

Developing a BPAG Work Plan

Group 1

1. Identify Purpose: Encourage the development and adoption of Complete Streets policies at the local level.
2. Write Introduction: Provide assistance to local governments, and support adoption of local complete streets policies through funding from legislation.
3. Determine Goals and Objectives: Conduct a regional Complete Streets inventory, and create a platform of existing Complete Streets resources at the Federal, state and local level.
 1. Increase the number of local jurisdictions with Complete Streets policies year-over-year
4. Use SMART Objectives
 - Specific
 - Measurable
 - Achievable
 - Relevant
 - Time-bound
5. List Resources: links to complete streets websites, webinars, local jurisdiction presentations on lessons learned, best practices etc....

[HB0082 Transportation - Complete Streets - Access to Healthy Food and Necessities](#)

[SB0116 Transportation - Complete Streets - Access to Healthy Foods and Necessities](#)

[Safer Streets, Stronger Economies: Complete Streets projects outcomes from across the country](#)

[Evaluating Complete Streets Projects: A guide for practitioners](#)

[Active Transportation Alliance: Design Guides](#)

[Maryland Bicycle and Pedestrian Master Plan](#)

[Final Report of the Task Force to Study Bicycle Safety on Maryland Highways](#)

[Maryland Strategic Highway Safety Plan](#)

[Accommodating Bicycle and Pedestrian Travel: A Recommended Approach](#)

[MDOT SHA Complete Streets Policy](#)

[Bicycle and Pedestrian Projects: Design & Implementation Reference Guide](#)

[FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation](#)

[Maryland Manual on Uniform Traffic Control Devices \(MdMUTCD\)](#)

[MDOT State Highway Administration Bicycle Policy & Design Guidelines. 2015.](#)

[TPB Complete Streets Policy for the National Capital Region](#)

6. Identify Any Restraints:

1. Lack of good data is a restraint. Jurisdictions don't have access to detailed bicycle count or existing condition data in order to make informed infrastructure investment decisions. Level of Traffic Stress (LTS) may help to solve this. One of the strategies in the 2019 Maryland Bicycle and Pedestrian Master Plan Update is to use LTS data to inform local jurisdiction decision making.
2. One potential question is the level at which Complete Streets policies should be adopted. TPB has adopted a Complete Streets policy for the National Capital Region, but will BRTB want to do the same? Also, should both cities and counties adopt their own Complete Streets policies? If a jurisdiction falls under multiple policies, which will take priority?

7. Identify Who is Accountable: Local jurisdictions, the State of Maryland.....

1. The State of Maryland will adopt a Statewide policy that encourages local jurisdictions to adopt their own policies tailored to their individual needs.
2. Local jurisdictions will assess the needs of their citizens and adopt more specific, localized policies to meet the needs of their residents.

8. Write Strategy

- List Action Steps: Presentations including available resources, adopted policies, funding tools for Complete Streets etc...
1. Host presentations throughout the Baltimore Region in 2019 to provide practical adoption and implementation tools to local jurisdictions
 - a. First potential presentation from SHA and MDOT
 - i. Explain Complete Streets and the SHA Complete Streets Policy
 - ii. Present the 2040 Maryland Bicycle and Pedestrian Master Plan and the tools available to local jurisdictions
 - iii. Present the resources and design guidelines available

iv. Present the 2019 Complete Streets Program bill and the complete streets design features that local jurisdictions should emphasize when seeking State funding for Complete Streets projects. The complete street design features in the latest bill are:

1. Paved shoulders suitable for use by bicyclists;
2. Protected bicycle lanes;
3. Share the road signage;
4. Crosswalks;
5. Pedestrian control signals;
6. Bus access and safety measures;
7. Sidewalks;
8. Shared use pathways;
9. Green stormwater infrastructure; and
10. Access to retail stores that provide healthy food and other necessities, especially in food deserts designated under §6-308(c) of the Housing and Community Development article

b. Second potential presentation: Baltimore County adopted a Complete Streets policy in 2012. Presentation topics could include:

Lessons learned

- . Successful projects implemented since the policy was adopted

c. Third potential presentation: Howard County currently has a draft Complete Streets policy, but it has not yet been adopted. They are also in the process of developing a Complete Streets and Bridges Design Manual. Presentation topics could include:

Lessons learned

- . Barriers to adoption
 - Create Schedule

Group 2

Encourage and promote a regional dialog on Complete Streets, including training, design standard updates, and an understanding of Resiliency Design, as well as effectively communicating with local Public Works departments. - *Seminars, webinars, & guest presenters at BPAG. Discuss with MBPAC, form a workgroup. Clarification may be needed.*

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**At the 7/17/19 BPAG meeting, Peter Sotherland stated that he is working with the MTA, MDOT and MTA staff to develop (replace existing?) a new Complete Streets Policy. We may want to reach out to him and add some of the resources they used in their work. When the policy has been completed and/or adopted by MDOT, we should request a presentation be given to BPAG. Also, a youtube video or webinar recording may be beneficial to share with local governments.

- [Living Cities](#)
- [Reconnecting America](#)
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 - ii. Successful projects implemented since the policy was adopted
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Complete Streets policy, but it has not yet been adopted. They are also in the process of developing a Complete Streets and Bridges Design Manual. Presentation topics could include:

- i. Lessons learned
 - ii. Barriers to adoption
2. Develop and interactive map of Maryland with Complete Street Policies by regions and available tools.
 - **Create Schedule**

Group 3

Strategic planning priority: "Set a baseline for walking and biking in the region. Look at data collection, the use of automatic counters and newer technologies, and the purchasing of data. Determine who actually does counts (*BMC, local jurisdictions, MDOT, MBPAC?*) and ensure that data is shared by jurisdictions across the region."

Issue: The collection of bicycle and pedestrian data is needed both for bicycle and pedestrian planning and for increased citizen engagement. This data can be collected via two basic methods: static counters such as sensor technology, and human counters. Data can be obtained from several organizational resources, such as departments of transportation or local governments who collect data for defined purposes such as operations and planning, and even grassroots organizations who have a vested interest in bicycle and pedestrian data.

Purpose & Need for this Data

- Assist local jurisdictions with helping to identify bicycling and pedestrian demand and existing facility usage trends, including across seasons, demographic groups, and other characteristics.
- Help the jurisdictions identify, justify, and plan potential future facilities and improvements to existing facilities. This may range from small changes such as enhancements to signal timing, to larger changes such as adding ADA compliant sidewalk ramps and facilities.
- Inform implementation of existing policies such as Complete Streets, and inform zoning and submissions with regard to development projects.

Goal: Increase biking and walking above a baseline.

Objectives:

- Establish baselines of the numbers of people (a) walking and (b) bicycling for functional and recreational transportation purposes in the Baltimore Region by counting pedestrians and bicyclists.
- SMART Objectives (Specific, Measurable, Achievable, Relevant, Time-bound)
 - a. By January, 2020, BPAG will start to obtain existing bike and ped counts from MDOT and all local jurisdictions' departments of transportation in the Baltimore region, creating a baseline of bike & ped counts. (Note: This includes count data from the private sector, e.g., developers, zoning & subdivision cases, and their related traffic impact studies (TIS).)
 - b. By March 2020, BPAG will develop a protocol for counts that may include protocols for count locations, (e.g. mid-block or intersection, and technologies such as human counters, cameras, and static counters)

- c. By June 1, 2020, BPAG will start to obtain fine-grained bicyclist and pedestrian data showing demographics such as sex and age of traveler, direction of travel, and helmet use via several (exact # TBD) grassroots organizations who have volunteers who may help with counting at (a # TBD of) defined locations
- d. By August, 2020, BPAG will display the base GIS layer for an online map that shows bicycle and pedestrian counts

Strategies:

- Develop a protocol for determining locations for ped counters, which may be different from good locations for bike counters.
- Capture seasonal variation in bike/ped trends. (Biking especially increases in the warmer weather. Walking trips may also increase in warmer weather, but some trips, e.g., students walking to and from campus classes and workers walking to and from transit, may take place in similar numbers in cooler and warmer weather.)
- Count bike/ped trips taken for functional transportation purposes and recreation with a focus on counts along roadways and at intersections, including trails that connect job centers and residential areas rather than loops in parks.
- Separate written/online bike & ped count surveys, so as to get good/separate numbers for each.
- Get counts of bike & ped at major job center locations, regional transportation hubs special events, e.g., cyclovias, road closures specifically for bike/ped
- Understand daily and annual patterns of bike & ped activity and the impact of temperature and weather
- Include counts at a to-be-determined number of, at a to-be-determined number of special events.
- Obtain counts from grass roots organizations who cannot afford the capital cost of purchasing counters or hiring counters but that do have volunteers who may help with counting at defined locations.
- Utilize human counters when possible to gather more fine-grained bicyclist and pedestrian information. There are limitations of low-fidelity information obtained from static means compared to a human counter that can collect information about direction of travel, sex of traveler, helmet use, etc.
- Decide what type of count information is useful.
- Decide what time priority counts will take place and where counts will take place, such as core employment districts, locations of higher learning, and other transit, bikeway, and pedestrian generators.

- Establish a standardized way of counting (if possible) and establish protocol for peak hour am/pm counts.

Resources:

- Grant funding
- Counters - electronic and staff time/manual counts, e.g., high school interns
- BMC, state, county, city, and community advocacy staff (Bikemore, Easter Seals, etc.) can be resources.
- Explore the feasibility of using passive data collection technology to replace traditional travel diaries. Bluetooth sensors can collect bicycle and pedestrian data via a smartphone app that tracks location. The app can also collect, via Bluetooth, the media access control address (MAC address) of any intercepted device within a defined range (100 feet?).

Constraints:

- Coordinating the effort among several jurisdictions
- Availability of funds
- Limitations on how, where, and when counts would take place (high-crash intersections or recreational trails, or other count locations will need to be prioritized).
- There are different ways/challenges to getting approval of count locations

Resources:

1. Federal Highway Administration. 2013. Traffic Monitoring Guide. Washington, DC, Report FHWA-PL-13-015.
2. El Esawey M., Lim C., Sayed T., and Mosa A., 2013. Development of daily adjustment factors for bicycle traffic. Journal of Transportation Engineering 139:859-871.
3. Blogg, Miranda, Conor Semler, Manu Hingorani, and Rod Troutbeck. "Travel time and origin-destination data collection using Bluetooth MAC address readers." In Australasian Transport Research Forum, pp. 1-15. 2010.
4. Aultman-Hall L, Lane D, Lambert R., 2009. Assessing impact of weather and season on pedestrian traffic volumes. Transportation Research Record: Journal of the Transportation Research Board 2140:35-43.
5. Emmons, David, 1965, "The Pedestrian Count," Information Report No. 199, American Society of Planning Officials, reprinted by American Planning Association, <https://www.planning.org/pas/reports/report199.htm>, accessed August 5, 2019.