

2014 Maryland Bicycle & Pedestrian Master Plan

Maryland Bicycle Symposium
February 11, 2014

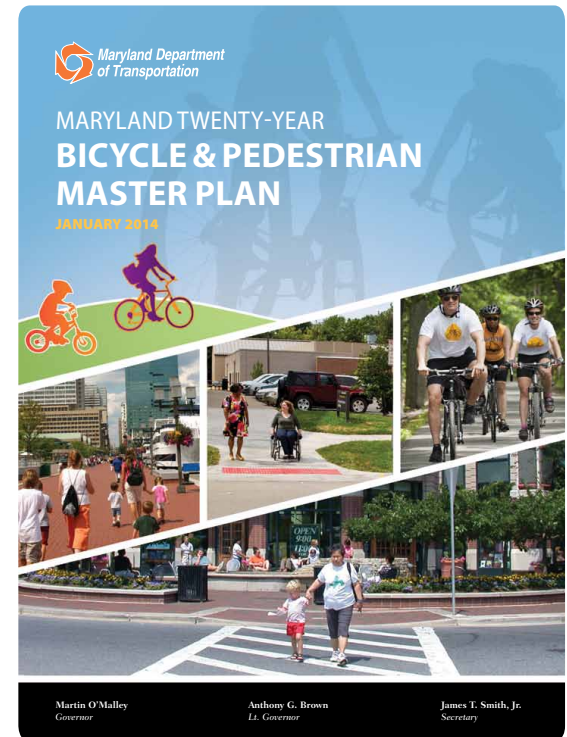
Kate Sylvester, MDOT

Overview

- What is this Plan?
- Analysis Highlights
- Public Input Highlights
- Plan Goals
- Implementation
- Questions & Discussion

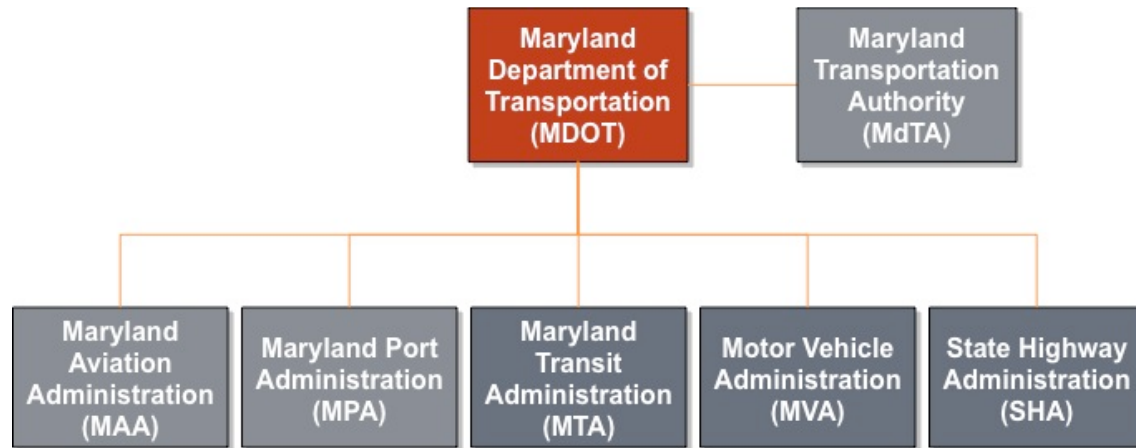
What is the Plan?

- 20-year vision, goals and performance criteria for biking and walking as travel modes
- Supports the Maryland Transportation Plan and federal requirements
- Implementation framework (strategies and priorities)
- Updates the 2002 Master Plan



Who is the Plan for?

- Focus on MDOT actions



- Guidance and best practices for local consideration

Developing the Plan

Context

- 2002 Master Plan
- 2009 Trails Plan
- Cycle Maryland
- PlanMaryland
- MAP-21
- Complete Streets
- Bikeshare
- TOD

Assessment

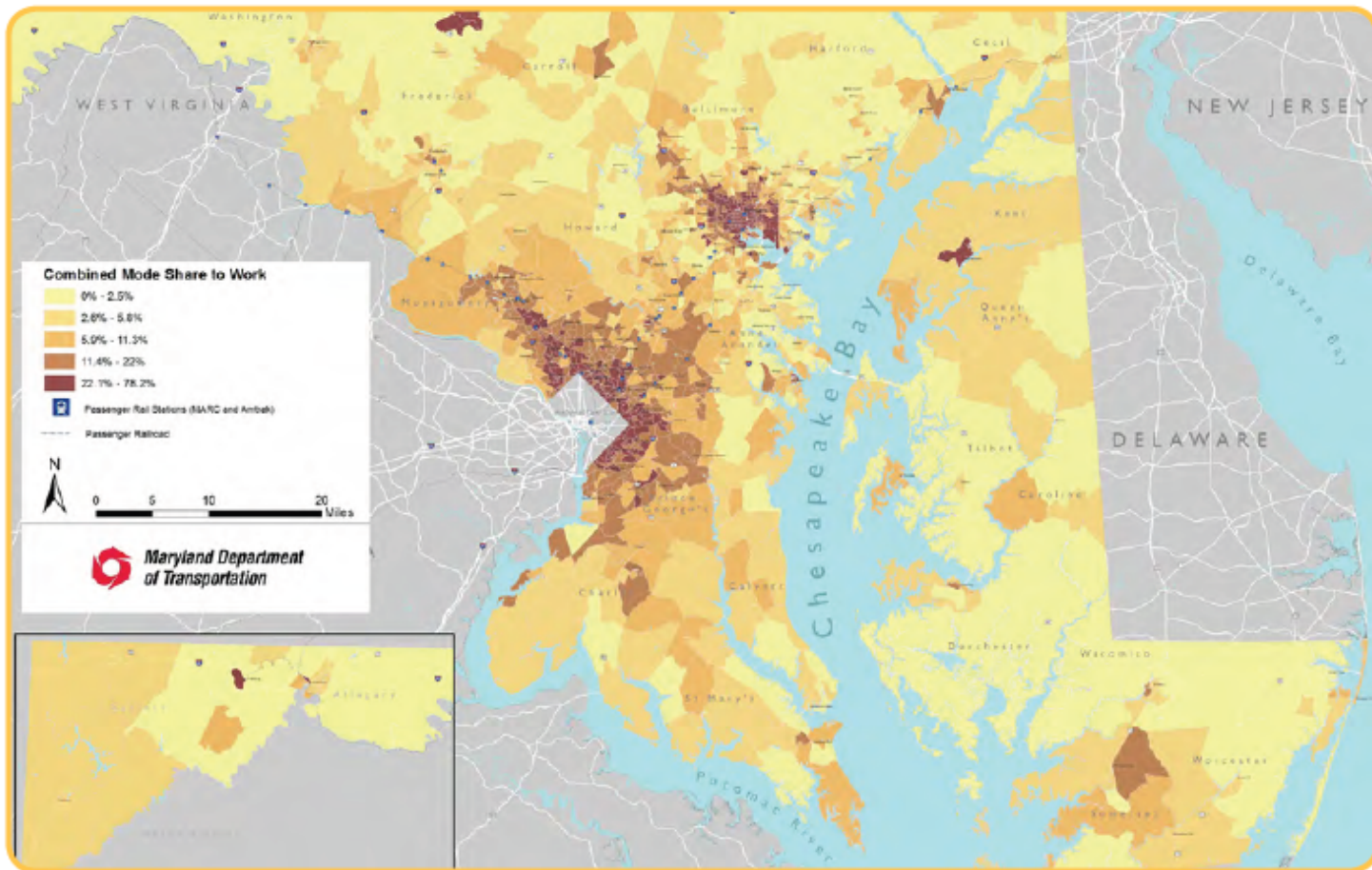
- Public Input
 - Travelers
 - Organizations
 - Local Gov't
- Travel behavior
- System Performance
- Safety
- Land Use
- Funding Programs



Recent Accomplishments

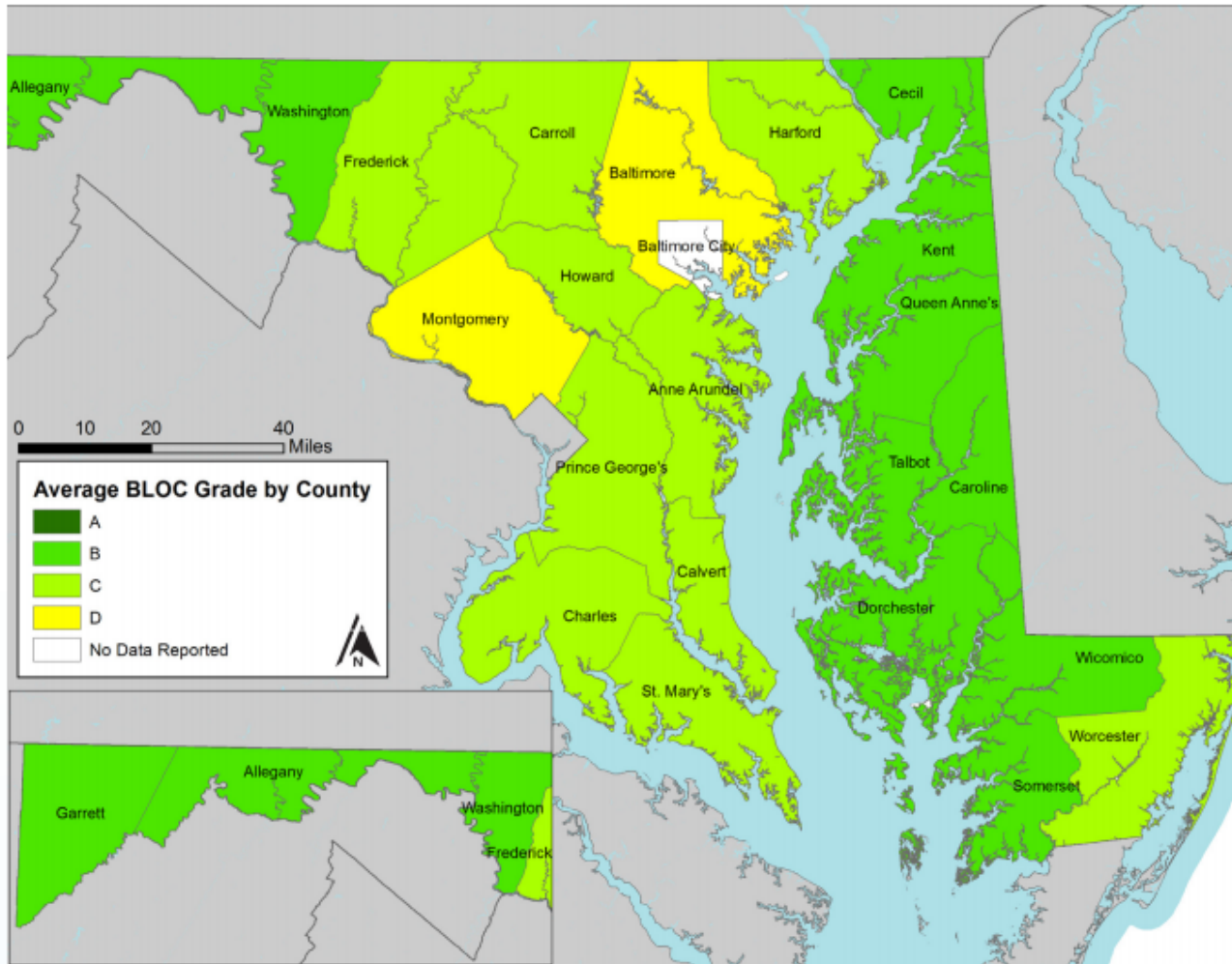
- Completed several key projects: the Great Allegheny Passage trail, Woodrow Wilson Bridge shared use path, and Sister City Friendship bridge across I-270.
- Initiated designation of US Bicycle Route 50.
- Equipped most Maryland transit buses with bike racks.
- Completed statewide ADA compliance assessment and implemented ADA retrofit program.
- Established Safe Routes to School and Maryland Bikeways grant funding programs.
- Adopted an SHA Complete Streets Policy and updated Bicycle and Pedestrian Design Guidelines.
- Created regional safety coordinator positions and SHA Pedestrian Safety team.
- Supported annual Street Smart campaign and developed safety and awareness materials.

Bicycle, Pedestrian and Transit Mode Share to Work



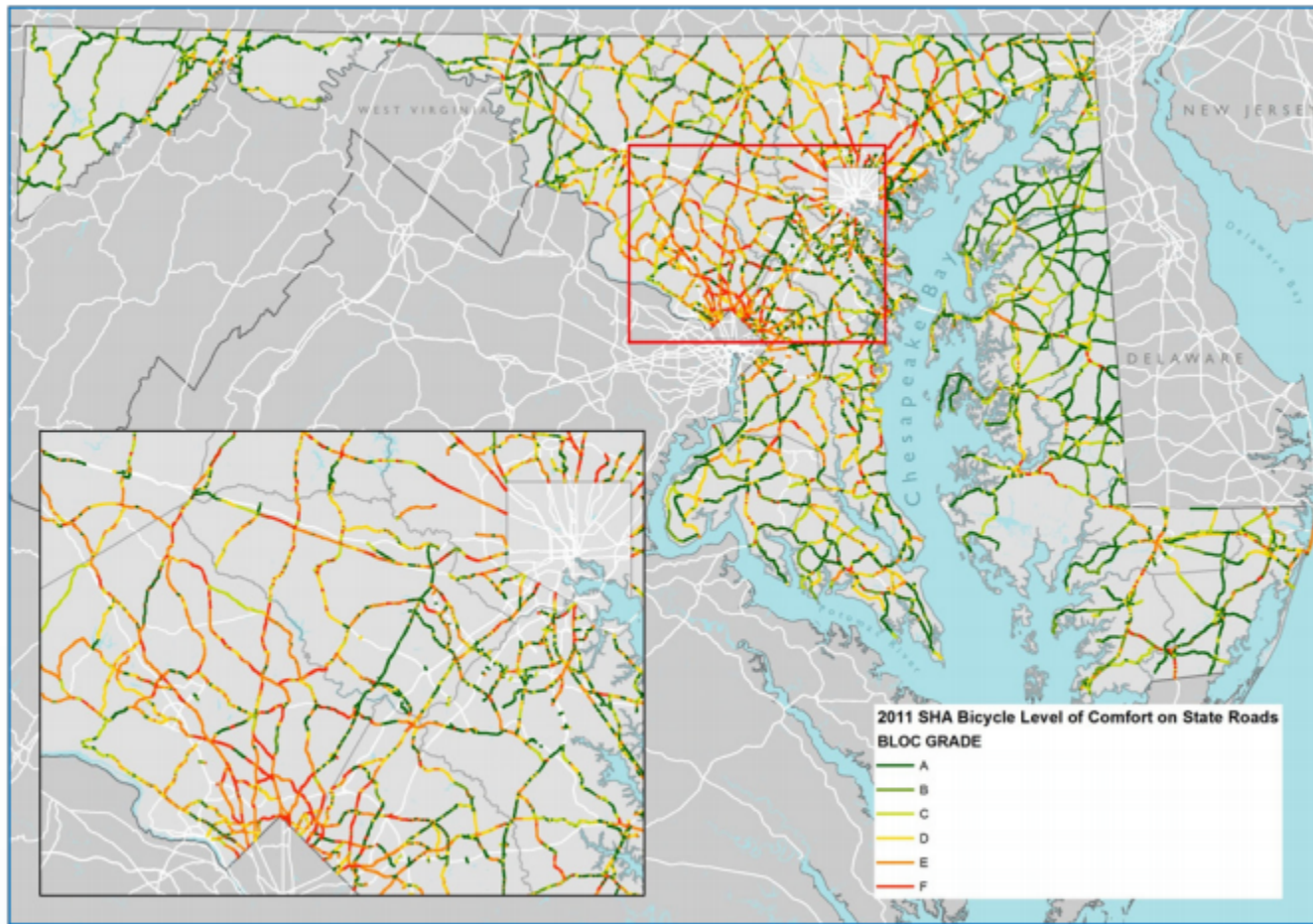
- Between 2000 and 2012, the rate of biking to work increased from approximately 0.19% to 0.28%
- Maryland ranks 39th in the U.S. based on the share of workers bicycling to work
- Limited data

Figure 5 - 2011 Bicycle Level of Comfort by County



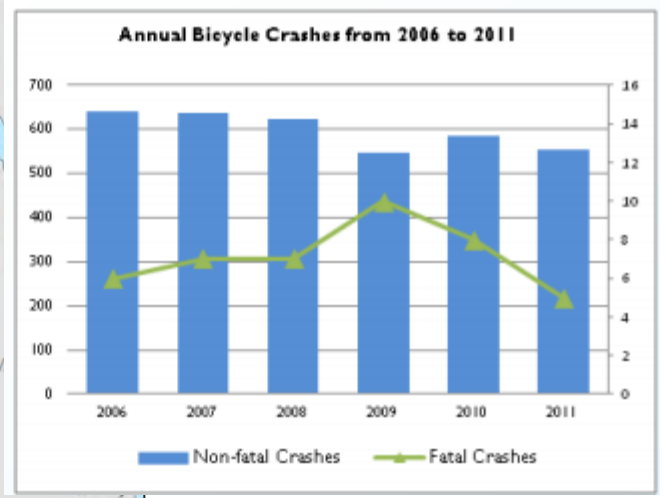
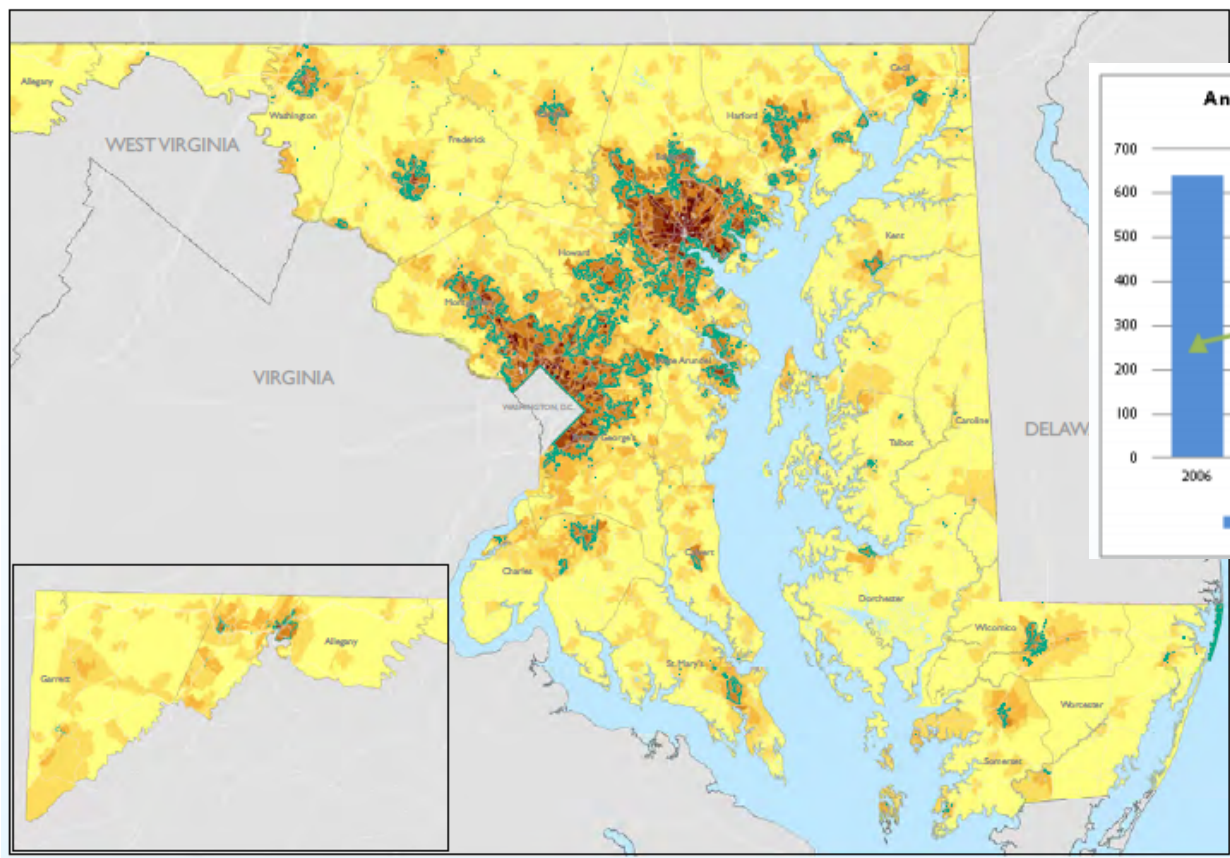
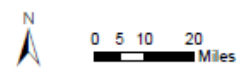
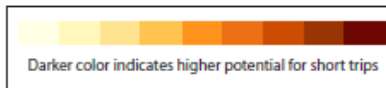
- 79% of State roads operate at Bicycle Level of Comfort (BLOC) D or better.
- 67 miles of bike lanes on State roads.

Figure 6 - 2011 Bicycle Level of Comfort on Maryland Roadways



- The most difficult conditions for bicycling (BLOC E-F) typically occur along urban roadways in part due to high traffic volumes.

Short Trip Opportunity Areas



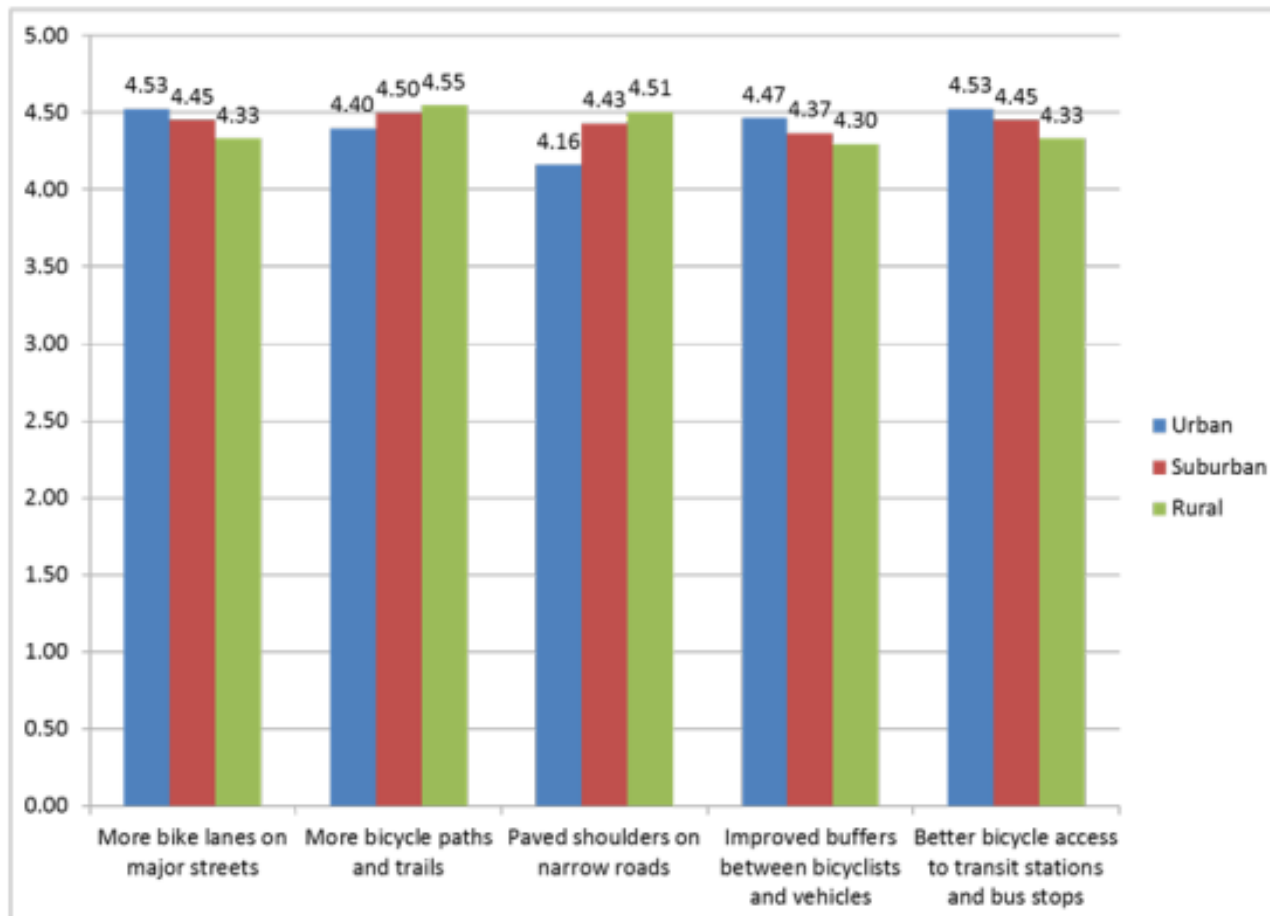
- Bicycle-vehicle crashes have decreased 16% since 2006.
- Limited data.
- 80% of bicycle and pedestrian crashes occurred in green highlighted area.

Public Input Highlights

- Create **connected routes** to **key destinations**
- Increase **comfort and convenience** to attract more activity
- **Educate** drivers, bicyclists and pedestrians on safety issues
- Increase **coordination** with local governments, employers and schools
- **Target investment** in activity centers and areas of need
- Recognize **different needs** of urban, suburban and rural areas

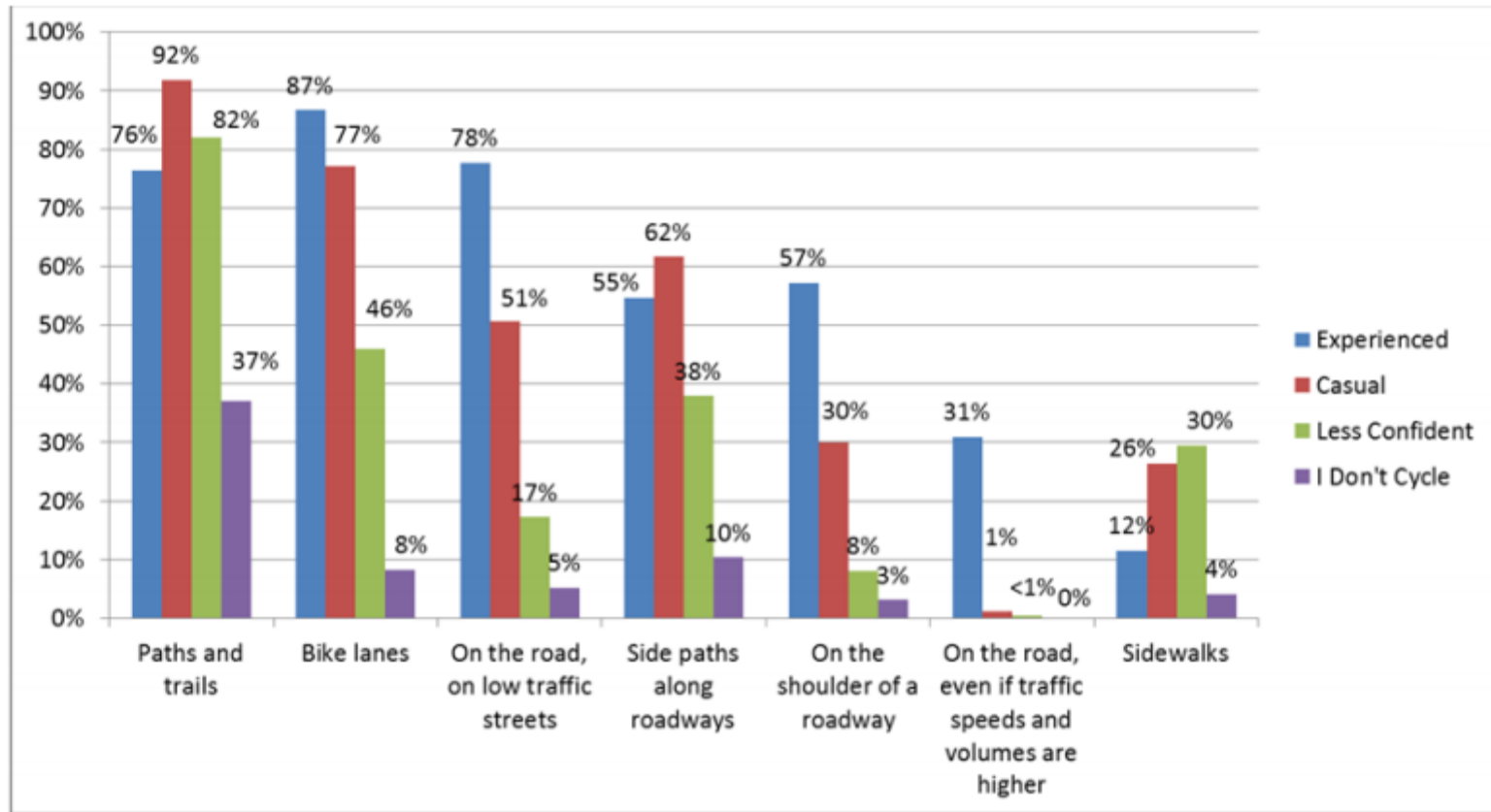
User Survey Results

Figure 13. What are the Most Important Bicycle Improvements (ranked out of 5)?



User Survey Results

Figure 11. Where Are You Comfortable Bicycling?



Goals ,Objectives, & Strategies Framework

Goal 1 – Build Connected Networks

Goal 2 – Improve Safety

Goal 3 – Plan and Design for Everyone

Goal 4 – Strengthen Communities

Goal 5 – Promote Walking and Biking in Maryland

Goal 1 – Build Connected Networks

- Close gaps in routes and trails
- Transit connections
- Shared-use path access
- Enhance travel in areas with short trips



Goal 2- Improve Safety

- Educate professionals
- Educate public
- Analyze crash patterns and retrofit
- Ensure consistent operations and maintenance practices



Goal 3 - Plan and Design for Everyone

- Strengthen analysis of bike/ped needs
- Train staff
- Use innovative designs
- Engage partners in process



Goal 4 - Strengthen Communities

- Assist local governments
- Improve coordination
- Support walking and biking to schools
- Expand outreach and engagement



Goal 5 - Promote Walking and Biking in Maryland

- Promote cycling to broad diversity of participants
- Improve access to information, maps and wayfinding
- Support bicycle tourism



Implementing the Plan

- Ongoing efforts in many programs and offices
- Coordination and Partnership
- Funding
- Complete Streets Implementation
 - Key Initiatives
- Monitoring Performance

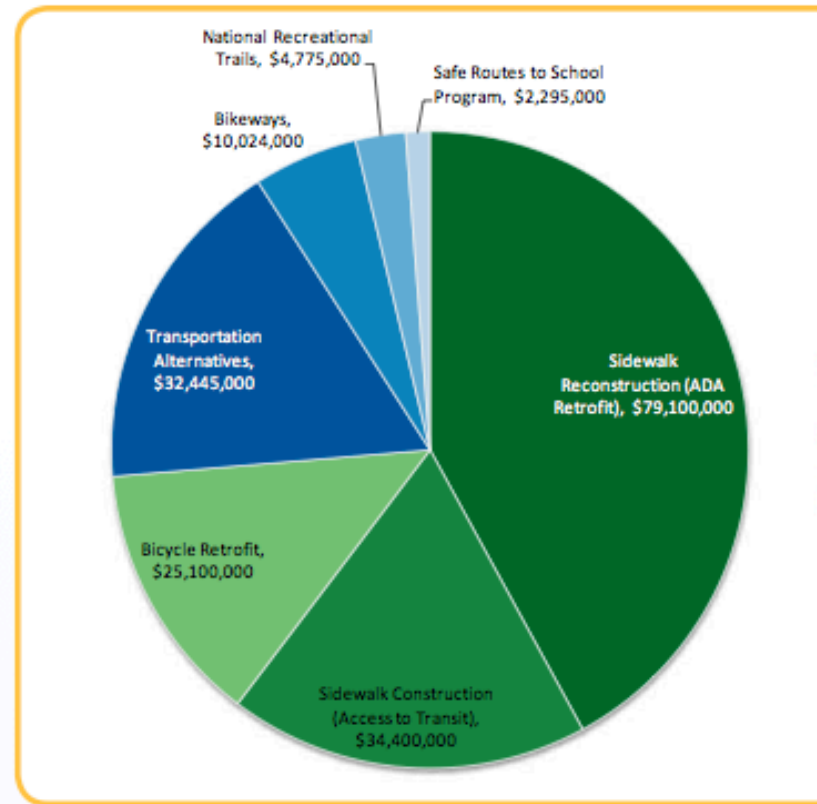
Coordination and Partnership

- Build relationships with local staff and organizations
- Engage citizens
- Leverage talents and expertise
- Learn from experience

Funding

- Ensure funding programs cover the range of identified needs
- Coordinate with partners to support effective use of grant funds
 - *Upcoming funding workshops*
- Continue pedestrian and bicycle improvements through multimodal projects and programs

MDOT Bicycle and Pedestrian Program Funding Levels (2014-2019)



Key Initiative: Tailor Approaches for Different Contexts

- Review tools and policies to balance all modes, with initial focus on more urban areas



Town Centers

Many destinations

Physically constrained

Competing needs

Shorter trips

Rural Areas

Fewer intersections

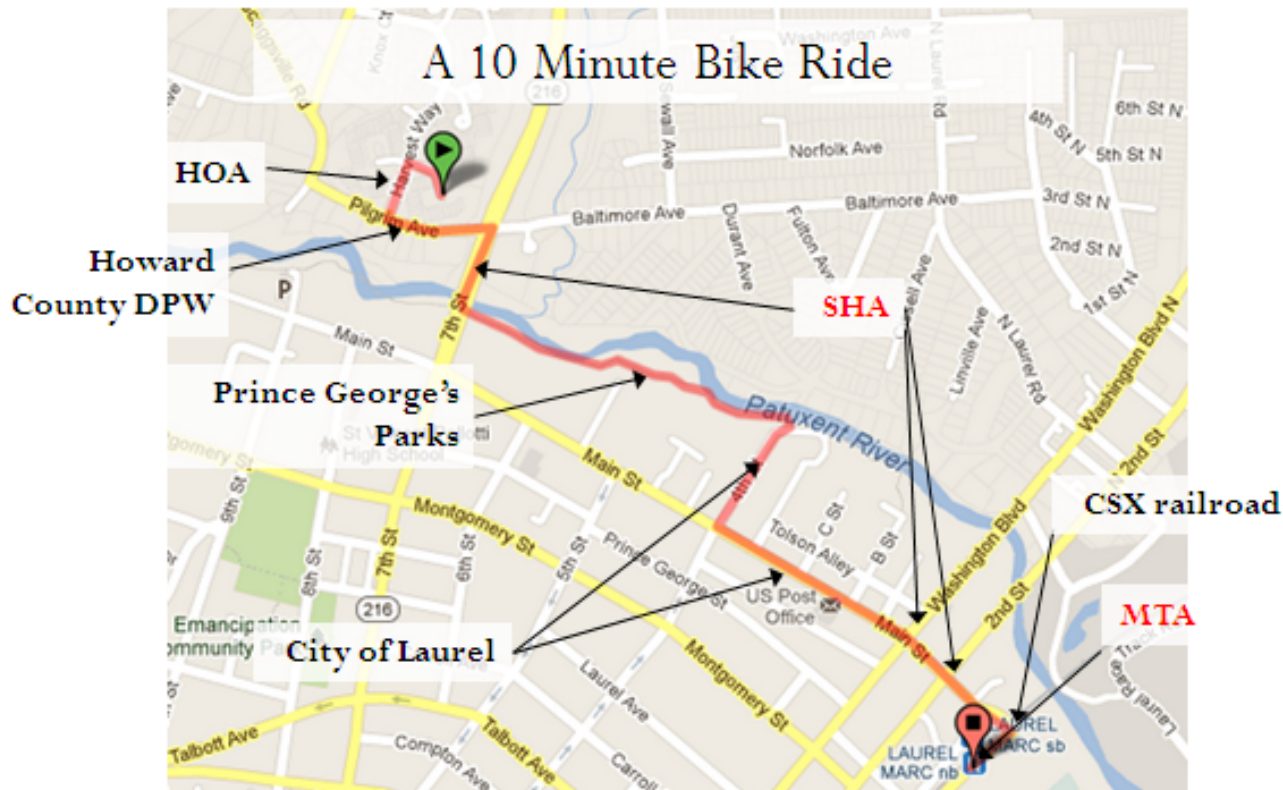
Recreational walking/biking

Higher speeds

Longer trips

Key Initiative: Pilot a Bicycle Pedestrian Priority Area Program

- Work is ongoing to develop the framework, criteria and resources for the pilot program
- Targeted State/local coordination to plan and intervene in specific locations



Monitoring Performance

Goal	Measures	Performance Target
1. Build Connected Networks Expand walking and bicycling networks, remove barriers, and enhance connections with transit and travel destinations.	Number of sidewalk miles constructed and reconstructed along state owned roadways	2% annual increase in miles of sidewalks
	Percent reduction in sidewalk gaps along state owned roadways*	New measure, target to be set once data tracking is established
	Number of directional miles of state owned roadway with marked bicycle facilities (Data development is underway to allow tracking bike lanes, sharrows, and other separately)	2% annual increase in miles of marked bicycle facilities
	Number of miles of shared-use transportation trails constructed with state funding*	New measure, target to be set once data tracking is established
	Number of MTA and locally operated transit buses equipped with bike racks*	Maintain 100% core service buses equipped with bike racks
2. Improve Safety Enhance pedestrian and bicycle safety to reduce injuries and fatalities and to make walking and biking comfortable and inviting.	Annual number of bicycle fatalities and injuries on all roads in Maryland	< 3 fatalities per year by 2015 < 542 injuries per year by 2015
	Annual number of pedestrian fatalities and injuries on all roads in Maryland	< 92 fatalities per year by 2015 < 2,050 injuries per year by 2015
3. Plan and Design for Everyone Effectively balance the needs of all transportation users to promote travel choices, ensuring that bicyclists and pedestrian needs are prioritized in appropriate locations.	Percent of state owned roadway with a bicycle level of comfort (BLOC) D or better	80% of state road miles at BLOC D or better
	Percent of state owned roadway with a bicycle level of comfort (BLOC) C or better (Data development may allow further distinguishing within Short Trip Opportunity Areas, BPPAs and/or other appropriate place types and designated areas)*	New measure, target to be set once data tracking is established
	Percent of sidewalks along state owned roadways that are ADA compliant	2% annual increase in the percent of sidewalks that are ADA compliant
4. Strengthen Communities Partner with local governments to support walkable and bikeable communities and to achieve	Percent of state owned roadways within priority funding area with sidewalks or sidepaths. (As 2035 MTP and PlanMaryland place types, short trip opportunity areas and BPPAs are developed, this measure may change to measure sidewalks within one or more of those areas.)	2% annual increase in miles of sidewalks within priority areas
	Percent of eligible state owned roadways within 1 mile of transit	Target to be set

Questions and Discussion

Plan is available at: www.mdot.maryland.gov/bikewalkplan

Favorite MD Biking and Walking Statistics

- Transportation accounts for about 15% of household expenditures and over 30% of Maryland's greenhouse gas emissions.
- 9.3% of Maryland households do not own a vehicle.
- Estimated that over 1 / 3 of trips in Maryland are shorter than 3 miles.
- Less than half of Maryland adults reported engaging in recommended levels of physical activity in 2004.