

**MDOT BIKEWAYS NETWORK PROGRAM**

**COMPLETE STREETS OBJECTIVE STATEMENT GUIDANCE**

*Effective February 2026*



## BACKGROUND

MDOT's Complete Streets policy aims to create a safe, comprehensive, integrated and connected transportation network for people, goods, motorized, and non-motorized vehicles. As such, the intended benefits of projects funded by the Kim Lamphier Bikeways Network Program (Bikeways) often exemplify the vision of MDOT's Complete Streets policy.

Starting in FY27, Bikeways applicants with projects on local right-of-way (ROW) may choose to provide a Complete Streets objective statement to capture their project's goals and include it in their Bikeways application. **If Bikeways projects will be located on State ROW, then applicants are required to submit a Complete Streets objective statement.**

An objective statement facilitates achieving project success, as the statement sets performance-based measures to quantify, substantively, when the project needs are being met. The American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets, 8th edition* (the Green Book) states that the design of every road improvement project should begin with "an explicit statement developed by the roadway agency that indicates why the project is being undertaken and what the project is intended to accomplish." Developing a Complete Streets objective statement is **optional** for Bikeways applicants advancing projects outside of MDOT right-of-way, but is intended to be considered as a tool for advancing both local and State projects.

## GUIDANCE

The project should identify a measurable target improvement for safety and traffic stress for vulnerable road users within the project limits to address access for people who walk, bike, roll, and take transit while considering key constraints, exceptions and scope limitations.

To begin developing an objective statement for your Bikeways project, the project manager and their team should think through the following questions:

1. What is the problem?
2. Why is it occurring?
3. When is it occurring?
4. What is the magnitude of the problem? (How bad is it?)
5. Why is it important to solve now?
6. How will we measure success?

- a. Use quantitative performance measures -- e.g., providing a minimum 25% crash reduction, increasing Pedestrian Level of Comfort, or reducing the Bicycle Level of Traffic Stress by three or more levels

Success is defined through a goal and measured through its quantifiable objectives. The goals should be reasonably achievable and specific to the project. In addition to defining what the project is trying to achieve, there may be project constraints that the project must consider and/or maintain.

For applicants with locally adopted Complete Streets policies, objective statements should align with both the State's and locality's policies to ensure that the project's intended outcomes are appropriately identified and measured. Objective statements are not intended to be a detailed work plan or to be overly prescriptive. Rather, they are intended to guide the project toward planning and implementing a successful Complete Street, from the project's outset.

Project teams can also use their objective statements to summarize their project to stakeholders and to the public. Public comments and input should guide the development of the project's objective statement, even if engagement has not been conducted on this specific project. Rather, known active transportation pain points, barriers, and challenges in the community are at the heart of the problem that a Bikeways project would address.

A template and example are provided as part of this guidance. However, no two Bikeways projects will have the same objective statement. Applicants should utilize this guidance to the extent that the project's objective statement helps to advance its intended goals and benefits.

#### COMPLETE STREETS OBJECTIVE STATEMENT TEMPLATE

*This template serves as a starting point that Bikeways applicants may use, at their discretion, to develop a Complete Streets objective statement for their application. Complete Streets objective statements are required for Bikeways projects located on State ROW and optional for projects on local ROW.*

#### **Existing Conditions (4-6 sentences)**

Describe the problem that your Bikeways project would address. Briefly explain the origin of this problem so that MDOT understands why, how, and when it is occurring. Name the context type(s) per SHA's [Context Driven Guide](#) to frame the project by land use. If known,

include the volumes of applicable roadway user types.<sup>1</sup> Discuss the known impacts of this problem, particularly on vulnerable roadway users, and any urgency to solving this problem.

### **Approach (3-5 sentences)**

Explain previous and/or broader efforts that have been undertaken to solve this problem and how your project will further these efforts. Provide any critical timelines (historical or future) of these efforts. Reference any adopted plans that include this project and engagement that has been conducted on this project to date.

### **Goals & Objectives**

List 1-3 goals that speak to what you aim to achieve with your project. Within each goal, provide at least 1 objective that measures specifically how you will track progress to the goal. As Bikeways projects, goals should be specific to people biking and may also include people walking.

### **Constraints**

List any known legal or design constraints or limitations that your project would need to work within.

## **COMPLETE STREETS OBJECTIVE STATEMENT EXAMPLE**

### **Existing Conditions**

Example City's New Bikeways project would close a 2-mile gap between Trail A and Trail B which currently poses a significant challenge to bicycle and pedestrian connectivity. Currently, people biking must cross a State highway and share high-volume roadways with no dedicated bicycle facilities between Trail A and B, while people walking lack sidewalks on either one or both sides of the street. Within the last 5 years, Example City has seen 10 severe injury crashes involving either bicyclists or pedestrians in this 2-mile gap. Key destinations and employment centers of Example City are located on both Trail A and Trail B, which are known to generate significant bicycle and pedestrian trips. A recent traffic study identified a daily average of 50 people walking and 20 people biking this corridor and is expected to increase over time as development continues in this Suburban Activity Center, as categorized by SHA's Context Driven Guide.

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<sup>1</sup> Applicants may use data found in the State of Maryland's GIS Data Catalog, such as for the roadway's AADT and functional class, to provide additional context: <https://data.imap.maryland.gov/>

## Approach

Example City’s Bicycle and Pedestrian Master Plan (adopted in 2020) identifies the New Bikeways project as a high-priority project. In 2024, Example City studied the corridor and released the New Bikeways Project Study, which recommended a preferred alternative route. Example City has completed 30% design for the project using our own funds. As detailed later in this application, Example City intends to complete design in 2028 and complete construction in 2033. Public engagement will continue through the New Bikeways Project Study’s stakeholder group and will continue throughout the design and construction processes via a public workshop, pop-up tabling at community events and the public library, and the project website.

## Goals & Objectives

Goal 1: Increase bicycle connectivity to businesses, residences, and historically underserved areas.

Objective 1-1: Invite all businesses and residences located within 1 mile of the project to planned engagement events.

Objective 1-2: Translate all project materials into both English and Spanish, and provide translation services at planned engagement.

Goal 2: Improve safety for people walking and biking.

Objective 2-1: Reduce the Level of Traffic Stress (LTS) from a 4 to a 0, with no segment functioning worse than an LTS of 1.

Objective 2-2: Reduce severe and fatal crashes involving pedestrians and bicyclists by 50% or more within 5 years of implementation.

Objective 2-3: Implement new bike signals, new leading pedestrian intervals (LPI), and high-visibility crosswalks at intersections.

## Constraints

Identify all right-of-way owners, avoid utilities, and reduce potential property impacts.

## CONTACT

For further assistance or questions on this guidance, please contact MDOT Bikeways Program staff at [MDBikeways@mdot.maryland.gov](mailto:MDBikeways@mdot.maryland.gov). For questions about MDOT’s Complete Streets Policy, please contact [completestreets@mdot.maryland.gov](mailto:completestreets@mdot.maryland.gov).