

SENATE BILL 850

R1

8lr1958
CF HB 744

By: **Senator Mathias**

Introduced and read first time: February 5, 2018

Assigned to: Finance

A BILL ENTITLED

1 AN ACT concerning

2 **Transportation – Complete Streets Policy – Adoption**

3 FOR the purpose of requiring the Maryland Transportation Authority and certain modal
4 administrations of the Department of Transportation to adopt a complete streets
5 policy that requires the implementation of certain complete streets design features
6 for certain facilities under certain circumstances; specifying the requirements of a
7 complete streets policy; exempting the Authority and certain modal administrations
8 of the Department from adopting certain facets of a complete streets policy under
9 certain circumstances; defining certain terms; and generally relating to the adoption
10 of a complete streets policy by the Authority and certain modal administrations of
11 the Department.

12 BY adding to
13 Article – Transportation
14 Section 2–112, 4–408, 5–408.1, 7–309, and 8–204.1
15 Annotated Code of Maryland
16 (2015 Replacement Volume and 2017 Supplement)

17 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
18 That the Laws of Maryland read as follows:

19 **Article – Transportation**

20 **2–112.**

21 **(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS**
22 **INDICATED.**

23 **(2) (I) “COMPLETE STREETS DESIGN FEATURES” MEANS DESIGN**
24 **FEATURES THAT ACCOMMODATE AND FACILITATE SAFE AND CONVENIENT ACCESS**

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 AND MOBILITY TO FACILITIES BY ALL USERS, INCLUDING BICYCLISTS, MOTORISTS,
2 PEDESTRIANS, AND PUBLIC TRANSPORTATION USERS.

3 (II) "COMPLETE STREETS DESIGN FEATURES" INCLUDES:

4 1. PAVED SHOULDERS SUITABLE FOR USE BY
5 BICYCLISTS;

6 2. PROTECTED BICYCLE LANES;

7 3. SHARE THE ROAD SIGNAGE;

8 4. CROSSWALKS;

9 5. PEDESTRIAN CONTROL SIGNALS;

10 6. BUS ACCESS AND SAFETY MEASURES;

11 7. SIDEWALKS; AND

12 8. SHARED USE PATHWAYS.

13 (3) "COMPLETE STREETS POLICY" MEANS A POLICY THAT REQUIRES
14 THE IMPLEMENTATION OF COMPLETE STREETS DESIGN FEATURES DURING THE
15 PLANNING, DESIGN, CONSTRUCTION, AND RECONSTRUCTION OF A FACILITY.

16 (4) "FACILITY" MEANS:

17 (I) AN AIRPORT FACILITY, AS DEFINED IN § 5-101 OF THIS
18 ARTICLE, THAT IS OWNED OR OPERATED BY THE STATE;

19 (II) A STATE HIGHWAY, AS DEFINED IN § 8-101 OF THIS
20 ARTICLE;

21 (III) A TRANSIT FACILITY, AS DEFINED IN § 7-101 OF THIS
22 ARTICLE; AND

23 (IV) A TRANSPORTATION FACILITIES PROJECT, AS DEFINED IN §
24 4-101 OF THIS ARTICLE.

25 (B) THIS SECTION APPLIES TO A FACILITY IN:

26 (1) THE MARYLAND AVIATION ADMINISTRATION, AS REQUIRED

1 UNDER § 5-408.1 OF THIS ARTICLE;

2 (2) THE MARYLAND TRANSPORTATION AUTHORITY, AS REQUIRED
3 UNDER § 4-408 OF THIS ARTICLE;

4 (3) THE MARYLAND TRANSIT ADMINISTRATION, AS REQUIRED
5 UNDER § 7-309 OF THIS ARTICLE; AND

6 (4) THE STATE HIGHWAY ADMINISTRATION, AS REQUIRED UNDER §
7 8-204.1 OF THIS ARTICLE.

8 (C) EXCEPT AS PROVIDED IN SUBSECTION (D) OF THIS SECTION, A
9 COMPLETE STREETS POLICY ADOPTED IN ACCORDANCE THIS SECTION SHALL:

10 (1) BE IMPLEMENTED WITH THE OBJECTIVE OF CREATING A
11 COMPREHENSIVE, INTEGRATED, AND CONNECTED TRANSPORTATION NETWORK
12 THAT ALLOWS USERS TO CHOOSE AMONG DIFFERENT MODES OF TRANSPORTATION;

13 (2) ENSURE THAT ALL USERS ARE CONSIDERED DURING THE
14 PLANNING, DESIGN, CONSTRUCTION, AND RECONSTRUCTION PHASES OF A
15 FACILITY;

16 (3) BENEFIT ALL USERS EQUITABLY, PARTICULARLY THE MOST
17 UNDERINVESTED AND UNDERSERVED COMMUNITIES;

18 (4) WHEN PRACTICABLE, REQUIRE THE ACCOMMODATION OF OTHER
19 MODES OF TRANSPORTATION;

20 (5) RECOGNIZE THAT ALL FACILITIES ARE DIFFERENT AND USER
21 NEEDS SHOULD BE BALANCED TO ENSURE COMMUNITY ENHANCEMENT; AND

22 (6) INCORPORATE BEST PRACTICES RELATED TO COMPLETE
23 STREETS DESIGN ELEMENTS.

24 (D) (1) SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, EXCEPTIONS
25 TO THE REQUIREMENTS OF THIS SECTION MAY BE ADOPTED ONLY WHEN
26 CIRCUMSTANCES OR LAWS EXIST THAT PROHIBIT OR LIMIT THE ABILITY TO
27 PROVIDE FAVORABLE CONDITIONS FOR ALL MODES OF TRANSPORTATION.

28 (2) THE DIRECTOR OF BICYCLE AND PEDESTRIAN ACCESS SHALL BE
29 CONSULTED BEFORE THE ADOPTION OF AN EXCEPTION UNDER PARAGRAPH (1) OF
30 THIS SUBSECTION.

1 **4-408.**

2 (A) IN THIS SECTION, "COMPLETE STREETS POLICY" HAS THE MEANING
3 STATED IN § 2-112 OF THIS ARTICLE.

4 (B) THE AUTHORITY SHALL, IN ACCORDANCE WITH § 2-112 OF THIS
5 ARTICLE, ADOPT A COMPLETE STREETS POLICY FOR TRANSPORTATION FACILITIES
6 PROJECTS.

7 **5-408.1.**

8 (A) IN THIS SECTION, "COMPLETE STREETS POLICY" HAS THE MEANING
9 STATED IN § 2-112 OF THIS ARTICLE.

10 (B) THE ADMINISTRATION SHALL, IN ACCORDANCE WITH § 2-112 OF THIS
11 ARTICLE, ADOPT A COMPLETE STREETS POLICY FOR AIRPORT FACILITIES OWNED
12 OR OPERATED BY THE STATE.

13 **7-309.**

14 (A) IN THIS SECTION, "COMPLETE STREETS POLICY" HAS THE MEANING
15 STATED IN § 2-112 OF THIS ARTICLE.

16 (B) THE ADMINISTRATION SHALL, IN ACCORDANCE WITH § 2-112 OF THIS
17 ARTICLE, ADOPT A COMPLETE STREETS POLICY FOR TRANSIT FACILITIES.

18 **8-204.1.**

19 (A) IN THIS SECTION, "COMPLETE STREETS POLICY" HAS THE MEANING
20 STATED IN § 2-112 OF THIS ARTICLE.

21 (B) THE ADMINISTRATION SHALL, IN ACCORDANCE WITH § 2-112 OF THIS
22 ARTICLE, ADOPT A COMPLETE STREETS POLICY FOR STATE HIGHWAYS.

23 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July
24 1, 2018.