Baltimore Metropolitan Council
Bicycle and Pedestrian Advisory Group

May 16, 2018

Tom Sullivan, Transportation Planner, Maryland Department of Transportation

Overview
Goals and Objectives
Trends and Accomplishments
Needs and Opportunities
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
Maryland Transportation Plan (MTP)

• Federal - FAST Act:
  o 20-year vision – policies and priorities.
  o Performance-based approaches to support national goals.
  o Intermodal and coordinated with regional and other strategic plans
  o Reflects financial resources needed
  o Contains bicycle and pedestrian access as an element.

• State Report on Transportation (Annual)
  o Informs project selection/ justification
    o MTP (Plan: Policy: Goals/Objectives)
    o Consolidated Transportation Program (CTP)
    o Attainment Report (AR) on Transportation Performance.
The State Report on Transportation

Plan
Invest
Evaluate
Annual Attainment Report and Performance Monitoring

Includes Tracking of:

- # of Bike Fatalities and Serious Injuries
- Bicycle Level of Comfort
- Miles improved for bicycle access (Target: up 2% each year)
- # of Pedestrian Fatalities and Injuries
- % of State Roadway Miles in Urban Areas with Sidewalks
- % of Sidewalks that meet Americans with Disabilities Act Compliance
Bicycle and Pedestrian Master Plan Update

PROJECT TIMELINE

<table>
<thead>
<tr>
<th>Fall 2017</th>
<th>Winter 2018</th>
<th>Spring 2018</th>
<th>Summer 2018</th>
<th>Fall 2018</th>
<th>January 2019</th>
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</thead>
<tbody>
<tr>
<td>Initial Outreach, Data Assessments, Stakeholder Meetings</td>
<td>Analysis of Trends; Data Collection and Mapping; Needs &amp; Opportunities</td>
<td>Public Outreach: Regional Workshops</td>
<td>Research &amp; Update Strategies, Develop and Refine Key Initiatives</td>
<td>Prepare and Release Draft Plan</td>
<td>Release of Final Plan</td>
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Key Inputs

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.

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 6
  - MD State Police – Aug
  - MDP/DNR – Nov
Key Outreach and Inputs:

1. Statewide Events and Public Meetings
   - Trail Workshops
   - Growth Commission and Sub-Cabinet
   - Sustainable Communities
   - MDP: A Better Maryland
   - DNR: Land Preservation and Recreation Plan

2. Surveys:
   - MTP – Statewide Survey
   - Transportation Demand Mgmt (TDM) Commuter Survey
   - BPMP Goals and Objectives (Oct to Mar 2018)
   - Local Governments:
     - Spine Network
     - Data – Bike Inventory
MTP Survey Participation

- Nov 17, 2017 - Jan 31, 2018
- 5927 Participants

Survey data culled from 2040mtp.metroquest.com. Respondents provided their zip code of residence. 3,896 valid Maryland zip codes responses submitted (from survey total of 5,927 responses). Average of 8.8 responses per zip code.
2040 MTP Survey – Top Strategies by Priority

• System Maintenance
• System Expansion
• Travel Reliability
• Tax Dollars Spent Wisely
• Environment
• Quality of Service
• Transportation Choices
• Safety and Security
Maryland Strategic Highway Safety Plan

Goal: Towards Zero Deaths
Reduce Fatalities and Serious Injuries by ½ by 2030

Ped – Bike Emphasis Area Team
Strategies:

• Develop and Analyze Safety Data
• Education & Enforcement
• Roadway Treatments & Countermeasures
• Improve Safety Culture
• Use Technology to Prevent Collisions
• Emergency Scene Safety
Existing Conditions and Trends:
In 2016, 74% of Maryland Workers Drove Alone to Work

- Drove Alone: 74%
- carpooled: 9%
- Public Transit: 9%
- Walk: 1%
- Bicycle: 0.3%
- Other: 1%
- Worked at Home: 4%

83,505 Workers
4,152 more than 2014

Transportation Demand Survey – 2017:

Source: ACS 2016 1-year estimates
Public Meeting

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
### March/April Public Meeting

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

Baltimore Metro

Washington Metropolitan

Southern Maryland

Eastern Shore

Western Maryland

Statewide Sidewalk Statistics

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

- A
- B
- C
- D
- E
- F

Other
- Region Boundary
- County Boundary
- Water
- Park / Protected Land

DRAFT
March 27, 2018
- 2012-2016 Annual Average
Spine Network and Short Trip Opportunity Areas

Short Trip Opportunity Areas

- Low
- High

Bikeways
- Bike Spine Network
- Existing Trail

Other
- County Boundary
- Water
- Park / Protected Land
- Bike/Ped Priority Areas
What’s Next

**June 7th:** Bike Ped Plan Public Meeting (Evening – Prince George’s)

**September/October:** Draft for Public Comment

**Website:** [www.mdot.maryland.gov/BikePedPlanUpdate](http://www.mdot.maryland.gov/BikePedPlanUpdate)

**Email:** BikePedPlanUpdate@mdot.state.us

Contact: Marty Baker or Tom Sullivan – MDOT TSO Office of Planning and Capital Programming