



Context *Driven*
Access & Mobility for All
Users

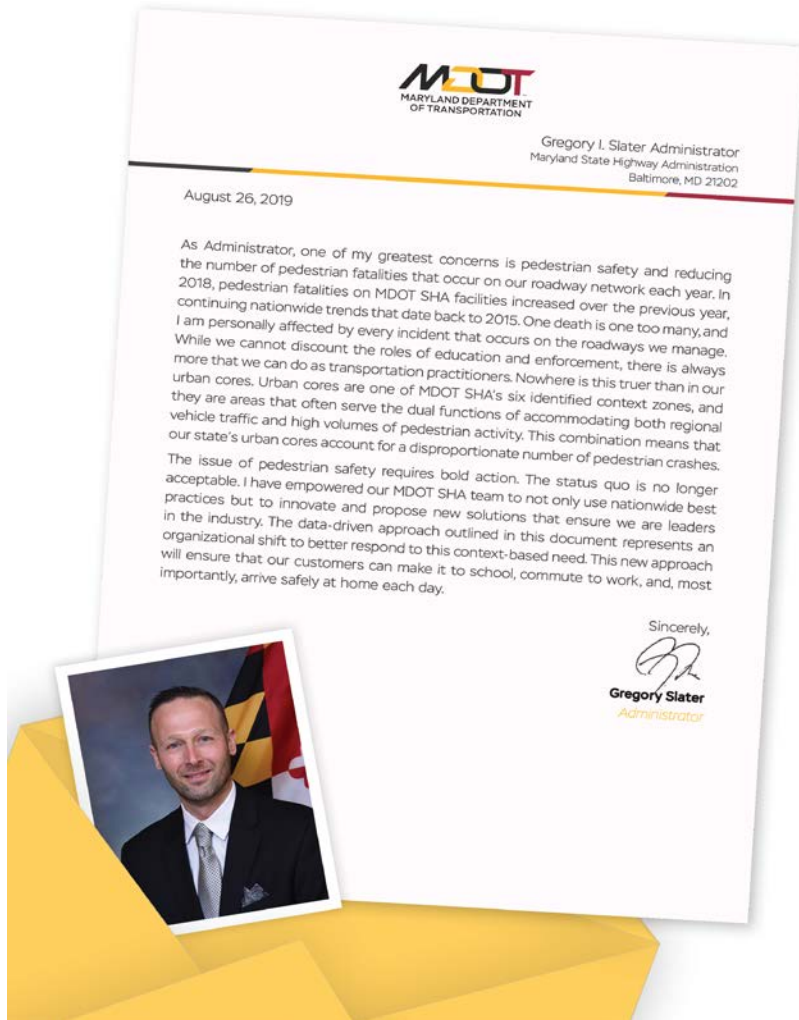


**Context
Driven**
Access & Mobility For All Users 1.0

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

FALL 2019

It's Time



Our Commitment to Maryland

Roadmap



- People ***Driven***



- Data ***Driven***



- Context ***Driven***



- Exploring Your Context



- Next Steps



People*Driven*

Our Commitment to a Safer Maryland Means Thinking Differently

People Going Places



Data*Driven*

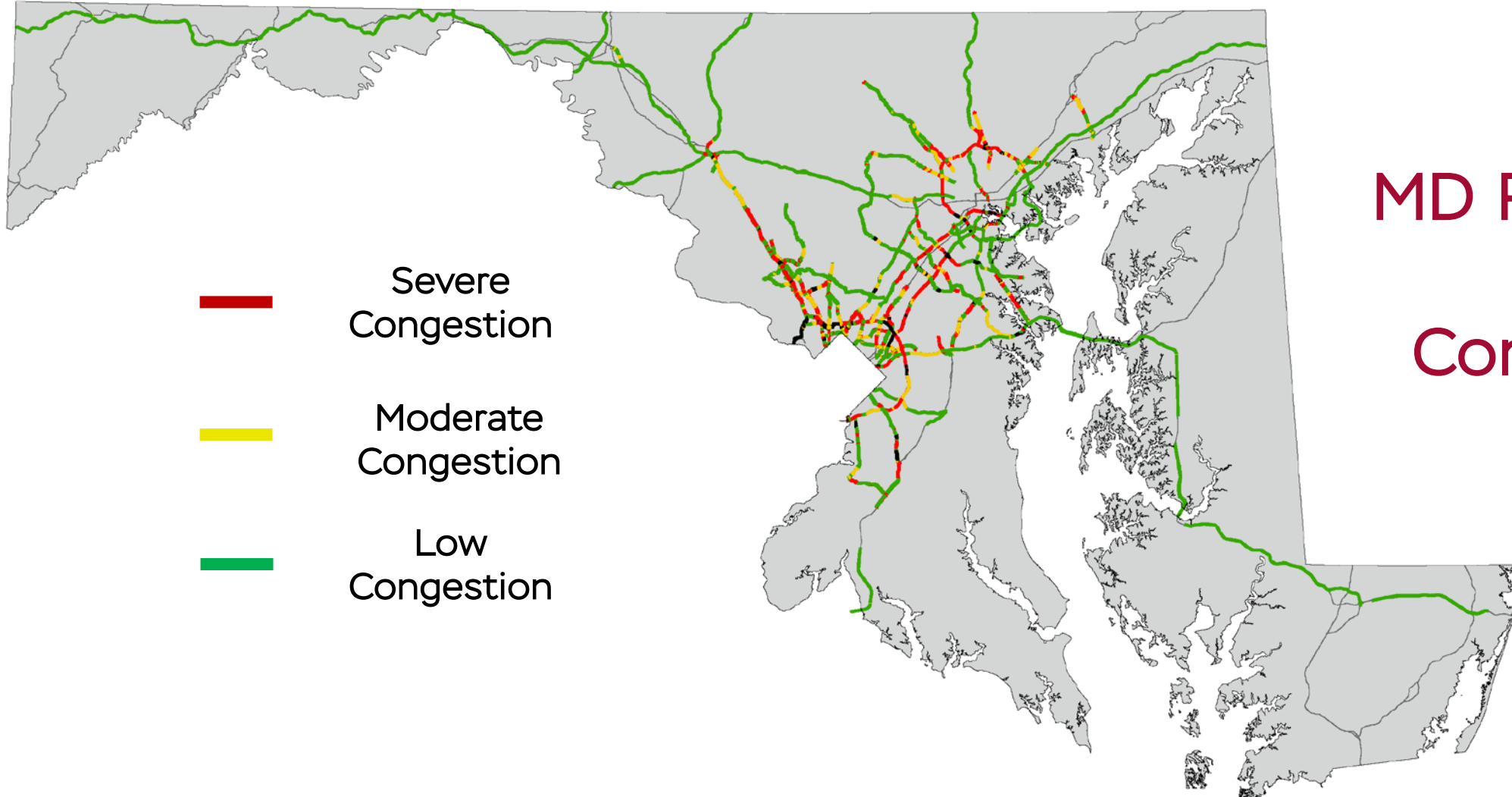
Defining Maryland's Context Zones

Where and How Are People Moving?



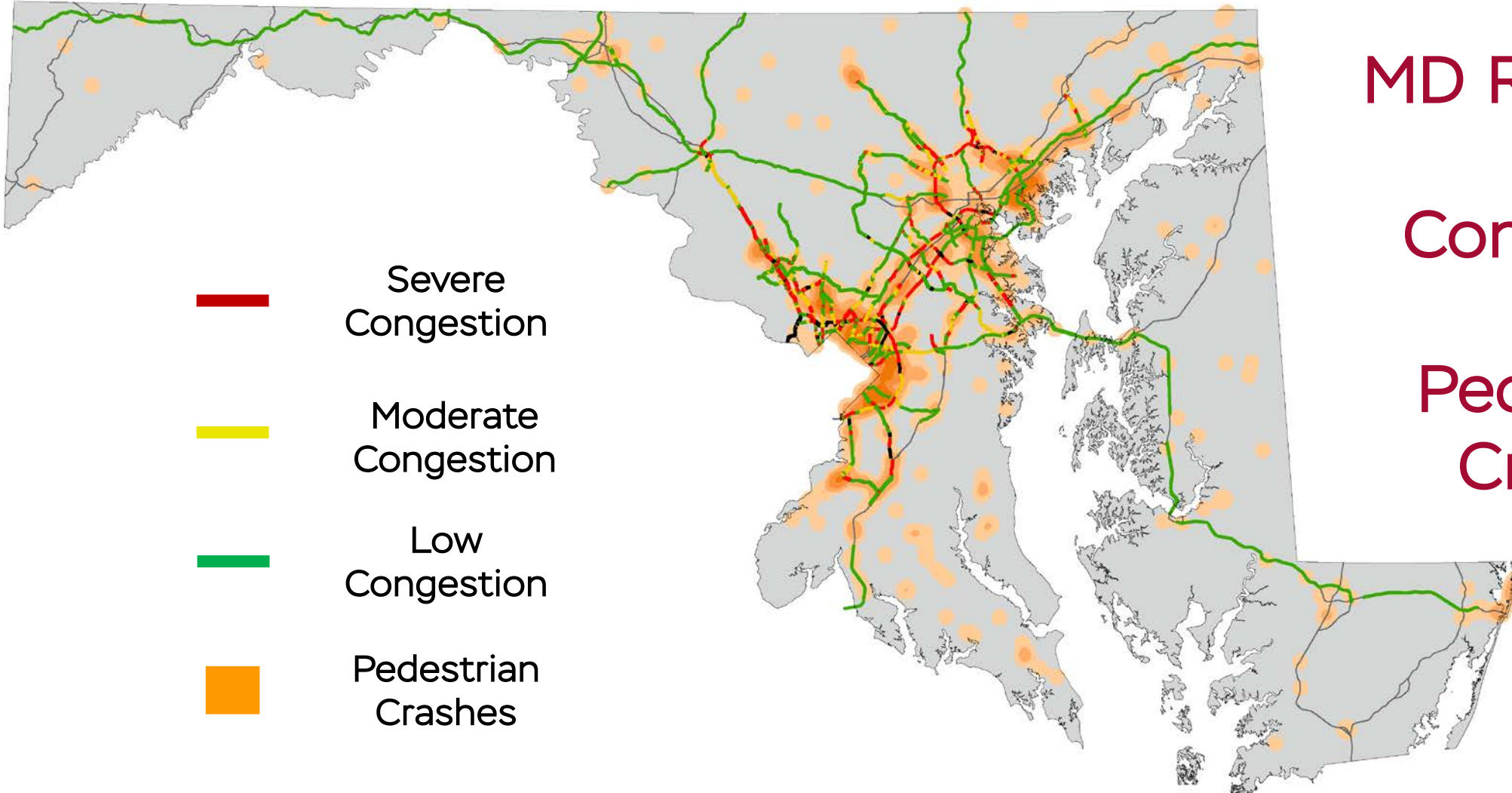
MD Roadways

Where and How Are People Moving?



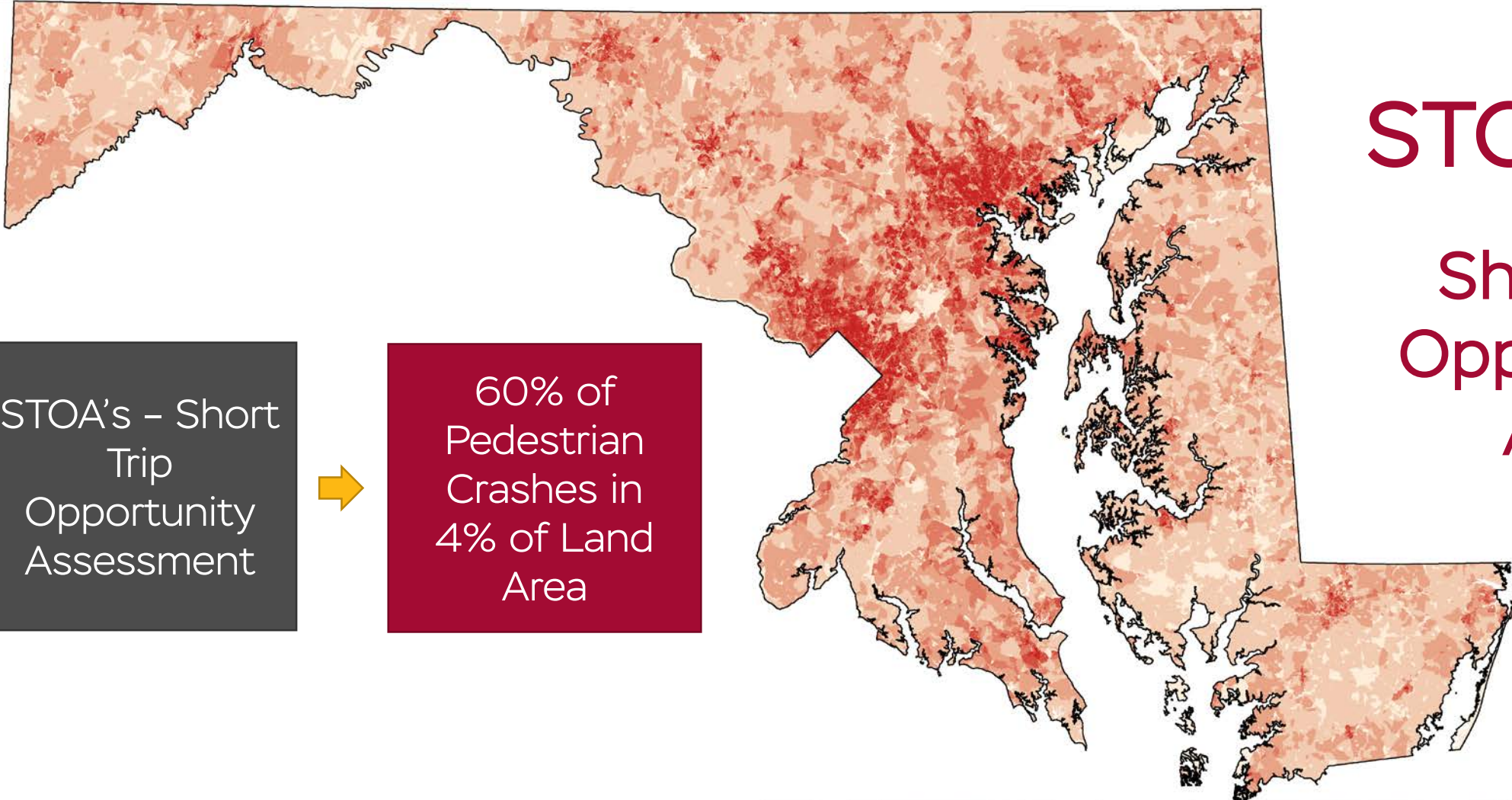
MD Roadways
+
Congestion

Where and How Are People Moving?



MD Roadways
+
Congestion
+
Pedestrian
Crashes

Where and How Are People Moving?



STOA Map

Short Trip
Opportunity
Areas

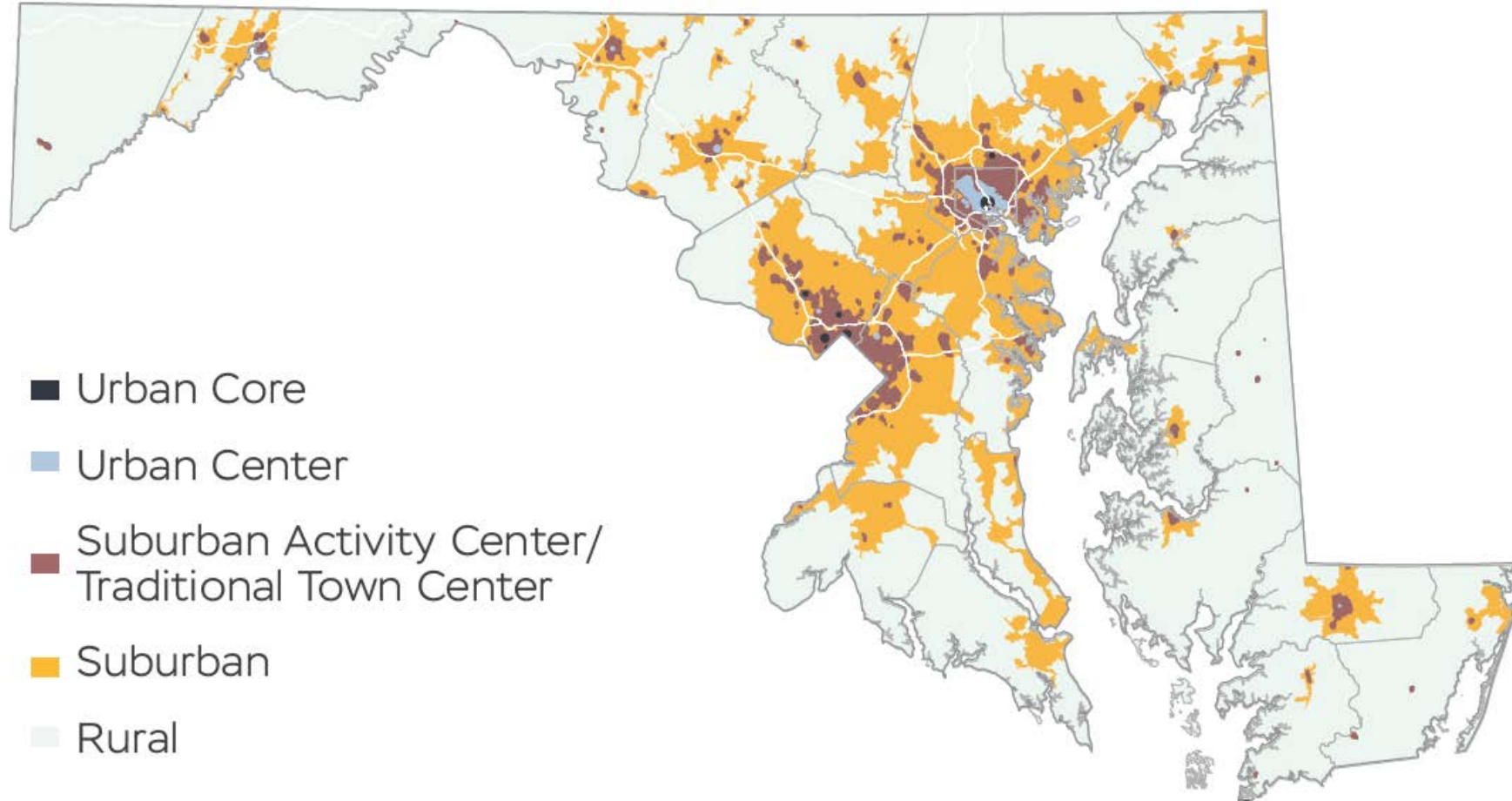
STOA's - Short
Trip
Opportunity
Assessment

60% of
Pedestrian
Crashes in
4% of Land
Area

Context *Driven*

Defining Context in Maryland

Maryland Context Zones



Balancing Access & Mobility

MDOT SHA
Context Zones



Urban Core



Urban Center



Traditional
Town Center



Suburban
Activity Center



Suburban



Rural

How many places
can you get to?



How far can
you go?

Context *Driven*

Exploring the Context Guide

An Evolving Resource



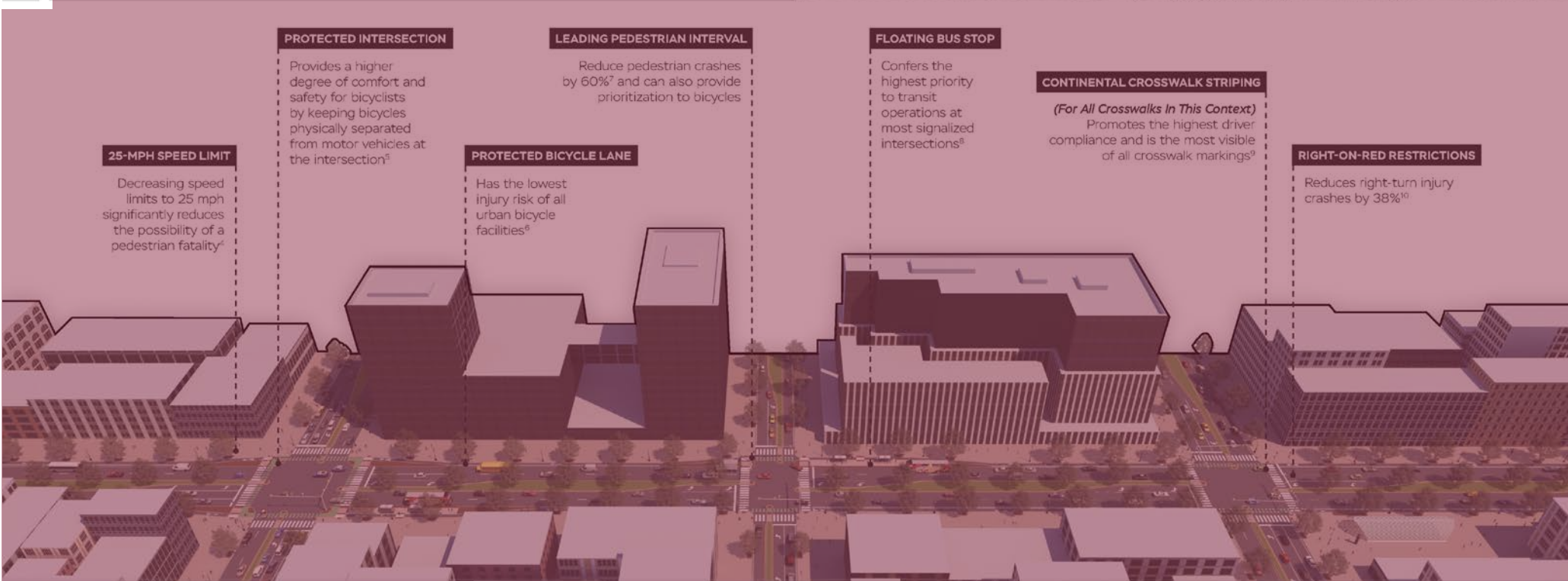
- Guide with Context Profiles
- Toolbox of Treatments
- Library of Case Studies



URBAN CORE

Considered the typical downtown or central business district area, the **Urban Core** zone is defined by a high diversity of uses, including multi-family residential, office, retail, entertainment, civic, and cultural facilities, as well as a high density of development. Development includes high-rise structures with minimal setbacks, high street wall frontage, and minimal building gaps. Off-street parking is

typically included. Because of its development density and diversity of uses, this land-use pattern generates a high prevalence of non-motorized trips, including walking, transit, and bicycling. While the need for mobility through these areas does exist, it is far exceeded by the need for internal circulation within the zone. The Urban Core represents less than one tenth of one percent of the land area in the State.



25-MPH SPEED LIMIT
Decreasing speed limits to 25 mph significantly reduces the possibility of a pedestrian fatality⁴

PROTECTED INTERSECTION
Provides a higher degree of comfort and safety for bicyclists by keeping bicycles physically separated from motor vehicles at the intersection⁵

LEADING PEDESTRIAN INTERVAL
Reduce pedestrian crashes by 60%⁷ and can also provide prioritization to bicycles

PROTECTED BICYCLE LANE
Has the lowest injury risk of all urban bicycle facilities⁶

FLOATING BUS STOP
Confers the highest priority to transit operations at most signalized intersections⁸

CONTINENTAL CROSSWALK STRIPING
(For All Crosswalks In This Context)
Promotes the highest driver compliance and is the most visible of all crosswalk markings⁹

RIGHT-ON-RED RESTRICTIONS
Reduces right-turn injury crashes by 38%¹⁰

DATA-DRIVEN TRANSFORMATIONS

The six-lane undivided section with a center turn-lane resulted in both a high vehicular and pedestrian crash rate. Community members didn't feel comfortable crossing the street on foot or traveling to the metro

station by bicycle. The roadway was reconstructed to reduce crashes by 30%, provide a bicycle level of traffic stress (LTS) of one, and limit pedestrian route directness (PRD) to 1.5 between major generators.



In the Urban Core, multiple modes of transportation and a compact road network help travelers reach points of interest located throughout the area.



1

Zone Name & Icon

URBAN CORE

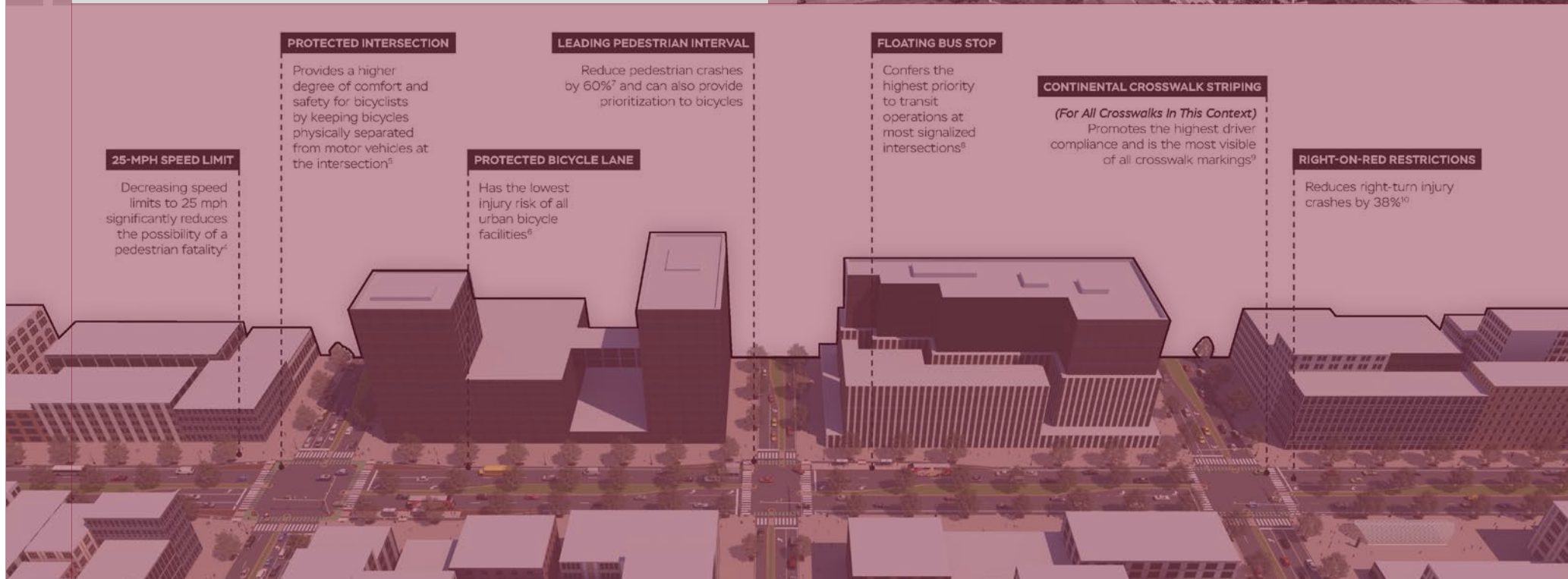
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Typical Characteristics



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AREAS of need

- TRAVEL OPERATIONS
- SAFETY
- ACCESSIBILITY
- CONNECTIVITY
- STATE OF GOOD REPAIR
- QUALITY OF SERVICE

3

Representative Communities



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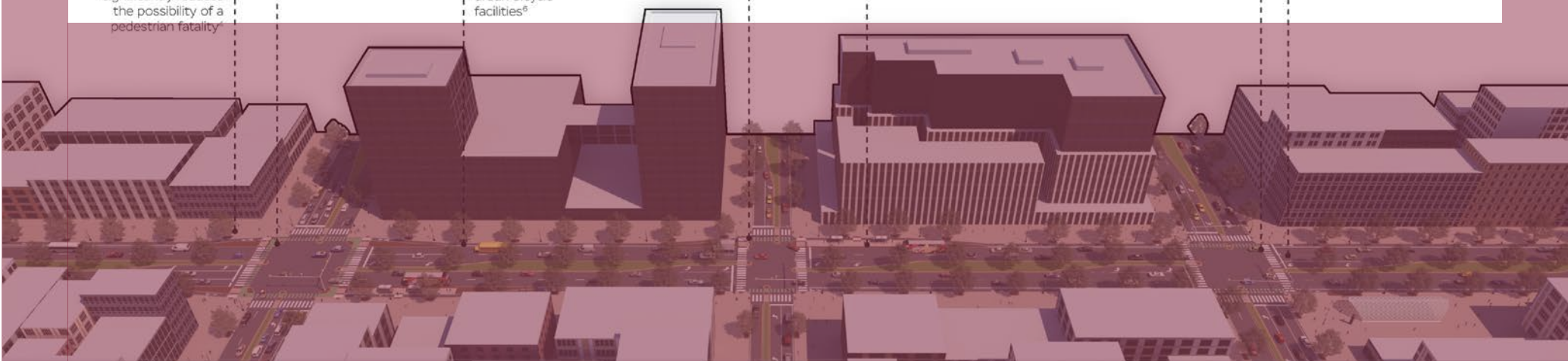
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Proven Treatments



URBAN CORE

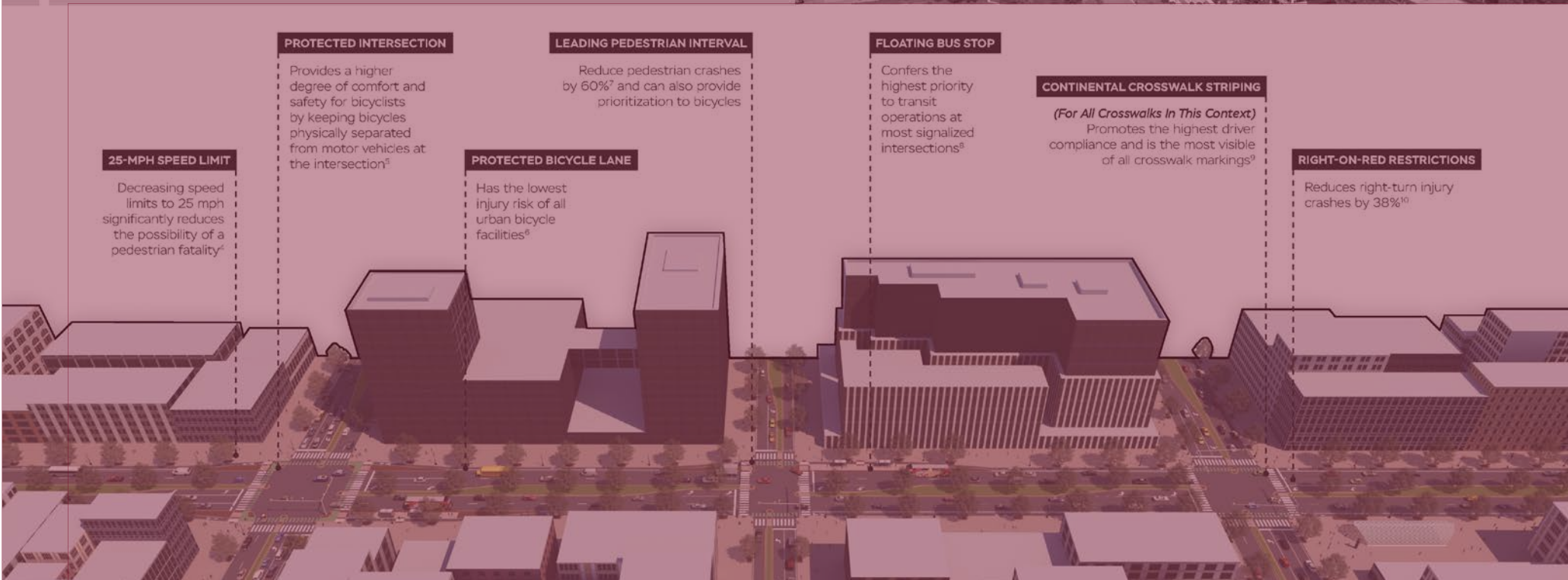
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Data-Driven Transformations



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Context Access & Mobility Diagram



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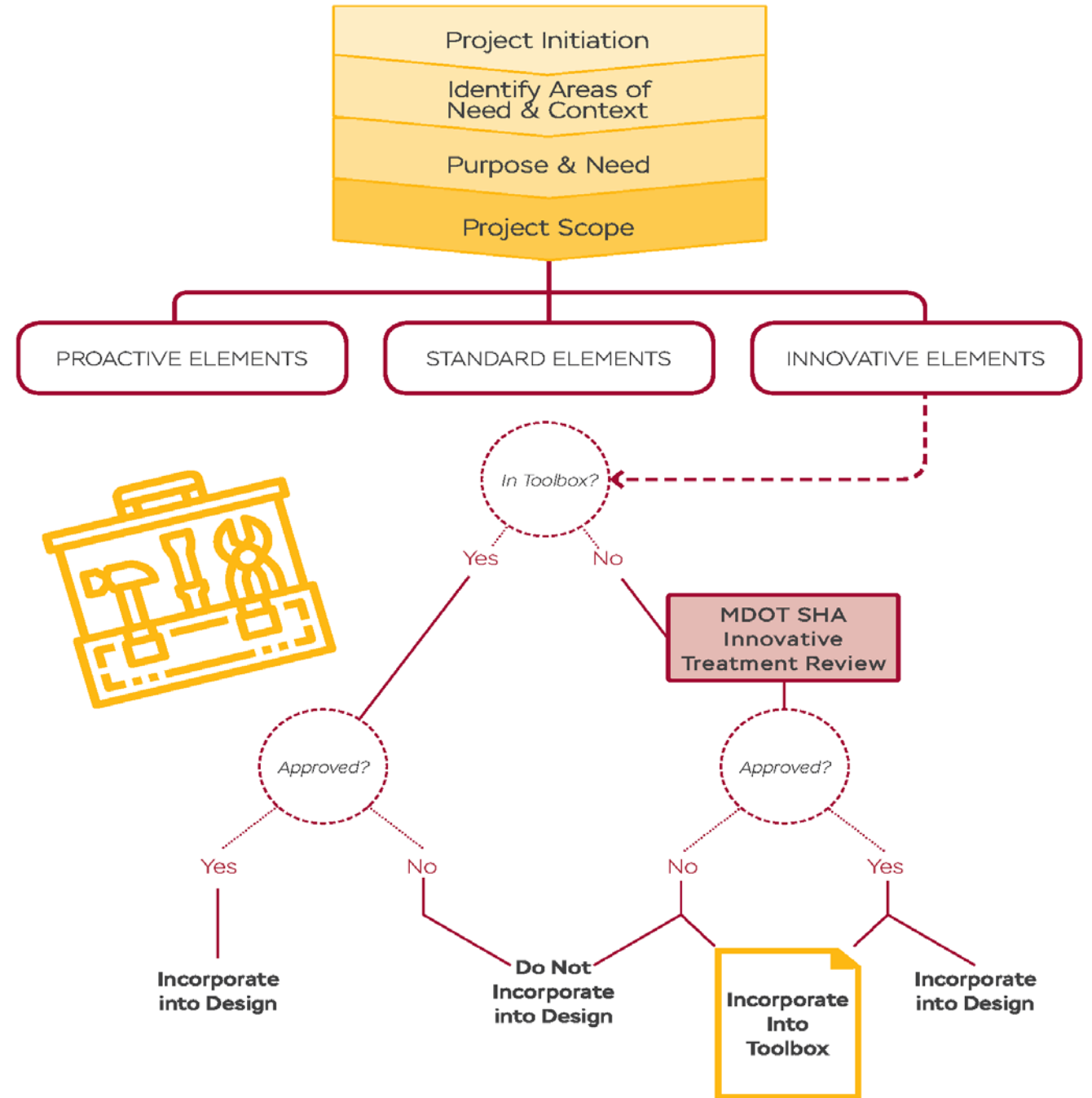


Areas of Need



A New Approach

- Flexible
- Encourages Innovation
- Continuously Updated



Next Steps

Continually Supporting Innovative Solutions

CREATING

GUIDANCE

for today's **TRANSPORTATION CHALLENGES**

Updated Best Practices

Case Studies

Implementation of
Lessons Learned

Stakeholder Feedback



“Living” Context Guide

- Up-to-date tools based on current community feedback
- Proven solutions rooted in the surrounding context
- Flexibility to encourage innovation and community-specific solutions





THANK YOU!



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Questions?