

Complete Streets Program

(TR § 8-908)

January 2026

Maryland Department of Transportation

Introduction

This report is prepared in accordance with Chapter 171 of the Acts of Maryland, 2022 (House Bill 73), 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 [Complete Streets] 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, established by Chapter 721 of the Acts of Maryland, 2018 (House Bill 535), 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 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.

Program Status

The Maryland Department of Transportation (MDOT) is focused on delivering a transportation network that safely serves all users through Complete Streets, an approach to planning, designing, building, operating, and maintaining streets that enables safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Road and street design safety

improvements implemented through the Complete Streets framework are critical to saving lives and consistent with MDOT's Serious about Safety Initiative.

Although the Complete Streets local match grant program is unfunded due to fiscal constraints, MDOT has advanced initiatives to further Complete Streets statewide.

MDOT continues to deliver on existing priorities through implementation of the 2024 Complete Street Policy, which is inclusive of the modal administrations – State Highway Administration (SHA) Maryland Port Administration (MPA) Maryland Aviation Administration (MAA) Maryland Transit Administration (MTA) Motor Vehicle Administration (MVA), and the Maryland Transportation Authority (MDTA), and ensures that a range of safe options for multimodal transportation are prioritized throughout all phases of project development. Execution of the policy is supported by the Complete Streets Implementation Plan, released in February 2025. The plan includes:

- Updated decision-making processes;
- List of guidance documents and manuals to be revised to comply with the Policy;
- Training, outreach, and engagement; and
- Performance metrics.

MDOT's Complete Streets implementation efforts received an American Association of State Highway and Transportation Officials 2025 America's Transportation Regional Award in the "Safety, Small Project" category in July 2025.

MDOT continues to leverage available State and Federal funding mechanisms to advance Complete Streets planning and capital projects. Funding sources include bicycle and pedestrian accessibility funds highlighted in the FY 2026-2031 Consolidated Transportation Program (CTP), funding dedicated to implementation of SHA's PSAP, PSAP corridor projects, Vulnerable Road User (VRU) Safety Assessments, District-led safety projects, and Complete Streets quick builds. Additionally, through \$8.2 million in State and Federal Grants, MDOT will award funding for 33 new bicycle, pedestrian and trail projects across Maryland.

MDOT programming and initiatives which support multimodal transportation, micromobility, transportation trails, and safe routes to schools furthered Complete Streets, in addition to extensive training and outreach which engaged MDOT employees, the public, local jurisdictions, industry partners, and elected officials in Complete Streets concepts.

This report highlights MDOT Complete Streets funding and programming, including Policy implementation, PSAP, state and federal grants, bicycle and pedestrian accessibility funds, multimodal transportation programs and initiatives, and training and engagement.

Complete Streets Policy Implementation

The Complete Streets Implementation Plan¹ was launched in February 2025 and explains how MDOT will deliver the 2024 policy, outlines the process for developing objective statements and

¹ <https://www.mdot.maryland.gov/OPCP/MDOT-Complete-Streets-Implementation-Plan.pdf>

waivers, identifies performance metrics to track progress, and prioritizes document updates to reflect the Policy and plan. Monthly meetings were held with Complete Streets “champions” from each mode to discuss implementation progress, challenges and successes; to provide training and resources on Complete Streets concepts and initiatives; and to establish and oversee internal procedures.

Objective Statement and Waiver Process

The objective statement and waiver processes established through the plan and developed in 2025 are key components to Policy implementation, as they incorporate the Complete Streets policy into a wider range of capital improvements beyond dedicated funding sources. MDOT developed an objective statement framework and guidance for roadway projects within MDOT right of way. The objective statement supports development of consistent and context-driven approaches to project development and delivery across MDOT in line with the Policy. The framework will be refined in 2026.

To further streamline the process and ensure consistency across routine projects and fund categories, modal administrations developed programmatic objective statements. For projects that cannot meet the policy, modal administrations will utilize the approved waiver process. As outlined in the Plan, the waiver identifies the criteria by which the project cannot meet policy requirements and provides supporting documentation to the m Administrator and the Secretary for approval.

Document Audit and Updates

Documents to support implementation were developed or updated by all modal administrations in 2025. TSO continues to coordinate internally to ensure consideration of Complete Streets in National Electric Vehicle Infrastructure Request for Proposals (RFP), as well as finalizing the resilience policy in December 2025. The MVA updated the Strategic Highway Safety Plan, which will be released in January 2026 and incorporates the Complete Streets implementation plan. The MDTA, MAA, and MTA developed internal Complete Streets guidance for projects, and MTA developed standard operating procedures for planning document reviews and outlining the role and responsibilities of the MTA Complete Streets champion. MPA seeks to include Complete Streets language in their strategic plan and Master Plan efforts which are ongoing.

The SHA updated the highest priority internal and external documents, many of which are also adopted by other modal administrations, to incorporate the Policy and steps in the implementation plan. The Maryland Manual on Uniform Traffic Control Devices (MdMUTCD) is anticipated to be adopted in early 2026. SHA identified the Transportation Alternative Program Manual update as a key component of the SHA Development Guide for Local Public Agencies and Other Sub-Recipients of Federal Funds update. These will be updated and reviewed by the Federal Highway Administration in Spring 2026.

The SHA is committed to delivering a safe, reliable, and accessible highway system that supports mobility of all highway users. To achieve the state’s vision zero goal, SHA believes that the integration of Complete Streets elements to our engineering and design guidelines and manuals is critical for ensuring a transportation system that is inclusive of all mobility needs. The SHA is actively updating the Traffic Impact Guidelines and Access Manual which are two high priority

documents that support safe access management along state highways. The SHA is committed to updating the guidelines and manual in accordance with the MDOT Complete Streets Policy

Following the Governor's Executive Order 01.01.2025.19 Addressing Maryland's Affordable Housing Crisis, the SHA created a working group of relevant stakeholders from other state and local agencies, the Maryland Builders Industry Association, bike and pedestrian advocacy groups, and regional planning partners to provide recommendations on the requirements of Executive Order. The members of the work group also served as a review and advisory committee on the drafted Traffic Impact Study Guidelines and Access Manual. The work group has provided comments and feedback on the drafted documents and SHA is working in close collaboration with our partners to address feedback while remaining dedicated to Complete Streets.

The following priority documents were updated or nearing completion for update in 2025:

- SHA Lighting Policy
- SHA Americans with Disabilities Act (ADA) Transition Plan
- SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways
- SHA Bicycle Policy & Design Guidelines
- SHA Recreational Trails Program Manual

Local Priority Letters

In 2025, MDOT introduced a new way for local jurisdictions to submit their FY 2026-2031 CTP priority letter² using the OneStop portal³. The form incorporated opportunities for narrative descriptions of local transportation goals, and structured fields for listing priorities across key funding or project categories. The portal included the following question - "What are the jurisdiction's priorities for bike/pedestrian and/or complete streets projects"?

MDOT received several electronic letter submittals through the portal this past year and most of the letters received discussed pedestrian and bicycle project priorities. MDOT will continue to promote the portal as an option for submittal in the upcoming year and will reach out to the counties to encourage its use.

Implementation Plan Performance Metrics

MDOT developed a Complete Streets Implementation Plan in 2024 to guide the delivery of a Complete Streets program under the updated Policy. In that Plan performance metrics were identified to demonstrate progress made in Policy implementation across MDOT. The table below focuses on several key categories of activities tracked that demonstrate statewide progress and accountability of MDOT's performance on the Complete Streets Implementation Plan.

² <https://www.mdot.maryland.gov/priorityletter/>

³ <https://onestop.md.gov/forms/mdot-priority-letter-submission-form-67e6aca277833f0157c7336d>

Category	Description	2030 Outlook
Vulnerable Road User (VRU) safety	This measure evaluates a 5- year average of VRU serious injuries and fatalities on SHA roads, including speed-related serious injuries.	Reduce 5-year average for VRU fatalities and serious injuries on State owned roads by roughly 30%.
Infrastructure	This measure evaluates capital improvements found in transit and pedestrian safety projects currently underway.	At least two PSAP priority corridors reconstructed or in construction; remaining 21 in planning or design. Ten new controlled pedestrian crossings on State roads. 15 priority MTA bus stops reconstructed.
Accessibility	This measure evaluated ADA accessibility at MTA, MARC, WMATA, and light rail stations; MTA core bus stops as well as sidewalk data initiatives.	All sidewalks in Maryland mapped on one centerline and 25 miles of new sidewalk constructed by SHA. 40% of all MTA Core bus stops fully ADA compliant. Complete designs to ADA retrofit College Park, Martin State Airport and West Baltimore MARC stations. Increase number of dedicated bus lane miles.
Transit Reliability	This measure tracks transit priority improvements and on time performance by transit mode including Core Bus, Light Rail, Metro, MARC, Commuter Bus, and paratransit services.	Significant improvement in on-time transit performance, supported by 13 additional transit signal priority intersections and 67% increase in dedicated bus lane miles by 2030.
Mode shift	MDOT evaluates US Commute Mode Share statistics, regional commuter survey data, and employee-based commute habits for people walking, biking, and taking transit to understand current behaviors and desired modes of travel.	Transit, carpool, and walk mode share have seen a slight increase from 2023-2024. As employees return to the office, and Complete Streets programs expand, MDOT will track our progress towards exceeding the 2023 US Commute Mode Share split, by the year 2030. Currently, Maryland exceeds national statistics for transit trips, but not for walking and biking trips.

Category	Description	2030 Outlook
Waivers	The 2024 Complete Streets Policy makes waivers more formal, limits the chances for automatic exemption, and applies the policy broadly to MDOT capital projects beginning in 2025 — meaning waivers become the exception, not the rule.	MDOT has a goal of 10% or less of eligible projects seeking Complete Streets waivers by 2030.
Amenities	The measure identifies amenities for public and employee use that will encourage and support mode shift goals in Maryland making travel more convenient and desirable for users.	All modes will work to increase the number of publicly available bus shelters, bike racks, for the public and showers, lockers and other amenities for employees.
Funding	Line 6 of SHA’s statewide program in the Draft FY 2026 -2031 CTP identifies over \$150 million worth of Complete Streets capital projects needed to advance the statewide PSAP implementation, District level safety projects, Complete Streets Quick Build pilots, and VRU Assessment projects in addition to and greatly expanding the state’s existing bicycle and pedestrian program.	Maintain a 5% increase in funding each year to sustain the State’s evolving Complete Streets Program.
Engagement	This measure tracks how MDOT issues and sustains its call to action by engaging users, advocates, legislators, and practioners to increase access to Complete Streets for all Marylanders.	By 2030, and each year leading up, MDOT will help contribute to Washington, Baltimore, and other regional metropolitan planning organization Bike and Walk initiatives by increasing the number of employees participating in events where MDOT hosts and partners. MDOT websites provide resources to champions and cohorts from mobility conversations and convenings in an accessible format, relevant to all ages and abilities.

Safety Projects and Programming

Pedestrian Safety Action Plan

The PSAP⁴ is a program of Complete Streets investments through safety improvements for 23 priority corridors in underserved areas in Maryland. Fourteen of the 23 corridors are in design or construction. SHA continues to spend the \$152 million allocated in the Draft FY 2026 – 2031 CTP for the implementation of the Pedestrian Safety Action Plan and related Complete Streets improvements (see page SHA-SW-6 of the Draft CTP). This figure is a significant increase from the previous year (\$83.5 million).

Projects in Round 1 continued to advance in design, with many projects targeting advertisement in Fall 2026. Two projects on MD 650 in Prince George’s and Montgomery counties are under construction and held a groundbreaking in July 2025⁵. Round 2 projects were announced in late 2024 and have progressed into design in 2025. Public informational workshops were held for MD 193, MD 3 BUS, US 40 (Aberdeen) and MD 528 in 2025. SHA will continue to provide opportunities for public engagement and input in 2026.

Round	Corridor	County	Project Phase
1	MD 650 from North Hampton Drive to Powder Mill Road	MO	Construction
1	MD 650 from MD 193 to Montgomery County line	PG	Construction
1	MD 2 from MD 177 to MD 648	AA	Design
1	US 1 from Gorman Road to Patuxent River	HO	Design
1	MD 410 from MD 500 to MD 212	PG	Design
1	MD 150 from MD 700 to MD 702	BA	Design
2	US 40 from Garland Groh Boulevard to All Star Court	WA	Design
2	MD 201 from 52nd Avenue to Good Luck Road	PG	Design
2	MD 193 from MD 97 (Georgia Avenue) to Colesville Road (US 29)	MO	Design
2	US 40 from MD 22 (Aberdeen Thruway) to MD 715 (Short Lane)	HA	Design
2	MD 3 Business (Crain Highway) from I-97 to MD 100	AA	Design
2	MD 214 (Central Avenue) from Southern Avenue to Ritchie Road	PG	Design
2	MD 235 (Three Notch Road) from MD 246 (Great Mills Road) to MD 237 (Chancellors Run Road)	SM	Design
2	MD 528 (Coastal Highway) from 15th Street to 67th Street	WO	Design

Complete Streets Quick Builds

Following the success of the 2024 Smart Growth America Complete Streets Leadership Academy⁶, SHA launched the Complete Streets Quick Build Program. This program targets intersections or corridors with a history of traffic fatalities or crashes to implement short-term solutions in collaboration with local jurisdictions, using measures that are innovative, cost effective and easy to implement on an accelerated timeline, such as speed cushions, enhanced pedestrian crossings, lane narrowing and traffic calming measures. The program allows MDOT

⁴ <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9>

⁵ <https://www.roads.maryland.gov/mdotsha/pages/pressreleasedetails.aspx?newsId=5408&PageId=818>

⁶ <https://www.mdot.maryland.gov/OPCP/Maryland-Complete-Streets-Leadership-Academy-Report.pdf>

to test products and solutions that may benefit these safety corridors and provide useful data to support decisions for statewide permanent installations.

The 2025 Program includes six projects:

- MD 14 (Main Street) in Secretary, Dorchester County, at Warwick Elementary School;
- MD 273 (Telegraph Road) in Fair Hill, Cecil County, from MD 213 to Ranger Skinner Drive;
- MD 198 (Spencerville Road) in Burtonsville, Montgomery County, from Athey Road to Lions Den Road;
- MD 195 (Carroll Avenue) in Takoma Park, Montgomery County, from Flower Avenue to MD 193 (University Boulevard);
- MD 261 (Lake Shore Drive) in Rose Haven, Anne Arundel County, at Harrington Harbor and
- MD 65 (N. Church Street)/MD 34 (E. Main Street) in Sharpsburg, Washington County.

To ensure the continuation of the quick build program and its effectiveness, MDOT and SHA are working with Morgan State University's Safety and Mobility Advancements Regional Transportation and Economics Research Center to evaluate the program and standardize the approach. In addition to this partnership, SHA is continuing to collect data and collaborate across offices to inform how the program will further evolve to best implement short-term safety improvements

Vision Zero Public Meeting

The Vision Zero public meetings are held pursuant to Senate Bill 345, enacted on October 1, 2024. This was one of three bills passed over the last six years to help make roads safer for all road users and eliminate traffic fatalities and serious injuries. In a commitment to transparency and public involvement, all meetings were live-streamed, allowing for broader community engagement. A dedicated webpage⁷ was established where the public can access the live stream link, meeting minutes, public testimonies, and other relevant information. Maryland's Vision Zero partners convened quarterly throughout the year and reviewed Strategic Highway Safety Plan strategies, Complete Streets updates, Pedestrian Safety Action Plan projects, and legislative priorities. Each meeting also included a discussion of SHA's fatality infrastructure reviews, analyzing whether infrastructure was a contributing factor and prioritizing data-driven safety actions. These meetings fostered collaboration across transportation agencies, public health, metropolitan planning organizations, and law enforcement.

Driver Education Curriculum

In 2025, MVA reviewed and updated all 10 units of the Driver's Education curriculum to ensure the material is current, accurate, and easier to present by the school instructors. This review included updating all legal information and expanding content on the consequences of increased vehicle speed if a pedestrian is struck, and the likelihood of survival. The updated curriculum will be released in early 2026.

⁷ <https://zerodeathsmd.gov/highway-safety-office/vision-zero/>

State and Federal Grants

Complete Streets implementation is supported by state and federal grants, including the Kim Lamphier Bikeways Network Program, Transportation Alternatives Program including Safe Routes to School projects, Recreational Trails Program and the Carbon Reduction Program:

Kim Lamphier Bikeways Network Program (Bikeways Program)

The Bikeways 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. Funding via the Bikeways Program is designed to be administered flexibly and can be used to improve and retrofit both state and local roads. The Bikeways Program plays a vital role in supplementing MDOT funding which can only be used on state roads as well as matching federal funds awarded for bicycle facilities with more stringent requirements. From FY 2012 to FY 2025, the Bikeways Program has awarded more than \$40 million for 244 projects across Maryland.

In FY 2026, Bikeways awarded \$1.9 million in funding to 12 projects.

- 9 design projects (\$1.5 million) in the cities of Baltimore, Frederick, Laurel, Mount Airy and Takoma Park and Anne Arundel and Baltimore counties; the projects support active transportation access to a variety of destinations including parks, schools, trails and commercial districts;
- 3 minor retrofit projects (\$469,000) in Hyattsville and Easton; the projects will expand bike parking and improve safety with low-cost enhancements; and
- Bikeways can leverage state dollars as a match for federal funding, with three of the projects taking advantage of this opportunity. Projects which matched local, state and federal funding totaled \$420,000 for 3 design projects in Harford, Calvert, Charles and St. Mary's counties and in the town of Mount Airy. In Southern Maryland, the funding will match a federal Safe Streets and Roads for All grant for a feasibility study and quick-build demonstration projects across three counties.

The Bikeways Program plays a vital role in Complete Streets implementation. The Program funds projects, allows local jurisdictions to advance priorities and leverage federal funding through providing match, and delivers technical assistance that is easy to navigate for projects which otherwise may not have advanced. Additional strides have been made in supporting grant recipients through updates to guidance documents and program overview information completed in 2025, including:

- Incorporating Complete Streets objective statements in FY 2026 and future application cycles;
- Expanding eligible Bikeways project types to include Complete Streets intersection treatments and state of good repair projects; and,
- Including new eligibility criteria that promote connections to transit and major institutions, benefit underserved populations and deliver urgent safety interventions.

Transportation Alternatives and Recreational Trails Programs (RTP)

The Transportation Alternatives program competitively awards Federal Highway Administration (FHWA) formula funds 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.

Through TA, SHA and Metropolitan Planning Organization partners awarded \$5.8 million in funding to 14 projects.

- The Baltimore Regional Transportation Board awarded funding to seven projects in its planning area, totaling \$4.7 million.
- The National Capital Region Transportation Planning Board awarded six projects in its planning area, totaling \$3.8 million.
- The Wilmington Area Planning Council awarded funding to one project totaling \$79,968.
- The remaining \$4.3 million was awarded to eligible projects for State-flex funds.

Safe Routes to Schools (SRTS) is an eligible project type under the Transportation Alternatives program, which is federally funded, reimbursable, and administered by SHA. Eligible sponsors may apply for Transportation Alternatives program funding of a SRTS project that supports infrastructure projects or non-infrastructure activities that encourage K-12 students to use active transportation to safely get to school. Non-infrastructure activities can include implementing education, encouragement, enforcement, and evaluation practices and programs. Federal funds allocated to SRTS projects must benefit school children in grades K-12 and require a 20% non-federal cash match contribution.

Three SRTS projects were awarded with Transportation Alternatives program FY 2026 funding, totaling \$933,019. These funds will be used to fund a SRTS coordinator position in Anne Arundel, Howard and Prince George's counties. In addition, Baltimore City was awarded SRTS Coordinator funding through a separate program. These coordinators are part of a pilot program developed by MDOT and other state agencies to improve safety for children travelling to and from school. To support the pilot, MDOT developed a toolkit to guide these new coordinators in Complete Streets and Safe Routes to Schools best practices.

RTP is a set-aside of funding within the Transportation Alternatives program and competitively awards FHWA formula funds for an array of trail projects including those which support pedestrian, bicycle, equestrian, off-highway vehicle and paddle sports and activities. Under provisions of the funds, states must award 40% of allocations for projects that facilitate diverse uses of recreational trails, 30% for activities related to motorized recreation, and 30% for activities related to non-motorized recreation.

RTP awarded \$451,280 in funds to four projects. Projects include trail construction in Garrett and Washington counties, installation of a mobility mat in Kent County, and statewide improvements within Maryland State Forests.

Carbon Reduction Program

Established in the federal 2021 Infrastructure Investment and Jobs Act, the Carbon Reduction Program (CRP) provides federal funds for projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. In FY 2026, MDOT will be awarding another round of CRP funding to state and local partners, in alignment with the goals outlined in MDOT's Long Range Transportation Plan, The Playbook, and in continued support of projects that complement MDOT's Transportation Alternatives program and RTP. Funded project types are expected to include bicycle-pedestrian, and shared use path improvements.

The FY 2025 CRP funded design for the Frederick Douglas Rail Trail, in Talbot County. This trail project proposes to repurpose the former Pennsylvania Railroad and Maryland & Delaware Railroad trackage as a 10-foot-wide shared use path from Tuckahoe State Park to Black Dog Alley. The scope of improvements also includes new bridge construction over MD 404, and bridge replacements/reconstruction over MD 404A (Old Queen Anne Highway) and MD 303 (Tappers Corner Road) which have been designed under previous grants. Project Design Initiation started in November 2025.

Bicycle and Pedestrian Accessibility Funds

SHA administers accessibility funds, which includes both state and federal funding. These funds address pedestrian and bicyclist safety, connectivity between destinations, and serve the increasing demand for sidewalks and pedestrian paths. Funding for construction of new and retrofitting of existing sidewalk experienced a significant increase between the FY 2025 - 2030 and FY 2026 - 2031 CTPs, demonstrating MDOT's commitment to multimodal transportation and Complete Streets.

The Sidewalk Reconstruction for Pedestrian Access Fund upgrades existing pedestrian facilities along state highways to meet ADA accessibility guidelines and the SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways. The scope for this fund includes upgrading existing non-compliant sidewalks to ADA compliance and connecting short gaps between existing sidewalks. The draft FY 2026 – 2031 CTP includes \$101.5 million for construction projects from this fund.

The New Sidewalk Construction for Pedestrian Access fund serves current and future demand for sidewalks, enhances network connectivity and addresses existing safety issues by providing ADA-accessible facilities. The scope for this fund includes, but is not limited to, constructing new sidewalks where none exist. The draft FY 2026 – 2031 CTP includes \$31.9 million for construction projects from this fund.

Finally, the Bicycle Retrofit fund upgrades Maryland highway facilities to accommodate bicycles by serving future rider demand, enhancing network connectivity, and addressing existing safety issues. The scope for this fund includes, but is not limited to, constructing on-road facilities (marked bicycle lanes or marked shared-use lanes) or off-road facilities, such as shared-use paths. The draft FY 2026 – 2031 CTP includes \$33.6 million for construction projects from this fund.

ADA Street and Sidewalk Improvements for Baltimore City can be found on TSO Line 8 of the draft FY 2026 – 2031 CTP. This program includes \$6 million in grant funding to support transportation infrastructure improvements to sidewalks, curb ramps, pedestrian signals, tracking for multimodal transit assets, and more.

Multimodal Transportation Programs and Initiatives

Multimodal Data Collection Pilot

MDOT is piloting a program to integrate continuous active transportation counters into the Travel Demand Model and Traffic Monitoring System. This pilot program identifies 12 active transportation count locations, representing a range of facility types, geographic locations, and active transportation modes. The data will be integrated into MDOT's One Maryland One Centerline and the Traffic Monitoring System, where it can be used to establish a baseline for bicycle and pedestrian activity, track progress on safety goals and be utilized to update travel forecasting models.

Micromobility

In acknowledgement of an increasingly popular mode of transportation, research, engagement and outreach in micromobility expanded in 2025. MDOT developed a web page⁸ which outlines MDOT's role in supporting micromobility and established a micromobility working group of eight counties and local jurisdictions to discuss the standardization of permitting language and establish best practices to be applied statewide. As recommended by the working group, MDOT is developing a model permit and toolkits to support micromobility parking and safety to be released in 2026.

Sidewalk Data Collaboration

The Maryland Sidewalk Data Collaboration⁹ established in 2023 between MDOT, partner agencies, and jurisdictions throughout the state set forth to evaluate the feasibility of a unified statewide sidewalk dataset, develop a schema appropriate for capturing sidewalks throughout Maryland, demonstrate the utility of sidewalk data along selected priority corridors and test the ability to add sidewalk data to the One Maryland One Centerline portal to be viewed alongside data for other transportation modes. Twenty counties and Baltimore City are participating in the effort, which will be used to further support Complete Streets implementation and improve safety for all Marylanders. Through this effort, MDOT has logged more than 7,600 miles of sidewalk data into One Maryland One Centerline as of October 15, 2025.

MDOT continues to engage existing partners in monthly reporting, and new partners through training opportunities. MDOT will perform individual county-by county outreach regarding sidewalk data and local plans over the winter and spring of 2026.

State Transportation Trails Strategic Plan

The Maryland State Transportation Trails Strategic Plan¹⁰ and supporting toolkits released in September 2025 establish a vision for "a safe and accessible transportation trail network that

⁸ <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=219>

⁹ <https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=162>

¹⁰ https://www.mdot.maryland.gov/OPCP/Md_State_Trails_Plan.pdf

connects Marylanders to opportunities across their communities, towns, and the state." MDOT partnered with the Maryland Department of Natural Resources, and nearly 100 partners from other state and local agencies to develop the strategic plan and work collaboratively to increase access to a larger network of trails that benefit all Marylanders. The plan focuses on transportation trails, also known as shared use paths, that connect to the transportation system and are accessible for public use, not recreational trails or trails within parks.

The planning process included inventorying the existing network, missing links, and railbanked corridors identified for transportation trails; identifying planned and programmed transportation trails; prioritizing missing links and crossings to safely connect the state across a low-traffic-stress/all-ages-and-abilities network; and identifying tools and partners to complete transportation trail projects.

Safe Routes to Schools Initiative

MDOT piloted the SRTS initiative in 2025 to support the establishment of SRTS coordinators, programming and identify available SRTS funding. Jurisdictions collaborated with MDOT throughout 2025 expressing their support for SRTS initiatives and interest in a SRTS Coordinator. Anne Arundel, Howard, and Prince George's counties, as well as Baltimore City applied for and received funding from the Transportation Alternatives program or Highway Safety Improvement Program.

To support these jurisdictions, MDOT drafted a toolkit, which outlines the role of a SRTS coordinator and provides SRTS guidance which will be released in early 2026. MDOT convened the SRTS State Agency Work Group, consisting of MDOT, Maryland Department of Planning, Maryland Department of Health, and Maryland State Department of Education to coordinate SRTS initiatives and the SRTS Coordinator Pilot Program. MDOT also promoted Bike and Roll to School Day (May) and Walk and Roll to School Day (October) each of which were celebrated by over 50 schools and supported 6 school-led events at Community Schools in counties with incoming SRTS coordinators.

Transit Oriented Development

MDOT made progress integrating Complete Streets into Transit Oriented Development (TOD) initiatives in 2025 through integration of data and program requirements. The program is capitalizing on MDOT's expanded Complete Streets data, integrating authoritative One Maryland One Centerline data including sidewalk data, accessibility measures, and bicycle level of traffic stress to program dashboards, studies, and RFPs. Compliance with the policy has also been added for any MDOT funded or joint development projects. To receive a TOD designation, applicants must detail Complete Streets strategies for multimodal access to stations in their TOD plans. Additionally, the TOD Capital Grant and Revolving Loan Fund notice of funding requires a commitment from the local jurisdiction to implement improvements to the TOD that promote the State's Complete Streets Policy.

Training and Engagement

National Training and Engagement Efforts

In January, MDOT hosted the National Highway Institute Planning and Designing for Complete Streets training. The two-day training introduced planning and design processes for Complete

Streets including features, policies and strategies that guide project development and fundamental design principles that support Complete Streets elements and result in measurable improvements. The training was attended by MDOT staff, state, and local partners.

In July, MDOT and Howard and Montgomery counties, participated in a National Cooperative Highway Research Program workshop. The workshop discussed design guidance, flexibly and how context sensitivity informs active transportation projects at MDOT and in the respective counties. The findings of the workshop will be summarized in a report that includes other state DOTs and local jurisdictions, to be released in 2026.

Maintenance for Transportation Facilities Peer Exchange and Roundtable

In November 2025, MDOT hosted a peer exchange and roundtable discussion sponsored by FHWA and Federal Transit Administration's Transportation Capacity Building Program focused on maintenance of Complete Streets infrastructure. In Maryland, state code delegates the responsibility of maintenance for sidewalks, sidepaths, and other innovative Complete Streets treatments, even along state highways, to local jurisdictions. The peer exchange brought two peers states to Maryland, North Carolina and Washington, to discuss best practices for planning for Complete Streets maintenance, technical assistance to local partners, and creative solutions for maintenance activities. The exchange provided a valuable opportunity for all MDOT stakeholders to discuss challenges before hearing from local Maryland jurisdictions on the second day. A full report about the peer exchange is expected to be released by USDOT in 2026.

MDOT Grants Roadshow

MDOT led the Grants Roadshow¹¹ in 2025, hosting six well-attended public workshops spread out across the state. The workshops provided information on state and federal grant opportunities, including National Highway Traffic Safety Administration highway safety funding, Bikeways, Transportation Alternatives program, RTP and CRP, insight into identifying potential projects, and technical assistance to support successful application submissions. Grant staff also provided program-specific technical assistance in person. The presentation was recorded and posted on the MDOT website with grant program overviews.

MOVE Roundtable

MDOT, in collaboration with Mpact¹² and AARP Maryland¹³, hosted a series of roundtable discussions in September and October focused on Complete Streets, transportation connectivity and safety in SHA's Context Driven suburban, rural and traditional town center contexts through the MOVE lenses: Mobility, Opportunity, Voice, and Equity. MDOT engaged over 20 local, regional and state partners to discuss the communities of the Town of Mt. Airy and Town of La Plata in four roundtable sessions guided by Mpact's MOVE framework, exploring the question: "What are the transportation connectivity and safety challenges, particularly for aging Marylanders and their caretakers; and how can the mobility needs of residents be improved with current resources?" Participants will receive a toolkit and Mpact Report in Winter 2025-2026 with data and resources to support future efforts that come out of the roundtable.

¹¹ <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=218>

¹² <https://www.mpactmobility.org/>

¹³ <https://states.aarp.org/maryland/>

MDOT in Motion

MDOT launched a new webinar series, “MDOT in Motion”, which highlights multimodal projects and programs designed to get Marylanders moving safely, and to connect them to opportunities and to each other. Topics in its inaugural year included Bike Month, commuter choice, Complete Streets and quick builds, micromobility, back to school safety, transportation trails, and walkability. This program attracted an average of 550 attendees per session and will continue to grow in 2026 to provide educational opportunities for industry leaders, elected officials, local jurisdictions, and the public.

Walktober and Walk Maryland Day

In October 2025, MDOT celebrated five years of Walktober¹⁴, a month-long celebration of Maryland’s official State exercise: walking. MDOT held kickoff activities on Walk Maryland Day (October 1) in partnership with the Maryland Department of Health which encouraged Maryland residents, MDOT employees, and partner agencies to register as a walk leader or sole mate to log steps in recognition of the day. MDOT also participated in national Walk and Roll to School Day (October 8), engaging designated community schools. In partnership with the Maryland Department of Planning, America Walks, and AARP, MDOT hosted five free 90-minute webinars (“walkinars”) which highlighted MDOT initiatives and identified resources in improving walkability, active transportation and Complete Streets. Each walkinar averaged over 550 registrants and 389 attendees.

Bike to Work Week and Bike Month

MDOT hosted and participated in Bike Month and Bike to Work Week activities in May 2025. All modal administrations held Bike to Work week activities, including pit stops and promotion of commuting, safe biking and active transportation. MDOT also highlighted Bike Month in the May MDOT in Motion webinar.

MDOT will continue to coordinate and drive this array of programs and strategies as part of the Serious About Safety initiative and Complete Streets implementation, working together across all modal administrations to solidify Maryland’s position as a national leader in setting and achieving traffic safety, active transportation, and mode-shift goals.

Conclusion

Overall, the program continues to make steady progress toward the goals outlined in §8-903(b) of the Transportation Article of the Maryland Annotated Code, with grant-funded projects advancing through planning, design, and early implementation. Many jurisdictions are reporting early improvements in safety, access, and multimodal connectivity. As we look ahead, ongoing state investment will be essential to maintaining this momentum. Local governments rely heavily on MDOT’s grant programs, including critical tools such as the Kim Lamphier Bikeways Network Program, to deliver projects that strengthen multimodal connections, advance accessibility, and support statewide Vision Zero commitments.

MDOT will continue monitoring performance and working with jurisdictions to identify any future adjustments needed to keep the program aligned with its statutory goals and community needs.

¹⁴ <https://mdot.maryland.gov/walktober/>