



MARYLAND **BICYCLE & PEDESTRIAN** 2019 • MASTER PLAN UPDATE

National Capital Region Transportation Planning Board Bicycle and Pedestrian Subcommittee Meeting

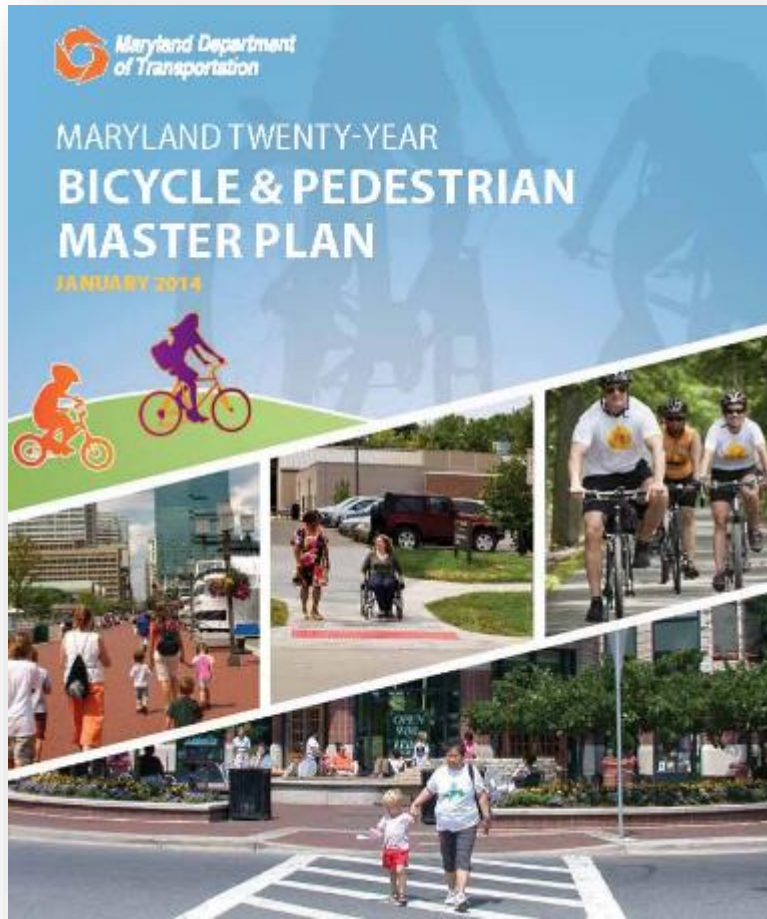
May 15, 2018

Marty Baker, Deputy Director of Bicycle and Pedestrian Access,
Maryland Department of Transportation

Overview
Goals, Objectives, and Strategies



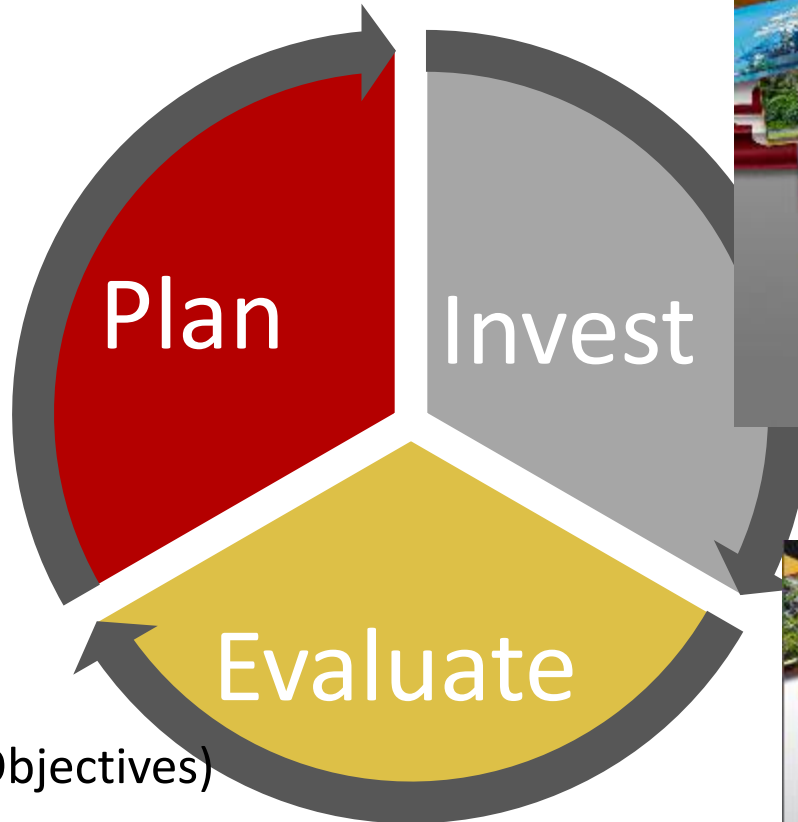
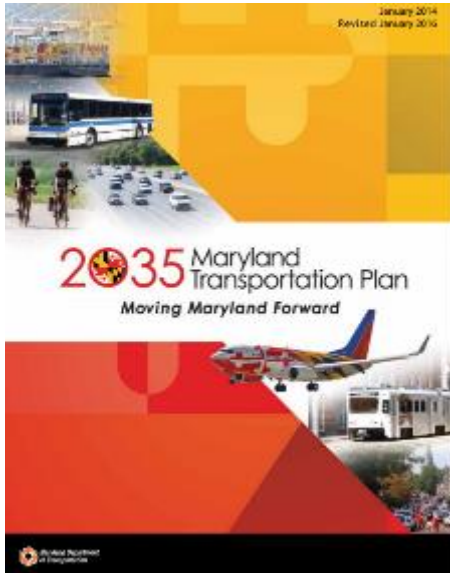
Maryland Bicycle and Pedestrian Master Plan (BPMP)



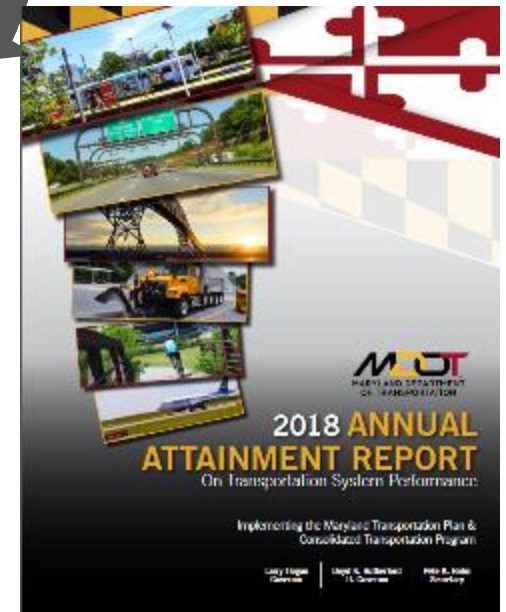
- Establishes a 20-year vision to support cycling and walking as modes of transportation in Maryland
- Outlined in state statute: Guides initiatives and investments
- Updated every 5 years (Last update 2014).
- Coordinated with and Supports the MD Transportation Plan
 - Federal requirement (FAST)
 - Intermodal/Performance Driven



The State Report on Transportation



- oMTP (**Plan**: Goals/Objectives)
- oConsolidated Transportation **Program** (CTP)
- oAttainment Report (AR) on Transportation **Performance**.





Bicycle and Pedestrian Master Plan Update

PROJECT TIMELINE

Initial Outreach,
Data Assessments,
Stakeholder
Meetings



Public Outreach:
Regional Workshops



Prepare and
Release Draft
Plan



Fall 2017

Winter 2018

Spring 2018

Summer 2018

Fall 2018

January 2019



Analysis of Trends;
Data Collection and
Mapping; Needs &
Opportunities



Research & Update
Strategies, Develop
and Refine Key
Initiatives



Release of
Final Plan



 **2040**
Maryland

TRANSPORTATION PLAN

M A R Y L A N D



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE



BIKE SAFETY TASKFORCE



Key Inputs:

1. Public Events and Public Meetings
 - Trail and Funding Workshops, MBPAC Roundtable
 - BSTF, MBPAC, MSGC
2. Plans: - MTP:
 - MDP: A Better Maryland
 - DNR: Land Preservation and Recreation Plan
3. Surveys:
 - MTP – Statewide Survey
 - TDM – Commuter Survey:
 - BPMP Goals and Objectives (Oct to Mar 2018)
 - Local Governments:
 - Spine Network
 - Data – Bike Inventory
4. Stakeholder Meetings/Interviews



Task Force to Study Bicycle Safety on MD Highways

- 20 Members – MGA, MML, Etc.
- 5 Meetings – Aug. to Nov. 2017
- Priority Issues and Concerns
- 39 Recommendations:
 - Legislative Tools and Operations Guidance
 - Infrastructure Design and Performance Measures
 - Site Access and Utilities
 - Education and Outreach
 - Funding Programs/Needs.

Key Inputs



MBPAC: One MDOT 2017

- ▣ TSO (Jan)
- ▣ SHA (April)
- ▣ MTA (July)
- ▣ MAA (Sept)
- ▣ MVA (Dec)

• MBPAC Roundtable: Oct 20

• MBPAC 2018: Agency Partnerships

- Commerce – Jan
- Health/Education – April
- MD State Police – Aug
- MDP/DNR – Nov



Goals

2014 BPMP Goals

- Build Connected Networks
- Improve Safety
- Plan and Design for Everyone
- Strengthen Communities and Local Partners
- Promote Walking and Biking in Maryland

2017–2018 Stakeholder Outreach and Inputs



Draft BPMP Goals for Discussion



Enhance Transportation **Choice** and **Multimodal Connectivity** through Linked Networks



Improve the **Safety** of Bicycle and Pedestrian Travel through Education, Enforcement, and Infrastructure Solutions



Develop **Data-driven** Tools & Innovative Techniques to Support **Efficient** and **Equitable** Planning and Project Development



Build **Partnerships** to Promote **Active Transportation** and Strengthening the Health of our Communities



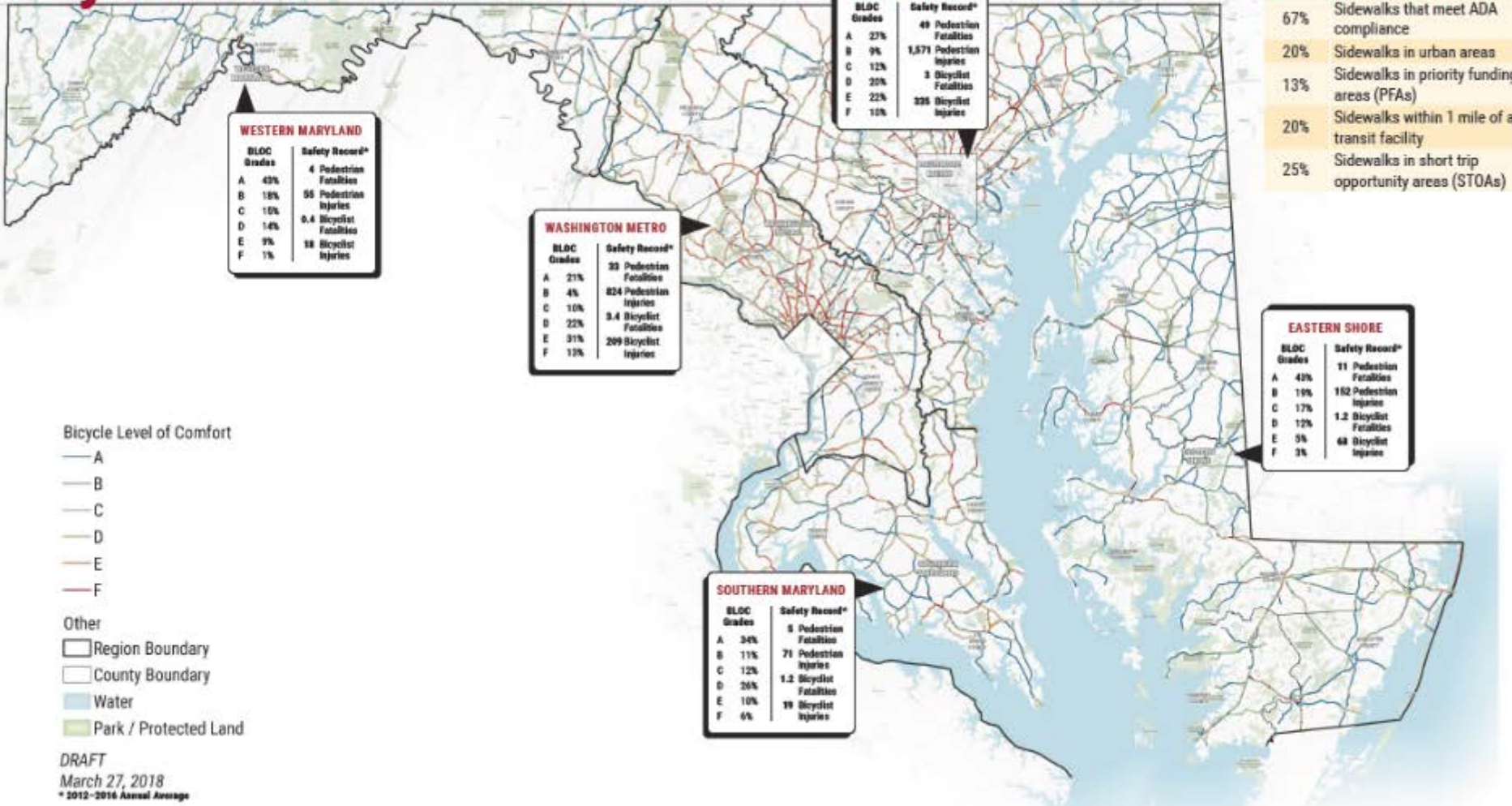
Advance Biking and Walking as an **Economic Development** Strategy

Emerging New Themes and Priorities

- Transportation Choice
- Integration and Network Connectivity
- Safety, Education, and Enforcement
- Data Development-Measurability
- Technical Assistance and Tools
- Land Use Planning
- Innovation and Technology
- Equity of Access
- Active Transportation and Health
- Economic Development and Impact
- Fiscal Responsibility and Efficiency



Bicycle Level of Comfort



DRAFT
March 27, 2018
* 2012-2016 Annual Average



WESTERN MARYLAND

BLOC Grades		Safety Record*
A	43%	4 Pedestrian Fatalities
B	18%	55 Pedestrian Injuries
C	15%	0.4 Bicyclist Fatalities
D	14%	18 Bicyclist Injuries
E	9%	
F	1%	

WASHINGTON METRO

BLOC Grades		Safety Record*
A	21%	33 Pedestrian Fatalities
B	4%	824 Pedestrian Injuries
C	10%	3.4 Bicyclist Fatalities
D	22%	209 Bicyclist Injuries
E	31%	
F	13%	

SOUTHERN MARYLAND

BLOC Grades		Safety Record*
A	34%	5 Pedestrian Fatalities
B	11%	71 Pedestrian Injuries
C	12%	1.2 Bicyclist Fatalities
D	26%	19 Bicyclist Injuries
E	10%	
F	6%	

BALTIMORE METRO

BLOC Grades		Safety Record*
A	27%	49 Pedestrian Fatalities
B	9%	1,571 Pedestrian Injuries
C	12%	3 Bicyclist Fatalities
D	20%	335 Bicyclist Injuries
E	22%	
F	10%	

EASTERN SHORE

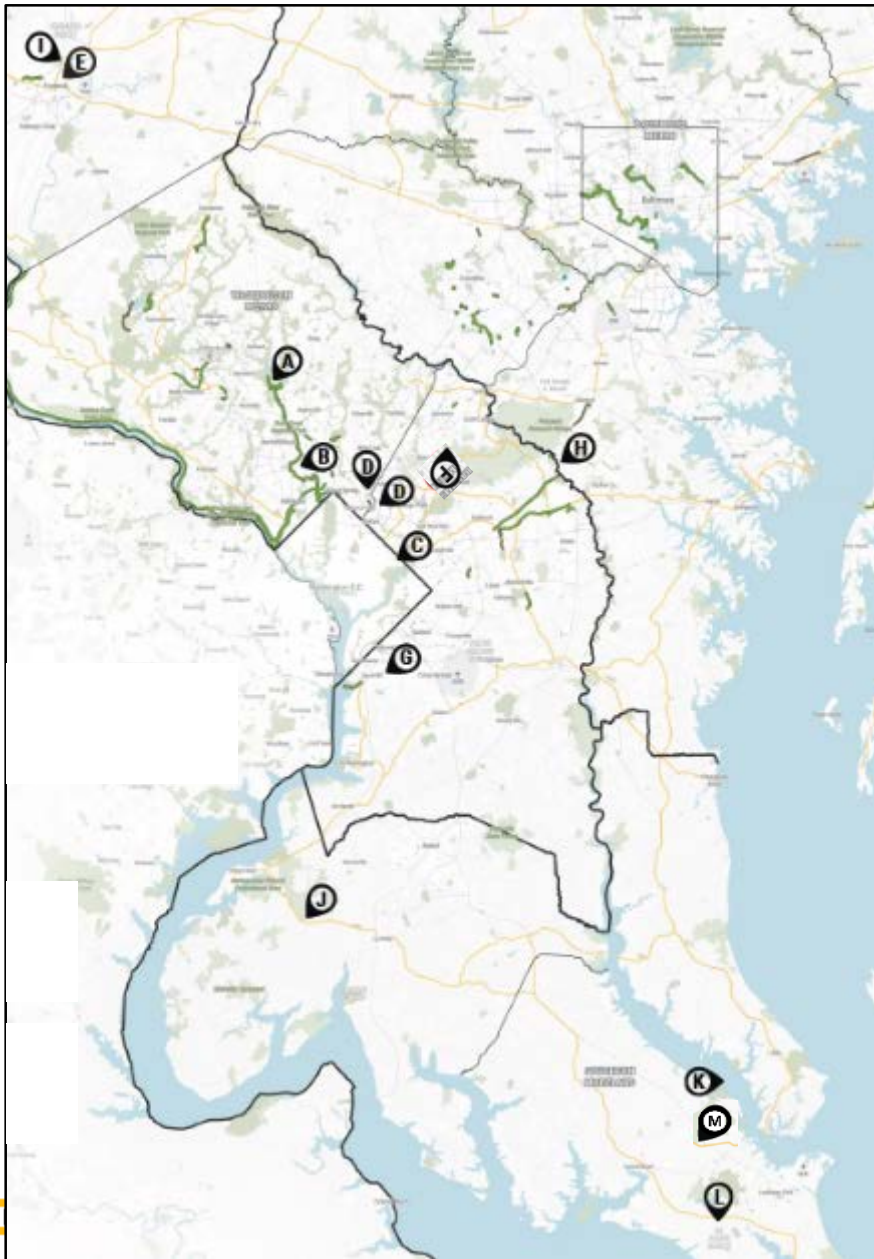
BLOC Grades		Safety Record*
A	43%	11 Pedestrian Fatalities
B	19%	152 Pedestrian Injuries
C	17%	1.2 Bicyclist Fatalities
D	12%	68 Bicyclist Injuries
E	5%	
F	3%	

Statewide Sidewalk Statistics

2017	Sidewalk Statistics
67%	Sidewalks that meet ADA compliance
20%	Sidewalks in urban areas
13%	Sidewalks in priority funding areas (PFAs)
20%	Sidewalks within 1 mile of a transit facility
25%	Sidewalks in short trip opportunity areas (STOAs)

Existing Trails and Accomplishments

Washington Metro/Southern Maryland



Existing Trails and Funded Projects

Washington Metro:

- A. North Branch Hiker Biker Trail
- B. Sligo Creek Improvements
- C. Anacostia Riverwalk Trail connection*
- D. Bike share expansion (College Park and Montgomery County)
- E. Carroll Creek Trail
- F. Little Paint Branch Trail Connector
- G. Henson Creek Trail*
- H. Patuxent crossing at the WB&A Trail*
- I. Frederick East West Trail

Southern Maryland:

- J. Indian Head Trail facilities and maintenance
- K. Sotterly Mansion nature trails
- L. St. Mary's River Trail improvements
- M. Three Notch Trail

Bikeways	Other
Hard Surface Trail	Region Boundary
Soft Surface Trail	County Boundary
On-Road Bikeway	Park / Protected Land
Designated Bike Route	Water

*Indicates an MDOT Top Priority Missing Link



Key issues in the state or region

- BLOC
- Trails
- Safe crossings to transit
- MARC train accommodations
- Connections with local roads
- State roads are often a significant barrier
- Quality of facilities & experience

Challenges

- Trucks
- ROW attainment
- Property owners and NIMBYs
- Maintenance of sidewalks and trails
- Working with HOAs and other community groups
- Creating friends groups for trail stewardship and maintenance



Key partners

- Trail Coalitions/Friends of Trails
- Advocacy groups
- Canal Towns/Trail Towns
- Metropolitan Planning Organizations
- Public health agencies
- Transit agencies
- Maryland Heritage Areas Authority
- Right-of-Way owners (Excelon, rail)
- Chambers of Commerce
- Bicycle shop owners
- Employers



Goals

Key Feedback from March Public Mtg:

- Emphasis on mode-share with performance measures
- More of a focus on bike level of comfort/level of traffic stress
- Measure network expansion on all roads—not just state-owned
- Safety measures beyond fatalities
- Provide locals with tools to collect reliable data/standardize “lingo” (metrics) at all levels/jurisdictions
- “Plan for all” also includes aging populations
- Do more to promote public health/Health Impact Analysis
- Long-range planning for long distance routes
- Bike/Ped as an economic multiplier

2014 BPMP Goals	2017–2018 Stakeholder Outreach and Inputs	Draft BPMP Goals for Discussion
<ul style="list-style-type: none"> • Build Connected Networks • Improve Safety • Plan and Design for Everyone • Strengthen Communities and Local Partners • Promote Walking and Biking in Maryland 		<ul style="list-style-type: none">  Enhance Transportation Choice and Multimodal Connectivity through Linked Networks  Improve the Safety of Bicycle and Pedestrian Travel through Education, Enforcement, and Infrastructure Solutions  Develop Data-driven Tools & Innovative Techniques to Support Efficient and Equitable Planning and Project Development  Build Partnerships to Promote Active Transportation and Strengthening the Health of our Communities  Advance Biking and Walking as an Economic Development Strategy
Emerging New Themes and Priorities		
<ul style="list-style-type: none"> • Transportation Choice • Integration and Network Connectivity • Safety, Education, and Enforcement • Data Development-Measurability • Technical Assistance and Tools 	<ul style="list-style-type: none"> • Land Use Planning • Innovation and Technology • Equity of Access • Active Transportation and Health • Economic Development and Impact • Fiscal Responsibility and Efficiency 	





Opportunities

Commonly Stated Ideas

- Do not forget pedestrians – plan for all users
- Common data attributes and a statewide repository is needed
- Health benefits require encouragement and infrastructure to be realized
- Bike and ped infrastructure is an economic driver

Top Needs and Opportunities

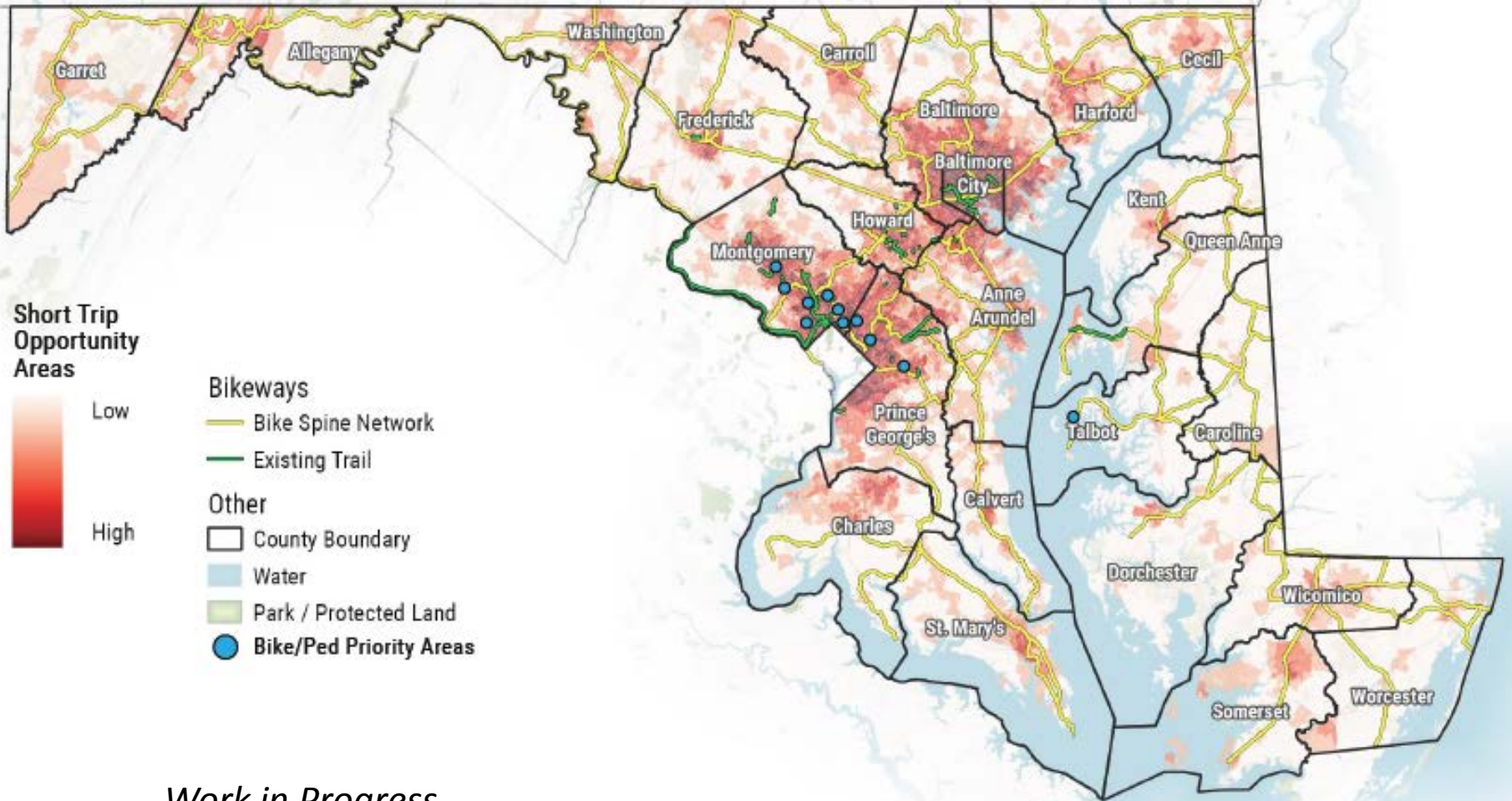
- Address Key Gaps
- Improve Coordination
- Multimodal Integration
- Improve Data Collection Methods
- Innovative Design Solutions



Draft Goals	Needs/Opportunities
Enhance Transportation Choice and Multimodal Connectivity through Linked Networks	Address key gaps and problem areas for bicycle and pedestrian connections
	Update statewide trails and bike facility inventory
Improve the Safety of Bicycle and Pedestrian Travel through Education, Enforcement, and Infrastructure Solutions	Further develop multimodal transportation links and integration with transit
	Improve education and training for professionals in bike/ped safety, with enhanced training for law enforcement
Develop Data-driven Tools & Innovative Techniques to Support Efficient and Equitable Planning and Project Development	Facilitate bike/ped safety education in schools and for the public that includes improved driver education and bike/ped awareness
	Increase use of innovative design solutions to enhance bike/ped safety
Build Partnerships to Promote Active Transportation and Strengthening the Health of our Communities	Explore new methods and improve tools to better capture bike/ped trip statistics and multi-modal trips
	Improve collection and analysis of crash data
Advance Biking and Walking as an Economic Development Strategy	Update " Short Trip Opportunity Area " analysis using GIS to prioritize those areas in need of bicycle and pedestrian infrastructure
	Improve coordination between state agencies, MPOs, county and local jurisdictions, and advocates to support biking and walking
	Support and facilitate education on the health benefits of biking and walking in all communities
	Ensure environmental stewardship by increasing equitable access to parks, trail networks, and public facilities for bicycles and pedestrians
	Improve strategies and measurements for studying the economic impact of bicycle and pedestrian projects on communities
	Support biking and walking as a revitalization strategy
	Promote recreational trail systems in addressing the advantages of bicycling and walking for businesses



Spine Network and Short Trip Opportunity Areas



Work in Progress





STOA Criteria

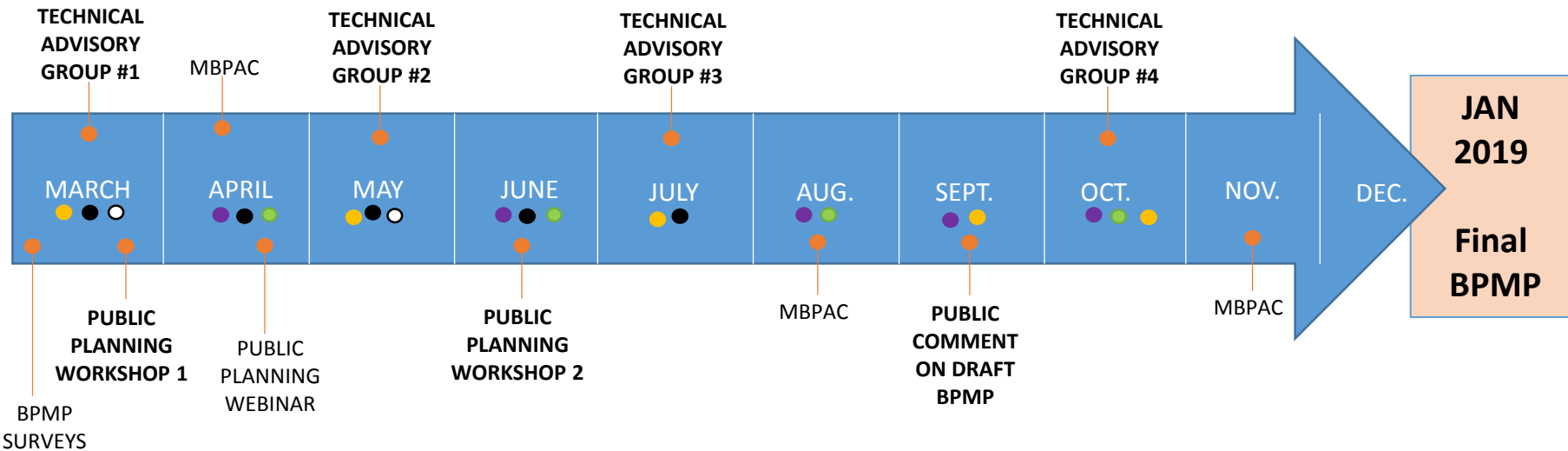
Criteria	Weight	Notes
Population Density	25%	Higher population densities are directly related to increased levers of walking and bicycling due to reducing the distance between origins and destinations
Jobs Density	25%	Jobs are a major driver of travel, and can help predict the amount of freight and vehicle commuting that must share the network with pedestrians and bicyclists. Higher job density provides concentration of opportunities for people to walk or bike commute.
Proximity to Bus and Passenger Rail Stations	10%	Walking and biking are the most common ways to access transit.
Percent of Households with No Motor Vehicle Access	20%	Households without access to a private vehicle depend on walking, biking, and transit for travel.
Proximity to Primary, Secondary and Post-Secondary Schools	20%	Schools, colleges and universities are major trip generators and college campuses have high rates of walking and bicycling.

Data Sources

- Census Data
- LEHD Data
- Transit Data
- Educational institutions data



BPMP Update 2019 - Timeline of Inputs



ADDITIONAL STAKEHOLDER INPUTS/MEETINGS

- MDOT Planning Council
- Smart Growth Subcabinet/Smart Growth Coordinating Committee
- MDOT Bike/Ped Work Group
- Attainment Report Advisory Committee
- Metropolitan Planning Organizations



Funding Programs: Workshop – 3/28 and Webinar 4/13:

Program	Summary	Application Deadline
Transportation Alternatives & Safe Routes to School	Federal 80/20 reimbursable grant open to local agencies for transportation enhancements including trails, sidewalks, etc.	May 15
Recreational Trails	Federal 80/20 reimbursable grant open to agencies and organizations for all types of trail projects.	June 30
Bikeways	State reimbursable grant open to local agencies for bicycle transportation projects.	June 14
SHA Retrofit Programs	SHA funds for projects along state roads.	N/A
BPPA	Coordinated State/local planning effort. Not a funding program.	May 5



What's Next

Stakeholder Meetings – Strategies and New Initiatives:

BRTB: May 16, Tech Adv. Group: May 17
Be Active/Health – College Park MD: May 22/23.

Public Meeting:

Thursday, June 7th --- 6pm-8pm
Prince George's County Sports Complex
8001 Sheriff Road, Hyattsville, MD

Sep/Oct: Draft for Public Comment

Website: www.mdot.maryland.gov/BikePedPlanUpdate

Email: BikePedPlanUpdate@mdot.state.md.us