

# Complete Streets

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# What is Complete Streets?



Complete Streets is about thinking about all of these when developing safe solutions on our roadway system:

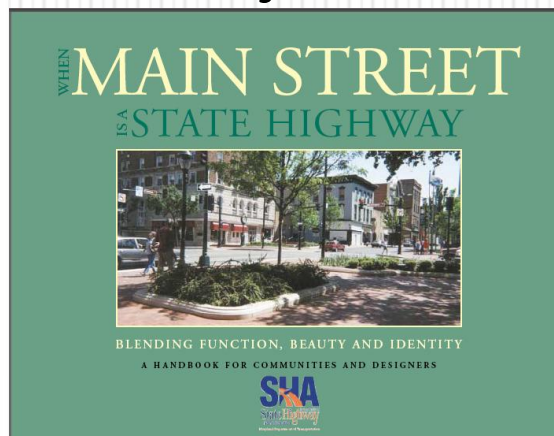
- Vehicles
- Bicyclists
- Pedestrians
- Transit vehicles and users
- Freight movement

ALL working together

# What is Complete Streets at MDSHA?

# 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:

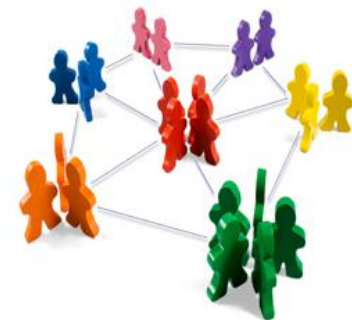
- (1) ...*pedestrians and bicycle riders* shall be considered and *best engineering practices* [used] ....;
- (2) [State]...maintains *an integrated transportation system* ... [and] *remove[s] barriers*, ....;
- (3) ...options for pedestrians and bicycle riders *will be enhanced* and ...*will not be 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 all users of a system
  - All decisions must be a “balanced” approach toward the needs and safety of all roadway users

# Complete Streets Opportunities

- MDSHA 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
    - Freight movement



Source: [jpmorganmarketing.com](http://jpmorganmarketing.com)



# 2012 Complete Streets Policy

“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

# Making Progress

## Complete Streets Policy (July 31, 2012)

- Requires all projects to include Complete Streets justifications
  - Explanations why accommodations can not be provided
  - Data driven approach using available tools
  - Projects use multi-modal level of service analysis to justify need or lack there-of
- Has encouraged more in-depth discussions at project meetings about bike and ped accommodations

# Evolving Practices

- Balancing competing needs
  - Storm-water management needs
  - Traffic capacity needs
- Balancing the needs of local community with the overall transportation system function
- Review SHA and federal guidelines to ensure we are maximizing Complete Streets
- Coordinating our multitude of programs and initiatives to be more effective

# 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
- Freight Strategic Plan
- Access Management Guidelines

# SHA Bicycle Policy and Guidelines

## New Bicycle and Pedestrian Guidelines

- Adopts most of AASHTO 2012 Guidelines to SHA projects

### Key Improvements:

- Requires bike accommodations on all possible roadways not just a bike compatible shoulder
- Places emphasis on accommodating bikes through conflict zones
- Requires larger bike lanes than previous policy
- Requires some other form of mitigation if bike lanes are not possible
  - Sharrows (for outside lane widths between 13 and 15 feet)
  - “Bikes May Use Full Lane” for outside lanes less than 13 feet

**Has it made a difference?  
Its in the numbers!**

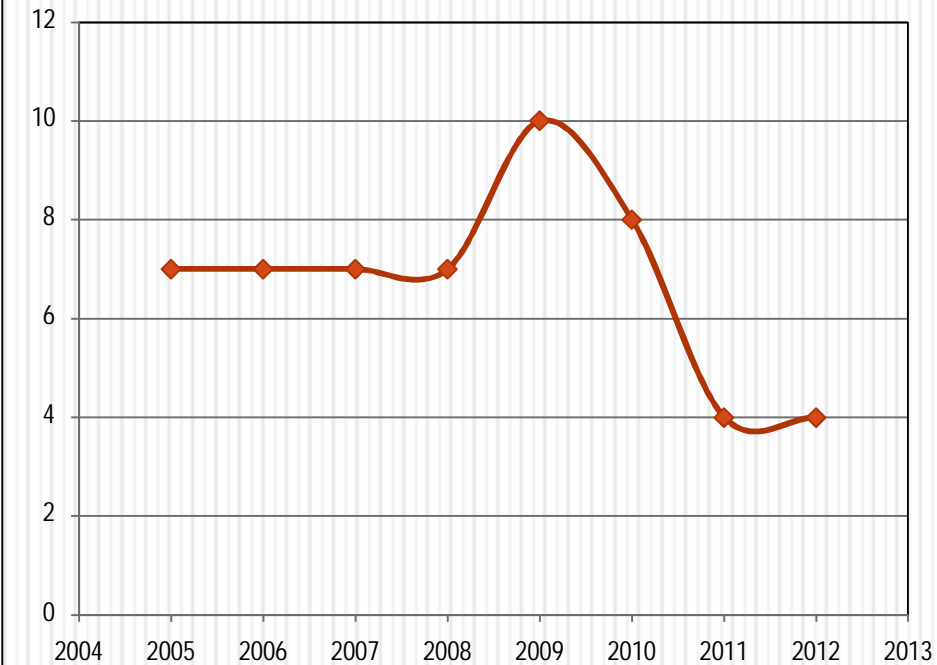
# Bicycle Infrastructure



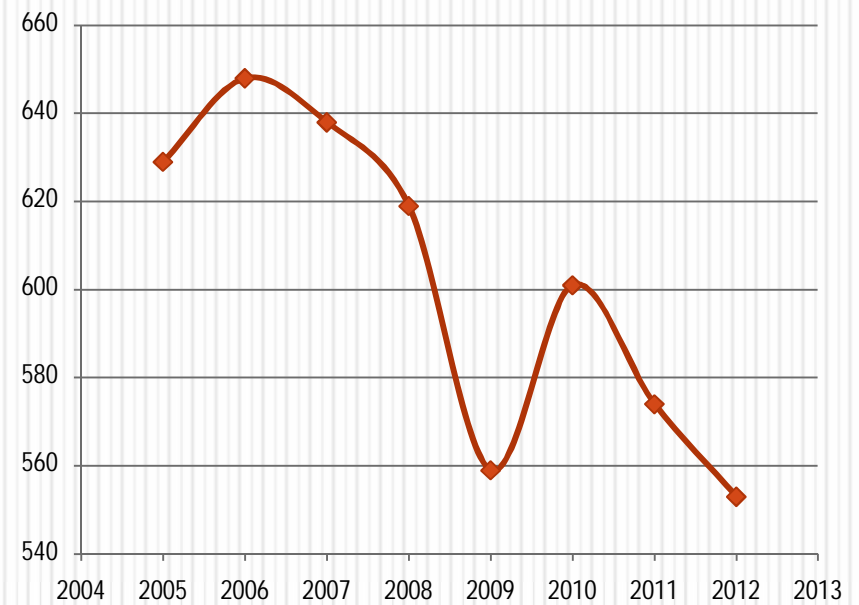
- Improved directional miles for bicycles
  - 52.8 in FY 2011
  - 57.9 in FY 2012
- 9.7% increase in miles of bicycle lanes in FY 2012
- 0.76% increase in miles of shared-use paths in FY 2012
- 79% of SHA roads are at BLOC D or better

# Bicycle Safety

## Bicycle FATALS



## Bicycle Injuries

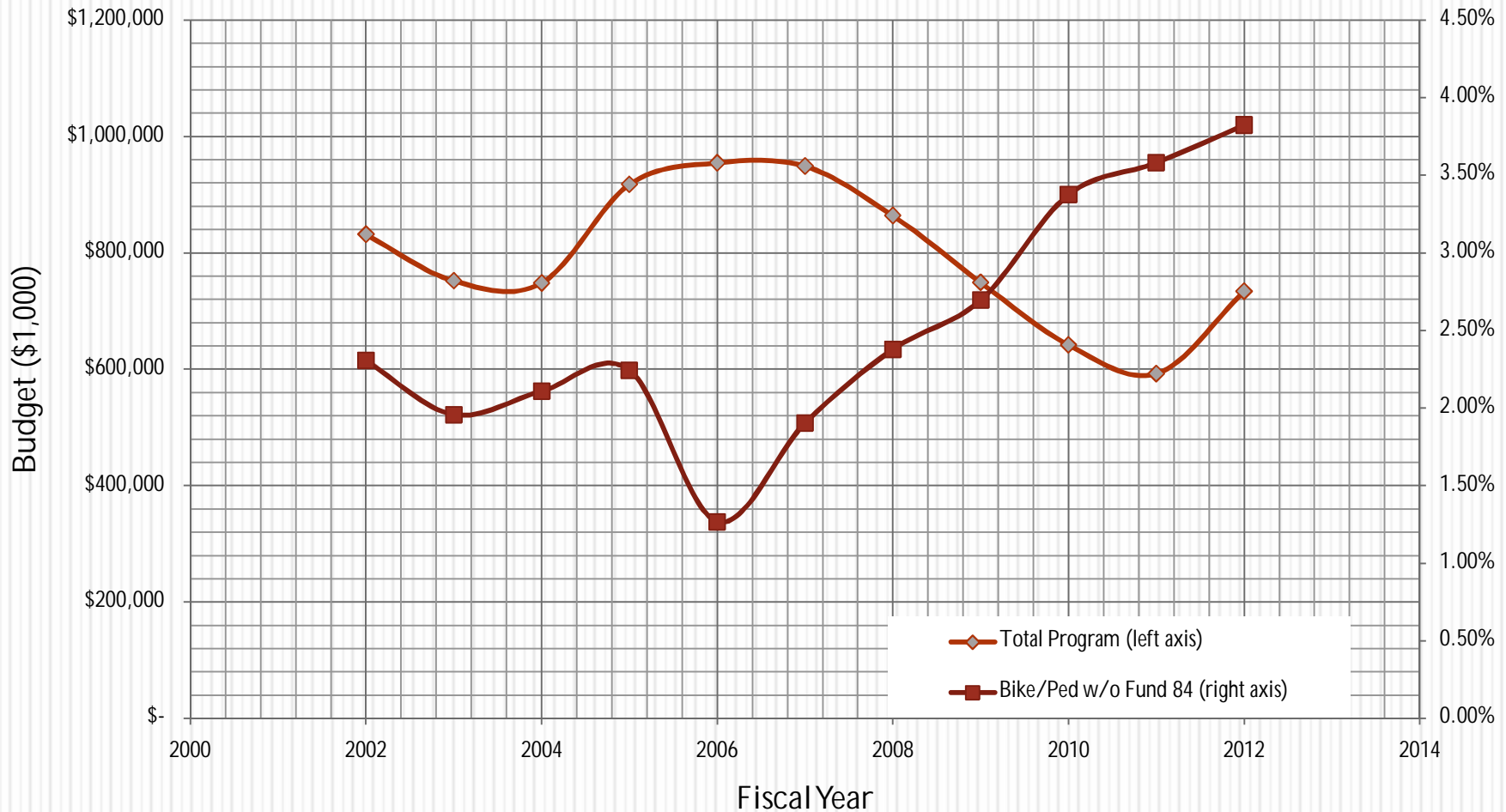




# Expenditures Overview



## SHA Bike-Ped Programs Funding Levels



Trend = SHA Bike/Ped Programs are increasing in spending by both % of program and Total \$

# Balance is the KEY!!!



# Questions?

[http://www.roads.maryland.gov/OPPEN/SHA\\_Complete\\_Street\\_Policy.pdf](http://www.roads.maryland.gov/OPPEN/SHA_Complete_Street_Policy.pdf)

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