



BALTIMORE COUNTY

BICYCLE & PEDESTRIAN MASTER PLAN





Vision Statement + Goals



Increase Safety



Protect the Environment



Ensure Equity



Collaborate with Partners



Expand Access & Connectivity



Create Economic Growth



Enhance Public Health

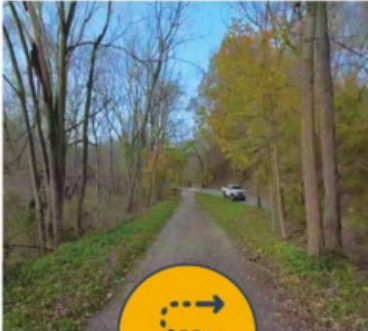
“Baltimore County will consist of an active transportation network that is safe and accessible to improve the quality of life and health for users of all ages, abilities, and demographics.”

Existing Conditions



22 miles of bicycle lanes*:

- District 1: 11 miles
- District 2: 0 miles
- District 3: 0 miles
- District 4: 0 miles
- District 5: 5 miles
- District 6: 1 miles
- District 7: 5 miles



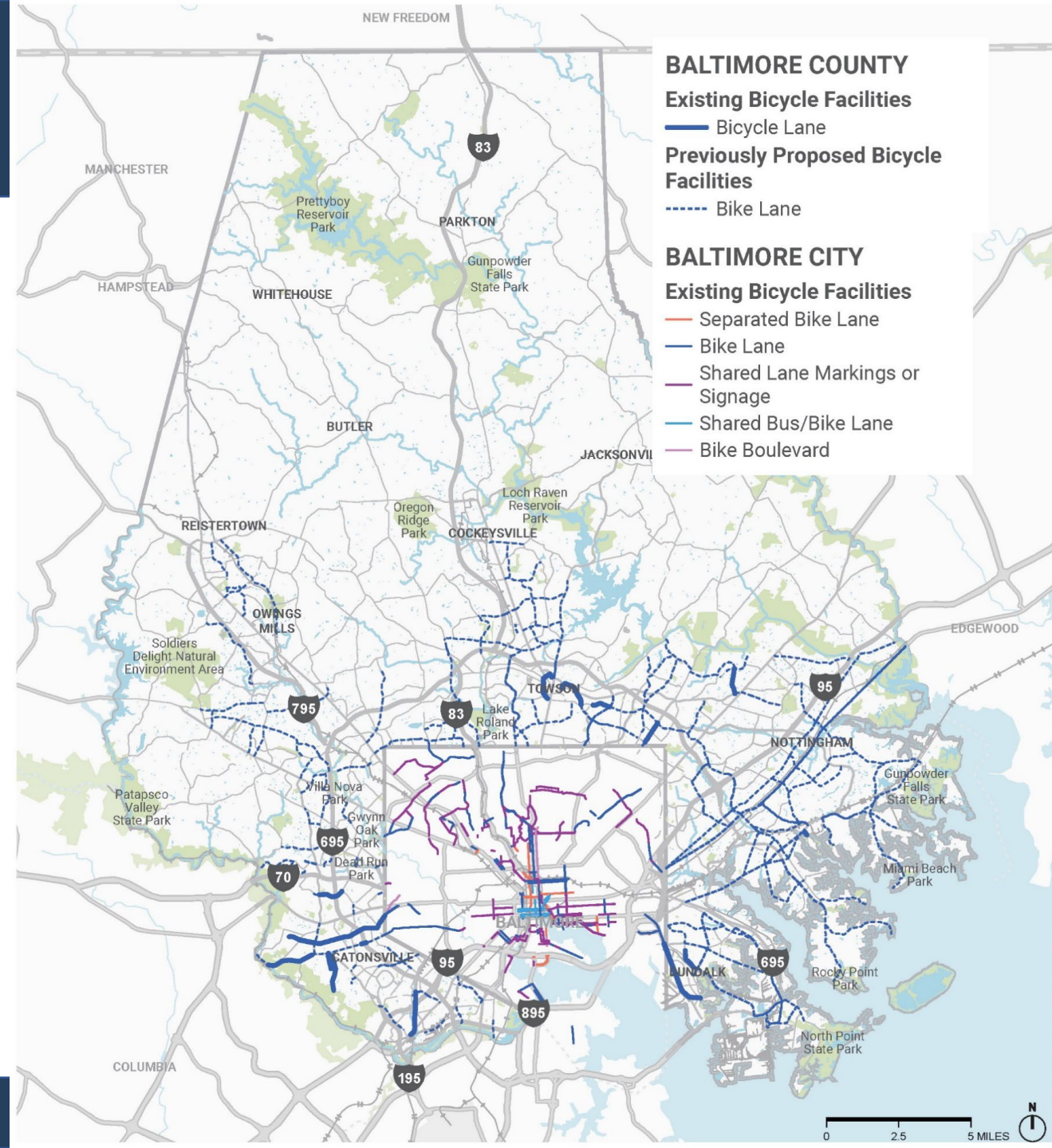
24 miles of unpaved shared use paths and 9.4 miles of paved shared use paths:

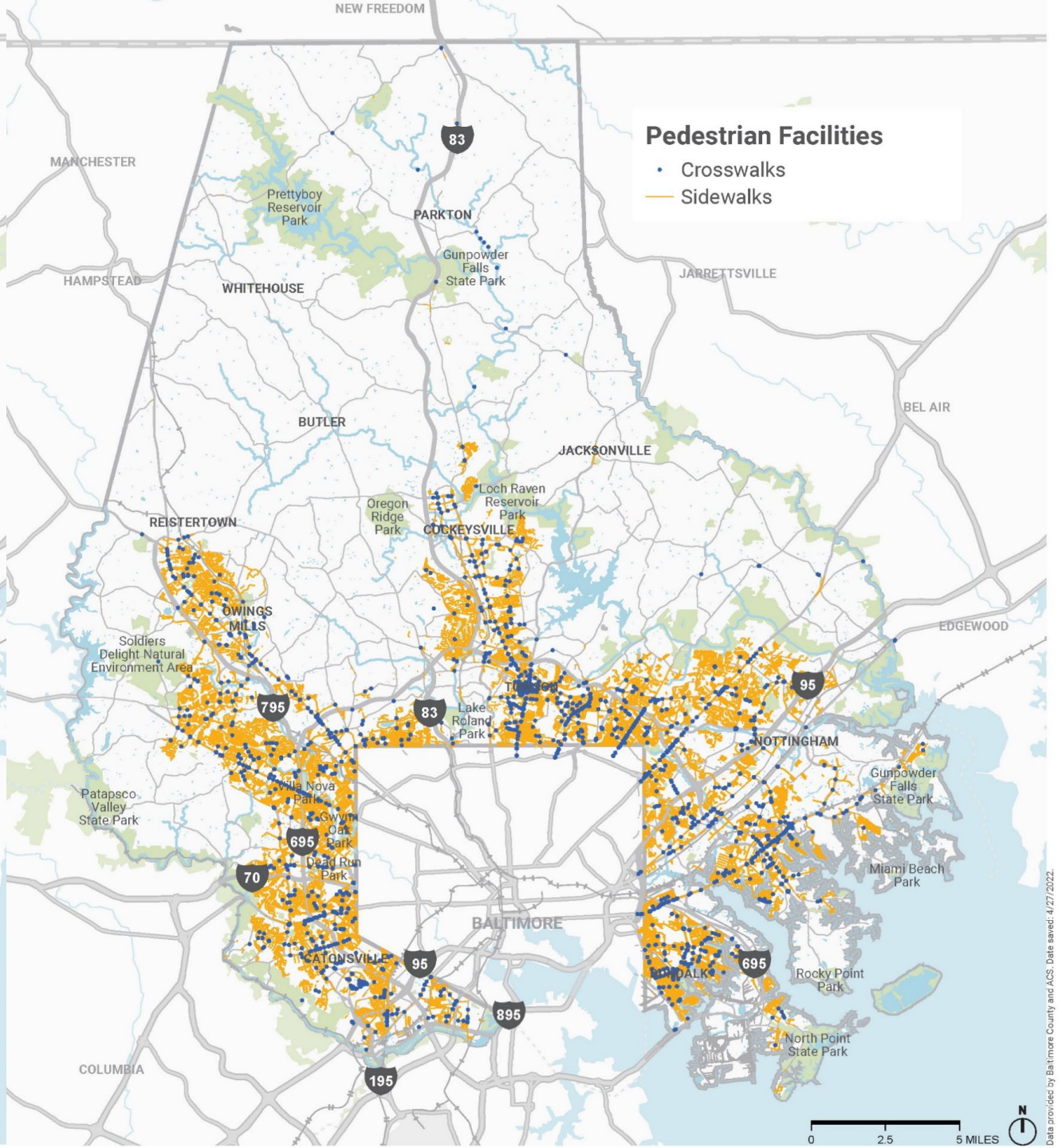
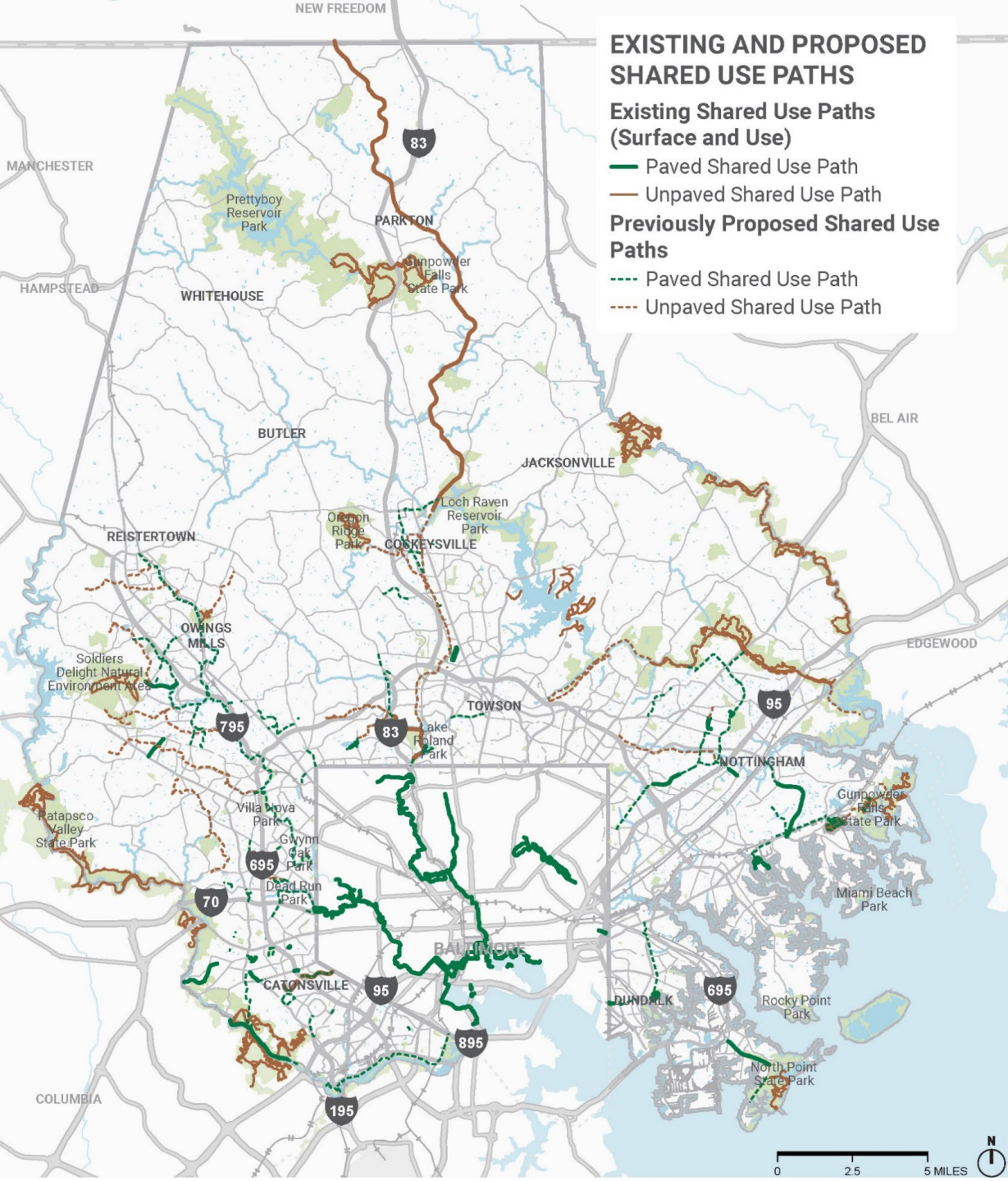
- District 1: 5 miles; 2 miles
- District 2: 0.2 miles; 2 miles
- District 3: 20 miles unpaved
- District 4: 1 mile paved
- District 5: 1 mile paved
- District 6: 3 miles paved
- District 7: 0.2 miles paved



2,425 miles of sidewalks:

- District 1: 390 miles
- District 2: 312 miles
- District 3: 236 miles
- District 4: 409 miles
- District 5: 414 miles
- District 6: 348 miles
- District 7: 316 miles

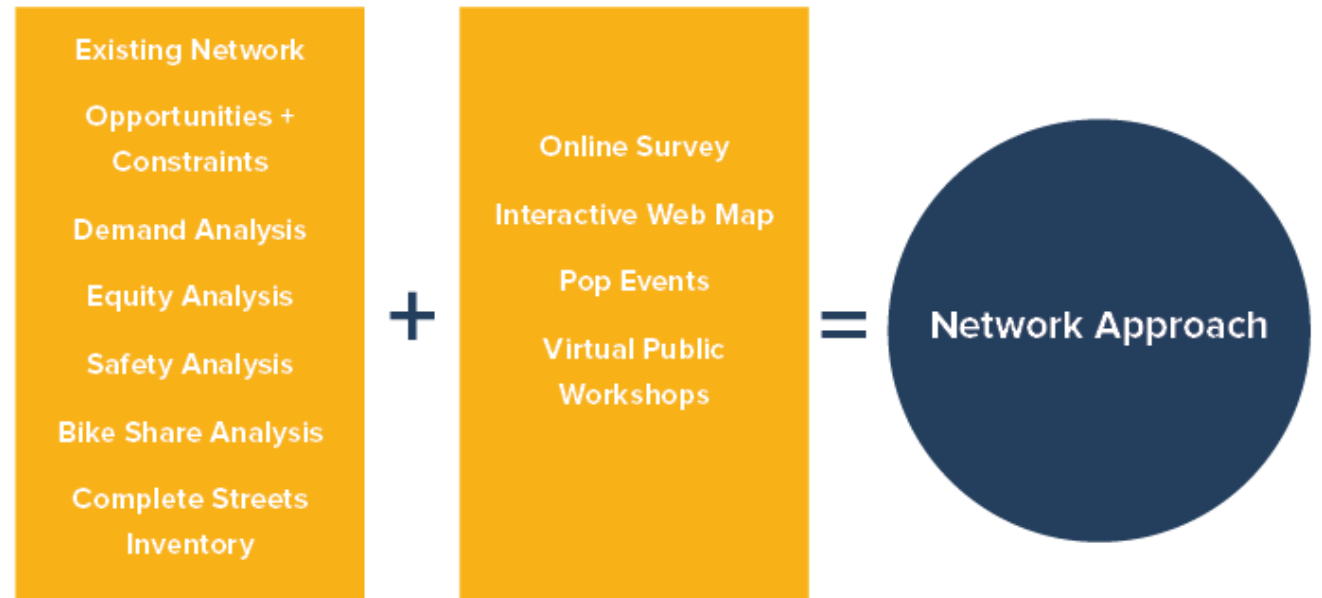




Network Approach



- The network approach is aligned with the overall goals to ensure equity, increase safety, expand access, improve sustainability, and enhance public health
- The network takes into account existing conditions analysis and public engagement efforts
- The network draft aims to recommend **connected, comprehensive, and low-stress** facilities for **people of all ages and abilities**



Demand Analysis

The demand analysis will help the County identify areas of potential demand for active transportation. This type of demand is often expressed as where people live, work, play, shop, learn, take transit, and access community services. A composite demand score will summarize the geographic distribution of active transportation demand in Baltimore County.

DEMAND INPUTS



Where People Play

Trails and Parks are attractions and generators of pedestrian and biking activity.



Where People Work

Higher densities of workers can mean greater numbers of people walking and biking.



Where People Shop

Retail shopping areas are attractions for walking and biking. Places where people can complete errands, such as banks, are also generators of pedestrian and bicycling trips.



Where People Learn

High numbers of people walk and bike to school. This can be because it is more enjoyable, to avoid school pick-up or drop-off congestion, or because they don't have access to a personal vehicle.



Where People Live

People are likely to walk and bike near their homes for recreation or to visit nearby friends and family.



Where People Take Transit

All transit trips start or end with a walking trip.

Equity Analysis

While all communities offer a variety of ways to get around, not everyone has equal access to a wide range of convenient, safe, and affordable means of transportation. Uneven distribution of active transportation infrastructure can provide health, safety, mobility, and economic benefits for some subsegments of a population, while increasing hardships for others. Locating concentrations of disadvantaged populations can be the first step in identifying and prioritizing those needs.

EQUITY INPUTS



Children

Under 18 years old



Educational Attainment

No high school diploma



Linguistic Isolation

Does not speak English well or at all



Senior Citizens

Over 64 years old



Race

People of color



Income

At or below 200% of poverty level



Commute

No access to a motor vehicle

Network Categories



Trails: 167 miles



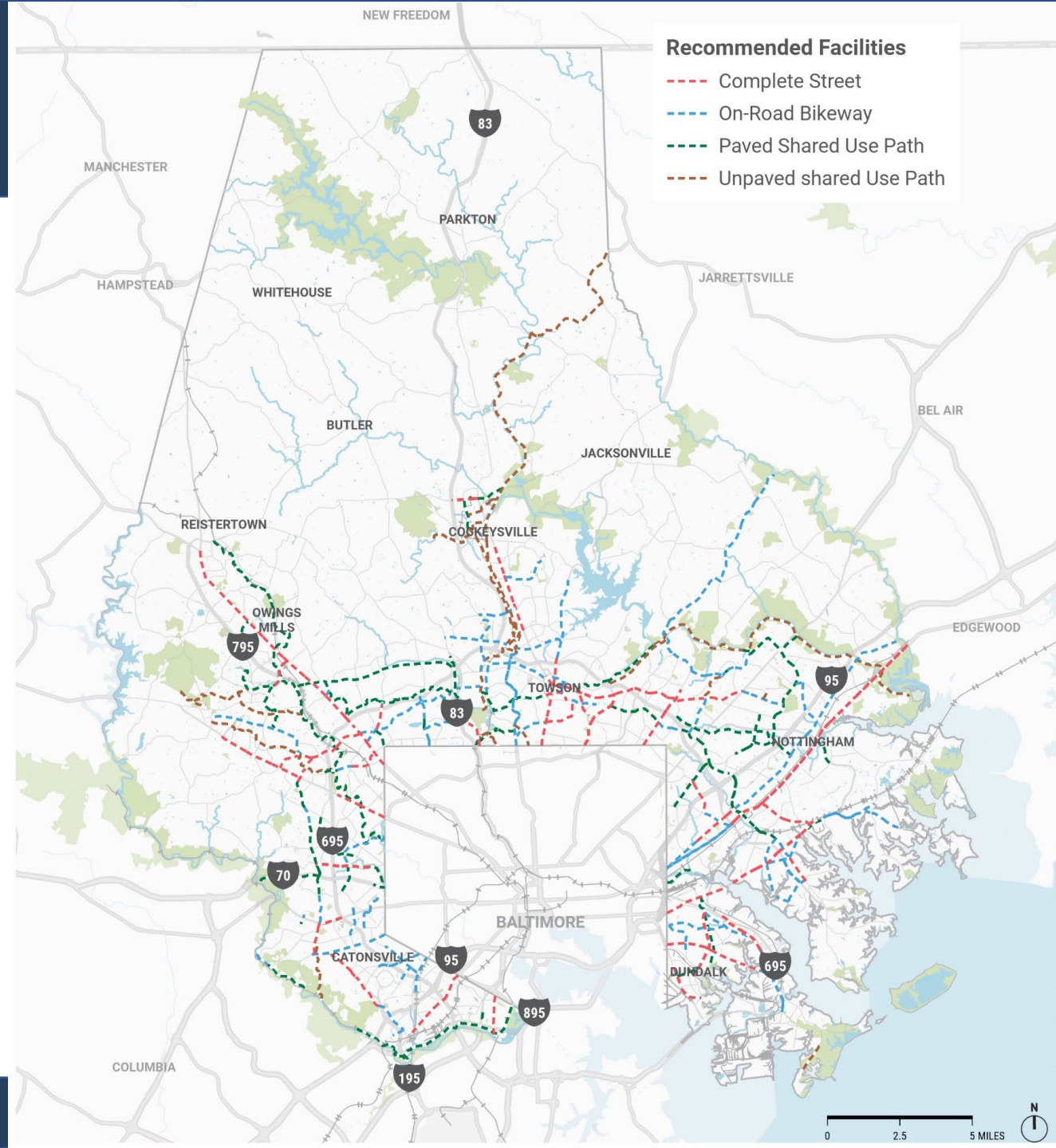
Complete Streets: 115 miles



On-road Bikeway: 117 miles



Long Term Projects: 264 miles




The recommendations for Baltimore County include...



About 119 miles of shared use paths:

- District 1: 4 miles
- District 2: 36 miles
- District 3: 23 miles
- District 4: 21 miles
- District 5: 17 miles
- District 6: 13 miles
- District 7: 5 miles



About 70 miles of on-road bikeways

- District 1: 9 miles
- District 2: 13 miles
- District 3: 14 miles
- District 4: 5 miles
- District 5: 9 miles
- District 6: 8 miles
- District 7: 12 miles



About 33 miles of Complete Streets

- District 1: 1 mile
- District 2: 7 miles
- District 3: 2 miles
- District 4: 3 miles
- District 5: 4 miles
- District 6: 8 miles
- District 7: 9 miles



About 256 miles of long term projects:

- District 1: 39 miles
- District 2: 44 miles
- District 3: 32 miles
- District 4: 50 miles
- District 5: 31 miles
- District 6: 19 miles
- District 7: 41 miles

Recommended On-Road Bikeway Network

Description

The goal of the recommended on-road bikeway network is to provide connected and accessible biking options for users of all ages and abilities. A connected network with appropriate bicycle facilities is a critical part of achieving the Plan's vision of a safe, low stress network. Roadway modifications should be implemented in a way that enhances safety for all modes.

Today, there are about 15 miles of on-road bicycle facilities and this Plan identifies about 70 miles of new on-road facilities to build over time throughout the County, as shown in the map in Figure 26.

"Towson should be bicycle centric. This is a way to be innovative and take Towson to the next level of green, safety, and a safer community."

-Public Comment

Facility Types



Bike Lane



Bicycle Boulevard



Sharrow/Shared Lane



Separated Bike Lane



Buffered Bike Lane

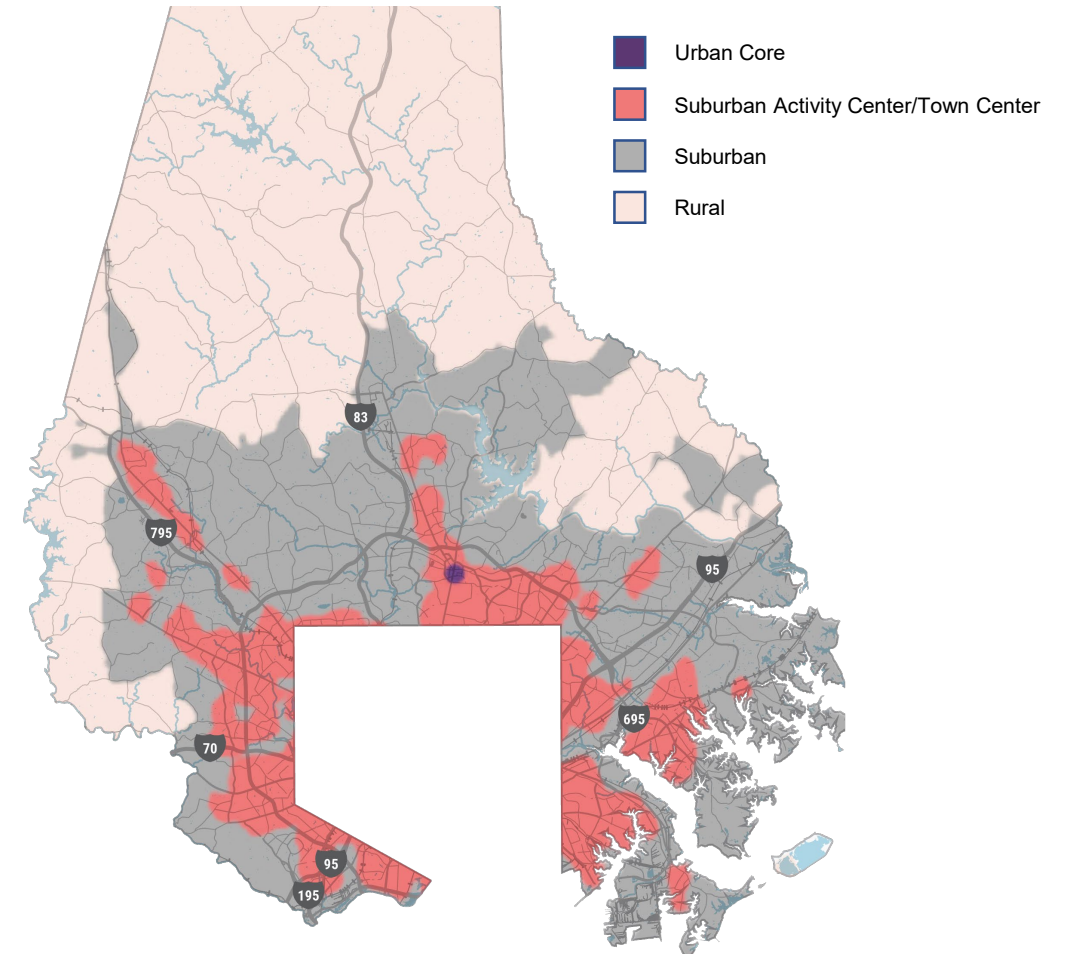
MDOT Context Zones



The Maryland State Highway Administration (SHA) is a key partner in implementation, as 27% of the overall recommended network and 19% of long-term improvements are located on SHA roads.

- The context guide introduces six context zones that conform to the varied landscapes and development patterns present in Maryland.
- The SHA context zones prioritize safe access for all road users in areas with the highest concentrations of trip destinations.

ZONE	TRAFFIC OPERATIONS	SAFETY	ACCESSIBILITY	CONNECTIVITY	STATE OF GOOD REPAIR	QUALITY OF SERVICE
Urban Core		✓	✓	✓		✓
Suburban Activity Center		✓		✓		✓
Traditional Town Center	✓	✓	✓	✓	✓	
Suburban	✓	✓		✓		✓
Rural	✓	✓			✓	



Prioritization Approach



Step 1: Project Prioritization
We will evaluate the network using a data driven screening process to sort projects by score into high, medium and low priority.

Step 2: Collaborative Review
We will review the results of prioritization with County staff and project partners.

Step 3: Master Project Lists!
The finalized network segments are complete and categorized into high, medium, and low priority phases.

Bikeway + Trail Prioritization

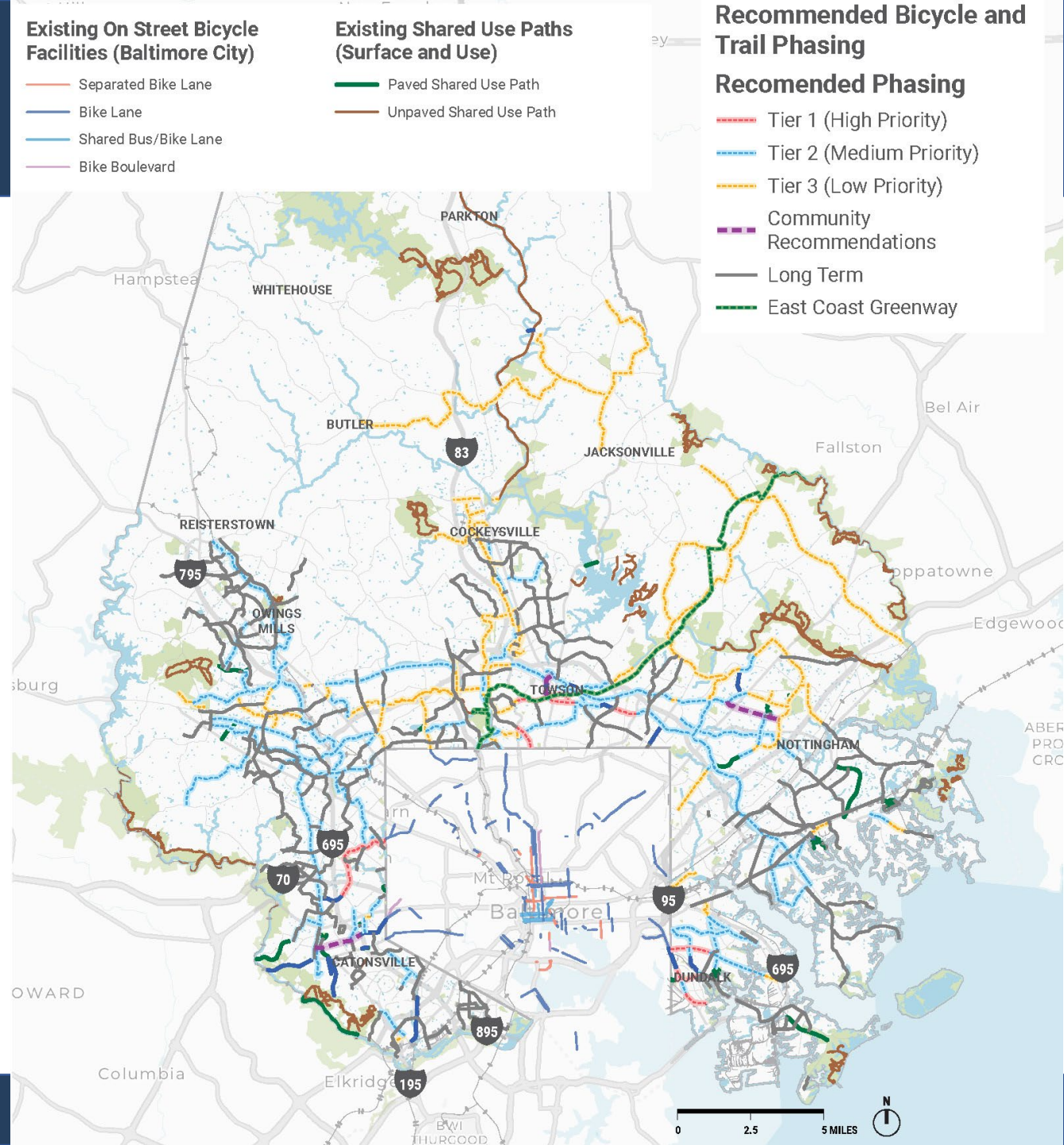
Prioritization Inputs:

- Regional Connectivity
- Intersect with High Equity Area
- Intersect with High Demand Area
- Number of Bicycle and Pedestrian Crashes

Tier 1: 47 miles

Tier 2: 244 miles

Tier 3: 110 miles



Complete Streets Prioritization

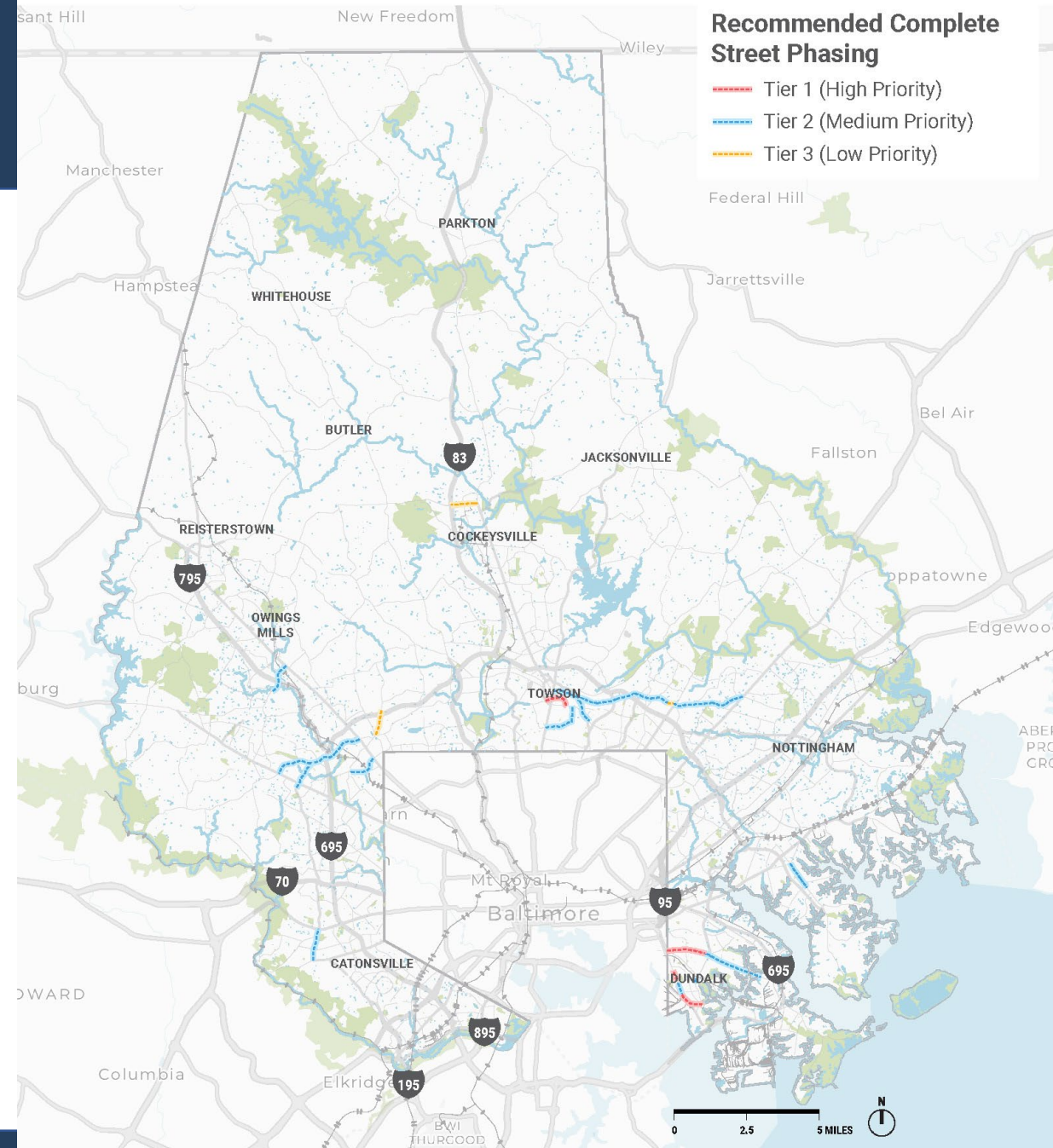
Prioritization Inputs:

- Regional Connectivity
- Intersect with High Equity Area
- Intersect with High Demand Area
- Number of Bicycle and Pedestrian Crashes

Tier 1: 31 miles

Tier 2: 74 miles

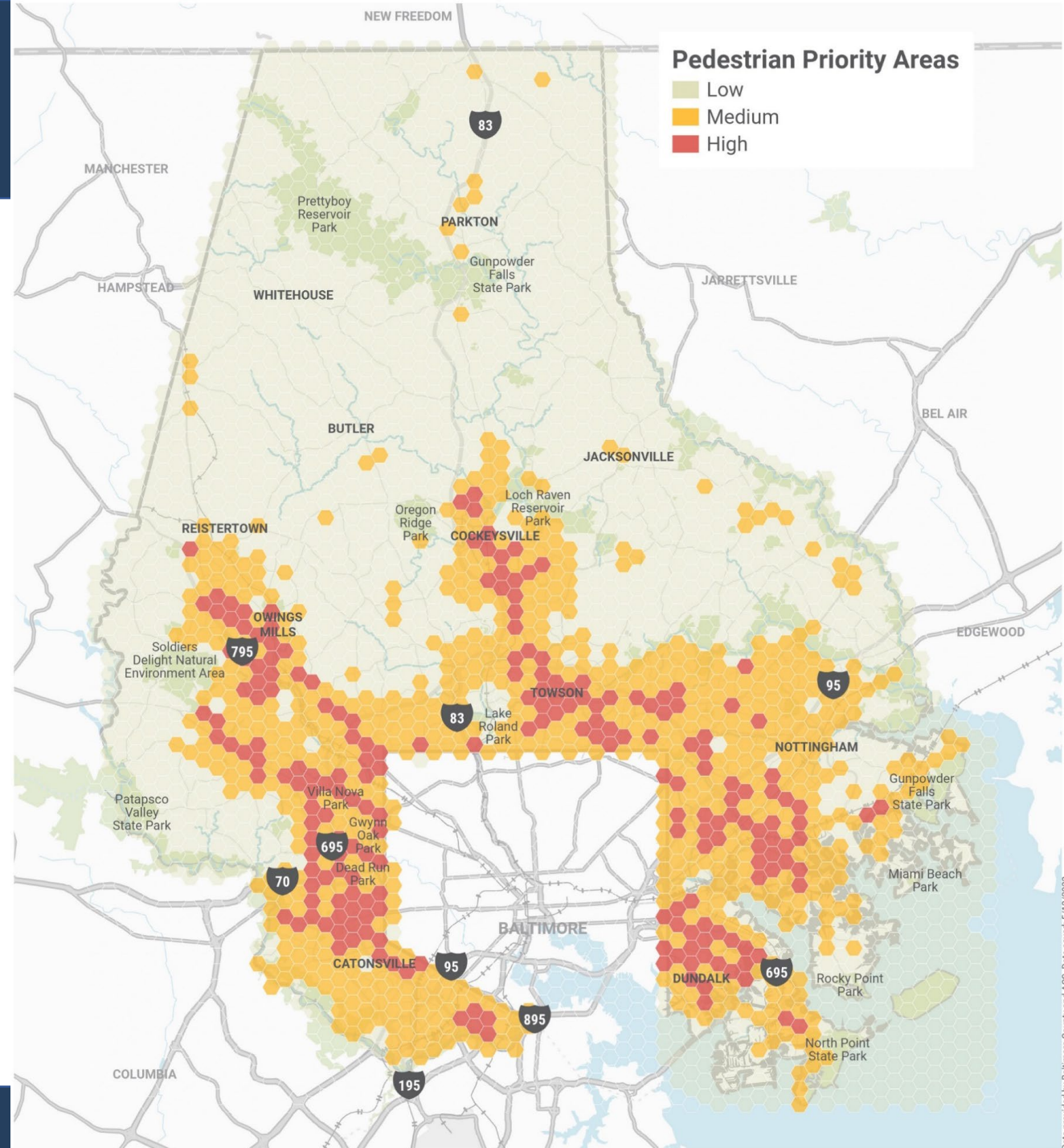
Tier 3: 10 miles










Pedestrian Priority Areas

Prioritization Inputs:

- Sidewalk Gap Closure
- Intersect with High Equity Area
- Intersect with High Demand Area
- Presence of Dangerous Roadways
- Number Pedestrian Injuries or Fatalities



GOAL	PERFORMANCE MEASURES	PERFORMANCE TARGET	ANNUAL GOAL
 Expand Access & Connectivity	Improve level of traffic stress	Implement recommended network by 2053.	<p>Complete planning or design phase of at least one Tier 1 project.</p> <p>Design and construct at least 6 miles of bikeways and/or shared use paths from any priority tiers.</p> <p>Design and construct at least 2 miles of Complete Streets from any priority tiers.</p>
 Increase Safety	Non-motorized killed and serious injury (KSI) crashes	Reduce bicycle and pedestrian crash rates 75% between 2023 and 2045.	Reduce bicycle and pedestrian crash rates by at least 3% from prior year.
 Enhance Public Health	Physical activity / opportunities	Increase active transportation facility users 15% by 2030.	Provide new opportunities for active transportation or recreation from prior year.
 Ensure Equity	Funds spent in high-demand disadvantaged communities.	Increase funding for implementation 5% by 2030.	20% or more of annual implementation funding spent in high equity need areas.
 Protect the Environment	Carbon dioxide emissions	Decrease carbon dioxide emissions 10% between 2023 and 2030.	Decrease carbon dioxide emissions by at least 1% from prior year.
 Create Economic Growth	Gross domestic product (GDP)	Improve access to goods and services 50% between 2033 and 2045.	Initiate at least one network improvement that increases access to commercial areas.
 Collaborate with Partners	County Stakeholders	Increase stakeholders by 25% by 2030.	Evaluate stakeholder participation each year and identify opportunities.

A person wearing a helmet and a light-colored jacket is riding a bicycle on a paved road. The road has white lane markings and a large white bicycle symbol painted on the surface. The background shows a grassy field and some trees under a clear sky. The entire image is overlaid with a semi-transparent blue filter.

Thank you!