

CHAPTER 5: ACTION PLAN STRATEGIES

This section of the Plan presents the 12 strategies and corresponding actions that comprise the Action Plan for the Baltimore Regional Bicycle, Pedestrian and Greenways Transportation Plan. The strategies are listed in an order corresponding to the five goals described in Chapter 2. Please note that the strategies are not presented in any priority order. They are numbered for ease of reference. Together they represent a coordinated program, each part of which contributes to the success of the others. The targets suggested for each action recommend timeframes for implementation and major milestones. The order and priority for actions will be determined as opportunity and resources allow.

STRATEGY 1: PHYSICAL ROUTE NETWORK

Overview: Immediate actions should be taken to implement high priority projects in the Baltimore region, as identified by this Plan. The region's progress in becoming bicycle and pedestrian-friendly will be measured in large part by how many miles of new facilities are put on the ground in the coming years. The goal is to construct a minimum of 50 miles of new bikeways in the region each year from 2002-2005 and 100 miles each year from 2006-2010 (this includes trails and on-road bikeways and represents a combined total for the region). Bikeways are defined as any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Key Partners:

Maryland Department of Transportation

Baltimore Metropolitan Council

Local Planning, Public Works and Parks and Recreation Departments

Actions:

1. Pursue immediate implementation of high priority projects recommended in this plan (bikeways, trails and pedestrian improvement zones identified in Chapter 6).

Some projects can be accomplished relatively inexpensively through re-striping existing roadway space (see Corridor profiles in Appendix A). Other projects will require special line item funding in local budgets and/or pursuit of grants and other outside funding sources. MDOT and the local jurisdictions should establish a strategy for implementing these projects. For selected difficult project

locations, demonstration projects should be undertaken, with BMC staff providing assistance.

2. Seize opportunities to incorporate bicycle and pedestrian improvements during regular roadway improvement projects.

Institute policies to incorporate bicyclists and pedestrians as design users in all intersection improvements, pavement overlays (which offer an opportunity to re-stripe the road with bike lanes), roadway re-construction and new roadway construction projects. Bicycle Level of Service and the Latent Demand Score analysis are tools that should be used to help determine the appropriate type of improvement. In general, this strategy represents a more cost effective way to achieve new bikeways and sidewalks – one that other cities have used successfully to implement bike networks at a very low cost.

3. Establish local bicycle rack installation programs.

In addition to adopting bicycle parking ordinances that require local developers to install bicycle racks, or offer incentives for them to install racks beyond the required minimums (see Chapter 7, “Mobility-Friendly Policies”), local governments should institute programs that set aside a modest amount of funding each year to install bicycle racks in public areas. High priority locations include commercial districts, office complexes, and parking garages (where spaces that cannot be used for motor vehicles can be used to site bicycle racks, in view of the parking attendant). This funding may also be combined with other funding sources (see Chapter 9). The preferred rack type should support the frame of the bike – such as the inverted U-rack. The goal for the region is to install a minimum of 500 racks per year between 2001 and 2020 (combined total for the region).

4. Establish one or more facilities to offer safe parking and other services to bicycle commuters.

Should the demand for bicycle storage facilities warrant it, the establishment of a bicycle commuter station could be explored. Available services can include free secure bicycle parking, restroom and changing room, retail and accessory sales, coffee bar, bicycle rentals and other transit amenities. Such facilities have achieved success in at three sites in California – Long Beach, Berkeley, and Palo Alto. Other locations being studied include Cambridge, MA; Pittsburgh, PA; Denver, CO; and San Francisco, CA. For additional information, see <http://www.bikestation.org> or call 562-733-0106.

STRATEGY 2: ACTIONS TO PROTECT GREENWAYS

Overview: This strategy envisions a regional network of interconnected greenways that extend throughout urban, suburban and rural areas. Greenways are corridors of open space that can vary greatly in scale, from narrow ribbons of green that run through urban, suburban and rural areas to wide corridors that incorporate diverse natural, cultural and scenic features. Several jurisdictions in the Baltimore region have been actively implementing greenway projects for years, while others have been less active. The Maryland Department of Natural Resources has conducted a great deal of statewide greenway planning and can offer assistance on coordinating and implementing local greenway networks.

Key Partners:

Baltimore Metropolitan Council
Maryland Department of Natural Resources
Local Environmental Advocacy Groups
Local Planning, Public Works and Parks and Recreation Departments

Actions:

1. Develop Greenway Master Plans in each jurisdiction.

Jurisdictions in the Baltimore region should develop Greenway Master Plans that show locations of future greenway corridors, identify ways that public and private partners can work together to implement projects, assess availability of rights-of-way (e.g. potential rail-trail conversions), prioritize greenway projects and set forward an action plan. Plans should include a strong public involvement component, and should carefully address citizens concerns with respect to crime, property value, and liability.

2. Protect future greenway corridors.

State agencies and local jurisdictions should enhance efforts to acquire lands, obtaining easements and arranging other types of land protection agreements along identified greenway corridors. New funding will be available through the state's GreenPrint program for land acquisition in sensitive ecological corridors. Local land development codes should also be revised to require and/or encourage developers to participate in greenway development, particularly for those corridors that have been identified in local and state greenway plans.

3. Build projects and manage the network.

Jurisdictions should seek funding and move forward with implementation of greenway projects. An important element of project implementation will be to build support among residents of neighboring communities. In this way, issues that can create a significant obstacle – such as a perception that trail projects generate crime – can be addressed early on.

STRATEGY 3: CONNECTIONS TO TRANSIT

Overview: Improved bicycle and pedestrian access can significantly extend the reach of the transit system. In terms of physical improvements, transit stations, bus stops and park and ride lots must be made more accessible to pedestrians and bicyclists. Also, transit vehicles should be modified to improve the integration of bicycles with the transit system. In addition to these improvements, cooperative education, publicity and marketing should demonstrate the natural connections between walking, biking and transit.

Key Partners:

Local Planning and Public Works Agencies
Maryland Transit Administration
Local transit providers
Maryland State Highway Administration
Baltimore Metropolitan Council

Actions:

1. Continue to address the bicycle and pedestrian access needs at rail stations in the region, as identified in the Bicycle/Pedestrian Access 2000 Study.

In 1998, the MTA released Bicycle/Pedestrian Access 2000, a study analyzing bicycling and walking conditions in and around all rail stations in Maryland. A follow-up study has made recommendations for specific improvements to bicycle and pedestrian access at many of the stations. In 2000, the Maryland Legislature established a program to provide funding for transit access improvements. Local jurisdictions and the Baltimore Metropolitan Council should continue to work with the MTA and SHA to identify and implement recommended improvements.

2. Improve the accessibility of bus stops throughout the region.

Pedestrian access to bus stops is critical to increasing bus ridership in the region. Each member jurisdiction should work with transit providers to undertake an assessment of conditions near bus stops in their jurisdiction, recommend improvements to address access deficiencies, such as lack of sidewalk connectivity or dangerous street crossing, and develop plans to implement recommended improvements.

3. Improve bicycle access to transit vehicles.

While bicycle access is currently permitted on light rail and metro vehicles, Annapolis Transit is the only transit provider in the region that has bicycle racks on its buses. In addition, access between Baltimore and Washington could be significantly enhanced by permitting bicycles to be transported on MARC trains.

MTA should continue to move forward with its plans to introduce bicycle racks on its bus fleet and the modification of MARC trains to permit “roll-on” bicycle access.

4. Develop an education and marketing campaign demonstrating the benefits of the connection between transit and bicycling and walking.

While the vast majority of bus riders access stops as pedestrians, many light rail, metro, and MARC passengers travel to the stations by car. Combining bicycling with light rail and metro is an available option, but its availability is not widely known. An education and marketing program aimed at increasing the awareness of residents of the benefits of bicycling and walking to transit will result in increased use of combining these travel options. The Baltimore Metropolitan Council and Maryland Transit Administration (MTA) should work together to develop the education and marketing campaign.

STRATEGY 4: MOBILITY-FRIENDLY POLICIES

Overview: The bicycle and pedestrian modes must become fully integrated into the transportation planning and design process in order to ensure that our future roadway network is mobility-friendly. During the development of this Plan, policies and practices of local, county, and state agencies were analyzed for their effect on bicycle and pedestrian mobility. This strategy presents recommended actions based on this analysis.

Key Partners:

Baltimore Metropolitan Council
Local Planning and Zoning Agencies
Maryland Department of Transportation
Maryland Departments of Planning
Governor’s Office of Smart Growth

Actions:

1. Develop local bicycle and pedestrian plans and establish bicycle and pedestrian advisory committees in each of the BRTB’s member jurisdictions.

Many of this Plan’s recommendations establish a framework for addressing the needs of bicyclists and pedestrians throughout the region. However, each jurisdiction should establish it’s own bicycle and pedestrian advisory committee to develop jurisdiction-based plans and recommendations – including local facility networks – than are included here. Local bicycle and pedestrian advisory committees should be established to oversee the development of these local plans

and to help prioritize and recommend projects for inclusion in local capital improvement programs (CIPs).

2. Develop a regional bicycle information center on the Internet.

The Baltimore Metropolitan Council (BMC) should act as a regional clearinghouse for information on bicycling and walking in the Baltimore region. BMC's web site should contain maps and information on area trails (access, amenities etc. – coordinate with DNR), bike commuter support services and tips, information on current and future projects in the region, a maintenance request/referral section, information on bicycle access to transit and bicycle parking, and rules of the road. Example: Portland, OR's Bicycle Transportation Website (http://www.trans.ci.portland.or.us/Traffic_Management/Bicycle_Program/).

3. Fully integrate the bicycle and pedestrian modes in the Baltimore Regional Multi-Modal Traveler Information System and other planning functions at the regional and local levels.

The Multi-Modal Traveler Information System, while mostly focused on providing drivers and transit users with real-time travel information, can also include information for people who bicycle and walk. Examples include potential routes, route difficulty, connections to transit, and locations of bicycle parking. In addition, relevant bicycle and pedestrian data should be regularly collected during roadway inventories, traffic counts, household travel surveys and other transportation planning activities. Bicycle and pedestrian modes should be integrated into the regional travel demand model as future technological advances are made in this area.

4. Establish multi-modal levels of service standards in the region.

Bicycle and pedestrian travel occurs along arterials, collectors and residential streets throughout the Baltimore region, and must be accounted for on a systematic basis during roadway improvement projects and new roadway construction, regardless of whether the roadway is a state road, county road, or local roadway. The most effective way to determine what types of bicycle and pedestrian facilities are needed is to establish multi-modal levels of service measures that help the designer to balance the needs of all modes in the roadway environment.

Performance goals should also be established for the bicycle and pedestrian modes for all roadway projects in the future. Below are the recommended targets for roadways in the Baltimore region, based on the character of the surrounding land uses:

Land Use*	Target Bicycle LOS
Urban areas	B
Transitioning zones	B
Rural areas	C

* as defined by the U.S. Census

Bicycle LOS “B” is generally regarded as comfortable bicycling conditions, and should therefore be the target in locations with higher levels of demand.

5. Establish mobility-friendly land development standards in the region.

Each jurisdiction should develop mobility-friendly design standards, zoning requirements, and subdivision regulations in accordance with the principles of smart growth. A good model is the Wilmington Area Planning Council’s (WILMAPCO) mobility-friendly design standards prepared for the town of Middletown, Delaware (see www.wilmapco.org/mobility/index.htm). At a minimum, all land development codes in the region should include a section on bicycle and pedestrian facilities (e.g. shared use paths, bike lanes, and sidewalks) that says the developer shall provide bicycle and pedestrian facilities on any major roadway identified in the Baltimore Regional Bicycle, Pedestrian and Greenways Transportation Plan. (See Chapter 7 for more detail) Any jurisdictions that develop local plans should include similar language in the code to support locally identified routes.

STRATEGY 5: REGIONAL PRACTICES ON ADA DESIGN

Overview: The Americans With Disabilities Act requires that all new construction and alterations meet the standards set forward in the Americans With Disabilities Act Accessibility Guidelines (ADAAG). The Act also requires that all government agencies prepare transition plans that identify a systematic process for retrofitting existing public facilities – and the sidewalk network is one aspect of a transition plan. Unfortunately, there is confusion about the design requirements in the ADAAG, due the fact that they were originally intended for building sites rather than the public right-of-way. This may change in the future, as the U.S. Access Board considers new guidelines for the public right-of-way which could result in significant changes in the way we design sidewalks, curb ramps, traffic signals and many other pedestrian facilities.

In the meantime, all public agencies are required by law to provide accessible facilities for pedestrians wherever sidewalks are constructed. This strategy

would result in training for local roadway designers who are responsible for meeting ADA requirements.

Key Partners:

Baltimore Metropolitan Council
Local agency staff
Maryland Department of Transportation

Actions:

1. Conduct a regional forum/training session on ADA design requirements within the public right-of-way.

The Association of Pedestrian and Bicycle Professionals is currently developing a training course on ADA Design in the Public Right-of-Way. When this course becomes available, the Baltimore Metropolitan Council should host a regional training session (MDOT could be a partner for this forum).

2. Prepare curb ramp transition plans.

While curb ramps on new and reconstructed roadways typically meet ADA requirements, there remain many locations throughout the region where curb ramps are missing. Those jurisdictions that have not done so already should prepare transition plans that address systematic curb ramp installation. Implementation may take many years, however for liability reasons, the transition plan must be in place along with an annual budget (however modest) for installing new ramps.

STRATEGY 6: MAINTENANCE AND MANAGEMENT

Overview: Bicyclists and pedestrians are very sensitive to maintenance problems on bikeways and pedestrian facilities. A pedestrian forced into the street because of a poorly maintained sidewalk or a cyclist swerving into traffic trying to avoid a pothole or accumulation of debris are both hazardous situations that should be avoided. Additionally, proper maintenance and management of bicycle and pedestrian facilities reduce an agency's exposure to liability claims. This strategy addresses the development of a system to address both regular and remedial maintenance of bicycle and pedestrian facilities in the region.

Key Partners:

Local Public Works and Parks Agencies
Maryland Department of Transportation
Baltimore Metropolitan Council
Local Bike Clubs and Advocacy Groups

Actions:

1. Educate local and state agency personnel regarding proper maintenance of bikeways (including on-road facilities) and pedestrian facilities.

Because of the relationship between proper maintenance and liability, include a session on maintenance during the regional forum on liability issues recommended in Strategy 11. The session would present the tasks that should be included in a maintenance program and standards or guidelines to be followed in carrying out the tasks.

2. Develop a model maintenance program for use by local jurisdictions.

Development of maintenance programs at the local level is key to addressing the needs of bicyclists and pedestrians. The Baltimore Metropolitan Council should work with local agencies to develop a model maintenance program that includes guidelines and standards for maintaining on- and off-street bikeways, as well as sidewalks, crosswalks and other pedestrian facilities. The model plan should also include recommended maintenance schedules that identify specific tasks, how often the tasks should be undertaken and which agency should take the lead for each task.

3. Launch regional and/or local spot improvement/hazard elimination programs.

One successful approach many cities in the U.S. have used to address maintenance issues is a “spot improvement program” that allows bicyclists and pedestrians to easily report maintenance problems they encounter while walking or biking. A standard form, available at locations throughout the jurisdiction and often on a website, is filled out by the user identifying the nature and location of the problem or hazard. The forms are then sent to a central person or agency responsible for forwarding the information to the appropriate agency or department that can address the problem. Jurisdictions could develop their own programs or the Baltimore Metropolitan Council may establish a regional program.

STRATEGY 7: EDUCATION INITIATIVE

Overview: One common aspect of bicycle and pedestrian-friendly communities in the U.S. is a safety education program for all users, including motorists. Safety education should go hand in hand with construction of new on-road bikeways, trails and sidewalk networks. Therefore a key recommendation of this plan is to provide regular instruction on bicycle and pedestrian safety to area school children, adult cyclists and motorists.

Key Partners:

Local Planning and/or Parks and Recreation Departments
Local School Systems
Maryland State Department of Education
Maryland Highway Safety Office
Local Bike Clubs and Advocacy Groups
Local Police Departments
Maryland Motor Vehicle Administration
Local Colleges and Universities

Actions:**1. Provide each child in the Baltimore region with comprehensive bicycle and pedestrian safety instruction.**

Bicycle and pedestrian safety are basic life skills that should be taught to all children in the Baltimore region. Most existing instructional programs provide very limited information for bicycle and pedestrian safety, covering only basic pedestrian concepts and helmet safety. A curriculum is under development through the Maryland Highway Safety Office that will combine classroom bicycle and pedestrian instruction with outside, skill-based lessons. This curriculum will become available for statewide use in 2002 – it is recommended that local municipal departments work with local school administrators to institutionalize this curriculum in local public and private schools. Some assistance (grants) may be available through the Highway Safety Office (see Chapter 8 for funding opportunities). The goal for this activity is to provide all elementary school children with comprehensive bicycle and pedestrian safety instruction by the year 2012.

2. Offer bicycling instruction classes for adult riders through local colleges and universities.

Adult bicycle education should not be overlooked. The majority of riders are adults who may lack skills needed to safely navigate in the urban traffic mix. Education needs of adult riders can be addressed through programs such as the Effective Cycling curriculum offered by the League of American Bicyclists – there are several qualified instructors in the Baltimore region. The most practical venue for these classes may be through local community colleges and through area universities, or through local recreation departments. Support and encouragement will be needed to encourage these institutions to offer these classes.

3. Develop cycling informational guides for local college students that contain safety tips.

Colleges and universities generate relatively high levels of bicycling activity, and the Baltimore region is home to many of these institutions. Baltimore

Metropolitan Council should work with local colleges and universities to develop a customized guide to student bicycling for distribution to college freshmen and transfer students, particularly for schools that have a high number of students who live close to campus. This guide should provide safe riding tips, explain the rules of the road, provide instructions on how to prevent bike theft, provide contact information for local bicycle clubs and support services, and convey any rules related to bicycle parking on campus.

4. Launch an initiative to offer training to motorists on bicyclist and pedestrian safety.

Motorist education is a crucial component of improving travel conditions for bicyclists and pedestrians. During the public involvement phase of the Plan, local bicyclists and pedestrians repeatedly mentioned that unsafe driving behavior by motorists is one reason why bicycling and walking are perceived as being dangerous in the Baltimore region. Motorists frequently fail to see or properly acknowledge the presence of a pedestrian or bicyclist. Many drivers believe that bicyclists have no right to use the roadway, or consider them a nuisance.

Motorist education initiatives should focus raising the general level of awareness of pedestrian right-of-way laws, and that bicyclists are entitled to the same rights and responsibilities as other highway users. Local efforts should be made to ensure that driver's education programs provide instruction on safe driving behavior when bicyclists and pedestrians are present. Drivers' exams should include questions on pedestrian and bicycle safety.

STRATEGY 8: WELLNESS INITIATIVE

Overview: Actively involve the health community in bicycle and pedestrian programs to promote wellness and physical activity in the Baltimore region. Most people are aware of the environmental benefits of alternative transportation, yet do not fully realize the critical health benefits that bicycling and walking provide – healthier employees, reduced sick time, etc. This strategy encourages the development of bikeways, walkways and trails to promote physical activity and wellness programs for people of all ages in the Baltimore region.

Key Partners:

Maryland Department of Health and Mental Hygiene
American Heart Association, Mid-Atlantic Affiliate
Johns Hopkins School of Public Health

Baltimore Metropolitan Council
Local Health Departments in each county and the City of Baltimore
County Planning and Public Works Departments
Maryland State Department of Education
Maryland Department of Aging
Maryland Council on Physical Fitness
Maryland Department of Planning

Actions:

1. Undertake a *Bicycling and Walking for Healthy Communities* initiative.

Project partners should combine forces to initiate outreach campaigns aimed at developing bikeways, sidewalk networks, and trails that are specifically aimed at increasing physical activity and improving the health of local citizens. The initiative should emphasize the links between bicycling and walking and weight loss, disease prevention and longer lives for all members of the community regardless of age. Targeted audiences for this outreach effort should include:

- Community-based health improvement partnerships
- Elder care facilities
- Hospitals
- Schools

The outreach effort should begin with a coalition of partners at the local level to address walking and bicycling issues on a site specific basis, organizing specifically around the principal that better walking/bicycling conditions will enable area residents to undertake a regular exercise program. Specific projects can be targeted based on local needs and ideas. However, a key component of each project should be a community outreach and promotion effort that highlights the health benefits of walking and bicycling and gives practical advice about where to walk or bicycle in the community.

STRATEGY 9: ENCOURAGEMENT PROGRAMS

Overview: Most bicycle and pedestrian-friendly communities not only provide places for people to walk and bike, but also encourage them to use alternative modes of transportation. This is especially important during the early phases of project construction, since people in many parts of the Baltimore region may not initially even consider bicycling or walking for utilitarian trips, since that hasn't been a viable option in the past. This strategy envisions a variety of encouragement programs that will support bicycling and walking in each jurisdiction. These programs should be coordinated with local ridesharing

programs. Please note: see Chapter 8 for examples of successful encouragement programs in the U.S. and Canada.

Key Partners:

Baltimore Metropolitan Council
Maryland Department of Transportation
Maryland Department of Environment
Transit Agencies (local and state)
Local Advocacy Groups
Local Transportation Planning Agencies
Local Employers
Tourism Bureaus
Rideshare Coordinators

Actions:

1. Develop a Baltimore regional bicycle map.

As more trails and bikeways are implemented throughout the region in the next few years, it will become even more important to develop a map that provides residents and visitors with information on routes and support services. There are a number of excellent examples of these types of maps: the City of Philadelphia's Bike Map (the Delaware Valley Regional Planning Commission is also developing a map), Denver's Bike Map, Delaware DOT's New Castle County Bike Map, and many others. This map should serve a dual purpose to promote bicycle tourism. Local tourism agencies should play a role in the development and distribution of the map.

2. Develop local pedestrian wayfinding programs.

Pedestrian wayfinding programs have been successful in other areas of the country, and are typically created in tourism areas that generate a fair amount of pedestrian traffic. This strategy envisions a coordinated program of pedestrian signage in key tourism areas of the Baltimore region such as the Inner Harbor area (and environs) in Baltimore City, and the downtown areas in Ellicott City, Annapolis, Havre de Grace, Westminster, Towson and Bel Air. There are several excellent examples of wayfinding programs nearby (see *Walk!Philadelphia* and the Pittsburgh Pedestrian Wayfinding System).

A good pedestrian wayfinding sign system not only directs people to nearby destinations, but also graphically indicates the layout of the destinations and recommended walking routes. Initially, only a limited number of these signs may be planned for an area, but it is important to think in terms of the overall network in their design.

3. Develop employee commute incentive programs in the region.

The Baltimore Metropolitan Council should develop a Guide to Bicycle Commuting similar to the excellent guide developed by the Metropolitan Washington Council of Governments. This guide should address the topic from both the employers' and employees' perspectives.

One important aspect of these programs is a component to offer monetary incentives to employers who establish alternative commute programs. This can either be accomplished at the local or state level. At a minimum, the public agencies in the Baltimore region should be model employers: provide bike/walk commute incentives, showers and lockers for employees, and "Guaranteed Ride Home" policies for emergencies and inclement weather.

Two performance measures have been set for this activity: 1) all local and state governments will have programs and policies in place to encourage employees to walk and bike to work by 2010, and 2) twenty-five large corporations in the region will have programs encouraging employees to walk or bike to work by 2010.

4. Participate in Walk a Child to School Week in October of each year.

Walk a Child to School Week is a nationally-celebrated event that has gained higher levels of participation and publicity in recent years. Interest in this event is growing in Maryland – during the October 2000 event, several schools participated. The purpose of the event is to raise awareness of pedestrian conditions, educate children on safe walking behaviors, and identify locations needing improvements. Local schools in the Baltimore region should be encouraged to participate – this will require support and assistance from local planners, local advocates, Maryland Department of Transportation, and a variety of other potential partners.

5. Continue to conduct Bike to Work Day events in the Baltimore region.

Bike to Work Day events have been held for the past two years in the City of Baltimore, supported by the Maryland Department of the Environment and Baltimore Metropolitan Council. These events have been an effective way to raise local awareness of bicycle transportation. Advance planning for Bike to Work Day should be strengthened, and local advocacy groups should take on a more active role in promoting and hosting the event. The goal is to increase participation in Bike to Work Day significantly, reaching 500 participants on an annual basis by 2005. This will require more funding for marketing activities and more staff hours for coordinating the event, depending upon the amount of support that local advocacy groups are able to give. Area employers should be involved both as participants and potential sponsors.

STRATEGY 10: SAFE ROUTES TO SCHOOL PROGRAM

Overview: When conditions in and around a school are hazardous for children to walk or bicycle to and from school, a Safe Routes to School program can provide needed tools to improve conditions. The program brings together key community leaders such as parents, school administrators, school and community transportation planners, and students, among others, to evaluate the school site and the surrounding area's traffic patterns, and pedestrian and bicycle conditions near the school. Maryland DOT is currently developing a Safe Routes to School Program through the MD Bicycle and Pedestrian Advisory Committee that will serve as a resource and model for statewide implementation.

Key Partners:

Maryland Department of Education
Local School Districts and Parent/Teacher Associations
Local Law Enforcement Agencies
Local Advocacy Groups
Baltimore Metropolitan Council
Maryland Department of Transportation
Maryland Highway Safety Office

Actions:

1. Area schools should institute Safe Routes to School programs.

Schools (particularly those that are centrally located in their communities) should institute Safe Routes to School programs, with the assistance of any combination of the partners described above. Such programs should be established in coordination with the development of the state's model program.

STRATEGY 11: LEGAL AND ENFORCEMENT ACTIONS

Overview: There are a number of misconceptions regarding legal issues pertaining to bicycle and pedestrian transportation. Legal liability is an area that must be addressed in a local dialogue. In addition, Maryland State Law can be strengthened to support bicyclist and pedestrian transportation. Law enforcement agencies will play a critical role in enforcing laws: they should be included in discussions regarding bicycle and pedestrian laws in Maryland.

Key Partners:

Legal Departments of Local, County and State Government
Public Works Officials at the County and Local Level
Baltimore Metropolitan Council

Local Law Enforcement Agencies
State Legislators

Actions:

1. Address misconceptions regarding legal liability among local, county and state agencies.

Considering the level of local concern over the issue of legal liability, a forum should be held in the Baltimore region to discuss these issues and come to some resolution on appropriate accommodations for bicyclists and pedestrians in the roadway environment. Case law has shown that government agencies face a higher level of liability by not providing facilities for bicycles and pedestrians in locations where they are needed. Misconceptions on this topic remain, however, and must be addressed before projects can move forward in some jurisdictions.

2. Introduce a package of amendments to State law in Maryland that address current deficiencies in bicycle and pedestrian laws.

As noted in the Task 2 Report, there are deficiencies in the Maryland State Code regarding bicycling and walking. Specifically, current deficiencies can be addressed through a package of amendments including:

- a law that indicates required braking distances for bicycles
- a law defining the bicyclist's proper position and method of turning at intersections
- an amended law clarifying the use of hand signals when riding a bicycle
- a law that requires drivers to yield the right-of-way to any pedestrian and all other traffic on a sidewalk
- A law lifting the current prohibition of bicyclists and pedestrians from toll crossings.

3. Conduct Pedestrian Safety Awareness Week in each local jurisdiction.

Safety awareness programs can result in significant improvements in motorist behavior at the local level. For example, the Laurel Police Department holds an annual Pedestrian Safety Awareness Week in Laurel's downtown each year. Each day, they focus on a different theme, culminating in a Safety Saturday event aimed at raising general awareness of pedestrian issues. Weeklong activities include speed trailers on Main Street, targeted enforcement (drivers who do not yield to pedestrians are ticketed), and safety awareness messages.

4. Work with local law enforcement agencies to develop a campaign to target the worst offenses.

Motorists and bicyclists often repeatedly violate the same set of laws. Targeted enforcement programs can help to raise general awareness of irresponsible driving and bicycling behavior, such as motorists' failure to yield the right-of-

way to pedestrians in crosswalks, bicyclists riding against the direction of traffic, etc..

5. Work with local police departments to increase the number of police on bicycles.

Across the country communities have found that police on bike programs have a positive impact on bicycle and pedestrian safety. Police on bikes reinforce messages related to safe bicycling by following the rules of the road, setting a good example for other cyclists. Bicycle officers can also assist with targeted enforcement efforts, as well as, programs that reward safe behavior by all road users.

STRATEGY 12: CONTINUED REGIONAL COORDINATION

Overview: Planning and coordination on bicycle and pedestrian activities must not end at the conclusion of this Plan. Much additional work will be needed on the part of local and state agencies and citizen advocates if this Plan is to be implemented in a timely manner. This strategy addresses the immediate need to devote staff resources to implement this Plan, as well as the critical role that citizen advocates will play in the process.

Key Partners:

Baltimore Metropolitan Council
Local Advocacy Groups
Local Agency Staff
Bicycle and Pedestrian Advisory Group

1. Establish and maintain a full-time bicycle and pedestrian coordinator position within the Baltimore Metropolitan Council, as well as in Baltimore City's Bureau of Transportation.

The Baltimore region has devoted less staff time to bicycle and pedestrian issues compared to other major cities in the United States. Implementation of this Plan will require a significant investment in staff resources at the local and regional level. In smaller local governments, coordination on bicycle and pedestrian issues can be a part-time position (less than 1/2 of the job description for a local agency staff person). However, given the amount of upcoming work in this area in the Baltimore region, it is recommended that the BMC and Baltimore City establish full-time bicycle and pedestrian coordinator positions (in the City, this position should be separate and supplementary to the trails coordinator position in the City Planning Department).

2. Continue the activities of the BRTB's Bicycle and Pedestrian Advisory Group.

The recommendations in this Plan require participation from a wide range of partners, including local and state government, the private sector, advocacy groups and a variety of institutions. The Bicycle and Pedestrian Advisory Group (BPAG) can work with BMC staff to involve these partners in the implementation of this Plan's recommendations. The BPAG should also continue serving as a coordinating and information sharing group for the BRTB member agencies and interested members of the public, and providing recommendations to the BRTB on issues related to bicycle and pedestrian transportation.

3. Coordinate and conduct regional training, plan updates, and forums on hot topics.

A number of forums on relevant topics have been recommended in this Plan: BMC should continue to coordinate regional training activities, discussion forums on relevant topics (bringing in experts when needed), and periodic updates to this Plan (recommended every 5 years).

4. Establish a strong regional advocacy organization in the Baltimore region.

The Baltimore region is taking the first steps towards the organization of bicycle and pedestrian advocacy groups. The absence of a strong local advocacy group has, in the past, been *ONE* of the reasons that the Baltimore region has lagged behind cities like Philadelphia, Chicago, Boston, and Washington, DC in becoming bicycle and pedestrian-friendly. Without this critical ingredient in the "mix", implementation of this Plan will take many more years than was originally anticipated.