

Unified Planning Work Program (UPWP)

- An annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- **Includes:**
 - Description of the planning work and resulting products
 - Who will perform the work
 - Time frames for completing the work
 - Cost of the work
 - Source(s) of funds
- **MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds. [23 CFR 450.308)(b)]**

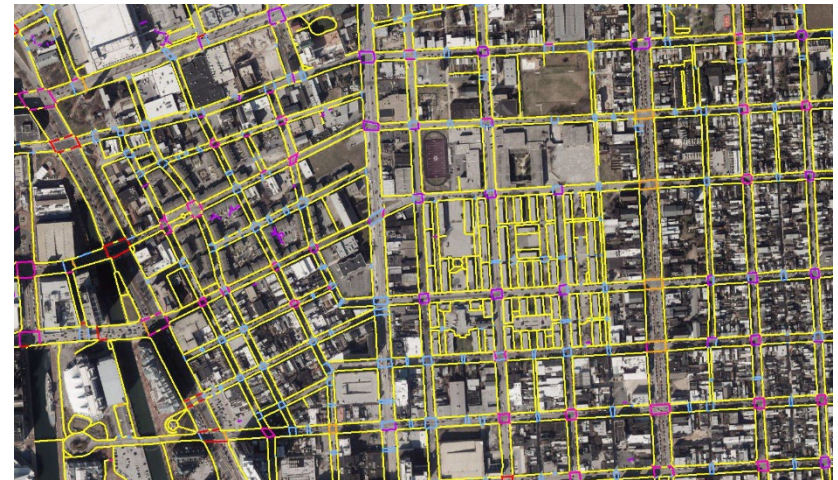
Source: [Federal Transit Administration](#)

Active Transportation Related UPWP Projects

- Pedestrian Infrastructure Assessment Tool and regional sidewalk inventory (FY 2021)
- LOOK ALIVE Campaign (FY 2023)
- Regional Bicycle and Pedestrian Count Program (ongoing)
- Transportation & Land Use Connections Grant Program (FY 2022 awarded and FY 2023 coming)
- Concept Plan for Bicycle and Pedestrian Improvements along US 40 (FY 2022)
- Preliminary Design: Patapsco Regional Greenway Guinness to Southwest Area Park (FY 2022)
- Preliminary Design: Patapsco Regional Greenway (FY 2023)
- Vision for a Regional Bicycle Network (FY 2023)
- Safe System Approach (FY 2023)

Pedestrian Infrastructure Assessment Tool

- **ArcGIS-based desktop tool that will assist planners in:**
 - Prioritizing sidewalk projects
 - Identifying sidewalk mileage and gaps
 - Visualizing sidewalk data
 - Facilitating pedestrian planning in general
- **Comprehensive regional sidewalk and crosswalk dataset**
 - BMC acquired in support of the tool
 - Created by Ecopia using artificial intelligence



Example of regional sidewalk and crosswalk dataset

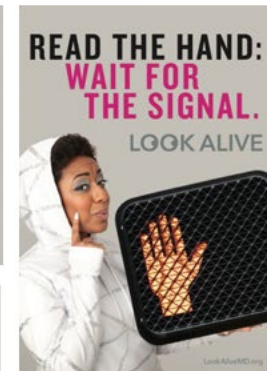
Pedestrian Infrastructure Assessment Tool

- **November 2022**
 - Planners and GIS staff from Carroll County and the City of Annapolis test the tool and provide feedback
- **December 2022/January 2023**
 - Pedestrian Infrastructure Assessment Tool and the sidewalk inventory delivered to planners and GIS staff in the Baltimore region
 - Trainings on use of the tool held

LOOK ALIVE Campaign

- **BMC and MDOT Motor Vehicle Administration Highway Safety Office (MDOT MVA MHSO) collaboration with local partners**
- **Campaign seeks to:**
 - Educate drivers, pedestrians and bicyclists about the safe use of roadways in the Baltimore region
 - Raise awareness about pedestrian and bicycle safety
- **Campaign Components**
 - Media outreach/pitching interviews
 - Signal People Street Teams and VR Events
 - Signal Woman on Social Media
 - Paid Media (bus ads, video ads, social media)

LOOK ALIVE Campaign



LOOK ALIVE Campaign



Regional Bicycle and Pedestrian Count Program

- Weeklong counts conducted throughout the region on a project specific basis
 - Project specific counts: before/after counts, potential permanent counter locations, safety assessments
- Goals
 - Inform prioritization of bike/ped improvements
 - Track before/after volumes in locations with improvements
 - Determine user type (commuter, recreational, mix)
 - Assist in the selection of continuous count locations
 - Contribute to statewide bike/ped count database
- Counts conducted in all seven member jurisdictions
- Count type
 - Crosswalk
 - Screenline
 - Intersection

Transportation & Land Use Connections (TLC) Grant Program

- Provides support in the form of an annual competitive grant available to member jurisdictions
- Focus of the program is to improve the quality of life for residents in the region through:
 - Enhanced transportation access and mobility
 - Better air quality
 - Improved economic opportunities
- Selected projects will be completed by one of two on-call consulting firms in consultation with the grantee and BMC
- Project types
 - Concept plans and preliminary planning projects
 - Preliminary design efforts (up to 30% design is eligible)
- Anticipated to be offered in future years by BMC

Transportation & Land Use Connections (TLC) Grant Program

Round One Projects

- **City of Annapolis**
 - Bicycle infrastructure design guidance and conceptual design plans
 - Along approximately 1.8 miles of 6th Street, Bay Ridge Avenue and Hillsmere Drive from the Spa Creek Bridge to the entrance of Quiet Water's Park
- **Baltimore City**
 - Wabash Avenue separated bicycle lane feasibility study and 30% preliminary design plans
 - Along approximately 2.15 miles of Wabash Avenue between Cold Spring Lane and Patterson Avenue

Concept Plan for Bicycle and Pedestrian Improvements along US 40

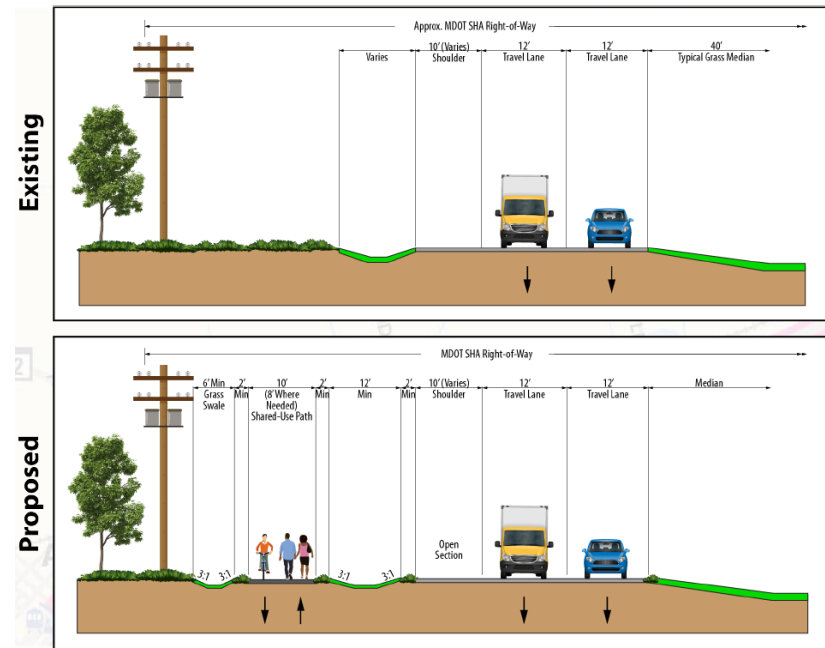
- Multi-modal concept plan for an approximately 5 mile segment of US 40 in Harford County between the City of Havre de Grace and the City of Aberdeen
- Goals include:
 - Develop a multimodal concept plan that can guide the development of a cohesive and low stress facility
 - Evaluate options for the separation of multimodal facilities from motor vehicle traffic
 - Create typical cross sections
 - Develop an implementation and maintenance strategy

Concept Plan for Bicycle and Pedestrian Improvements along US 40



Concept Plan for Bicycle and Pedestrian Improvements along US 40

- **November 2, Public meeting #1**
 - Focused on presenting existing conditions and alternative concepts
- **November 27, Public comment period #1**
 - Public comment period on alternative concepts ends
 - [Visit the project page](#) to take the survey, add your comments, and learn more about the project
- **Early 2023, Public meeting and public comment period #2**
 - Will focus on presenting the preferred concept



Preliminary Design: PRG Guinness to Southwest Area Park

- Preliminary design of a 6.4 mile segment of the Patapsco Regional Greenway (PRG) from Guinness Open Gate Brewery to Southwest Area Park in Baltimore County
- **October 2022**
 - Project kicked off
- **Winter/Spring 2023**
 - Public meeting and comment period #1 with focus on alternative alignments
- **Fall 2023**
 - Public meeting and comment period #2 with focus on preferred alignment

THE PATAPSCO REGIONAL GREENWAY



Vision for a Regional Bicycle Network

- **Project Purpose**
 - To develop a vision for a network of bicycle and shared-use facilities that improve regional connectivity, safety and mobility
- **Goals**
 - Establish a vision and goals for the regional bicycle network
 - Develop criteria for and identify the regional bicycle network
 - Assess existing regional bicycle network for connectivity, access and equity
 - Develop a funding and implementation plan
 - Outline recommended regional policies and actions
 - Identify economic and social benefits of regional network
 - Public outreach opportunities throughout

Safe System Approach

- **Identifying best practices and methods for incorporating the Safe System Approach into local planning**
- **A Safe System Approach:**
 - Accounts for all roadway users
 - Anticipates that people make mistakes
 - Emphasizes that road safety is a shared responsibility for all users and those that design, build and operate the roadway system
- **Non-motorists make up a disproportionate share of serious and fatal crashes**
 - Crashes involving non-motorists made up 3.8 percent of all crashes in the Baltimore region in the last five years (2016-2021). However, they accounted for 28.6 percent of all fatalities and 9.3 percent of all injuries.

Safe System Approach

The project will:

- Identify best practices
 - Collect examples and evaluate planning organizations utilizing the Safe System Approach
 - Conduct a literature review and compilation of case studies
 - Identify methods and approaches that may be useful to the Baltimore region
- Develop Guidelines
 - Prepare guidelines for applying the identified methods and approaches within regional and local planning agencies

For More Information

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