

**Status of the Complete Streets Program
(Chapter 171, Acts of 2022)**

A Report to the Maryland General Assembly

**Senate Finance Committee,
Senate Budget and Taxation Committee,
House Appropriations Committee,
House Environment and Transportation Committee,
and
the Baltimore City Delegation**

Maryland Department of Transportation

MSAR # 14006

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Introduction

This report is prepared in accordance with House Bill 73, Chapter 171 of 2022, which requires that:

- (a) On or before December 31 each year, the Department shall submit a report to the Senate Finance Committee, Senate Budget and Taxation Committee, House Appropriations Committee, House Environment and Transportation Committee, and Baltimore City Delegation to the General Assembly in accordance with § 2–1257 of the State Government Article, on the status of the Program.*
- (b) the report required under subsection (a) of this section shall include:*
 - (1) the status of any grant projects funded by the program; and*
 - (2) a discussion of whether there is a need to reevaluate the program to ensure that it is meeting the goals stated in § 8–903(b) of this subtitle.*
- (c) the report required under subsection (a) of this section shall be made available on the department’s website.*

Background

The Complete Streets Program was established by House Bill 535 during the 2018 legislative session; this is a competitive matching grant program within the Maryland Department of Transportation (MDOT), which seeks to provide matching grants to certified local governments to encourage the following activities:

- a. the regular and routine inclusion of complete streets design elements and infrastructure during the planning, design, construction, and reconstruction of new or existing locally funded roads;
- b. the adoption of urban retrofit street ordinances designed to provide safe access to users of multiple modes of transportation; and
- c. the development of ranking systems for complete streets projects that consider the needs of underinvested and underserved communities in specific geographic regions of the state.

The legislation states that “funds for the Program shall be as provided by the Governor in the State budget.” It further specifies that the law “may not be construed to require the Maryland Department of Transportation to provide staff or operating expenses for the administration of the Complete Streets Program established under Section 1 of this Act until money is appropriated in the State budget for the Program.”

Program Status

The Maryland Department of Transportation (MDOT) is focused on delivering a transportation network that serves all Marylanders including pedestrians, bicyclists, transit riders, and motorists. All users are pedestrians at some point and pedestrian safety improvements are critical to saving lives and meeting our Vision Zero goals of reaching zero fatalities on Maryland's roadway system.

Implementation of a MDOT Complete Streets Local Match Grant Program as prescribed in House Bill 535 (2018) requires annual funding appropriations from the General Assembly. Although the program remains unfunded, MDOT has advanced initiatives to expand the implementation of Complete Streets statewide.

This year, Secretary Wiedefeld charged MDOT to take a fresh look at its regulations, policies and capital transportation program to ensure the removal of barriers to making investments in safe, accessible, and multi-modal transportation. The Secretary also directed MDOT to update and upgrade the Department's more than a decade old Complete Streets Policy, designing roadways to provide safe mobility options for all users. Additionally, in September 2023, Governor Wes Moore announced \$25.5 million in Transportation Alternatives, Recreational Trails, and Kim Lamphier Bikeways Network Program grants for 40 bicycle, pedestrian, and trail projects across Maryland.

Kim Lamphier Bikeways Network Program

The Kim Lamphier Bikeways Network Program was founded in 2011 by MDOT and provides State funding for planning, design, and construction of bicycle infrastructure such as protected bike lanes and shared-use paths. The program is named for the late Kim Lamphier, a Montgomery County native and longtime Baltimore County resident who advocated for bicycling access throughout Maryland.

The fiscal year (FY) 2024 grants included \$4.7 million in State funding for 18 projects through the Kim Lamphier Bikeways Network Program. This year's Kim Lamphier Bikeways Network grants included \$1,200,000 for construction of the seventh phase of the Three Notch Trail in St. Mary's County from Hollywood to FDR Boulevard; \$465,000 for the final design of the Metropolitan Branch Trail upgrades in Takoma Park; \$400,000 for the final design of the University of Maryland Eastern Shore Circulation Trail, in Princess Anne, Somerset County; \$400,000 for the construction of the Carroll Street Cycle track in Salisbury; and \$385,517 for construction of the LaPlata Bikeway in Charles County.

Other Kim Lamphier grant awards include feasibility studies and advanced designs for low-traffic-stress bicycle facilities in Annapolis, Baltimore City, Havre de Grace, Oakland, Oxford, Rockville, St. Michaels, and Salisbury.

Transportation Alternatives Program

The Transportation Alternatives Program is a federally funded discretionary grant program for community projects designed to strengthen the transportation system. Grants can assist projects that create bicycle and pedestrian facilities, convert abandoned railway corridors to pedestrian

trails, mitigate highway runoff, and other transportation-related enhancements. The FY2024 grants included \$20.8 million in federal funding for 22 projects through the Transportation Alternatives Program.

This year's Transportation Alternatives Program grants included \$6,400,000 for a 1.2-mile extension to the BWI Loop Trail in Anne Arundel County; \$4,000,000 for construction of a 1.4-mile shared use path along the east side of Dobbin Road from MD 175 to Oakland Mills Road, Howard County; \$1,243,324 for rehabilitation of 11 miles of the C&O Canal Towpath in Allegany County; and \$1,442,589 for construction of the LaPlata Bikeway: Radio Station Road Sidepath in Charles County.

Safe Routes to School

Safe Routes to School (SRTS) is a project type under the Transportation Alternatives Program, which is federally funded, reimbursable, and administered by the State Highway Administration (SHA). Eligible sponsors may apply for TAP funding of a SRTS project that supports infrastructure or non-infrastructure activities. Federal funds allocated to this program must benefit school children in grades K-12 and require a 20 percent cash match contribution.

Currently SHA manages 20 active SRTS projects totaling approximately \$5.25 million. Of these there are three feasibility studies, two non-infrastructure projects, two design/construction projects and 13 construction projects.

Recreational Trails Program

The Recreational Trails Program is another federal program providing funds for all types of recreational trails, including pedestrian, bicycle, equestrian, off-highway vehicle, and paddle sports. Under provisions of the grant, states must award 40 percent of allocations for projects that facilitate diverse recreational trail use, 30 percent for activities related to motorized recreation, and 30 percent for activities related to non-motorized recreation.

This year's Recreational Trails Program grants included \$1,779,820 for construction of the first phase of the Pope's Creek Rail Trail Public Pedestrian Trail in Charles County; \$420,000 for the Western Region Multi-year Trail Maintenance Program in Allegany and Garrett counties; \$40,000 for construction of a skills progression mountain bike trail for Broadford Park Trail System in the Town of Oakland in Garrett County; and \$48,351 for improvements to the Rhode Island Avenue Trolley Trail in the College Park area of Prince George's County.

Office of Active Transportation & Micromobility

To advance the Complete Streets approaches identified in the Context Guide and support the Department's commitment to Vision Zero and the National Roadway Safety Strategy, MDOT established the Office of Active Transportation and Micromobility within The Secretary's Office. This reorganization elevates bicycle and pedestrian activities at MDOT by dedicating staff to interagency collaboration on improving safety and accessibility for vulnerable road users.

Until 2023, bicycle and pedestrian programs at The Secretary's Office were embedded under a broader planning and capital programming office that advanced major capital projects to maintain a state of good repair and invest in highways and bridges. Furthermore, MDOT hired a

new Director of Bicycle and Pedestrian Access (a position vacant since 2017). In addition to other key functions, the Director is appointed to advise the Secretary and initiate a program of systematic identification of and planning for related projects and provide a model to guide local jurisdictions in enhancing bicycle and pedestrian access to transportation facilities. The Director of Active Transportation and Micromobility advises the Secretary on matters related to human-powered means of travel, which includes walking and bicycling with or without the use of mobility aids and may also include using other human-scaled or micromobility devices that may be electric-powered or electric-assisted, such as e-bikes and e-scooters.

At its core, the Office of Active Transportation and Micromobility serves as an agent for collaboration in the development and design of active transportation systems in Maryland. The Office of Active Transportation and Micromobility has three main goals: prioritize vulnerable users in policies and programs; improve access to transportation for everyone; and expand options for convenient non-motorized travel.

National Roadway Safety Strategy

This summer, the Secretary announced the Department's commitment as an Ally in Action with the National Roadway Safety Strategy, a U.S. Department of Transportation initiative to bring agencies and stakeholders across the country together to share ideas and best practices to save lives on the nation's roadways. The initiative sets a national vision for safety and identifies courses of action based on core objectives of safer people, safer roads, safer vehicles, safer speeds, and the highest standards in post-crash care.

Statewide Pedestrian Safety Action Plan

In 2023, the Maryland State Highway Administration (SHA) published a statewide Pedestrian Safety Action Plan (PSAP) which identified, scored, and prioritized the most dangerous corridors for vulnerable road users in the state. The SHA also allocated \$86,400,000 in the FY 2023 – 2028 Consolidated Transportation Program (CTP) for the implementation of the PSAP and increased funding to \$97,500,000 in the draft FY 2024 – 2029 CTP under the statewide Complete Streets Program.

The PSAP recommended the State invest in a program of Complete Streets safety improvements for 23 priority corridors in underserved areas in Maryland. The U.S. Department of Transportation recognizes Complete Streets as streets designed and operated to enable safe use and support mobility for all users. The strategies identified in the PSAP also address Complete Streets and Vision Zero goals using the *Context-Driven: Access and Mobility for All Users* guide and using tools from SHA's Context-Driven toolkit and Federal Highway Administration's Proven Safety Countermeasures Initiative. Improvements will also provide safer access to transit and rail systems on Maryland's transportation network. The State requires a collaborative approach to advance implementation of a multimodal transportation program to safely and conveniently serve all users.

Model Complete Streets Initiative

This year, MDOT kicked off the Model Complete Streets Initiative (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=207>) as an opportunity for all MDOT modes to work together on critical transportation infrastructure needs that would advance

Maryland as a national leader towards traffic safety and carbon reduction goals. The Model Complete Streets Initiative included the development, adoption, or implementation of:

- Pedestrian Safety Action Plan
- Vulnerable Road User assessment
- Statewide sidewalk inventory
- Complete Streets policy update
- Bicycle facility design guidance
- State Trail Plan update
- Expanded local technical assistance

MDOT is focused on improving safety along and expanding access to Maryland's transportation system, including filling gaps in its regional trail network. This fall, MDOT officially opened a \$6.4 million US 1 Trolley Trail link in Hyattsville, closing a gap in a crucial connection along the Anacostia Tributary Trail System. The US 1 Trolley Trail project is a new trail connection that serves a densely populated region in Prince George's County near the University of Maryland College Park and major Transit-Oriented Developments (TODs), as well as home to several mass transit options. The project included State, federal, and local partner funding, and partnering with the City of Hyattsville for lighting, WSSC for relocating a water line, and the Maryland-National Capital Park and Planning Commission for right of way (ROW). This collaboration was critical in implementing innovative engineering safety treatments and making access to trails safer and more convenient for children, seniors, and mobility-challenged populations.

This year, MDOT announced five highways that would be reconstructed to safe multimodal Complete Streets:

- MD 650/New Hampshire Avenue in Montgomery and Prince George's counties,
- MD 410/East West Highway here in Hyattsville,
- MD 150/Eastern Avenue in Baltimore County,
- MD 2/Ritchie Highway in Anne Arundel County, and
- US 1/Washington Boulevard in Howard County.

Under the Model Complete Streets Initiative, SHA will work with the Maryland Highway Safety Office, The Secretary's Office of Active Transportation and Micromobility, other modal partners, underserved communities and a range of stakeholders to transform all 23 PSAP priority corridors to provide greater access and protect all roadway users. The Statewide Complete Streets Program, led by SHA, will also involve TSO, MVA, MTA, MSP and other jurisdictional partners working together to advance the first set of five applying a Safe System Approach to engineering, education, enforcement, and post-crash care.

MDOT Complete Streets Policy

Finally, this year the Secretary tasked the Department with updating the 2012 SHA Complete Streets Policy to align with new MDOT guidance, Statewide mandates, and national best practices established since the policy was first adopted. The updated Complete Streets policy would also advance the priorities of the Moore-Miller administration including projects to help

the state meet Vision Zero and greenhouse gas emissions targets. Previously, the Complete Streets Policy was applicable to SHA, MTA and MAA projects. The updated Complete Streets policy requires an all-MDOT approach to planning and designing projects and programs that move the needle on safety and mode shift and commits all modes, including MPA, MDTA, and MVA, to Complete Streets implementation.