

# Bicycle and Pedestrian Planning Update

BPAG

9/16/2020



# June 1880 Aegis Weekly Newspaper

**A VELOCIPEDIST ON HIS TRAVELS.**—On Wednesday morning Mr. Hussey, of Baltimore city, created a stir by rolling into Bel Air, at a rapid rate, on a bicycle, having made the trip, over the Harford Turnpike, 22½ miles, in four hours. He stopped at Hanna's Hotel for rest and dinner and that he was on his way to New York and intended to make the entire journey on his bicycle. After dinner he mounted his queer-looking steed and rode away in the direction of Darlington, intending to stop for the night with his relative, Mr. C. Y. Thomas, who lives near that place. From thence his intention was to proceed to New York, by way of Havre de Grace, Wilmington and Philadelphia. Mr. Hussey said it was a common thing to make twelve miles an hour on a bicycle in the vicinity of Baltimore, but being impeded by a small amount of baggage and the steep hills on the turnpike he could not get along very rapidly.



Z241087 BALTIMORE BICYCLE CLUB CA. 1898

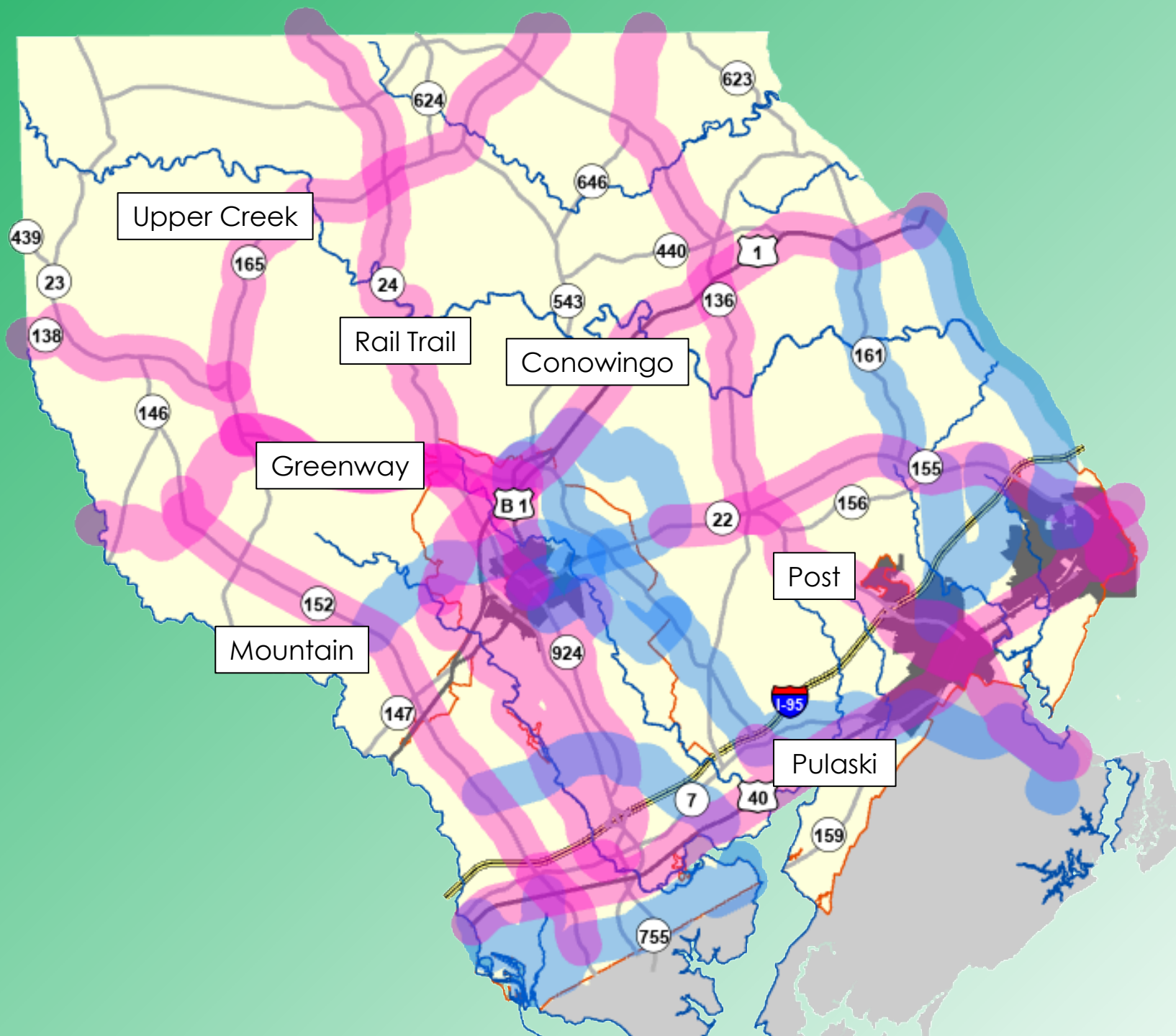
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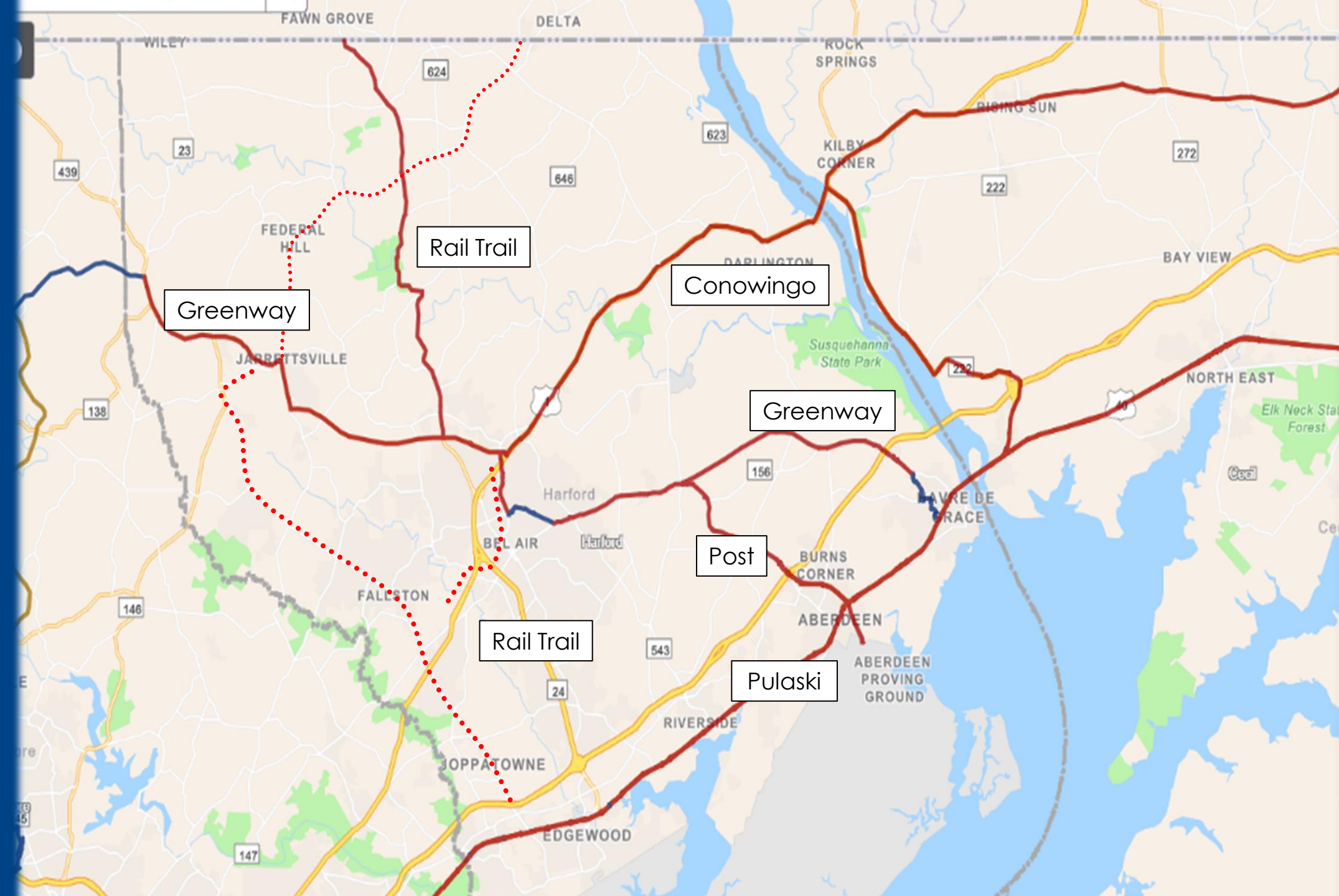
## 2020 Bike Ped Corridors

### Type

- Corridor
- Link
- <all other values>







## MDOT SHA Bike Spine

- SHA Owned Roads
- Local Roads
- Paved Trail
- Unpaved Trail
- Considerations

## Level of Traffic Stress

- Methodology for evaluating existing facilities based upon how different types of riders tolerate stress from traffic
- Methodologies vary in complexity
- Some research shows less complicated models match actual surveys as well or better than more detailed methods.



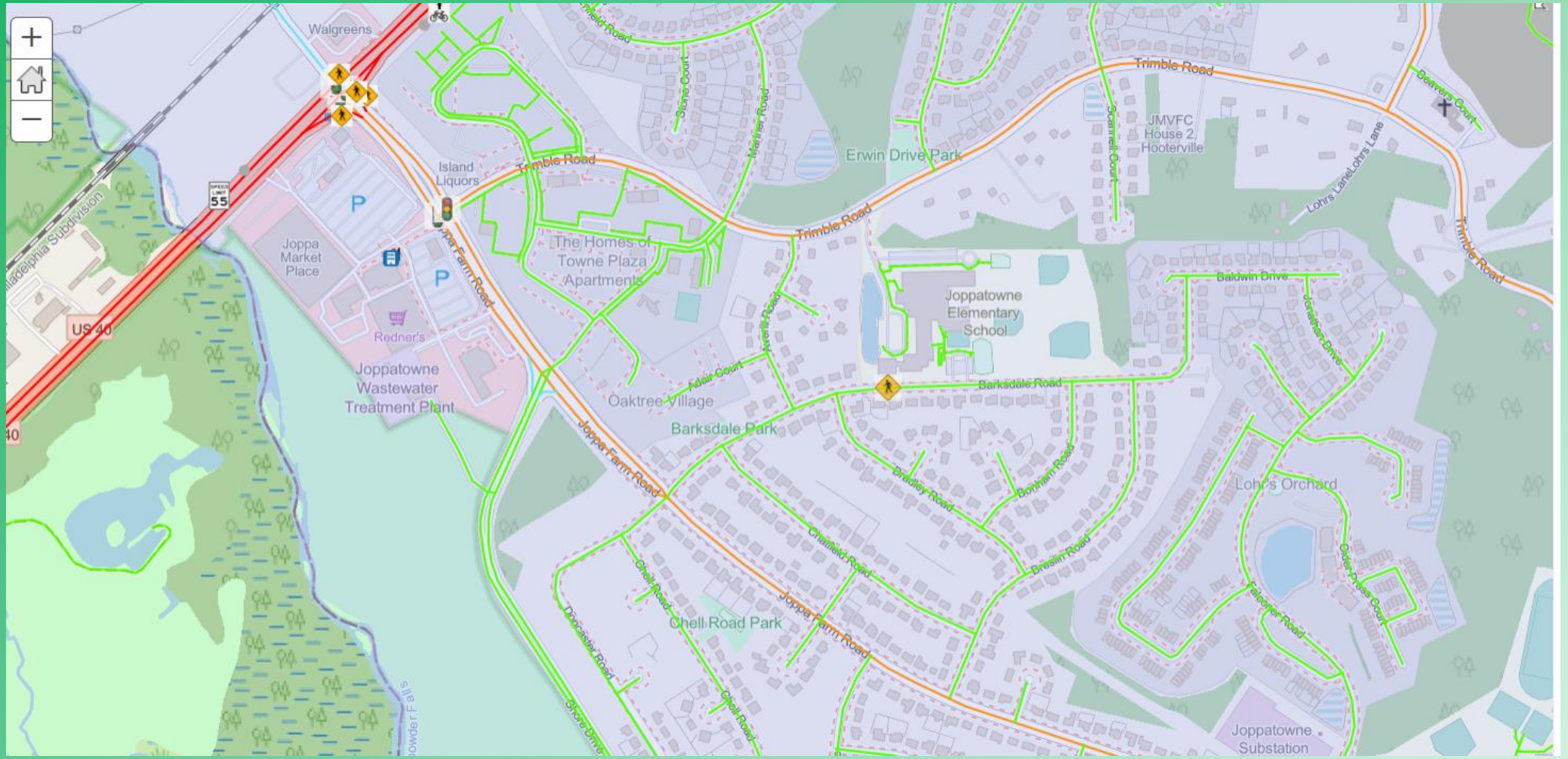
# Level of Traffic Stress

- We chose a simplified model in consultation with Delaware planners.
- Open Street Map Data
  - Infer most LTS information from OSM classification
  - OSM – “residential or living street” = LTS1
  - OSM – “tertiary or smaller road and max speed 25mph” = LTS 2
- Adequate to guide a countywide plan
- Leaves room to come back with more detailed update especially when mobile mounted LIDAR road facility data becomes available.





# Level of Traffic Stress



# Corridor Planning Strategies Palette

1. Neighborhood



2. Excursion



3. Linkages





# Pulaski Corridor Edgewood

- Trimble – Willoughby Beach Connector could terminate with a Ma and Pa – quality off road facility through Willoughby Woods to Flying Point Park / Marina.



Separated facility



Flying Point



Kayak vending





# Pulaski Corridor

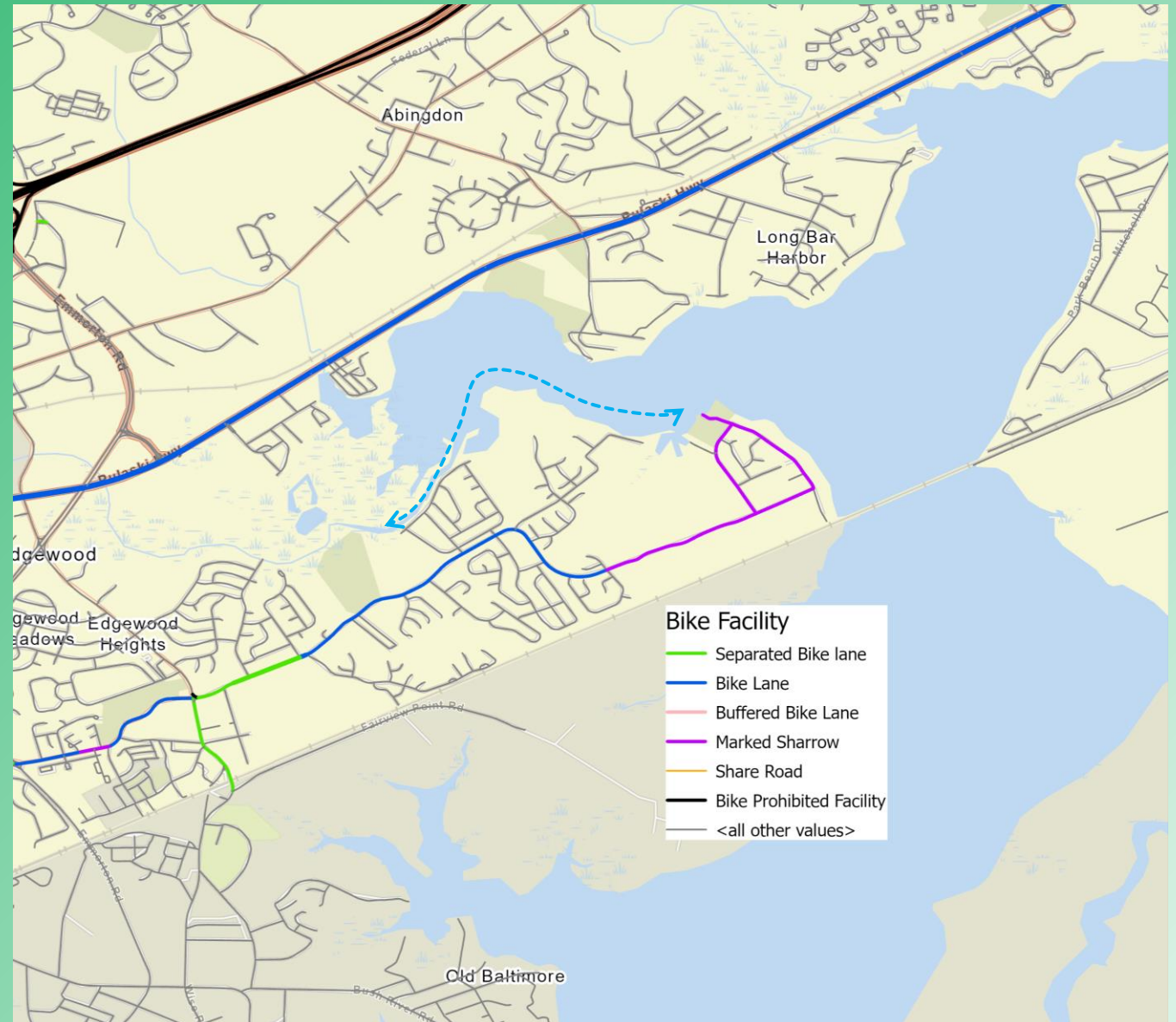
## Joppa - Joppatowne

- Push state to upgrade US 40 from Bike Route to Bike Lanes
- Develop Colonial Greenway concept and use it to link pedestrian friendly neighborhoods via bike and pedestrian upgraded collectors.
- Establish concept of Trimble - Willoughby Connector to form companion link to US 40 and safely convey bike commuters to rail station and APG-South entrance.
- Seek off road cycle-tracks through proposed developments or build on right of way where full road section capital projects are only in the distant future.



# Pulaski Corridor Edgewood

- Find best connection back up to Constant Friendship.
- Link to rail station and base.
- Leverage existing and future parks. Potential for Bike to Blueway.





# Ma and Pa / East Coast Greenway

