Complete Streets Policy and Implementation

Evolving Practices at the

Maryland State Highway Administration
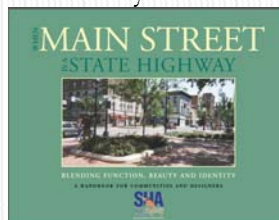
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Evolution - The First Decade

- 1998 – Thinking Beyond the Pavement
- 2000 – Law – TR §2-602
- 2000 – Access 2000 transit studies
- 2001 – When Main Street is a State Highway
- 2003 – Bicycle Design Waivers
- 2006 – ADA/Pedestrian Design Waivers
- 2011 – Bicycle Waiver Strengthened and Expanded
- 2012 – Complete Streets Policy

Transportation Article § 2-602

The General Assembly finds that it is in the public interest for the State…, and declares that it is the policy of the State that:

(1) …*pedestrians and bicycle riders* shall be considered and *best engineering practices* [used] ….;

(2) [State]…maintains *an integrated transportation system* … [and] *remove[s] barriers*, …;

(3) …options for pedestrians and bicycle riders *will be enhanced* and …*will not be negatively impacted*…

(4) In developing the annual Consolidated Transportation Program, the Department shall:

(i) Ensure that there is an *appropriate balance between funding* for:
   1. Projects that retrofit…for pedestrians and bicycle riders….
   2. New highway construction projects; and

(ii) *In transit-oriented areas* …., *place increased emphasis* on projects that … increase accessibility for the greatest number of pedestrians and bicycle riders.

Complete Streets Intent

- Complete Streets is not a one-size fits all

- A good policy should require engineers and planners **to think about Complete Streets elements** in every project

- It should **encourage discussion** about bike and pedestrian accommodations that goes beyond standards
  - All decisions must be a "balanced" approach toward the needs and <u>safety</u> of all roadway users

Complete Streets Opportunities

- SHA has focused on design elements for over a decade

- Complete Streets applies to more than just *PROJECTS*
  - Projects require a defined scope
  - Complete Streets begins during long range planning
  - Connecting State and Local goals and across internal programs
  - Connecting project outcomes with statewide goals

- Complete Streets helps Resolve Competing Needs
  - Un-unified goals and values
  - Lack of clear measures
    - Safety and access for bicyclists
    - Accessibility to and reliability of transit
    - Convenience of one mode vs convenience of another

Source: jpmorganmarketing.com

2012 Complete Streets Policy

Effective - July 30, 2012

"Requires all SHA staff and partners to **consider and incorporate Complete Streets criteria** for all modes and types of transportation when developing or redeveloping our transportation system"

- SHA bike/Ped guidelines must be met unless justified
- Recommendations on enhanced bicycle and pedestrian treatments must be considered
- Decisions to not provide such enhancements must be justified in milestone reports
- Rationale should leverage initiatives
- Decisions should be backed with as much data as possible

Evolving Practices

- Balancing competing needs
  - Storm-water management needs
  - Traffic capacity needs

- Balancing the needs of local community vs. the the overall transportation system

- Review SHA and federal guidelines to ensure we are maximizing Complete Streets

- Coordinating our multitude of programs and initiatives to be more effective

Review of Guidelines

- Staff and Management are discussing issues that go beyond just meeting engineering standards
  - If a intersection does not **warrant** a signal due to lack of pedestrian volumes, do we still place a signal for pedestrian access and safety?

  - If there is no right-of-way for a bicycle **lane**, can we accommodate bikes safely on a parallel access road or a nearby local road?

  - Where should we provide **enhanced** bike/ped facilities and target resources accordingly?

Coordinating Our Initiatives

- ADA Policy
- SHA Bicycle Policy and Guidelines
- Bicycle and Pedestrian Master Plan
- Redevelopment of Statewide Bicycle Routes
- Bicycle and Pedestrian Priority Areas (BPPAs)
- Transit Orient Development
- Pedestrian Safety KPA
- Bicycle and Pedestrian Safety Campaign
- New Bicycle Maps and Mobile Applications

Moving Forward

- Evaluate SHA's Complete Streets-related policies and look for gaps in the way we do business
  - Establish performance measures

- Tailor the programs at SHA to ingrain Complete Streets into all aspects of business
  - Criteria for prioritization in programs
  - Training engineers and planners

- Determine a more holistic, agency-wide approach to adopting Complete Streets

Questions?

http://www.roads.maryland.gov/OPPEN/SHA_Complete_Street_Policy.pdf

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