

Maryland Bicycle & Pedestrian Master Plan Update

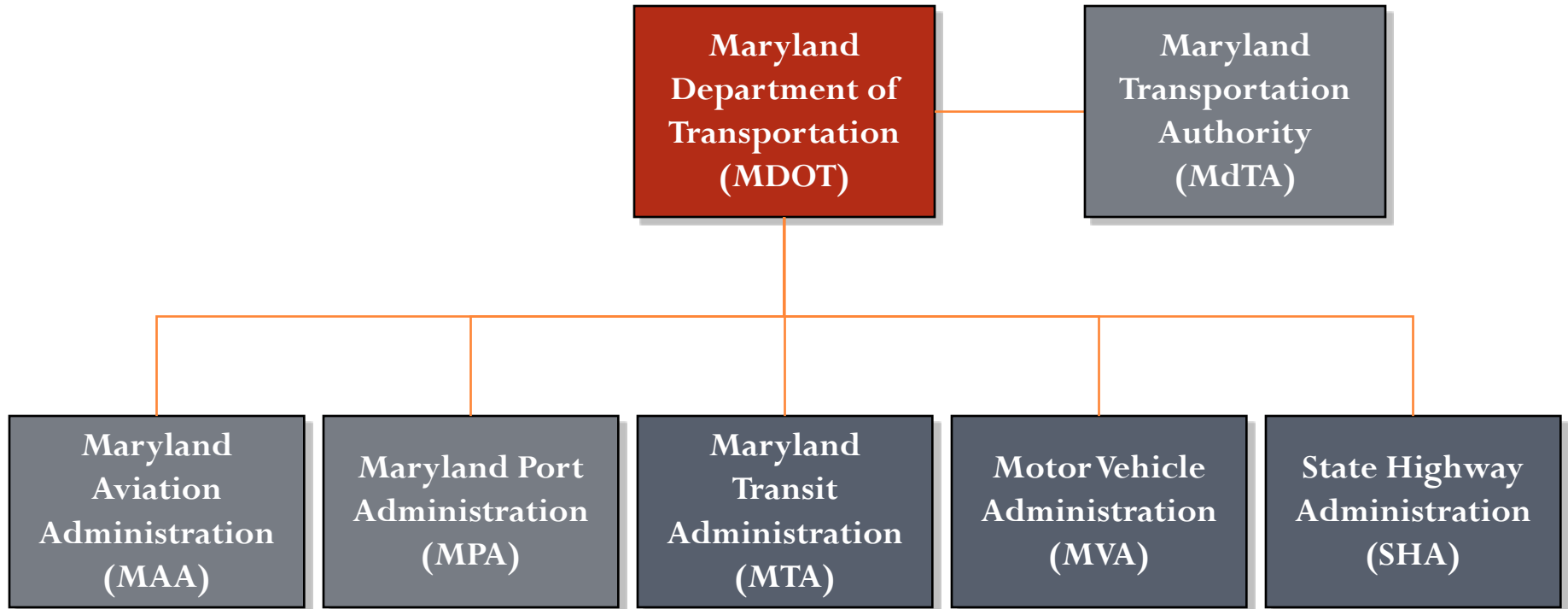
Public Meeting
March 21, 2013

Overview

- Agency Roles
- Master Plan Overview
- Progress Implementing 2002 Master Plan
- Current Conditions
- Draft Goals
- Feedback and Discussion
 - Have we covered topics that are important to you?
 - What are key needs and opportunities the State should focus on?



Maryland Department of Transportation



Supporting Biking and Walking

- MDOT's mission is to: Enhance the **quality of life** for Maryland's citizens by providing a **balanced and sustainable multimodal** transportation system for safe, efficient passenger and freight movement.
- Supporting biking and walking is critical:
 - 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.
 - Many studies finding economic value in walkable places.

MDOT's Role in Bicycling and Walking

- **MDOT, Office of Planning and Capital Programming**
 - Long Range/Statewide Strategic Planning
 - Coordination with regional agencies (MPOs)
 - Cycle Maryland support, including grant programs
 - Staff to Maryland Bicycle and Pedestrian Advisory Committee
- Maryland Transit Administration (MTA)
- Motor Vehicle Administration (MVA)
- State Highway Administration (SHA)

MDOT's Role in Bicycling and Walking

- MDOT, Office of Planning and Capital Programming
- **Maryland Transit Administration (MTA)**
 - Station Access and Amenities for MTA Bus, Light Rail and Baltimore metro
 - Paratransit services
 - Coordination and funding of local transit providers
 - Service Planning, including bus stop locations
- Motor Vehicle Administration (MVA)
- State Highway Administration (SHA)

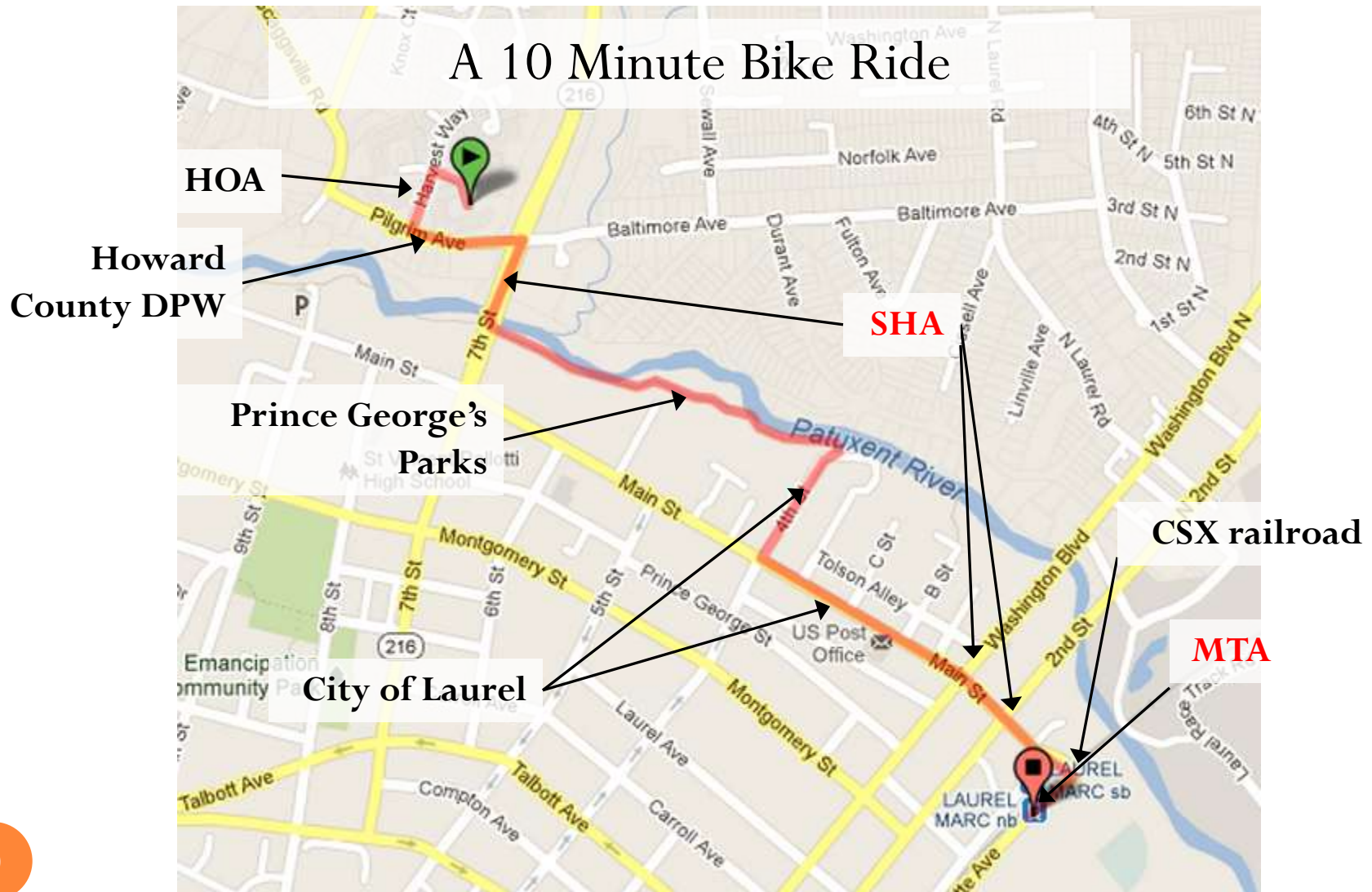
MDOT's Role in Bicycling and Walking

- MDOT, Office of Planning and Capital Programming
- Maryland Transit Administration (MTA)
- **Motor Vehicle Administration (MVA)**
 - Maryland Highway Safety Office
 - Strategic Highway Safety Plan
 - Safety Campaigns
 - Enforcement Coordination
 - Regional Safety Programs and Coordinators
 - Driver training and licensing
- State Highway Administration (SHA)

MDOT's Role in Bicycling and Walking

- MDOT, Office of Planning and Capital Programming
- Maryland Transit Administration (MTA)
- Motor Vehicle Administration (MVA)
- **State Highway Administration (SHA)**
 - Operate and Maintain State Roads
 - Maintenance and Retrofit projects, including spot safety improvements
 - Manage Access
 - Few Major Construction Projects
 - Administer Grant Programs
 - Support education and outreach

Partnering and Coordination are Key

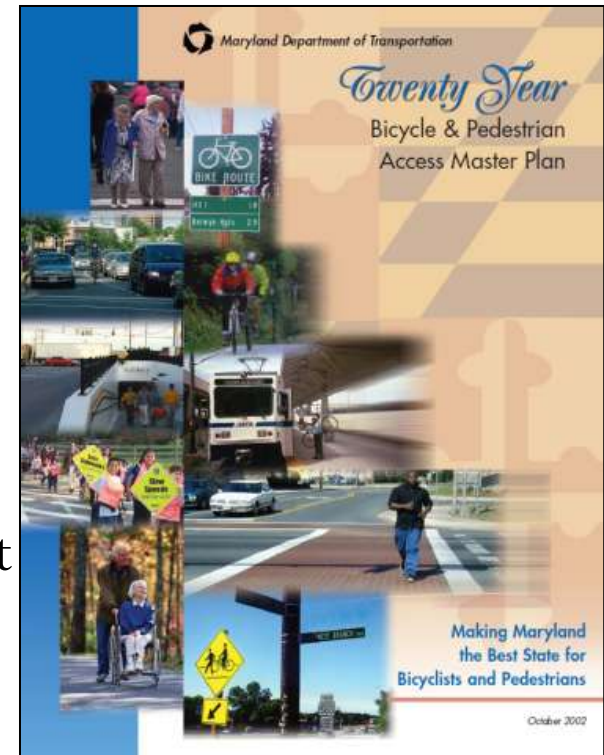


Partnering and Coordination are Key

- Local Governments (Cities, Counties, MPOs)
 - Planning
 - Public Works
 - Parks
 - Elected Officials
 - Schools
 - Law Enforcement
 - Transit
- Other State Agencies
 - Natural Resources
 - Environment
 - Tourism
- Health and Mental Hygiene
- Federal Agencies
 - Federal Highway Administration
 - Federal Transit Administration
 - National Park Service
 - Military Bases
- Legislators
- Citizens & Advocacy Groups
- Universities & Major Institutions
- Developers & Business

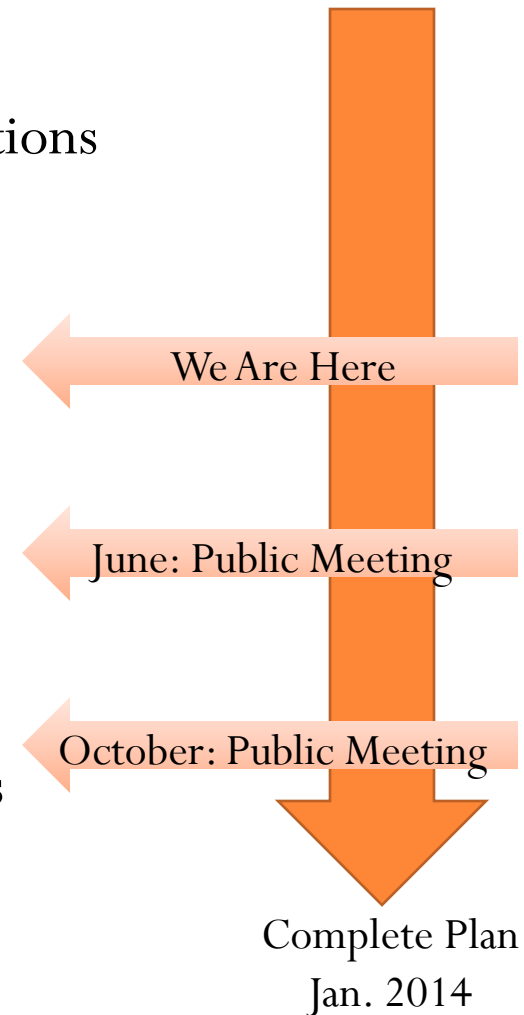
Maryland Bicycle and Pedestrian Master Plan

- Policy document that establishes a 20-year vision to support cycling and walking in Maryland.
- Provides guidance and recommendations related to:
 - Developing biking and walking networks
 - Education, Enforcement, and Encouragement
 - Coordinating with local efforts
- Current Master Plan was adopted in 2002.
 - New Maryland law adopted in 2010 requires update every 5 years, on the same cycle as the Maryland Transportation Plan
 - Much has changed since 2002



Master Plan Update

- What did we accomplish and learn?
 - Assess progress implementing 2002 Plan actions
- Where are we now?
 - Current facilities and travel patterns
 - Discussion of key needs and opportunities
- Where should we focus next?
 - Assess opportunities
 - Identify strategies to make the biggest improvements with limited resources
 - Refine and refocus 2002 goals and strategies
- The Plan Update will not include a list of projects



Bicycle and Pedestrian User Survey

- MDOT is soliciting input from the public through a User Survey. Approximately 3,100 surveys have been completed. Some of the initial results include:
 - Top priorities include:
 - More paths/trails
 - Better access to transit
 - Fill sidewalk gaps
 - Motorist behavior is a major concern
- Survey is still available at www.mdot.maryland.gov/bikewalkplan
- Also take the MTP Survey, available at: www.mdot.maryland.gov/mtp

2002 Bicycle and Pedestrian Access Master Plan

GOALS

Goal 1 - Facility Integration and Expansion

Goal 2 - Facility Preservation and Maintenance

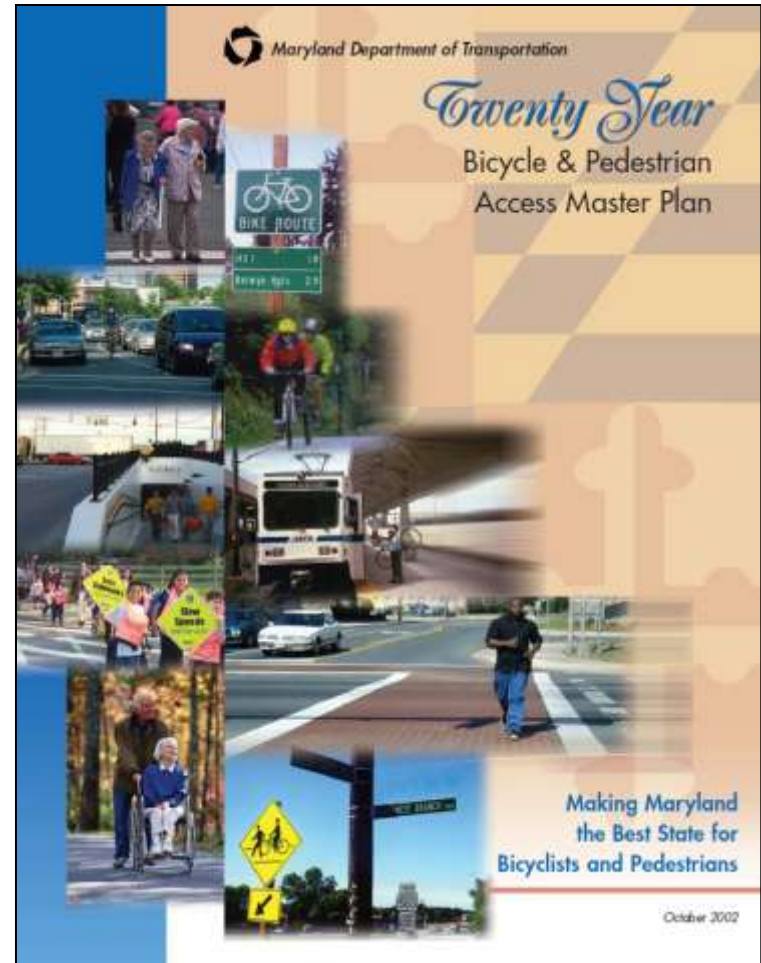
Goal 3 - Safety

Goal 4 - Education, Encouragement and Awareness

Goal 5 - Smart Growth

Strategies: 12

Action items: 66

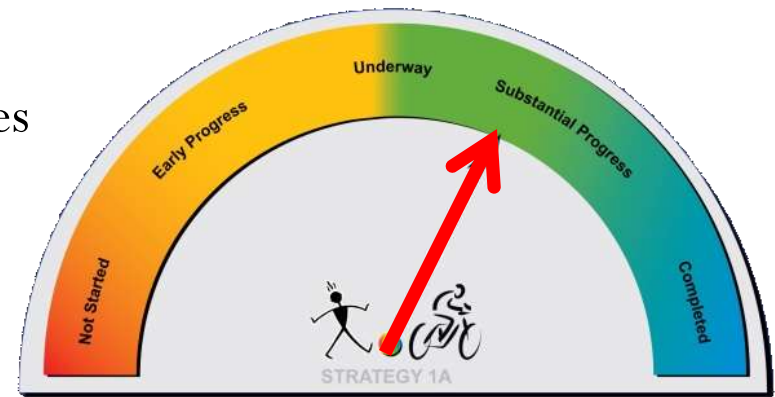


Goal 1 - Facility Integration and Expansion

- **Strategy 1A:** Integrate bicycle and pedestrian facilities into routine roadway development policy.
- **Strategy 1B:** Focus and expand trail development initiatives.
- **Strategy 1C:** Enhance and expand bicycle/pedestrian access to transit.

Progress Highlights:

- Routine accommodation policy and practices
- B/P Facility Design Guidelines
- Strategic Statewide Trails Plan
- Additional bike racks on MTA buses

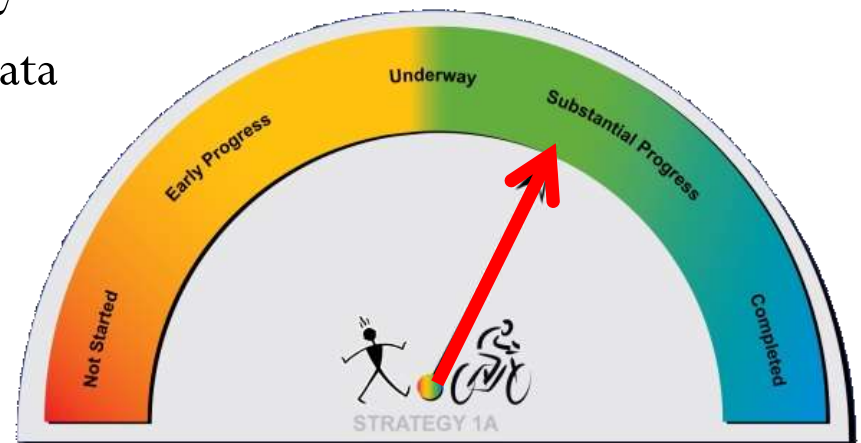


Goal 2 – Facility Preservation and Maintenance

- **Strategy 2A:** Integrate bicycling and walking into planning and roadway maintenance routines.

Progress Highlights:

- Statewide ADA compliance assessment in GIS
- Continue to update BLOC on 3 year cycle
- Developing improved bicycle facility data

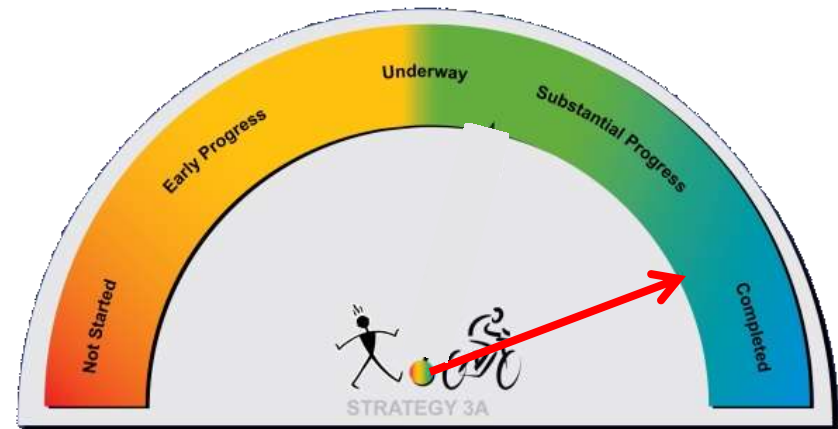


Goal 3 – Safety

- **Strategy 3A:** Coordinate and enhance safety activities.

Progress Highlights:

- Support for and participation in bi-annual Street Smarts Campaigns.
- On-line safety education videos.
- Upgrades to Driver Education Manual and Test.
- Established Regional Safety Coordinators.
- Established SHA Key Performance team for Pedestrian Safety

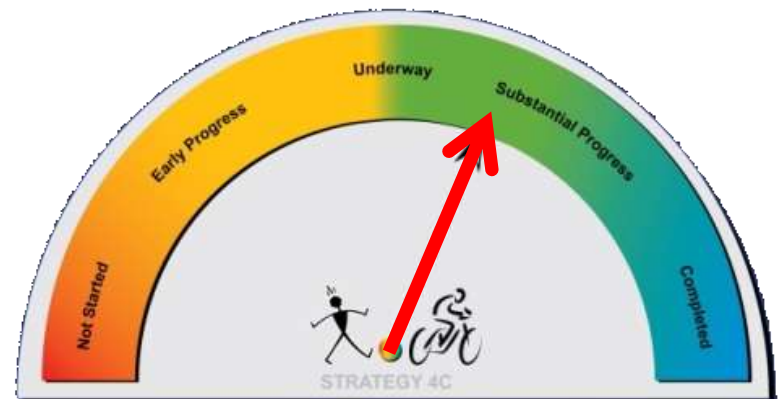


Goal 4 – Education, Encouragement & Awareness

- **Strategy 4A:** Establish and support encouragement programs.
- **Strategy 4B:** Increase communication with stakeholders.
- **Strategy 4C:** Provide professional development and training
- **Strategy 4D:** Create New Forums for Learning, Dialogue and Research

Progress Highlights:

- Cycle Maryland
- SHA ADA Awareness and Design Training



Goal 5 – Smart Growth

- **Strategy 5A:** Institute new bicycle and pedestrian travel and health impact surveys.
- **Strategy 5B:** Initiate a bicycle and pedestrian partnership program (BPPP).
- **Strategy 5C:** Continue strong transportation policy.

Progress Highlights:

- Increased funding for bicycling and pedestrian projects
- Several Bike and Ped goals included in SHA Business Plan

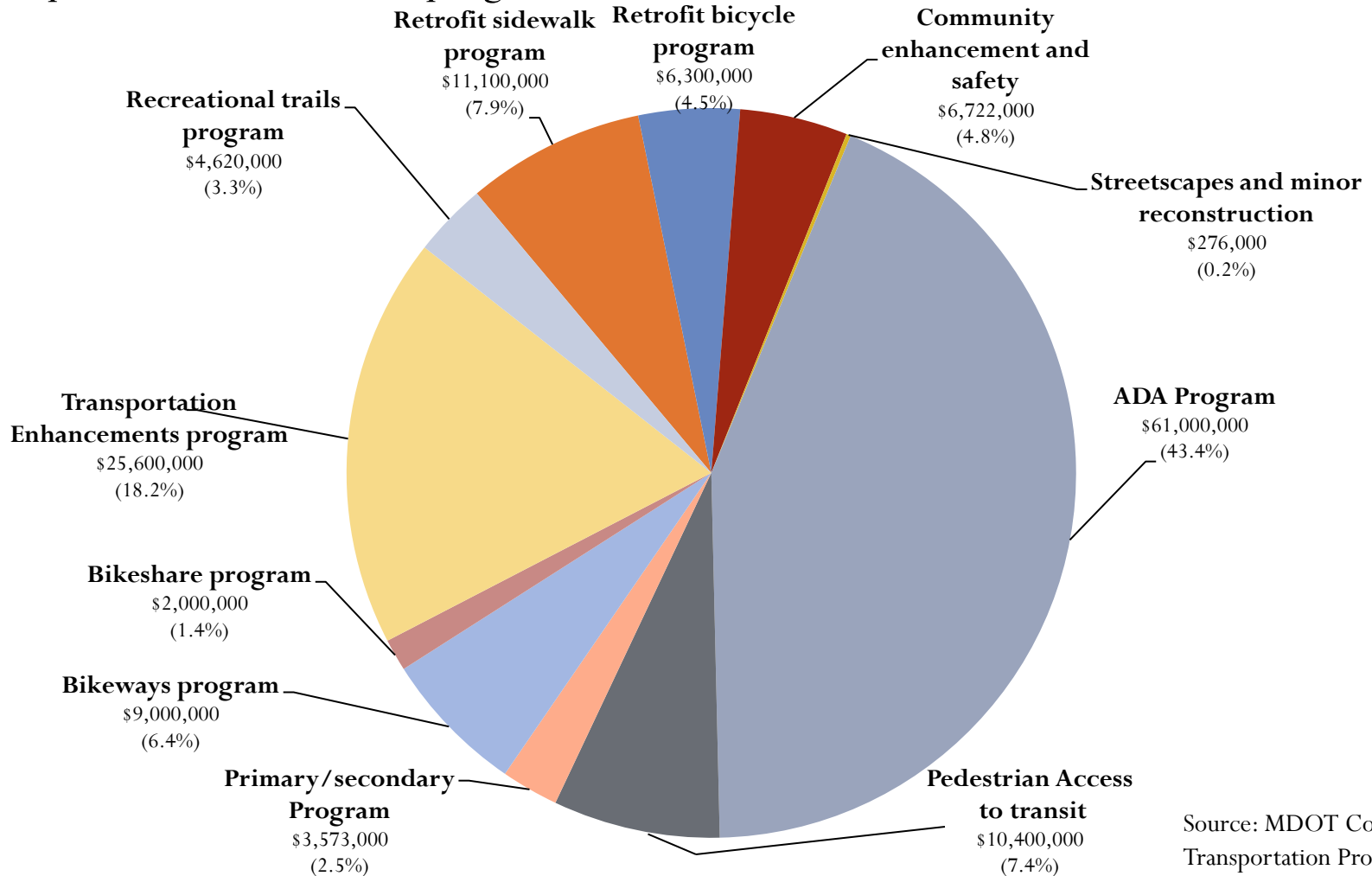


Existing Conditions



FY 12-17 MDOT Bike & Ped Funding Levels


- SHA Bicycle and pedestrian spending has increased both in total dollars and as a percent of SHA's total program.



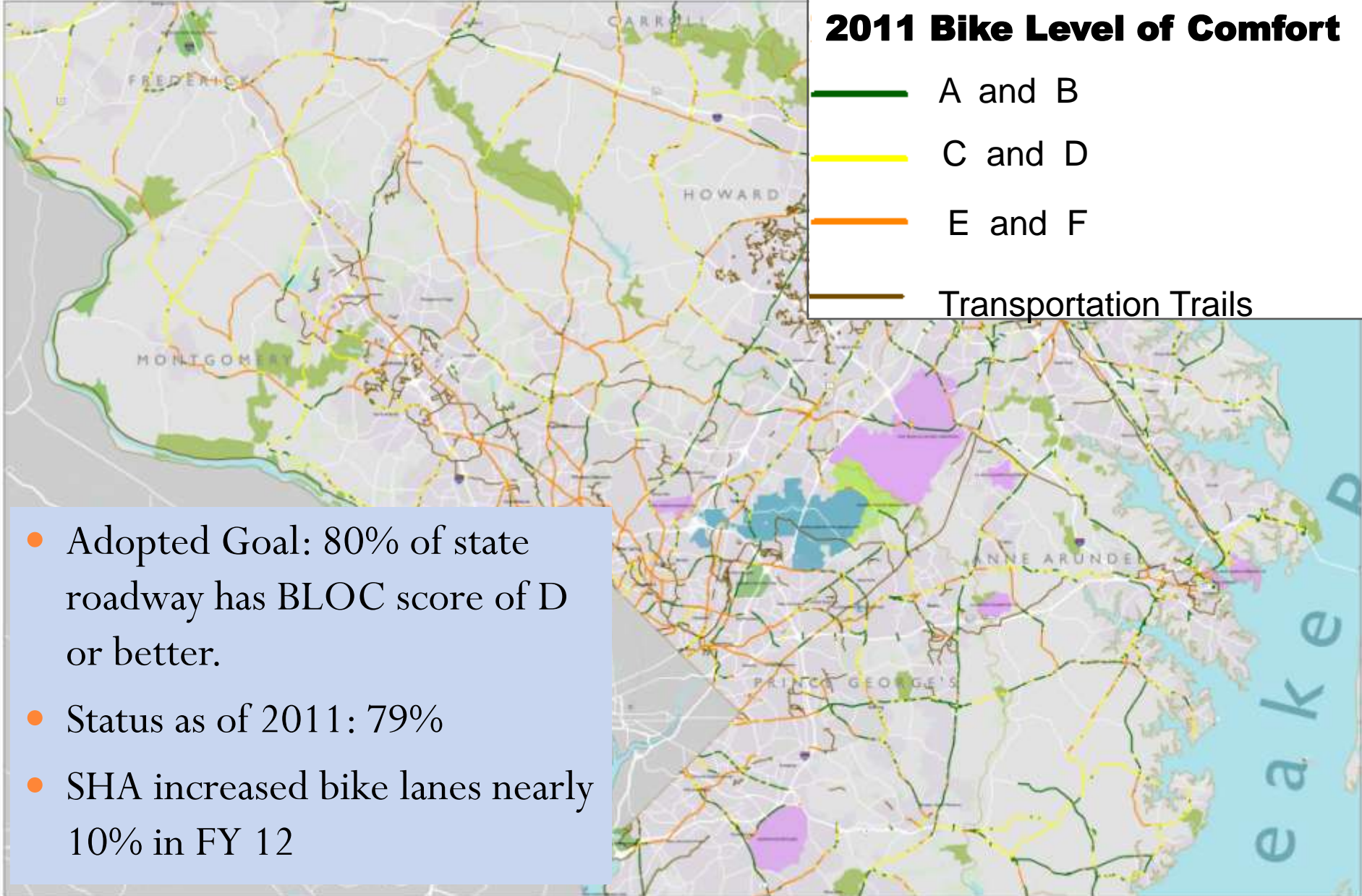
Source: MDOT Consolidated Transportation Program.

Bicycle Level of Comfort and Existing Trails

Maryland Bicycle and Pedestrian
Master Plan Update 2013



A legend in the top right corner shows various symbols for different types of trails and roads. Below the legend is a scale bar marked from 0 to 8 miles. To the right of the scale bar is the logo for the Maryland Department of Transportation, which includes a red circle with a white 'D' and the text 'Maryland Department of Transportation'. Next to it is a logo for 'Toole Group' with a red triangle.



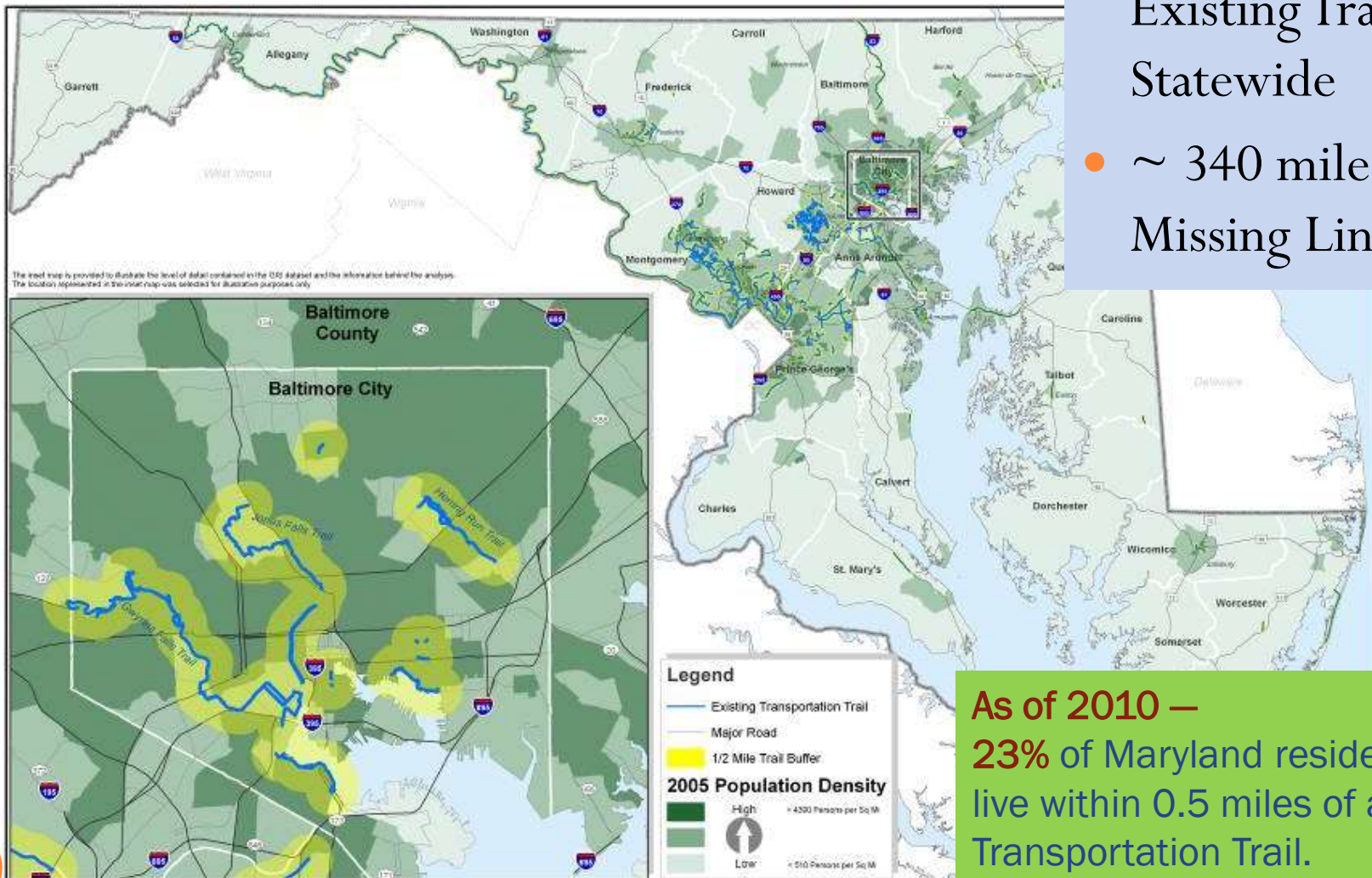
2011 Bike Level of Comfort

- A and B
- C and D
- E and F
- Transportation Trails

- Adopted Goal: 80% of state roadway has BLOC score of D or better.
- Status as of 2011: 79%
- SHA increased bike lanes nearly 10% in FY 12

Transportation Trails (Shared Use Paths)

- ~ 820 miles of Existing Trails-- Statewide
- ~ 340 miles of Missing Links



As of 2010 –
23% of Maryland residents live within 0.5 miles of a Transportation Trail.

Pedestrian Facilities

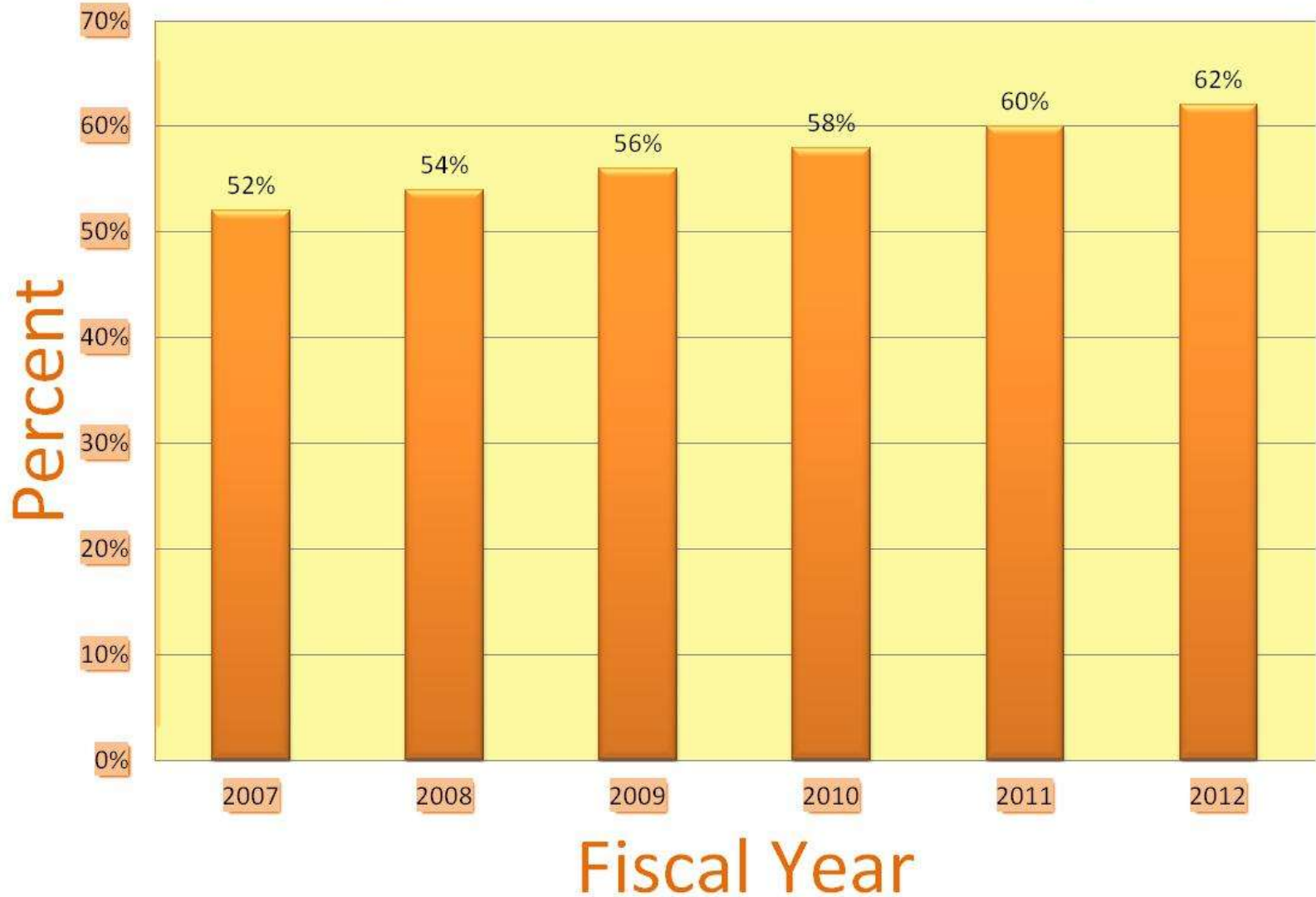
- In Priority Funding Areas the average sidewalk coverage for state roads which allow pedestrian access is 26.5%.
- Priority Funding Areas (PFAs) are generally the densest parts of the state of Maryland.



MD 170, Belle Grove Road in Anne Arundel County
New sidewalk on one side; none on the other.

ADA Compliance for Existing Sidewalks

Percentage of sidewalks that meet ADA compliance



Pedestrian Crashes and Fatalities - 2006 through 2011

Maryland Bicycle and Pedestrian Master Plan Update 2013

Preliminary Analysis

Public Meeting #1: March 21, 2013

Data Source: Maryland Automated Accident Reporting System (MAARS)
Data only includes crashes documented in Police Reports

The data has not been verified on a site specific basis and may contain inaccuracies.

Pedestrian Crashes per 10,000 People

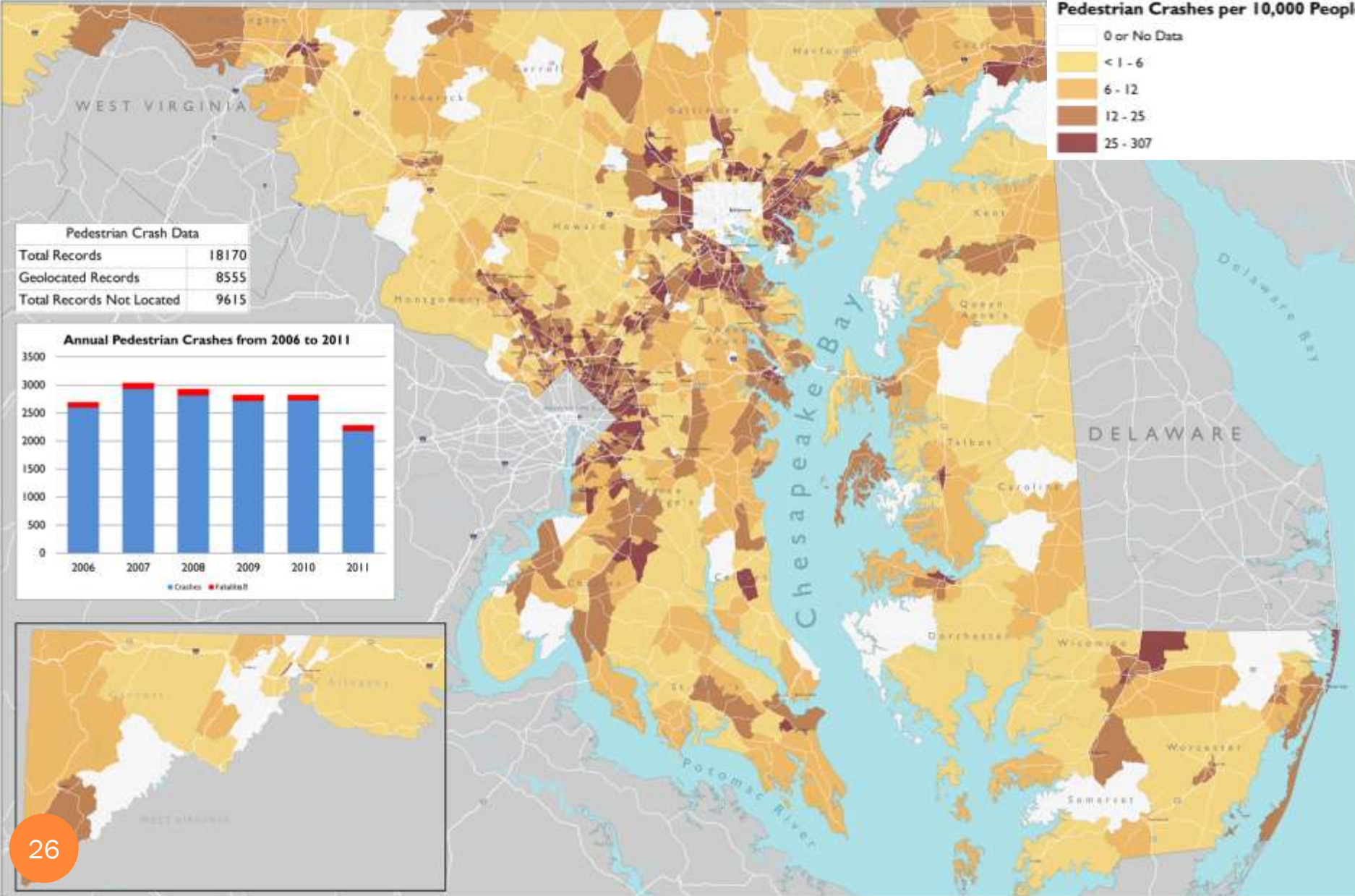
- 0 or No Data
- < 1 - 6
- 6 - 12
- 12 - 25
- 25 - 307

■ Crashes Not Located (MAARS not located)

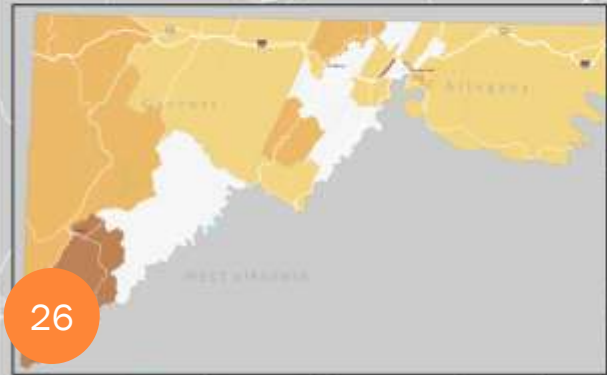
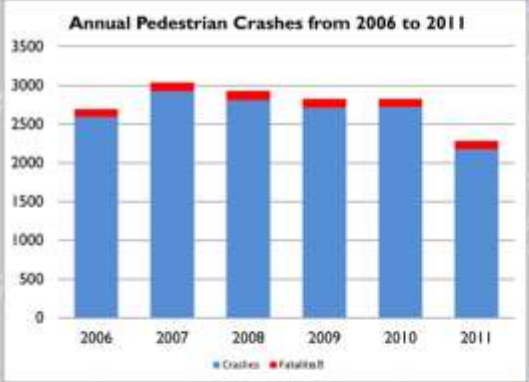
MapScale: 1:100,000



Maryland Department of Transportation



Pedestrian Crash Data	
Total Records	18170
Geolocated Records	8555
Total Records Not Located	9615



Bicycle Crashes and Fatalities - 2006 through 2011

Maryland Bicycle and Pedestrian Master Plan Update 2013

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Bicycles Crashes per 10,000 People

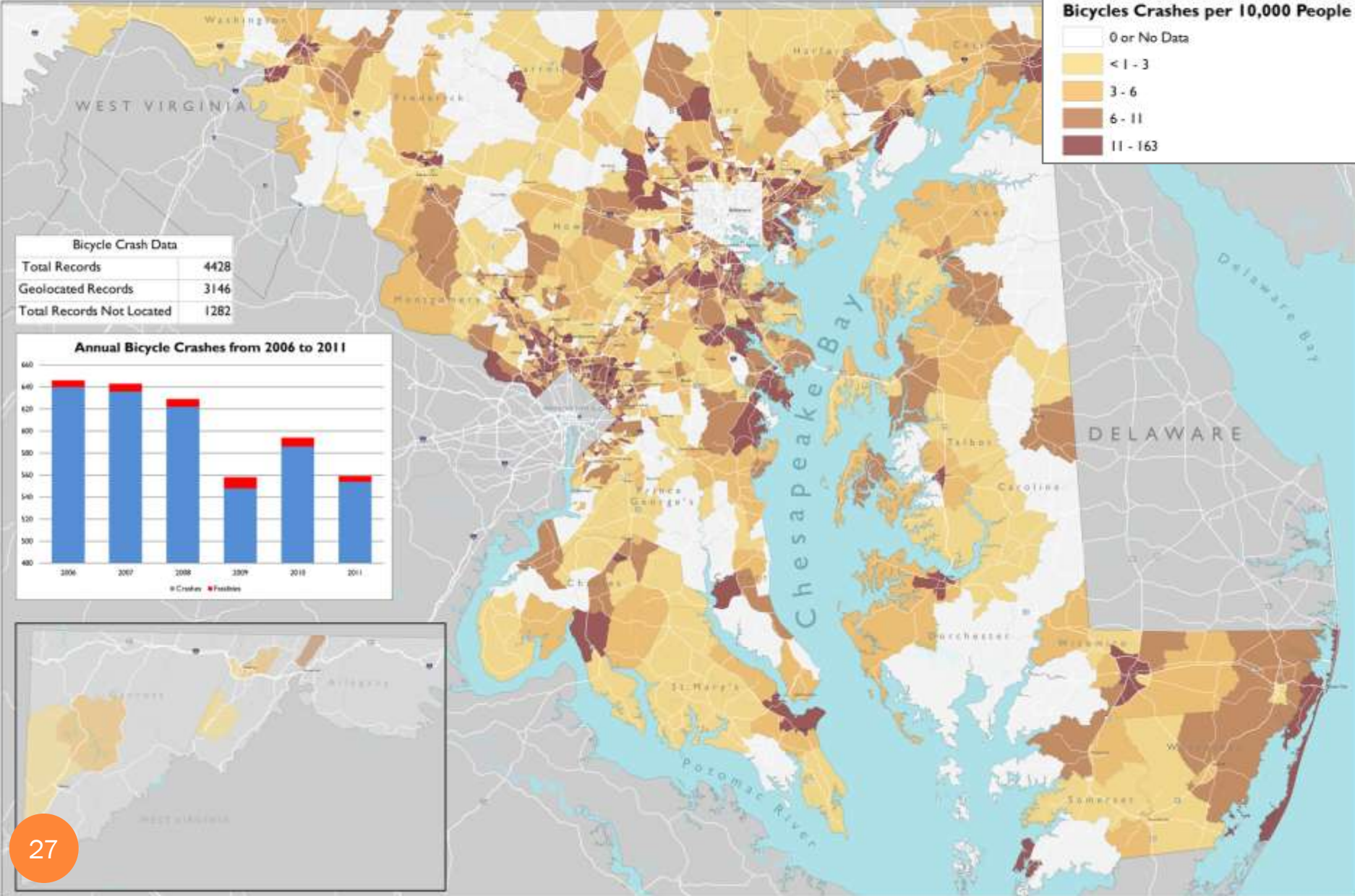
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- 6 - 11
- 11 - 163

MapScale Not Shown (PMW) (continued)

MapScale Not Shown



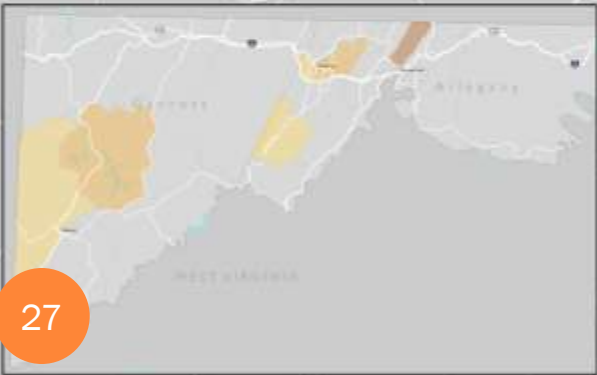
Maryland Department of Transportation



Bicycles Crashes per 10,000 People

- 0 or No Data
- < 1 - 3
- 3 - 6
- 6 - 11
- 11 - 163

Bicycle Crash Data	
Total Records	4428
Geolocated Records	3146
Total Records Not Located	1282



Status of Local Bicycle, Pedestrian and Trail Planning

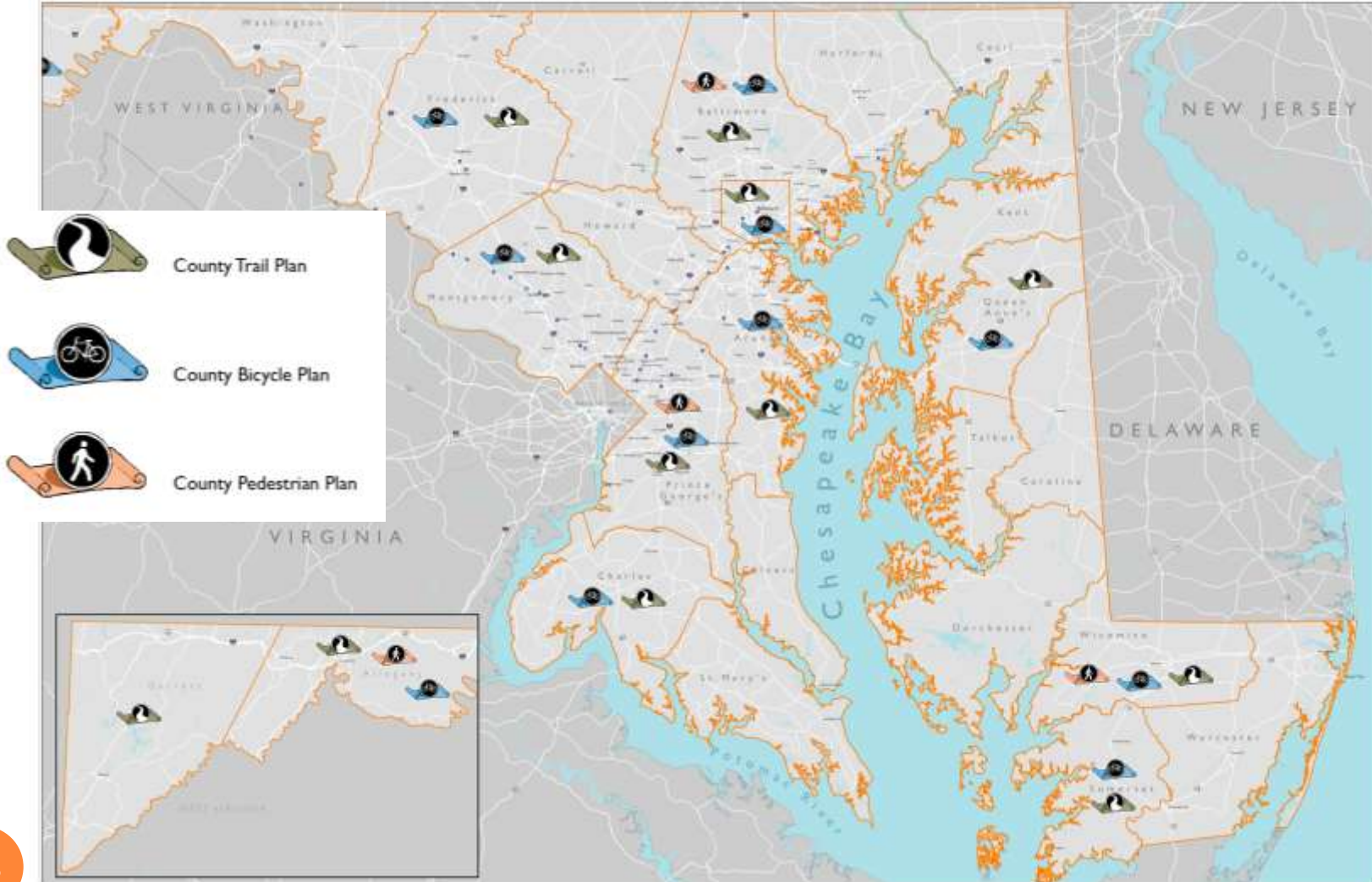
Local Bicycle, Pedestrian, and Trail Planning

Maryland Bicycle and Pedestrian Master Plan Update 2013

Preliminary Analysis

Public Meeting #1: March 21, 2013

Data Source: MDOT 2012 Local Plans Inventory Database Plan Listing by County



Bike, Pedestrian, Transit Mode Share

Combined Bicycle, Pedestrian and Public Transit Mode Share to Work

Maryland Bicycle and Pedestrian Master Plan Update 2013

Preliminary Analysis

Draft for Advisory Group Meeting, March 13, 2013

Data Source: American Community Survey and 2010 Census

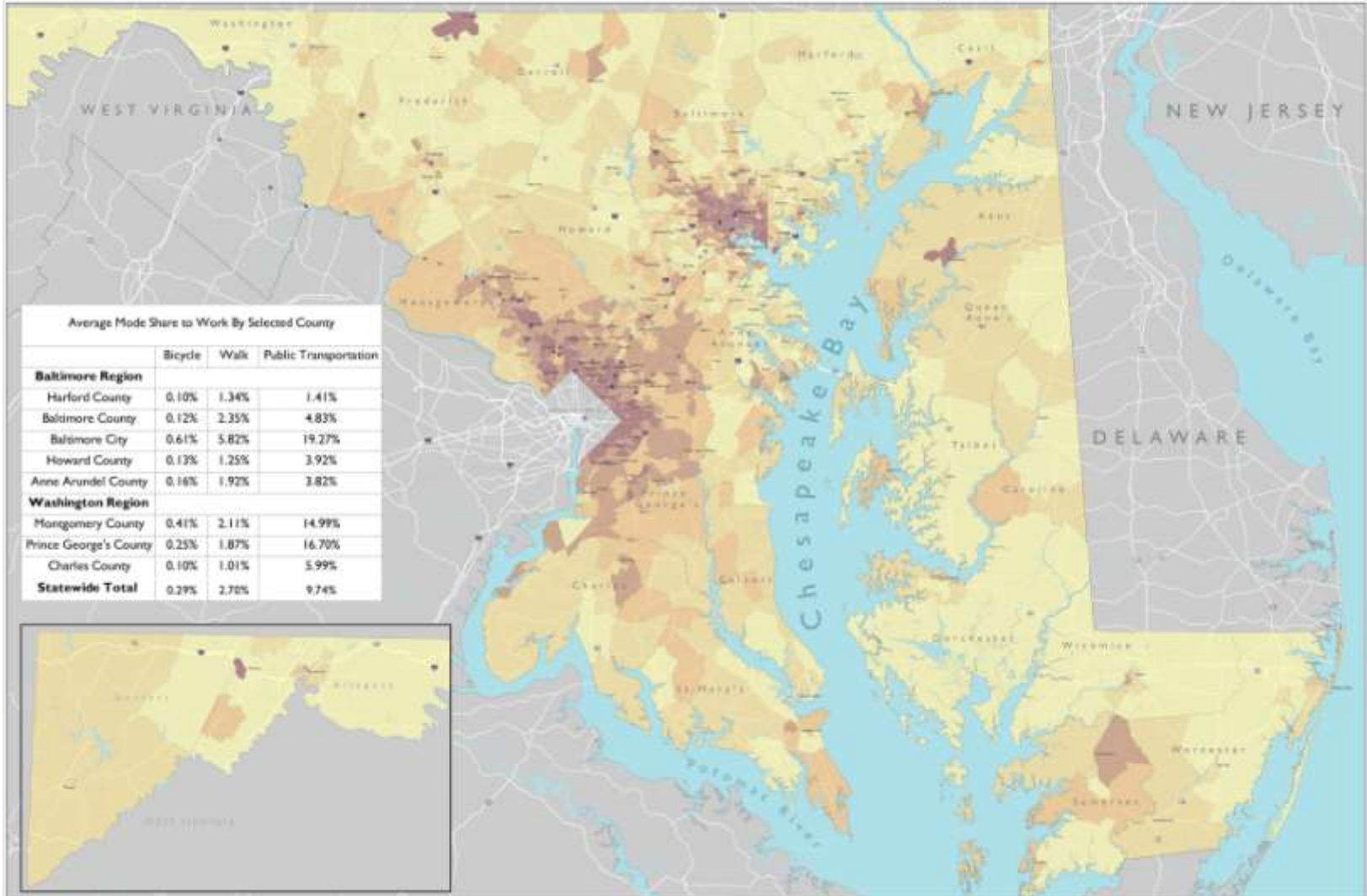
Combined Mode Share to Work



▲ Passenger Rail Station (MARC and Amtrak)
— Passenger Railroad



Maryland Department of Transportation



Average Mode Share to Work By Selected County

	Bicycle	Walk	Public Transportation
Baltimore Region			
Harford County	0.10%	1.34%	1.41%
Baltimore County	0.12%	2.35%	4.83%
Baltimore City	0.61%	5.82%	19.27%
Howard County	0.13%	1.25%	3.92%
Anne Arundel County	0.16%	1.92%	3.82%
Washington Region			
Montgomery County	0.41%	2.11%	14.99%
Prince George's County	0.25%	1.87%	16.70%
Charles County	0.10%	1.01%	5.99%
Statewide Total	0.29%	2.70%	9.74%

Draft Goals and Objectives



Vision Statement

*Maryland will be a place where bicycling and walking are **safe, practical and inviting** ways for people of all ages and abilities to complete their everyday travel. **Sound policy** will enable communities to craft the best solutions to their unique mobility and access challenges, and to reap the social, economic, health and environmental **benefits of expanded transportation choices**. Smart prioritization and creative collaboration will ensure **wise and effective** use of all State resources.*

Goal #1: Build Connected Networks

Expand walking and bicycling networks and remove barriers between destinations to attract walkers and cyclists of all ages and abilities

Goal #1: Build Connected Networks

Connecting Marylanders to their destinations with bicycle and pedestrian facilities



Goal #1: Build Connected Networks

More direct travel for biking and walking



Goal #1: Build Connected Networks

Provide connections across barriers to bike and pedestrian travel



Goal #2: Improve Safety

Enhance pedestrian and bicycle safety to make walking and biking comfortable and inviting

Goal #2: Improve Safety



Bicycling and walking will ***be safer*** due to smarter design and improved education and enforcement

Goal #2: Improve Safety

Bicycling and walking will *feel safer* due to the quality of facilities



Goal #3: Balance User Needs

Support communities planning and building for a range of conditions to promote travel choices

Goal #3: Balance User Needs

Complete streets provide space for all road users



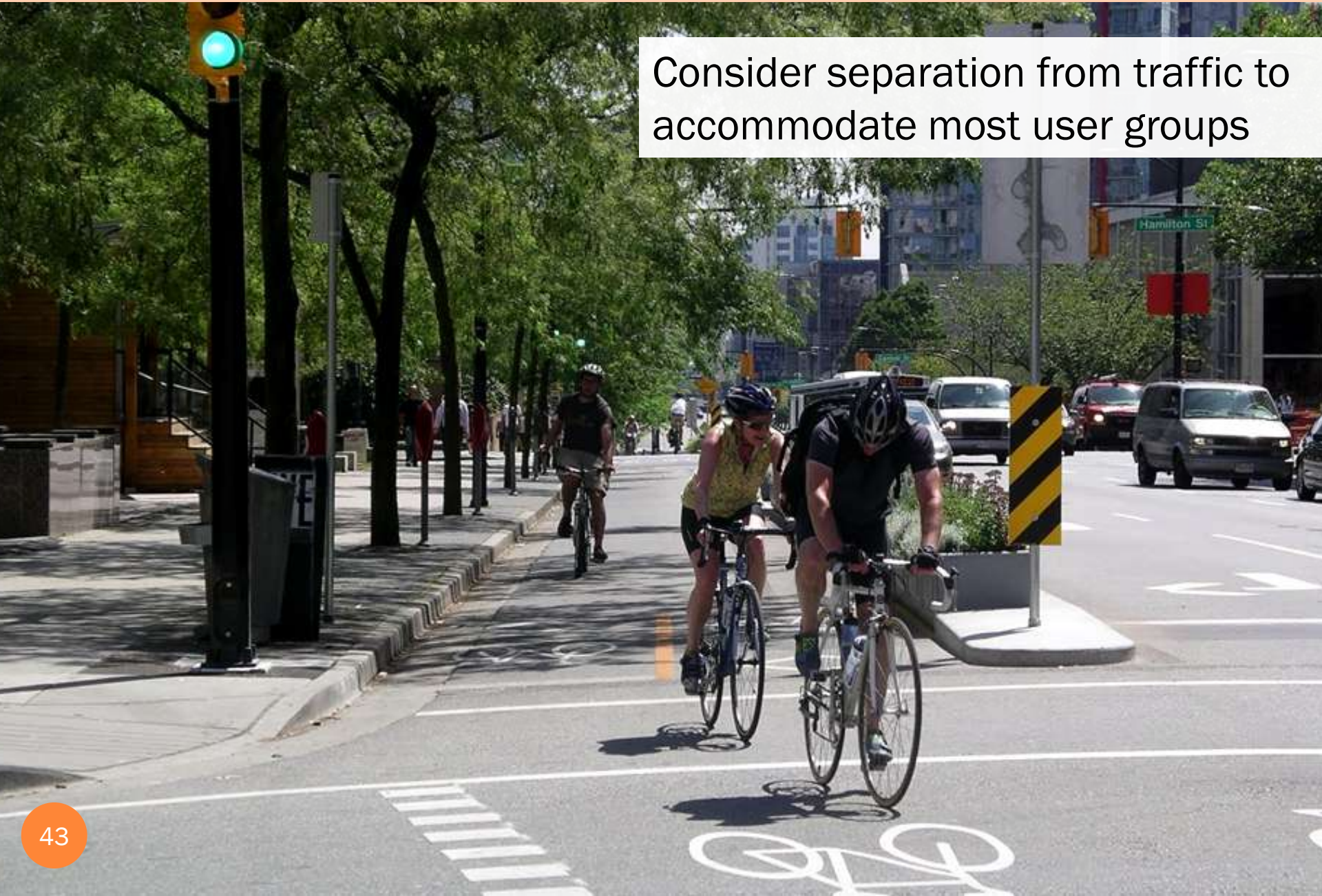
Goal #3: Balance User Needs

Planning will consider walking and biking in *all projects*



Goal #3: Balance User Needs

Consider separation from traffic to accommodate most user groups



Goal #3: Balance User Needs

Prioritizing different roadway users in different places



Goal #4: Strengthen Communities

Partner with local governments to achieve sustainability, livability, health, and economic benefits associated with walkable and bikeable communities

Goal #4: Strengthen Communities

Encouraging development compatible with walking and biking



Goal #4: Strengthen Communities



Educating leadership on the benefits of planning for bikes and pedestrians

Goal #4: Strengthen Communities

Improving coordination between agencies and levels of government



Goal #5: Attract Marylanders and Visitors to Walk and Bike

Increase walking and bicycling for transportation, recreation, and health through education, encouragement, innovation, and infrastructure

Goal #5: Attract Marylanders and Visitors to Walk and Bike



Leveraging tourism through high-quality walking and bicycling facilities

Goal #5: Attract Marylanders and Visitors to Walk and Bike



Fostering a pro-walking, pro-bicycling ethic throughout state transportation agencies

Goal #5: Attract Marylanders and Visitors to Walk and Bike



Employing innovative solutions and treatments where appropriate

Draft Goals and Objectives

- Goal #1: Build Connected Networks
- Goal #2: Improve Safety
- Goal #3: Balance User Needs
- Goal #4: Strengthen Communities
- Goal #5: Attract Marylanders and Visitors to Walk and Bike

Discussion

- Comments on Draft Goals and Objectives
 - Do the vision and goals meet your expectations
- What is most important to your Community?
 - Provide examples of these goals in your community
 - What are the challenges and opportunities?
- What's missing?
 - Is there something important that we missed?

Closing

- Thank you