



BICYCLE AND PEDESTRIAN PRIORITY AREAS STATE HIGHWAY ADMINISTRATION



Bicycle and Pedestrian Priority Areas (BPPA)

- Designation made by State Highway Administration (SHA) in collaboration with local jurisdictions in areas with high potential for bicycling and walking.
- Local jurisdictions must show a commitment to bicycling and walking in the BPPA.
- Subject to resource availability, SHA will lead and fund development of a BPPA Plan (BPPAP) in partnership with the local jurisdiction and affected stakeholders.*

What BPPAs Do

- Coordinate state, local and private stakeholders
- Align State and local planning goals
- Provide for innovative bicycle and pedestrian treatments

What BPPAs Do Not Do

- Provide state funding for capital improvement projects
- Replace existing transportation plans and goals
- Supersede existing bicycle and pedestrian guidelines

*If there are no SHA roadways in the BPPA, local agency will lead and fund BPPAP development



BPPAP Development

BPPAP development includes:

- Facilitating state, local and other stakeholder coordination,
- planning bicycle and pedestrian improvements with stakeholder input, land-use plans and master plans,
- identifying roadway geometric and operational recommendations to align state and local bicycle and pedestrian planning and
- estimating construction costs for proposed bicycle and pedestrian treatments.

Local agency roles and responsibilities include:

- Demonstrating local support for bicycle and pedestrian mobility,
- participating in state and local workgroups for each designated BPPA,
- coordinating local community stakeholders and advocacy groups and
- monitoring and evaluating outcomes.



Program Timeline

- Applications submitted between September 3, 2024, and October 31, 2024, via email to ssarver@mdot.maryland.gov.
- Applications will be reviewed, designations made, and BPPAP selection will be made by the end of the year.
- BPPAP will be developed during the first half of 2025.
- Applications for FY2026 will open in May 2025.

Resources

- [SHA Bicycle and Pedestrian Priority Areas](#)
- [SHA BPPA Application \(PDF\)](#)



Application Selection Criteria

- Urban areas, main streets and/or tourist centers with high potential for bicycling and walking as transportation modes.
- A focused area, generally less than one-half-mile radius.
- Areas with surmountable obstacles to bicycling, walking and safety.
- Areas that emphasize multimodal transportation.
- Areas that proactively address equity and remove barriers to opportunities.
- Local commitment to bicycling and walking, demonstrated by consistency with comprehensive and sector plans, prior investment in bicycle and pedestrian efforts, investment in BPPA efforts, and active maintenance of bicycle and pedestrian facilities.



Shane Sarver
Bicycle and Pedestrian Planner
Office of Planning and Preliminary Engineering
State Highway Administration
ssarver@mdot.maryland.gov

Questions?