



APPENDIX D

Model Ordinances for the Enhancement of Bicycle and Pedestrian Access to Transportation Facilities

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Introduction

The Maryland Department of Transportation (MDOT) has developed a 20-Year Bicycle and Pedestrian Master Plan that includes strategies that can be effective in improving bicycle and pedestrian access throughout the State. Maryland statute requires that the Plan provide “a model to guide political subdivisions of the State in enhancing bicycle and pedestrian access to transportation facilities” (see page C6 in Appendix C, § 2-604(a)(3)). In the previous plan we highlighted the relationship between land use and bicycle and pedestrian access, emphasizing the impact of planning and zoning. One of the strategies being explored currently is the implementation of Complete Streets Policies at the county or municipal level, which is the focus of this Appendix. MDOT is researching this issue to provide local planning representatives with tools that they can use in support of bicycle and pedestrian activity.

Complete Streets Legislative Update

In 2018, the General Assembly of Maryland passed two bills, one mandating that MDOT adopt a new Complete Streets Policy and one establishing a Complete Streets Program. Under the Complete Streets Policy Adoption bill (see page C4 in Appendix C, § 2-112), MDOT is required to implement a Complete Streets policy that encompasses MDOT MAA, MDOT MTA, and MDOT SHA and their state airport facilities, transit facilities, and highways, respectively. MDOT SHA had adopted a Complete Streets policy in 2012, but in order to implement the new legislative mandate, the policy will need to be revised to incorporate MDOT MAA and MDOT MTA. The Complete Streets Program (see page C14 in Appendix C) encourages local jurisdictions in Maryland to establish their own Complete Streets Policies by providing the opportunity for local jurisdictions to apply for designation as a certified jurisdiction and apply for funding.

Current MDOT Complete Streets Policy

A Complete Streets policy was adopted by MDOT SHA in 2012. The policy supports pedestrian, bicycle, ADA, and transit accessibility on State roadways. It stipulates that MDOT SHA will follow a “Complete Streets Approach” to create a comprehensive multi-modal network throughout Maryland’s transportation system. The policy requires that MDOT SHA consider and incorporate complete streets criteria for all modes and types of transportation when developing or redevelopment State roadways. This policy will need to be revised to incorporate MDOT MAA and MDOT MTA due to the new 2018 legislative mandate.

Complete Streets Policy Adoption Status (October 2018)

The new statewide Complete Streets Program provides guidance for local jurisdictions to develop their own Complete Streets policies. Several jurisdictions have already adopted policies at the county or city level. The following counties and cities have adopted Complete Streets policies:

- Anne Arundel County
- Baltimore County
- Montgomery County
- Prince George’s County
- City of Rockville
- City of Salisbury

Several metropolitan planning organizations (MPOs) have also adopted Complete Streets policies:

- National Capital Region Transportation Planning Board (TPB)
- Wilmington Area Planning Council (WILMAPCO)
- Hagerstown / Eastern Panhandle Metropolitan Planning Organization (HEPMPO)

The following counties and cities have introduced draft policies, but they have not yet been adopted:

- Baltimore City
- City of Frederick
- Howard County

The following counties have included Complete Streets policy adoption as a goal in a county-wide comprehensive plan or bicycle and pedestrian plan:

- Calvert County
- Carroll County
- Charles County
- Frederick County
- Harford County

Model Complete Streets Ordinances

Smart Growth America, a nationwide advocacy organization for smart growth, has released several resources that state and local governments can use to develop their own Complete Streets policies.

Changing Complete Streets Policy: A Brief Guidebook

This guidebook contains optional policy elements, methods to communicate policy to constituents, and a policy template that can be shaped to individual jurisdictional requirements. It can be used to generate a customized Complete Streets policy, because Complete Streets policies are not one-sized fits all.

<https://www.smartgrowthamerica.org/app/uploads/2016/09/Changing-Complete-Streets-Policy-Brief-Guidebook.pdf>

Complete Streets Local Policy Workbook

This workbook includes several example policies from throughout the country that jurisdictions looking to adopt a Complete Streets policy can use as a guide to develop the right policy. It also includes guidance on how to communicate and gather input from a variety of stakeholders.

<https://www.smartgrowthamerica.org/app/legacy/documents/cs-local-policy-workbook.pdf>

Elements of a Complete Streets Policy

This document lays out in detail the 10 elements of a comprehensive Complete Streets policy as defined by the National Complete Streets Coalition. These 10 elements are a model of best practices that can be implemented at all levels of government.

1. Vision and intent
2. Diverse users
3. Commitment in all projects and phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Project selection criteria
10. Implementation steps

https://www.smartgrowthamerica.org/app/uploads/2017/12/CS-Policy-Elements_web_2017.11.30.pdf

AARP Complete Streets in the States: A Guide to Legislative Action

Published in January 2013, this document provides a toolkit to help legislators at the state level develop Complete Streets policies. The main purpose of the toolkit is to AARP state offices in successful efforts to enact state-level Complete Streets policies, while also providing information to assist in local-level advocacy efforts. AARP's public policy supports local and state jurisdictions in the adoption and implementation of transportation plans that accommodate all users, including pedestrians and bicyclists. It includes model state legislation, analysis of the legislative elements of a model Complete Streets policy, analysis of existing state laws (as of January 2013), strategic guidance and resources, and state-level implementation stories.

<https://www.aarp.org/content/dam/aarp/livable-communities/plan/transportation/complete-streets-in-the-states.pdf>

AARP Evaluating Complete Streets Projects: A Guide for Practitioners

Published in April 2015, this resource provides a framework for evaluating Complete Streets projects. It will help transportation practitioners identify and establish performance measures to evaluate transportation projects. Measures cover many different aspects and impacts of Complete Streets projects, including access, economy, environment, equity, place, public health, and safety.

<https://www.aarp.org/content/dam/aarp/livable-communities/documents-2015/evaluating-complete-streets-projects.pdf>

Adopted Policies in Maryland

Complete Streets policies that have been adopted by State, county, local, or regional bodies of governance are listed below. These policies all contain similar elements and can also provide guidance for other jurisdictions pursuing their own Complete Streets policies.

MDOT SHA Complete Streets Policy

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

Anne Arundel County Resolution No. 45-14

https://www.aacounty.org/departments/transportation/bike-pedestrian/complete-streets/RES45-14_Complete_Streets_Policy.pdf

Baltimore County Resolution 126-13

<http://resources.baltimorecountymd.gov/Documents/Planning/bikeandped/CompleteStreets.pdf>

Montgomery County Bill 33-13E

https://www.montgomerycountymd.gov/council/resources/files/lms/bill/2013/Signed/pdf/1061_884_Signed_03312017.pdf

Prince George's County Code of Ordinances Sec. 23-615

https://library.municode.com/md/Prince_George's_County/codes/code_of_ordinances?nodeId=PTIITI17PULOLAPRGECOMA_SUBTITLE_23ROSI_DIV7COGRST_S23-615COGRSTPO

City of Rockville Complete Streets Policy

https://www.rockvillemd.gov/DocumentCenter/View/589/complete_streets_policy_adopted?bidId

City of Salisbury Resolution No. 2431

<https://salisbury.md/wp-content/uploads/2013/06/Res2431.pdf>

National Capital Region Transportation Planning Board Resolution R15-2012

<https://www.mwcog.org/transportation/planning-areas/walking-and-biking/complete-streets-policy/>

Wilmington Area Planning Council 2030 Regional Transportation Plan

[http://wilmapco.org/Rtp/Final2030RTP/2030 RTP APPROVED MARCH 2007 web.pdf](http://wilmapco.org/Rtp/Final2030RTP/2030_RTP_APPROVED_MARCH_2007_web.pdf) (page 40)

Hagerstown / Eastern Panhandle Metropolitan Planning Organization Resolution Number 2018-14

https://docs.wixstatic.com/ugd/116f69_9c6c21d9721a488ab1ba55ad31ec7b3b.pdf

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