policy | pol | city | 2009 |
| Salisbury, MD | MD | Resolution No. 2431 | res | city | 2014 |

# 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**

Source: Nate Evans (Maryland Ave. Cycle Track)

# *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



Source: HoCoMDcc

# Montgomery County

**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

Source: White Flint Partnership

# *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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