

MDOT Complete Streets Implementation Plan

EXECUTIVE SUMMARY

Purpose of the Implementation Plan

The Maryland Department of Transportation (MDOT) adopted an updated Complete Streets Policy in June 2024 and is implementing Complete Streets statewide. Complete Streets ensure that a range of safe options for multimodal transportation, including active transportation, are prioritized throughout all phases of project development. Active transportation refers to human-powered means of travel like walking and bicycling, using mobility aids, and other human-scaled or low-powered micromobility, such as e-bikes and e-scooters.

In complying with MDOT's Complete Streets Policy mandate, its modal administrations, The Secretary's Office (TSO) and the Maryland Transportation Authority (MDTA) have prepared implementation plans to guide and track the Department's performance, including helping to identify, prioritize funding for, and execute specific actions to build the complete networks and safe systems for all users. These implementation plans describe how a system of Complete Streets will be delivered, and support for local governments and private partners who rely on State collaboration, oversight and approvals will be enhanced. This Executive Summary includes an overview of the key components of MDOT's Complete Streets Implementation Plan.

Decision-Making Process

As part of MDOT's Project Delivery Processes, all future projects will be evaluated through a Complete Streets Checklist to conform with the 2024 Complete Streets Policy. The checklist will assess needs, opportunities, and applicable waivers. All waivers and Objective Statements are required to be publicly posted. All exemptions will be included in the Annual Attainment Report.



Waiver Process

All roadway projects on MDOT right-of-way require the modal administration to submit a Complete Streets Objective Statement to TSO for approval. In the event a waiver is needed, the modal administration will follow the waiver process outlined in its Implementation Plan subject to the conditions described below. To qualify for a waiver, the mode must demonstrate the project meets one of the following criteria. Modal leadership must submit

a written memo to TSO requesting the waiver and provide supporting justification that certain limited criteria are met.

- The cost of new accommodation would be excessively disproportionate to the need or probable use. The memo must provide a cost assessment that includes the following:
- State or local governments have specifically precluded such accommodations in their bicycle/pedestrian master plans.
- The current and future needs as determined by land use/density, user types and volumes, safety data and population characteristics cannot be demonstrated.
- Construction of a bicycle/pedestrian accommodation is not constructable due to engineering limitations
- Construction of such accommodation would be unsafe for potential users.

Measuring Performance

MDOT will track and measure Complete Streets progress on performance metrics in its annual Attainment Report to the General Assembly and through various communication channels on an ongoing basis.

Equity Framework

MDOT is responsible for ensuring that equity be considered when:

- State transportation plans, reports, and goals are developed
- Altering the membership of the advisory committees
- Requiring agencies to conduct transit equity analyses and cost-benefit analyses
- Conducting community outreach

Recognizing the high value of Complete Streets to communities with high numbers of households without access to a private automobile, MDOT's Implementation Plan outlines a framework that promotes implementing Complete Streets projects in such communities.

Action Items

As part of MDOT's Implementation Plan, a concise set of immediate action items are established to catalyze early success. These action items will be updated as needed and every 3-years at a minimum.



Keep an eye out for these key action items in 2025!

- Coordinate updates to priority guidance and documents
- Develop an Objective Statement Checklist
- Establish a Complete Streets work group with local jurisdictions
- Create sidewalk and SUP maintenance program
- Incorporate SWM into MDOT's Context Driven Toolkit
- Ensure Complete Streets criteria are in NEVI/TOD RFP selection criteria
- Develop Demonstration Project program
- Integrate Complete Streets into funding prioritization process and priority letter guidance



Secretary Paul J. Wiedefeld signs new, department-wide Complete Streets Policy (June 2024)