

APPENDIX C

Public Input Summary

Approach to Outreach

Public outreach efforts have been ongoing throughout the Master Plan Update as an integral part of the study process. Public input has provided valuable input and helped shape the priorities and direction of the plan. The overall objective of the public outreach efforts was to seek input from a wide range of important stakeholders who help shape and implement bicycle and pedestrian policy in Maryland. High quality community input is fundamental to successfully accomplishing a Bicycle and Pedestrian Master Plan update that meets the needs and reflects the priorities of Maryland's bicyclists and pedestrians. Specific groups engaged include cycling and walking advocates, general traveling public, state agencies, local governments, elected officials, and development interests.

A variety of methods were used to engage stakeholders in the process including a project website, project mailing list, newsletters, public surveys, stakeholder group meetings, advisory group meetings, and public open houses. This section describes the public outreach efforts.

Bicycle and Pedestrian User Survey Results

MDOT and its consultant team conducted a bicycle and pedestrian user survey to understand who is biking and walking in Maryland and to gain insight from their experience.

The Bicycle and Pedestrian User Survey, provided a series of multiple choice and open-ended response questions to gather data and opinions from Maryland residents and travelers.

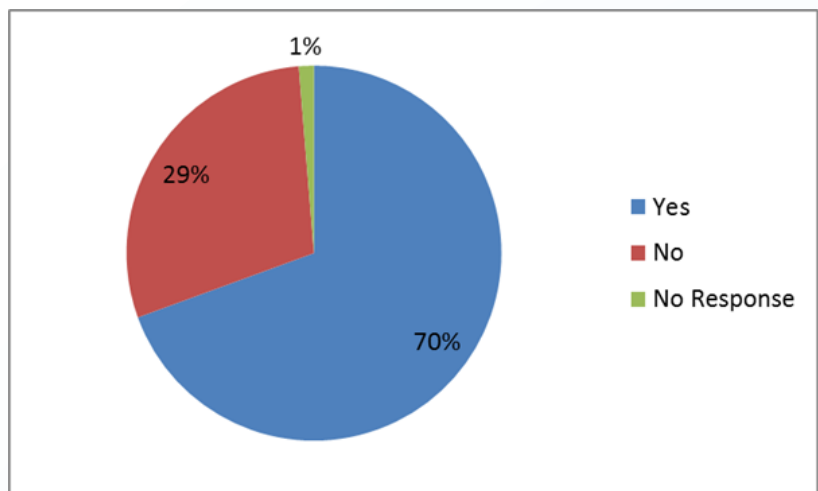
For approximately 10 weeks, the survey was available on the Master Plan Update project website. It was promoted by numerous bicycle and pedestrian advocacy organizations as a part of our Advisory Group and Stakeholder Outreach efforts. A link to the survey was also emailed to our project mailing list. During this period, the survey had 3,386 respondents representing 391 of Maryland's 619 zip codes, as well as areas in Virginia and Washington, DC. This is participation rate compared to previous MDOT planning efforts such as the Maryland Transportation Plan survey.

Respondent Demographics:

Survey respondents were invited to answer optional sociodemographic questions to provide insight into who participated and to help understand which communities may require additional outreach efforts. The results were analyzed as a whole, and also divided and analyzed by male and female, as well as suburban, urban, and rural respondents. Key findings are presented below.

1. Approximately 60% of respondents are male, and 40% are female.
 - ♦ Most (approximately 56.5%) describe their communities as suburban, while approximately 16.7% live in rural areas and 26.8% live in urban areas.
2. Approximately 70% of respondents said that suitability for walking or biking was important for their choice of where to live or work (**Figure 1**).

Figure 1. Was Suitability to Walking or Biking Important in Choosing Where to Live or Work?



- ◆ Most respondents (approximately 60%) were between the ages of 40 and 64, while approximately 27% were between 18 and 39, 12% were over 65 and only 7 participants were younger than 17 years of age.

3. The majority of respondents (approximately 90%) almost always have access to a motor vehicle (**Figure 2**).
4. Approximately 63% work outside of their home (**Figure 3**).

Figure 2. Do You Have Access to a Motor Vehicle?

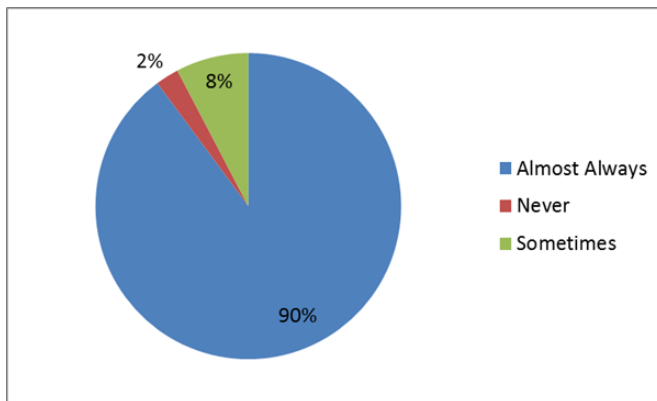
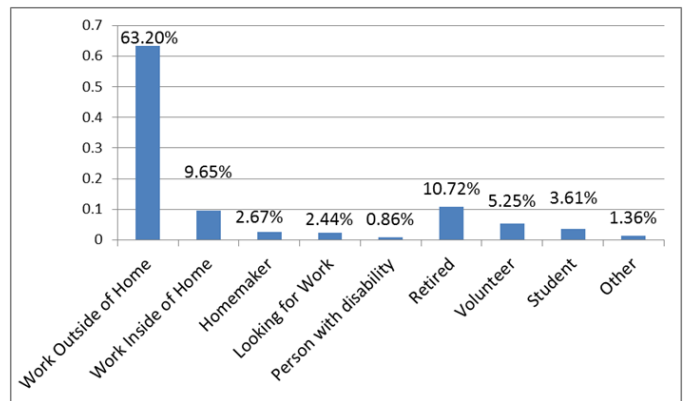


Figure 3. Where Do You Work?



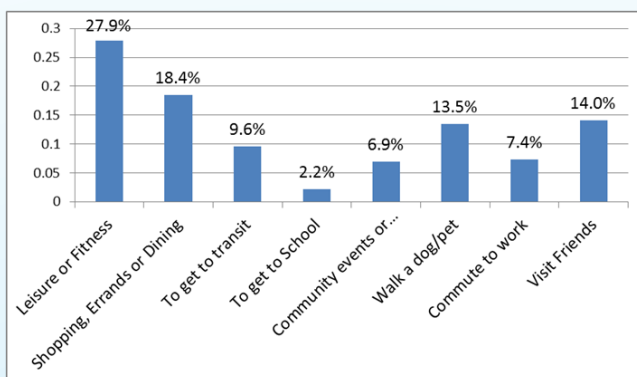
Results:

Pedestrian-Related Questions

Survey respondents answered four multi-part questions specific to pedestrian activities. They were asked why they walk (trip purpose), how far they are willing to walk, what factors stop them from walking, and what the most important improvements are that would enable them to walk. Some important takeaways from these questions are summarized below.

1. The most common reasons that respondents walk “almost daily” or “regularly” are leisure or fitness and shopping or dining.
 - ◆ Approximately 57% of respondents walk daily or regularly for a transportation purpose (as opposed to leisure, fitness or to walk a pet) (**Figure 4**).
 - ◆ Approximately 79% of all respondents walk daily or regularly; with even higher rates among urban residents (approximately 85%).

Figure 4. Why Do You Walk Daily or Regularly?



2. A number of participants (approximately 40%) reported that over two miles was a comfortable walking distance (**Figure 5**).
3. Four obstacles to walking were far more frequently cited than others:
 - ◆ Pedestrian facilities such as sidewalks and paths are missing or bad
 - ◆ Traffic is too fast or heavy
 - ◆ The need to transport people or things
 - ◆ Darkness
 - ◆ Approximately 49% of respondents cited at least one infrastructure related obstacle to walking as a “major obstacle” (**Figure 6**).
4. Four pedestrian improvements were the most frequently cited as necessary to improve conditions:
 - ◆ More walking paths and trails
 - ◆ Improved sidewalks
 - ◆ Improved pedestrian crossings
 - ◆ Better lighting and security measures

Respondents were asked to rank potential walking improvements from 1 (Not at all important) to 5 (Extremely important). All improvements were ranked as very important. Even the lowest ranked improvement scored 3.5 out of 5, on average (**Figure 7**).

Survey results indicate that respondents walk regularly for many purposes and place high priority on improving the location and quality of pedestrian facilities. Pedestrian priorities were largely the same between the three community types, with a slightly higher prioritization of security and lighting in the urban areas and paths and trails in the rural areas.

Bicycle-Related Questions

Survey respondents answered six multi-part questions specific to bicycle activities. They were asked:

- ◆ How comfortable they are on a bicycle;
- ◆ Why they ride a bicycle (trip purpose);

Figure 5. What is a Comfortable Walking Distance?

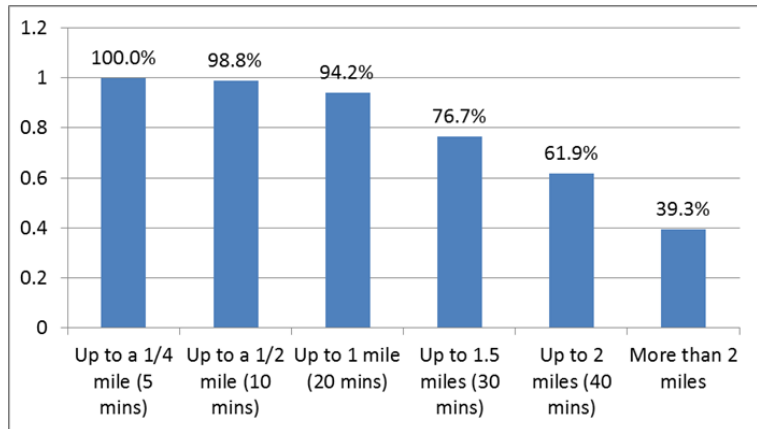


Figure 6. What are the Biggest Obstacles to Walking?

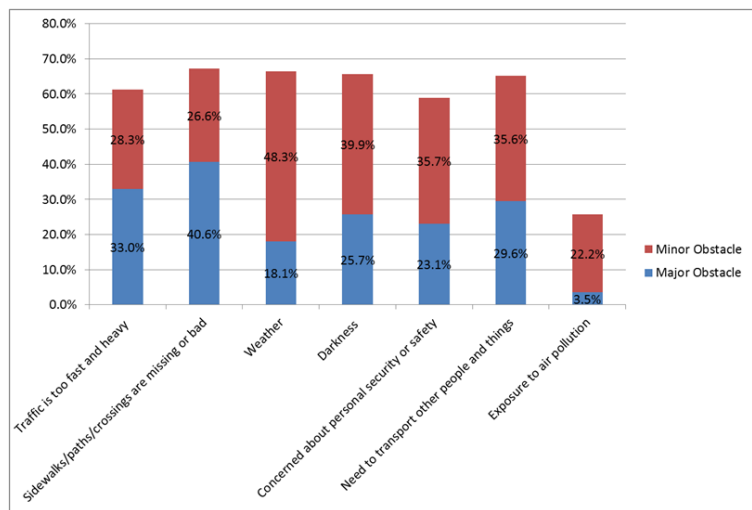
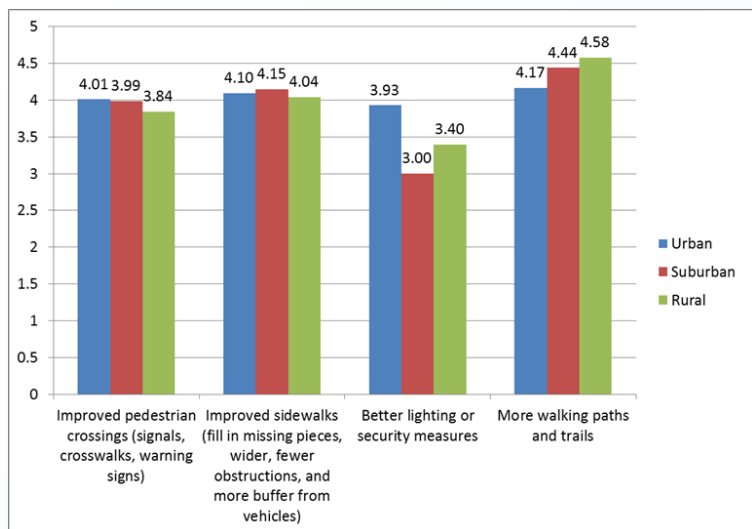


Figure 7. Pedestrian Priorities by Community Type



- ◆ The types of bicycle facilities they prefer to use;
- ◆ How far they are willing to bicycle;
- ◆ What factors stop them from riding a bicycle; and
- ◆ What the most important improvements are that would enable them to bicycle.

1. Most of the respondents (approximately 52%) describe themselves as experienced and confident cyclists (**Figure 8**). Approximately 35% describe themselves as casual riders. Only a small minority of respondents (approximately 13%) say they are less confident, or don't ride a bicycle.
2. Approximately 65% of respondents say that they ride a bicycle for leisure or fitness either daily or regularly, while approximately 40% of respondents bike daily or regularly for a transportation purpose (as opposed to fitness or leisure) (**Figure 9**).
3. Of respondents who use a bicycle for transportation, a distance of one to three miles was the most commonly reported comfortable distance (**Figure 10**).
 - ◆ Approximately 34% of respondents report that they do not bicycle for transportation.

Figure 8. What is Your Level of Bicycling Comfort and Experience?

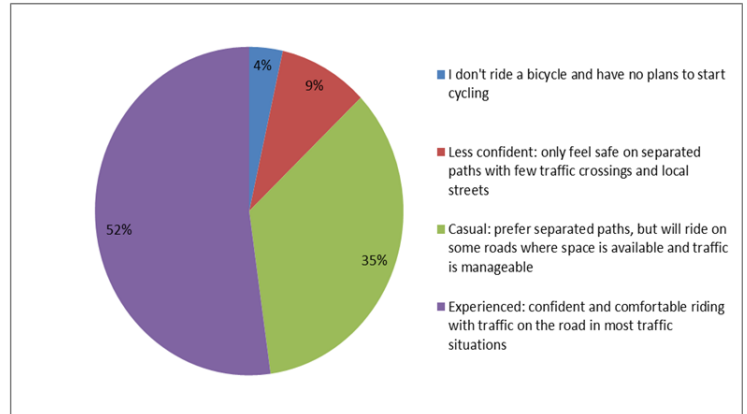


Figure 9. Why do You Bicycle Daily or Regularly?

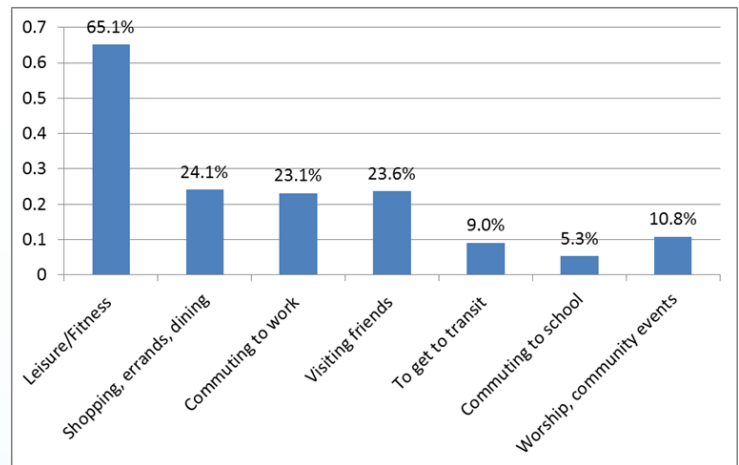
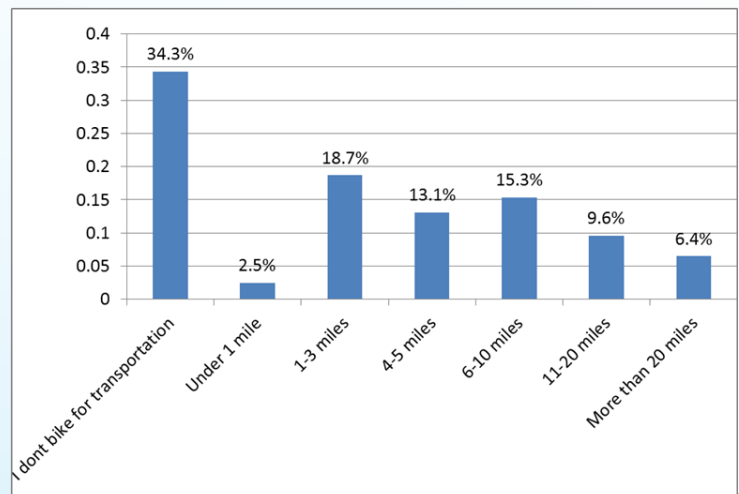


Figure 10. What is Your Maximum Comfortable Riding Distance?



4. Bike lanes, paths, and trails were commonly cited as comfortable bicycling facilities (between 67% and 70% of respondents).

- ◆ Low traffic streets and side paths along roadways were also widely considered comfortable (between 47% and 52% of respondents) (Figure 11).

5. Three obstacles to bicycling were far more frequently cited than others:

- ◆ Motorists don't exercise caution around cyclists
- ◆ Lack of or poor condition of bike facilities
- ◆ Traffic is too fast and heavy
- ◆ Approximately 75% of respondents cited at least one infrastructure-related obstacle to bicycling (which was very similar across urban, suburban and rural respondents), including traffic volume and speed, lack of facilities, and lack of bicycle parking (Figure 12).

6. Three bicycle improvements were the most frequently cited as necessary to improve conditions:

- ◆ More bicycle paths and trails
- ◆ More bike lanes on major streets
- ◆ Better bicycle access to transit stations and bus stops
- ◆ All improvements were ranked as very important. Even the lowest ranked improvement scored 3.6 out of 5, on average.

Figure 11. Where Are You Comfortable Bicycling?

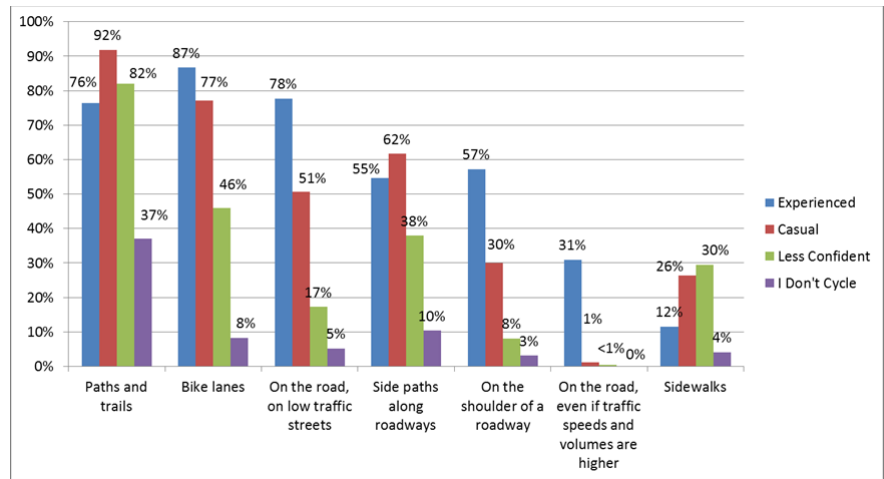
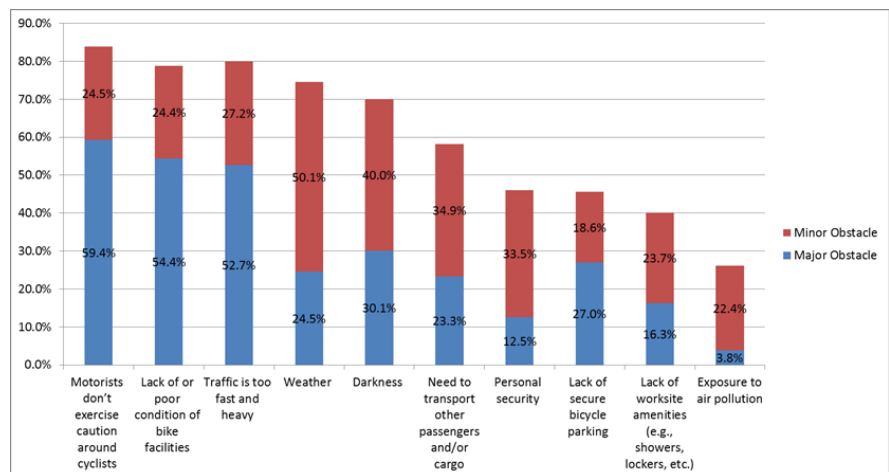


Figure 12. What are the Biggest Obstacles to Bicycling?



Overall, the survey respondents self-reported as a very experienced group of bicyclists, though a sizeable minority rides primarily for recreation, not transportation. They are very concerned with the connectivity and quality of bicycle facilities and expressed discomfort with motorists and a preference for facilities that are not shared with vehicle traffic. The strongly expressed preference for bicycle connectivity to transit suggests that more bicycling for transportation might take place if this were improved (Figure 13).

Top priorities for improving bicycle conditions included building on-road and off-road facilities as well as improving access to transit. These findings are consistent with the MTP survey results, in which on-road and off-road bicycle facilities were the most frequently cited top priorities for improving cycling and walking.

Priorities for Investing in Walking and Bicycling

Survey respondents were asked what they considered the most important reasons for investing in bicycling and walking. This question was also posed as part of the MTP survey. Improving the safety of walking and biking was the most frequent response in both surveys (especially near schools), followed by increasing physical health and activity, supporting the environment, and improving facilities in cities and towns. This user survey's prioritization results can be seen in Figure 14.

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

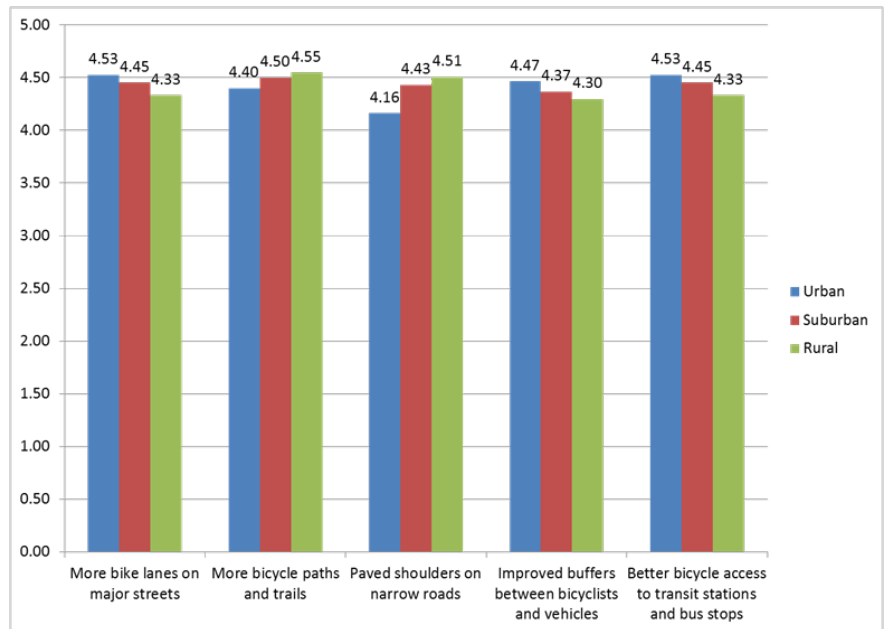
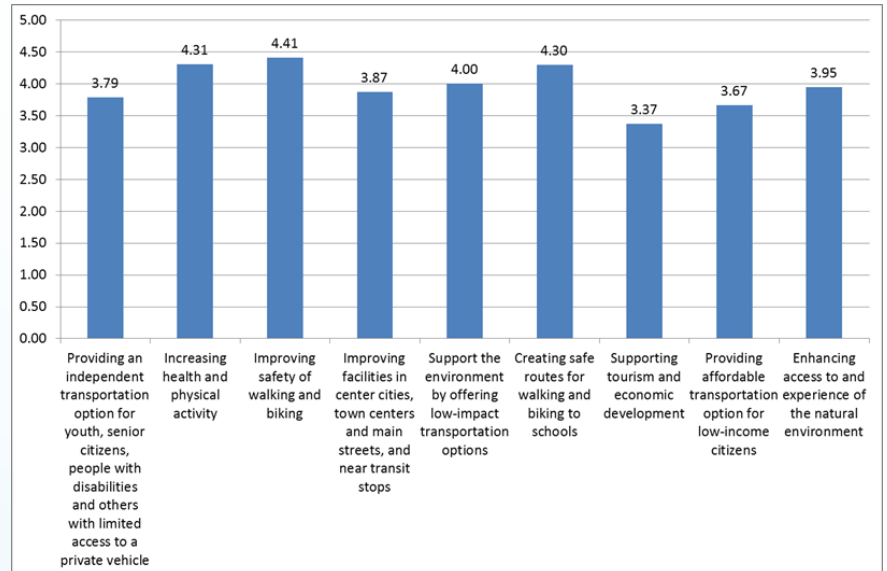


Figure 14. The Most Important Reasons to Invest in Bicycle and Pedestrian Improvements (Ranked Out of Five)



Conclusion

The Bicycle and Pedestrian User Survey responses indicate strong desire for improved bicycle and pedestrian infrastructure, as well as safety and education work.

Nearly 80% of survey respondents reported walking for one or more purpose at least daily or regularly, with the highest rates of walking by urban dwelling respondents. Missing or poor quality pedestrian facilities was cited as the most common obstacle to walking and improving infrastructure was rated as the top priority for improvement. In most cases, urban, suburban and rural priorities for pedestrian improvements were similar, though lighting and security were higher priorities in urban areas than in either suburban or rural areas.

About half of survey respondents self-reported as experienced bicyclists, while the remaining half reported casual, less experienced or no cycling experience. Leisure and fitness riding was the most common daily or regular bicycle trip purpose, though 39.5% reported riding daily or regularly for a transportation purpose. Survey respondents consistently reported the need for many types of infrastructure improvements, and also expressed concerns about safety and motorist behavior. The survey revealed important differences in the types of bicycle facilities preferred by cyclists of different experience levels, which is consistent with other national research showing that highly experienced cyclists are comfortable and often prefer to ride with traffic, while less experienced cyclists are not comfortable riding with traffic and require separated bicycle facilities to feel comfortable.

Advisory Group

MDOT formed an Advisory Group comprised of bicycle and pedestrian advocates, local government representatives and other State agency representatives from across the State. Each member of the Advisory Group is actively involved in bicycle and pedestrian planning in Maryland. The group included representatives from across the State and included a balance between public agency staff and private organization representatives. This group met four times and helped provide local perspectives on issues and priorities for the Master Plan update and also helped get the word out about the plan update. The members of the Advisory Group are listed on the inside cover of the Plan.

Stakeholders Interviews

The project team conducted numerous stakeholder interviews with local governments, agency professionals and advocates around the state. The discussions with these interested parties were wide-ranging, but several important themes emerged.

First, local governments emphasized that there is a great deal of bicycle and pedestrian planning ongoing within their jurisdictions. In particular, efforts are underway to reach out to the “interested but concerned” subset of potential pedestrians and bicyclists. Public transportation and recreational trails and their social, economic and transportation benefits were seen as a powerful tool for this outreach. Continued and strengthened State assistance was encouraged to help advance trail development. Local governments also recognized that a local street network must compliment the State bikeway network.

The stakeholders had important input as to what specific impacts the plan update could have for them. Suggested roles for MDOT included helping jurisdictions coordinate and cooperate with each other, providing more flexibility in pedestrian and bicycle improvement design, and improving data sharing to help local jurisdictions understand where maintenance and connectivity needs exist and where there are safety concerns. MDOT also has more resources for planning and engineering than the local municipalities, and can help with grant eligibility and other parts of the process. The State also has sole jurisdiction over State routes in rural areas and must address the particular challenges associated with designing facilities for busy, high-speed roadways. The following groups participated in interviews, conducted as group discussions between May and August 2013.

- ◆ State Highway Administration
- ◆ MTA and WMATA
- ◆ Baltimore Metropolitan Area Local Government
- ◆ Baltimore Area Advocacy Organizations
- ◆ Washington Metropolitan Area Local Government
- ◆ Washington Area Advocacy Organizations
- ◆ Eastern Shore Communities Local Government
- ◆ Eastern Shore Advocacy Organizations
- ◆ Western Maryland Communities Local Government
- ◆ Western Maryland Advocacy Organizations
- ◆ Public Health Officials
- ◆ Local Schools and Universities

Key Themes across Stakeholder Groups

Local Initiatives

- ◆ Much bicycle and pedestrian planning is currently occurring on the local level
- ◆ These efforts focus on improving conditions to attract “interested but concerned” potential pedestrians and bicyclists
- ◆ Increasingly, communities are interacting with SHA as a planning partner

Recreational Trails

- ◆ The social, economic and transportation benefits of recreational trails are being more widely recognized
- ◆ Environmental regulations that consider linear trail to be equivalent to other types of paved area, like parking lots, are sometimes a barrier to construction

State Support

- ◆ Stakeholders identified many opportunities to strengthen state support of local efforts
 - Recognize different economic, physical and political realities around the state
 - Encourage good local planning and design through engagement with local agencies
 - Consider adjacent local street network as part of the planning of State bikeway network
 - Better articulate economic benefits of increased walking and bicycling withing communities
 - Provide bicycle tourism technical support

Potential Role for This Plan

- ◆ Promote Inter-jurisdictional coordination
 - Review designated bike routes

- Assist in community master plan process to facilitate an integrated State and local bicycle and pedestrian network
- ♦ Promote a stronger pipeline for implementing pedestrian and bicycle improvements
 - Planning and engineering is needed for grant eligibility, a process which can be difficult for communities in some parts of the state
 - Local communities need regulatory flexibility to design and designate the best routes
- ♦ Address sharing and improving safety data and best practices
 - Improve bicycle and pedestrian safety data so that it is both robust and easily accessible to local jurisdictions
 - Provide State support for shoulder maintenance programs
- ♦ Recognize challenges of (and provide support where possible for) adequate facilities on high-speed busy roads and state routes in rural area

Public Meetings

March Public Meeting

The first public meeting in support of this effort was held on March 21, 2013 at the University of Baltimore. The primary purpose of this first public meeting was to engage stakeholders in the plan update process, to gather input on the draft vision and goals for the updated plan, and to solicit input on key strategies to achieve identified goals. The meeting was also made available through an on-line format which included the full presentation and relevant maps. Web and phone participants were also encouraged to participate through submitting on-line questions and comment cards. The meeting was attended by over 50 people.

MDOT, SHA, and the consultant team provided a presentation to introduce the Plan Update process, assess progress from the 2002 plan, and report on existing conditions relevant to Maryland's bicycle and pedestrian network. The presentation also included an overview of a proposed new vision and draft goals to guide plan development. After a brief question and answer session, attendees were asked to circulate between five stations for more focused discussions on draft goals and related data. Attendees were encouraged to provide feedback to MDOT and project staff regarding the draft vision and goals and to provide input on top priorities for improving biking and walking in Maryland that should be addressed in the Plan update. Concerns and recommendations were recorded on flipcharts and comment cards, which were also made available to online participants.

The meeting participants responded favorably to the draft goals as presented and agreed generally that they would serve as good framework for the plan update. A number of participants also provided comments about inter-jurisdictional coordination issues and the ongoing transportation planning process. Overall, comments included an extensive and varied list of strategies to be considered as the process moves forward. A summary of key themes and observations follows; it is organized around the five proposed goal areas.

1. Build Connected Networks

- ♦ Improve connections with transit
 - Address pedestrian access issues related to transit
 - Expand the ability to bring bicycles on commuter trains and light rail vehicles

- ◆ Focus on improving high demand areas
 - Prioritize bicycle and pedestrian improvements near schools, university campuses, hospitals, and urban areas
- ◆ Create major “spine” bike corridors
 - Develop major bike corridors with separated bike lanes along main commuting routes
 - Connect gaps in existing high quality networks
- ◆ Address barriers to bicycle and pedestrian access
 - Eliminate barriers such as highway crossings, tunnels, bridges
 - Provide connections between individual residential areas and to commercial areas
 - Provide connections between counties
- ◆ Coordinate between State and counties and create combined networks of good bike routes
 - Improve bicycle and pedestrian data collection and aggregate data at the State level
 - Have the State take a larger role or partner with local governments on bicycle and pedestrian issues
 - Help the public involved in bicycle and pedestrian advocacy better understand the roles and authority of the various levels of government in the various types of transportation projects
 - Strengthen the State ability to enforce routine accommodation policies on State projects, as well as proposed plans or projects not directly under their control (i.e. MPO plans, Regional Authorities)
- ◆ Increase funding and focus on implementation mechanisms
 - Increase funding for bicycle and pedestrian improvements
 - MDOT/SHA should have dedicated funding for bike/ped

2. Improve Safety

- ◆ Educate drivers, bicyclists, and pedestrians on laws
 - Educate drivers on the 3-foot law and when to yield to bicyclists and pedestrians
 - Require education for bicyclists and pedestrians on how to operate safely in the street environment
 - Provide training for public bus drivers on operating safely with bicyclists
- ◆ Improve communication/partnership with local police
 - Educate police on bicycle and pedestrian laws and increase enforcement
 - Improve crash reporting
- ◆ Conduct systemic crash analysis and counter measures
 - Collect better bicycle and pedestrian count data to analyze crash rates
 - Work with medical community to collect data on unreported crashes
 - Encourage voluntary crash reporting
- ◆ Improve signage and markings, especially in transition areas
 - Add bicycle and pedestrian signage and markings for motorist awareness, transitions and wayfinding

- ◆ Address local maintenance issues – especially for small jurisdictions
 - Address process for debris clean up, rail crossing, pavement conditions
 - Improve maintenance of traffic in construction areas

3. Balance User Needs

- ◆ Employ a Complete Streets approach to roadway design
 - Use context-based roadway hierarchy
 - Allow and encourage flexibility to local conditions
 - Develop methods for involving the public in the road design process, not just the planning
- ◆ Put in infrastructure for casual or new riders and families
 - Accommodate a range of users and abilities with existing and planned facilities
- ◆ Provide more and better bike facilities
 - Provide separated bikeways on busy streets and divided highways
 - Create space for bikes in narrow roadways and travel lanes
 - Provide more bicycle rest stations for seniors or children especially for trails facilities
- ◆ Shorten crossing distances, add crosswalks, calm traffic
 - Provide crosswalk bump outs and raised crosswalks
 - Add strategic mid-block crossings on state roadways
 - Pursue traffic calming where appropriate
- ◆ Evaluate Bicycle Level of Comfort (BLOC) performance measure
 - Raise State BLOC target of D
 - Improve measures and mapping: Some areas shown as BLOC A or B are not comfortable for most riders

4. Strengthen Communities

- ◆ Encourage Biking and Walking to School
 - Address fears/liability related to bike/walk to school
 - Increase biking/walking and Safe Routes to School initiatives to help address health issues
 - Improve routes to schools and commercial centers to aid parents commuting via bicycle with kids
- ◆ Incentivize local planning for biking and walking
 - Tie state highway funding to local governments who employ a complete streets approach
 - Coordinate local bicycle and pedestrian plans with other planning efforts
- ◆ Develop a series of demonstration projects to promote adoption of best practices
 - For example: Develop a “signature street” or Cycle track in a high profile area to test and demonstrate outcomes
 - Study existing best practices in local jurisdictions and around the country

- ◆ Focus messaging on benefits of biking and walking
 - Document economic development impacts: Job creation, cost savings, etc.
 - Develop data and messaging to promote public health benefits of cycling and walking
 - Clarify benefits of cycling and walking in terms of improved operations for autos and overall transportation network
- ◆ Improve outreach and engagement
 - Capture input from groups who typically don't participate
 - Develop methods for involving the public in the road design process, not just the planning
 - Collaborate with advocates to help create viable local level pipeline of projects and facilitate their linkage
 - Address cultural barriers that discourage populations from walking or cycling (related to helmets, etc.)
 - Enhance outreach to Spanish-speaking population

5. Attract Marylanders and Visitors to Walk and Bike

- ◆ Make biking/walking a true mode of transportation
 - Reword this goal to emphasize transportation purpose: Current phrasing sounds recreational in nature
- ◆ Promote bicycle tourism
 - Provide more service and rest stations to make it easier for seniors and others to safely walk or bike without fear of being stuck without needed amenities
- ◆ Improve user info, maps and wayfinding
 - Have more mapping and wayfinding information available in multiple formats
 - Only sign appropriate streets as bike routes
 - Provide more trail signage to amenities and way findings

June Public Meeting

The second public meeting in support of this effort was held on June 11, 2013 at the Rockville Memorial Library. The primary purpose of the second public meeting was to engage stakeholders in the Plan update process and to solicit input on the draft goals, objectives and strategies under development. The meeting was also made available through an online format. A straw poll was developed that invited participants to evaluate the draft objectives of the plan and to identify up to eight objectives that they considered most important to achieving the Plan's goals. Meeting attendees and web and phone participants contributed to moderated group conversations regarding the straw poll exercise. Meeting attendees completed the straw poll at the meeting. Web and phone attendees completed the straw poll online. The meeting was attended by over 50 people with additional web and phone participants

MDOT and the consultant team presented an overview of the Plan Update process, a summary of the Stakeholder Interviews conducted to date, and the results of an online Bicycle and Pedestrian Needs Survey. The presentation also included an overview of the draft Goals, Objectives, and Strategies developed in the first phase of the project. The draft Goals, Objectives, and Strategies had been developed with input from the project Advisory Group, input from the first public meeting, discussions at stakeholder interviews, and in consultation with State Highway Administration, Maryland Transit Administration, and MDOT staff.

Meeting participants were then asked to breakup into smaller groups to discuss the draft Goals, Objectives, and Strategies. In the group discussions, participants were asked to introduce themselves, identify what objectives they thought were most important, and identify what strategies they thought were most effective or promising. Comments and recommendations were recorded on flipcharts and after the discussions, attendees were asked to “vote” for their top eight objectives by placing sticky dots on poster boards displaying the objectives. Participants could vote for a specific objective more than once. It was noted that the purpose of the exercise was not to eliminate those objectives not receiving strong support, but rather to help inform priorities and key focus areas as the Plan update is developed.

At the Public Meeting, forty-six people chose to participate in the poll and a total number of 261 votes cast. All objectives received votes. The highest ranked objective was Objective 1.5: Focus on improving bicycling and walking conditions in locations with the highest demand, which received 19 votes. The objective with the lowest vote count was Objective 5.2: Support growth in bicycle tourism throughout Maryland, which received four votes.

Based on the polling results, the participants prioritized building new and improving existing bicycle and pedestrian travel facilities. Three of the top five prioritized objectives were included in “Goal 1 - To create seamless-multi- modal travel networks”. The top five objectives were:

- ◆ **Objective 1.5** - Focus on improving bicycling and walking conditions in locations with the highest demand. (8% of the votes)
- ◆ **Objective 4.1** - Provide assistance and/or incentives to local governments to improve biking and walking. (7.7% of the votes)
- ◆ **Objective 1.1** - Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations. (7.3% of the votes)
- ◆ **Objective 4.2** - Support efforts to increase biking and walking to schools, colleges and universities. (6.9% of the vote)
- ◆ **Objective 1.2** - Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers. (6.5% of the vote)

The following table presents a summarized version of the objectives, the votes received, percentages, and overall ranking based on the votes received.

Goal 1. Create Seamless Multi-Modal Travel Networks:

Fill system gaps; overcome major barriers; connect bicycle and pedestrian-oriented origins and destinations; create seamless access to public transit.

Objective	Votes	Percentage	Ranking
Bicycle Mobility - Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations	19	7.3%	3
Pedestrian Mobility - Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers	17	6.5%	5
Improve integration of bicycle and pedestrian transportation with public transit systems	16	6.1%	7
Address key gaps in trail systems and improve integration of trails and on-road facilities	17	6.5%	6
Focus on improving bicycling and walking conditions in locations with the highest demand	21	8.0%	1

Goal 2. Improve Safety:

Enhance pedestrian and bicycle safety to reduce injuries and fatalities and to make walking and biking comfortable and inviting.

Objective	Votes	Percentage	Ranking
Use best practices to analyze bicycle and pedestrian crashes and identify countermeasures	7	2.7%	17
Improve education and training of professionals involved in bicycle and pedestrian safety	15	5.7%	10
Improve education and training of the public regarding safe driving, walking, and biking	13	5.0%	12
Improve maintenance and ensure consistent quality of bike and pedestrian facilities	10	3.8%	15

Goal 3. Build for Everyone:

Enable transportation agencies to effectively balance the needs of all roadway users to promote travel choices, recognizing that bicycle and pedestrian needs should be an equal or higher priority in some locations.

Objective	Votes	Percentage	Ranking
Incorporate Complete Streets principles in all State transportation projects, and promote Complete Streets policies at the local level	16	6.1%	8
Strengthen methodologies and data used to plan, design and evaluate bicycle and pedestrian facilities in Maryland	11	4.2%	14
Build knowledge and capacity of state and local government staff to effectively plan, design, implement and maintain infrastructure for bicycling and walking	16	6.1%	9
Increase use of innovative design solutions that address safety and accommodation of pedestrians and bicyclists	15	5.7%	11

Goal 4. Strengthen Communities:

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

Objective	Votes	Percentage	Ranking
Provide assistance and/or incentives to local governments to improve biking and walking	20	7.7%	2
Support efforts to increase biking and walking to schools, colleges and universities	18	6.9%	4
Improve community outreach and engagement	8	3.1%	16

Goal 5. Promote Walking and Biking in Maryland:

Support walking and biking as everyday modes of transportation and recreation and vital elements of a livable community through encouragement, marketing and information.

Objective	Votes	Percentage	Ranking
Promote bicycling and walking as normal transportation modes that have a broad diversity of participants	13	5.0%	13
Support growth in bicycle tourism throughout Maryland	4	1.5%	19
Improve access to bicycling and walking information	5	1.9%	18

The following summarizes the key themes from the meeting discussion and comments received thereafter:

1. Create Seamless Multi-Modal Travel Networks

- ◆ Need more than bikeable shoulders to create network
- ◆ Need to incorporate local roads and state roads to make useful networks
- ◆ Like the idea of using utility right of ways for trails
- ◆ Focus connections on activity centers
- ◆ Design bike lanes with physical separation

2. Improve Safety:

- ◆ Need to fill gaps when there are not safe routes to major destinations, schools, etc.
- ◆ Step up enforcement particularly for aggressive drivers
- ◆ Bus drivers need to be more respectful of bicyclists and pedestrians
- ◆ Require elected officials, local staff, planners and engineers to bicycle and walk in their jurisdictions
- ◆ Better maintenance will increase safety especially along shoulders
- ◆ Building better networks of facilities that connect people with where they need to go is the best way to improve safety

3. Build for Everyone:

- ◆ Consider widening sidewalks and paths for shared use when there is not enough room for separate bicycle and pedestrian facilities
- ◆ Set mode share goals and develop ways to estimate demand
- ◆ Evaluate level of comfort not just level of service
- ◆ Need better bike/ped count methodologies
- ◆ Need to make it safer for kids to walk to school

4. Strengthen Communities:

- ◆ Need funding and leadership to work together
- ◆ Provide more resources and assistance to local governments; don't mandate more for local governments without funding to support the requirements

- ◆ Increase coordination between state and local governments on projects and plans
- ◆ Need to create a vision of the communities we want to live, work, and play in
- ◆ Prioritize improvements where they are most needed instead of pursuing projects where they may be easiest

5. Promote Walking and Biking in Maryland:

- ◆ Promote bicycle tourism for Maryland residents, not just for people from other states
- ◆ Provide more wayfinding and access to information
- ◆ Use the economic and social benefits of biking and walking to sell the projects and plans
- ◆ Promote walking and biking to schools and improve the infrastructure to make it possible
- ◆ Increase funding for bike and pedestrian projects

The online version of the straw poll was available on the project website until July 12th. Please see project website for a summary of the online Straw Poll results.

The input received at the Public Meeting along with other feedback gathered during the study process will be used to refine and finalize the goals, objectives, and strategies of the plan. In the coming months, MDOT and the consultant team will be developing the Draft Bicycle and Pedestrian Master Plan Update document and a final public meeting is anticipated this Fall to present the plan update for public comment.

November Public Meeting

The final public meeting in support of this effort was held on November 13, 2013 at the Talbot County Free Library in Easton. A draft of the new Bicycle and Pedestrian Plan had been released on November 8th. The primary purpose of the meeting was to provide updates and highlight elements of the draft Plan and to solicit public feedback on its key initiatives and implementation approach. The meeting was also made available through an online format, which included the full presentation and the moderated discussion.

MDOT and the consultant team presented an overview of the Plan update process, a summary of key themes heard from the public outreach efforts, and an overview of the Draft Goals, Objectives, and Strategies. The presentation also described the key initiatives and MDOT's approach to implementing the Plan. The Draft Goals, Objectives, and Strategies were developed with input from the Advisory Group, input from the previous public meetings, discussions at stakeholder interviews, and in consultation with other state agencies, as well as the State Highway Administration (SHA), Maryland Transit Administration, and other MDOT staff.

The key initiatives were identified as important strategies that could be implemented by MDOT as first steps in achieving the vision and goals of the Plan. A Regional Planner with SHA also presented highlights from an on-going local coordination effort with the Town of Easton that has resulted in improvements to the planning process and physical improvements to the local bicycle and pedestrian network. Following the presentation, a moderated discussion was held at the meeting and with the online participants. In the discussions, participants were asked to introduce themselves, discuss whether they felt the goals, objectives, and strategies were comprehensive, and whether they thought the key initiatives made sense as first steps in implementing the Plan. They were also asked to suggest specific actions to be taken as a next step to advancing the goals of the Plan.

The meeting attendees and online participants reported general consensus around the draft goals, objectives, and strategies and the key initiatives. The following summarizes feedback from the discussion at the meeting and online:

- ◆ Emphasis should be on building the network and connecting the gaps.

- ◆ Partnering with local communities and regional entities to identify priorities, seek funding and implement improvements is important.
- ◆ The Plan should address funding more directly.
- ◆ Improvements should be focused on local context including gateways and transitions in local communities.
- ◆ Grassroots education efforts for elected officials and local communities are key to implementation and should include infrastructure adaptations in smaller towns.
- ◆ Expand technical and design training opportunities for local communities.
- ◆ Look for opportunities to incorporate bicycle and pedestrian improvements into larger projects and programs.
- ◆ Encouraging local governments to include bike and pedestrian initiatives in their comprehensive plans and to enact local ordinances that address bicycle and pedestrian improvements is critical.
- ◆ More should be done at the State, regional and local level to promote bicycle tourism and assist local tourism boards (for example, explore potential to extend Trail Town Network approach to Eastern Shore).
- ◆ The statewide bicycle map should be re-evaluated and integrated with local maps into a complete network.
- ◆ A better system is needed for reporting maintenance issues at State and local levels, such as mobile based incident and maintenance applications.

The Draft Plan is available for review on the project website and the public comment period will remain open through December 10th. Thank you for your participation in this effort and please check the project website for any updates.

Straw Poll Results

In the early spring of 2013, the Maryland Department of Transportation (MDOT) developed a draft set of goals, objectives, and strategies (G/O/S) to provide a framework for the 2013 update of the Statewide Bicycle and Pedestrian Master Plan.

The draft set of goals, objectives, and strategies was developed based upon a thorough review of existing conditions, accomplishments of the 2002 Plan, interviews with various stakeholder groups, and early public feedback. This draft included 5 goals, 19 objectives, and 44 strategies. A straw poll was then developed to collect feedback on the draft GOS framework. Participants were asked to use their “votes” to help prioritize the draft list of objectives. The straw poll was never meant to be a means of which to eliminate or exclude objectives and therefore, participants were asked to write-in additional objectives or strategies in the comments section following the poll.

The straw poll was launched in late spring of 2013 and was applied using three methods of outreach:

- ◆ **Advisory Group meeting** – the draft goals and objectives were first introduced during the May 2013 Advisory Group meeting. During this meeting, members had the opportunity to “vote” on the most important objectives. Each Advisory Group member was provided with eight “votes” and was asked to allot the votes as they deemed most important. They could allot all eight votes on one objective at a time or multiple objectives multiple times.
- ◆ **Public Open House** - during the public meeting held in Rockville, Maryland on Tuesday, June 11, the general public was introduced to a slightly revised set of goals and objectives, and was given the opportunity to vote on which objectives were most important to them. More information about the meeting is presented under the Public Open House section of this document.
- ◆ **Online straw poll** - An online straw poll was launched following the Public Open House to give the public at-large the opportunity to comment on the draft objectives. Participants were allotted eight votes each to indicate which of the nineteen draft objectives should receive the most attention from MDOT and its modal administrations over the coming years. The online straw poll was open for over 30 days for public comment, closing on July 15, 2013.

This report has been organized into four sections, each providing detailed summaries of the results and highlights of the key takeaways from the findings. Based on the feedback received, it the public gave the highest priority to those objectives that work towards creating a seamless-multi- modal travel network and improving safety.

Summary Highlights

A total of 292 ballots were received with a total of 2,071 votes cast. Most of the votes were received through the online straw poll.

During each opportunity for comment, each participant received eight votes and was asked to allot them as they deemed most important. Participants were invited to allot all eight votes on one objective at a time or across multiple objectives, multiple times. Nearly all participants used all eight of their votes.

All objectives received votes. The objective with the highest vote count was Objective 1.1 - Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations, which received 267 votes (13% of the total). The objective with the lowest vote count was Objective 5.3 - Improve access to bicycling and walking information, which received 37 votes. (1.8% of the total)

Based on this straw poll, the public placed priority on building new and improving existing bicycle and pedestrian travel facilities. Three of the top five prioritized objectives were included in “Goal 1 - To create seamless-multi- modal travel networks”. The top five objectives were:

- ◆ **Objective 1.1** - Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations. (12.9% of the vote)
- ◆ **Objective 1.4** - Address key gaps in trail systems and improve integration of trails and on-road facilities. (9.1% of the vote)
- ◆ **Objective 4.1** - Provide assistance and/or incentives to local governments to improve biking and walking. (8% of the vote)
- ◆ **Objective 3.1** - Incorporate Complete Streets principles in all State transportation projects, and promote Complete Streets policies at the local level. (7.6% of the vote)
- ◆ **Objective 5.1** - Focus on improving bicycling and walking conditions in locations with the highest demand. (5.9% of the vote)

Safety appears to be the second highest concern amongst the participants. The next five highest ranked objectives showed a cluster of both Goal 1: Create seamless multi-modal travel networks and Goal 2: Improve safety.

- ◆ **Objective 1.5** - Focus on improving bicycling and walking conditions in locations with the highest demand. (5.98% of votes)
- ◆ **Objective 1.3** - Improve integration of bicycle and pedestrian transportation with public transit systems. (5.89% of votes)
- ◆ **Objective 2.3** - Improve education and training of the public regarding safe driving, walking, and biking. (5.5% of votes)
- ◆ **Objective 1.2** - Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers. (5.4% of votes)
- ◆ **Objective 9** - Improve maintenance and ensure consistent quality of bike and pedestrian facilities. (5.1% of votes)

The following table lists the complete Goals and Objectives and presents the final vote tally, percentage, and ranking in accordance to the votes received.

Goals	Objectives	Advisory Meeting	Public Meeting	Straw Poll (Online)	Total Votes Objectives	%	Ranking
Create Seamless Multi-Modal Travel Networks: Fill system gaps; overcome major barriers; connect bicycle- and pedestrian-oriented origins and destinations; create seamless access to public transit.	Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations.	8	19	240	267	12.9	1
	Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers.	6	17	89	112	5.4	9
	Improve integration of bicycle and pedestrian transportation with public transit systems.	6	16	97	119	5.7	7
	Address key gaps in trail systems and improve integration of trails and on-road facilities.	7	17	165	189	9.1	2
	Focus on improving bicycling and walking conditions in locations with the highest demand.	2	21	99	122	5.9	6
Goals	Objectives	Advisory Meeting	Public Meeting	Straw Poll (Online)	Total Votes Objectives	%	Ranking
Improve Safety: Enhance pedestrian and bicycle safety to reduce injuries and fatalities and to make walking and biking comfortable and inviting.	Use best practices to analyze bicycle and pedestrian crashes and identify countermeasures.	2	7	58	67	3.2	14
	Improve education and training of professionals involved in bicycle and pedestrian safety.	3	15	43	61	2.9	15
	Improve education and training of the public regarding safe driving, walking, and biking.	5	13	96	114	5.5	8
	Improve maintenance and ensure consistent quality of bike and pedestrian facilities.	6	10	86	102	4.9	11

Goals	Objectives	Advisory Meeting	Public Meeting	Straw Poll (Online)	Total Votes Objectives	%	Ranking
Build for Everyone: Enable transportation agencies to effectively balance the needs of all roadway users to promote travel choices, recognizing that bicycle and pedestrian needs should be an equal or higher priority in some locations.	Incorporate Complete Streets principles in all State transportation projects, and promote Complete Streets policies at the local level.	4	16	137	157	7.6	4
	Strengthen methodologies and data used to plan, design and evaluate bicycle and pedestrian facilities in Maryland.	4	11	36	51	2.5	16
	Build knowledge and capacity of state and local government staff to effectively plan, design, implement and maintain infrastructure for bicycling and walking.	6	16	75	97	4.7	12
	Increase use of innovative design solutions that address safety and accommodation of pedestrians and bicyclists.	4	15	86	105	5.1	10
Goals	Objectives	Advisory Meeting	Public Meeting	Straw Poll (Online)	Total Votes Objectives	%	Ranking
Strengthen Communities: Partner with local governments to achieve walkable and bikeable communities and the resulting sustainability, livability, health and economic benefits.	Provide assistance and/or incentives to local governments to improve biking and walking.	9	20	136	165	8.0	3
	Support efforts to increase biking and walking to schools, colleges and universities.	3	18	70	91	4.4	13
	Improve community outreach and engagement.	0	8	39	47	2.3	17

Goals	Objectives	Advisory Meeting	Public Meeting	Straw Poll (Online)	Total Votes Objectives	%	Ranking
Promote Walking and Biking in Maryland: Support walking and biking everyday modes of transportation and recreation and vital elements of a livable community through encouragement, marketing and information.	Promote bicycling and walking as normal transportation modes that have a broad diversity of participants.	9	13	101	123	5.9	5
	Support growth in bicycle tourism throughout Maryland.	1	4	40	45	2.2	18
	Improve access to bicycling and walking information.	0	5	32	37	1.8	19

Many of the comments pointed out specific projects or locations where bicycle improvements are needed. Some of those comments included:

- ◆ Complete the ICC trail
- ◆ Provide safe bicycle facilities along bridges especially those connecting to neighborhoods around Annapolis and Baltimore
- ◆ Install bike lanes on Oxon Hill Road
- ◆ Improve access to Met Branch Trail and Capital Crescent Trail in Takoma
- ◆ Improve and build more bicycle parking near UMD stadiums
- ◆ Prioritize projects on Falls Road/Black Rock Road

Write-in Comments

The following includes a list of all comments received. They have not been edited or revised to preserve the integrity of the feedback.

Response
Bicycle lanes need to be continuous without gaps or interruptions.
Bring bikes into at-risk, impoverished and underserved communities!!! Transportation equity NOW!
Complete the promised ICC trail
Connections are critical - as is education (for everyone)
Continue the good job that you are doing
If you build it, we will ride!
Improve Maintenance and Safety of existing Bike lanes.
Please keep at this, and thank you!
Thank you for conducting this survey
Thanks for the poll and trying to address these issues.
Too bad we only had 8 votes. All the objectives appear relevant.
Would like to have four crosswalks at intersections, not three.
stress that the larger vehicle is the liable vehicle.
thank you!
We need to take the results of the survey and straw poll with a huge grain of salt. They can in no way represent the needs of people who are not already thinking about bike/walk issues. Major studies show that confidence in personal safety is necessary but insufficient condition to changing personal transport behavior. For folks to increase or begin using bike/walk to get around more in Maryland they need to trust that they will not be harmed. Automobiles, and criminal predation are the most frequently cited perceived threats to personal safety. These are highly location specific. Objectives need to be able to vary by location. That said, broad categories of urban,rural,suburban in the previous survey should not be used to create three sets of goals, as the differences between survey responses in these three categories is not significant, and the sampling too poor to accurately reflect the target population, aka those not currently using bike/walk transportation or not using it very frequently. If we build or support anything that is seen as dangerous, folks will associate bike/walk as dangerous. We need to upgrade currently unsafe bike/walk facilities/routes to much safer designs/standards, and then tout them. Demand will follow when there are safe bike/walk routes/facilities. Making routes/facilities anything less than very/very safe, and we will scare off future demand.
Often relatively small projects can make a big difference. Case in point is being able to cross the MD564 at the Seabrook MARC station. There is a marked cross walk that no drives yields to. Nearest traffic light is far away and not even bike/ped accessible. The traffic light down the road is setup to keep cars constantly flowing such that one must wait a very long time (maybe 10 minutes) for a long enough break in traffic to safely (run!) cross MD564. This screams for a traffic light near the MARC station. That would connect bikers and pedestrians to the other side of the train tracks as well has the MARC station to the neighborhood across the road. There is no other way to cross this road or the tracks unless you are in a car. This is not an obvious barrier until you try it for real. One traffic light (or HAWK signal) could be a significant gap filler to connect places. This connection is still waiting for attention. To summarize, small projects can make a difference. Places needing better connection is not always obvious. Need to have people who plan connecting projects to try to get to places (ie walk or bike) in the target area to understand what the correct fix is. This means getting out of the office and out of the car. Need to look to see what the real obstacles are to connect places (businesses to houses and to schools and to public transportation).
You could really consolidate some of these objectives into the broader goals and do a straw poll on those w/ less reliance on the user having to pour over dense text. Otherwise - well done!

Response

Promote the fact that it's safer to be a biker than a pedestrian, as a way of addressing the main barrier that prevents biking.

Dedicated Bike Lanes Can Cut Cycling Injuries in Half, read article please... <http://www.theatlanticcities.com/commute/2012/10/dedicated-bike-lanes-can-cut-cycling-injuries-half/3654/> look at whats been discussed in lincoln nebraska !!! <http://streetsblog.net/2013/07/09/lincoln-nebraska-thats-right-is-planning-a-protected-bike-lane/>

Bicyclists should be able to ride or be transported across Susquehanna River Bridge, without long wait, upon payment of normal car toll. Other states like Oregon have installed flashing yellow lights to alert motorists to presence of bicyclists on bridge. Bicyclists should also be transported across Bay Bridge upon payment of normal car toll. Adding bikeracks to contracted buses that cross Bay Bridge would help. Jeffrey H. Marks

Additional objectives: 1. Micro trail systems similar to Columbia, MD. 2. Parellell highways with bike trails similar to the ICC Trail.

Since Bicyclist can travel many miles in a reasonably short time and pedestrians/walkers are limited to short travel ;e three miles /hr, than maybe some consideration should be addressed to separate surveys. It appears that most walkers utilize designated trails & Town and City sidewalks while most cyclist remain on roadways and designated bicycle lanes. So maybe there are considerable differences regarding dual purpose questions. Do you send these surveys out to the membership of Maryland's bicycle clubs? Thanks, Jack H

Note: Obj 6 (Use best practices to analyze bicycle and pedestrian crashes and identify countermeasures) sounds a bit like putting the fox in charge of building the hen house. I was at the meeting in Rockville and honestly, this item just seemed like a way for the contractors to 'get more hours/work' to gather/collect data. While this may ultimately be important, it really does not do much to improve safety or get more people out on the roads either walking or cycling.

Takoma Park is an obvious barrier to sustainable transportation. Too many Priuses (Prii?) and too few bike paths connecting Met Branch Trail to Capital Crescent Trail. The path near Mont Community College is too narrow for bikes and peds. Some simple foliage clearing - on asphalt and overhanging/trees shrubs -would help restore the path to its original width.

After going to a number of bicycle friendly states I would rank Maryland near the bottom which is a shame for the number of people riding. It seems like there is lots of talk, studies and master plans and I am sure lots of money spent on bike stuff but if one judges by results this is just a bike unfriendly state,

I love all the things our state is doing to improve bicycling as a form of transportation, but most important to me is to not be thrown off the road by drivers that don't understand the driving laws.

More important than any information in the plan, or the goals/objectives stated above, please reduce the amount you spend and help keep my taxes from increasing. If that means you can only work on one of two objectives, so be it.

Southern Anne Arundel County roads have no shoulders on most roads used by cyclists. The edges of the roads aren't kept in repair resulting in vegetation that grows over the little bit of shoulder available or the sides have broken down to the point that the intrude into the lane of traffic forcing cyclists to move into the lane. Also, "pork chop" intersections (RT 2 and 4 Calvert County) are major safety issues for cyclists

Handicapped people need wheelchair appropriate sidewalks with ADA compliant intersections. Less focus on biking and more focus on pedestrian plans for those pushing baby strollers, wheelchair users, senior citizens, and those who are vision/hearing impaired.

In future there should be an objective that promotes bicycle commuting generally, rather than limiting it to educational facilities.

Identify, maintain/construct, and mark ideal bicycle & pedestrian routes between adjacent communities. For example, College Park, Berwyn, Berwyn Heights, Beltsville, Greenbelt, University Park, and Adelphi. We shouldn't have to abandon bikes for short rides because of one scary (especially after dark) intersection or road crossing (193 and Kenilworth are very problematic).

Response

Under Improve Safety, should increase enforcement against car drivers who run into peds & cyclists, and massively increase enforcement of cellphone bans while driving cars -- the greatest risk to peds and cyclists is from distracted car drivers

Crosswalks should be added in the middle of super blocks. Cars need to be ticketed for turning in front of pedestrians crossing legally. Bicycling education should occur in elementary and middle school, and drivers ed needs to include more about dealing with pedestrians and bikes. Drivers tests need more questions about dealing with bicycles and pedestrians.

Making and enforcing completer streets should be a major objective of all master plans at all levels.

Need to add "improve maintenance of trail systems after storms." and "Add solar lighting for poorly lit areas for crime minimization."

From personal experience biking University Blvd between Silver Spring and College Park I can definitely attest increase in safety to driver education. I have been biking this route for over two years, as there have recently (within the past three months) been more Share The Road signs installed I am not honked at and told to 'get on the sidewalk' instead of sharing the road with cars, motorcycles, and scooters.

"Identify, and where possible, fix pinch points where existing bikeable shoulders disappear." This strategy is long overdue.

To date, bicycle and pedestrian facility development and maintenance has not generally been considered. Several key roads have no accommodations (sidewalks, shoulders, bike lanes, safe intersections). Sometimes vehicle updates to roads remove whatever access is available such as recently occurred with the installation of a traffic signal and lane relocation at the intersection of SR5 and SR4 in Leonardtown. Highway designers should be required to walk and bicycle routes of planned projects to develop sensitivity of the issues. All projects should have review/approval chop by bicycle/pedestrian/handicap experts

While education on the benefits of walking/biking is important, I feel there are many people who will walk or bike without prompting if areas are designed to safely allow it. Local communities should be the starting point, with the state's help, to build foot- and bike-friendly pathways starting in the most heavily trafficked areas. The focus needs to be on early design of such pathways to eliminate or reduce barriers instead of building them into our communities, from retail parking lots to downtown streets to housing developments. And the foot/bike paths need to connect to other modes of transport.

It is important to address maintaining and developing the trail, biking and walking networks in our communities before we start looking at spending money to get people from out of state to come visit here. As was said 'if we build it, they will come'. People will here of the biking and walking trails by word of mouth and internet posting..bikers and hikers are free advertising..

I already voted, but want to add two comments. Under Bicycle Mobility, consider a strategy of adjusting video-controlled smart red lights so that bicycles can trigger the light if the bike is in a "bike box". I saw this done west of Boston, just outside I-495. Under Goal 2, Objective 2: There are many drivers education programs, to help mature drivers improve as well as for beginner drivers. All should be encouraged to cover the basics of driving around bicycles. Maryland could offer a few template powerpoint slides and talking points.

Give priority to and address roads that are highly popular with cyclists that are very dangerous, for example Falls Road,\ Black Rock Road, Baltimore County MD.

Please fix the expansion joints on the Wilson Bridge Trail. They have destroyed many bicycle components an other property by damaging them on my bike or jolting them off of my bike and are now doing a number on my elbows.

I would like to see an innovative solution to lack of cycle access to bridges across major waterways (i.e. Potomac, Susquehanna, Bay). Perhaps a light weight bike/ ped path cantilevered to the side of or underneath the main traffic lanes?

The goals are ALL very important. It is difficult to prioritize. But, because most motor vehicle non-motor vehicle incidents are the fault of the driver of the motor vehicle it is important to get law enforcement to properly enforce the law.

Response

The standard for Objective 3 needs to change. 0.5 miles for walking to Public Transportation hubs, but different (proposed 2 miles) for biking to public transportation hubs. Bicyclists can travel farther than pedestrians and this Objective should reflect that.

Like wide lanes and sharing the road. Do not like to bike in the "door zone" and do not want lines painted there that suggest bicycle rider run into car doors.

The key to encouraging walking or cycling as a mode of transportation is to have high quality facilities with lots of connections. Outreach and education will not encourage people to use facilities that are not functional.

Need to hurry up and build the bike lanes on Oxon hill Road, the road construction is a killer and then we need to build up the biking community in Maryland. I am often the only person I see commuting by bike. What about protected bike lanes on Hwy 210?

What steps are the authors of this 20 Year Plan using to get non-cyclists to respond to this survey or to participate in the development of the plan?

Improve signage where bicycles share roads with cars. Build more off road trails for walking, biking, skating, etc. Connect or lengthen existing off road trails. Spend more on separate trails rather than shared with cars lanes. Require use of bicycle helmets for all riders.

Pedestrians and motorists need more education about bicyclists' issues. Bike lanes on the street shared with pedestrians are problematic because pedestrians do not keep to the right, and they are in their headphones and do not hear bicyclists' horns warning them to move. Motorists do not understand the "3 feet" rule, but more important, bicyclists should not have to share lanes with parked or moving cars. There should be dedicated bike lanes on all major streets in Baltimore City. Thank you.

Emphasize educating all roadway users that bicycles are vehicles, and cyclists are not second class users to be segregated but have rights to full road use. Auto drivers are not entitled to indulge speed whims at the expense of another roadway user's safety. Cyclists are not entitled to flout traffic laws/rules to indulge their own convenience whims. Education (brainwashing?) is fundamental. TV and internet ads? Billboards? More local shopping trips can easily be made by bicycle if parking is plentiful, convenient, safe. Merchant incentives? More distant shopping trips require better integration with other forms of public transportation. Woefully inadequate, slow or inconvenient. Currently considered second class, last resort, too-poor-to-afford-a-car form of transport. Incentives? Increase auto street parking or parking lot usage fees? Rebates or coupons for cyclists? Make public transport free IF you bring your bike! Make it easier to get out of town with your bike for vacation. Increase public transportation options that allow bicycles on board to scenic areas or historic points of interest. Trains/buses/trams/trolleys? Eliminate/reduce the need to drive from an urban location to a rural or wilderness vacation spot. Please fix storm grates and sweep the urban streets more frequently. Thanks!

I live in the city. Having "bike lanes" on streets with cars zooming past does not work. It is dangerous and I don't use them. They only work for the street warriors. If there were a safe way to ride my bike, I would ride it everywhere: work, stores & visiting. This requires a physical distance, bike only streets or a combination of cars & bikes with a barrier, like the Inner Harbor. Thanks for your work.

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Remember the listing of objectives in the detailed description (i.e., 1 to 19) to match the numbering in the straw poll.

Please complete a challenging trail at Deep Creek State Park that money had been allocated for.

It would be nice to see an objective that supports making pedestrian and bicycle activities a comfortable and enjoyable experience.

Our discussion tonight brought up difficulty in determining who we should contact to push for these objectives. There needs to be a chain of command that is clearer, and that results in less time spinning our wheels!

Response

Safety is #1 priority. Why wait for a crash when, with a little foresight such can be prevented. For example, buffered bike lanes are best, like the Guilford Avenue Bikeway. Then, regular street sweeping of major bike corridors, marked as such, would make a huge difference. As well, wearing fluorescent vest, having a bell, and wearing a helmet at all times would be safe bets.

Any improvements for pedestrians or bicycle routes have to be pair with increase of quality in public transportation. Baltimore does not have reliable and credible system which could be a vital part of other means of transportation. In the end improvements for pedestrians have isolated range and only local impact.

Please get rid of the SHA*! They worship at the alter of auto-mobility and they are absolutely killing close-in dense urban/suburban cities and towns with their over-engineered stroads. *clearly not something you're looking for here...but seriously, they're terrible, and responsible for the most dangerous roads in the state.

I think as a whole we need to improve the bicycling and pedestrian networks throughout the state of Maryland including additional biker/hiker paths, bike lanes and improving sidewalks. In addition, we need to increase awareness for public safety officials and municipal officials of the need to protect the safety of bikers/pedestrians.

It's 2013 and I cannot bike between DC and Annapolis. I tried once and was almost killed by the dilapidated and dangerous conditions. This should be priority one. Capital to capital. DC has one of the highest bicycle usage shares in the country, why not try connecting your trails to theirs?

I'd love to see developer mandates for bicycling and pedestrian facilities for new development. (i.e. bike lanes, street furniture for pedestrians, and separated auto facilities (parking behind new stores, development right at sidewalk level without parking lots cutting off access)). I also love to see bike-share facilities around public transportation in inner ring suburbs. The more people that begin biking, the more people will demand tax dollars for bike and pedestrian improvements. I live in Prince George's county, and the creating of "downtowns" around metro stations (I think they were called PIDs) would be great way to integrate bicycling and pedestrian facilities.

These all sound like great objectives, I'm so glad this issue is getting attention! I like most the 8 that I selected above. Thanks!!

Build it and they will come. Don't waste money on promotional and education efforts - focus your efforts on improving the network.

please complete the bike trail around the inner harbor. there is a portion closed for about a year, near hooters, under a footbridge. also please create a bike lane around inner harbor that is for bicycles only, and not to be shared with pedestrians. it defeats the purpose of having a bike lane, if pedestrians clog it up.

Emphasize the importance of building or retrofitting intersections with traffic lights to sense a bicycle's presence when no cars are present.

Require developers to include sidewalks in shopping center / business center design &/or maintenance (eg in Columbia @ Dobbin Center and surrounding area, large shopping centers have no sidewalk access outside of the center - once the CA trails end, not safe to continue on to walk to the center for shopping or bike to the center with children.) Maybe give incentives to property owner/managers to install sidewalks after the fact. Improve biking safety along frequently traveled bike routes - eg Columbia Triathlon training route. Encourage major employers to incentivise employees to ride to work (not govt funded pgm though)

Safety emphasis must be made to local law enforcement and the courts, as well as state police. Local authorities are always inclined to regard a bike/car crash as an "accident" with no fault, when usually the auto driver has taken an unnecessary chance or has failed to take proper notice of a cyclist. When cyclists do not obey traffic laws they should be cited, but vehicle drivers are much more often at fault, in my experience. Usually this is just ignorance, but sometimes downright antagonism toward cyclists.

Adopt the bicycle as one of the major modes of transportation supporting the long term cost reduction benefits for the government. Increase health/lower medical costs. Reduction of pollutants. Reduction of traffic and thus road maintenance. Improve facilities for cyclist give tax benefits to companies that provide facilities for bicycle commuting such a Bicycle parking/at work showers. Create a promotion for state employees offering benefits for utilizing this transport

Response

Education of the public and law enforcement is key to building an understanding of the expectations of cyclists, motorists, and pedestrians actions when all are sharing roads and byways. Safety should always be first in thought when planning routes and access. How humans (people) think when using accesses they believe to be for their personal use also needs to be taken into consideration when planning roads and sidewalks.

The strategies identified are *all* needed - I understand the need to prioritize, but we are so far behind where we should be on bike and pedestrian accommodations that we could do everything on the list for the next 20 years and still have a lot more work to do.

The Nationals Stadium encourages people to bike to ball games by having dedicated bike parking and easy to utilize maps for the city. Why don't you encourage UMD to do the same for Terps football and even basketball games? Trying to figure out the bike routes to campus is not so easy (from Metro to campus is simple). Also, the signs are nice, but a slightly bigger shoulder would do wonders for me. And do they teach anything about sharing the road with bicyclists on the learner's permit test? 15 years+ ago when I took it, there wasn't a peep about it on the test. Maybe it's time for a change?

Many of these objectives seem redundant. The Complete Streets policy should be implemented in all new streets (state and local) and retrofitted wherever possible, with priorities determined by areas accessible to metro and bus lines.

I am pleased to see objective 1 is filling in gaps to create networks for active transportation (bicycling and walking). This goal includes Complete Streets (CS) policies but goes beyond CS by allowing funding to be used to fill in the gaps in sidewalks and biking facilities even when road work for automobiles is not on the agenda. I am also pleased to see objective 17 actively recognizes that active transportation is a mainstream mode choice and necessity- walking and bicycling are normal activities that normal people do. Regarding safety, I would like to see specific plans to include in the drivers licensing exam questions on how to drive safely around pedestrians and bicyclers with specific emphasis on the drivers responsibility to defer right of way to the most vulnerable road users. Driving is a right and with it go a responsibility to not be a bully to more vulnerable road users. I will remind you that approximately 12% of trips are taken by walking yet 14% of traffic fatalities involve pedestrians struck by motorists. The responsibility to avoid killing more vulnerable road users is the responsibility of motor vehicle drivers. The only way the inequity of traffic fatalities will change is with changed motorist behavior. Behavior can be modified by road design but it must also include a changed attitude among motorists toward non-motorized road users. This will require public education. One obvious place to educate drivers is with the drivers licensing exam, with specific questions that must be answered correctly in order to pass the exam. Maybe allow exam takers to re-take that section of the exam until they correctly answer all the questions regarding "how not to kill more vulnerable road users while you're driving". Getting multiple choice questions wrong but still passing an exam is a lost educational opportunity and allows ignorance of certain regulations to remain. This is dangerous when those regulations include such items as, "When must you stop for a pedestrian?" Answer "Always".

I try to ride my bike to work at least twice a week (30 miles round-trip). I would love to ride more if it was more safe. I ride 3 miles on a trail; 4 miles on route 3; and 5 miles on roads with no shoulders. We need to link- up trails; make roads safe for cyclists; and educate drivers and new cyclists. I often see children and adults riding without helmets and drivers often pass me when it is unsafe. Build it and people will use them--bike lanes and trails. Just imagine if they had built a bike trail alongside the BW Parkway!

the trails on the NW branch are great! However, the bridges are severe "lips" and are dangerous when wet. Tires are damaged because of the lips and the wooden bridges after rain have caused me to crash. If the trails were connected and well kept in the Hyattsville area, I would ride more often leaving my car at home for sure. Also, signs should be posted about "staying right" and how to properly pass people with correct terminology. Many times I have almost hit little children because they are not paying attention.

Promote biking to BRAC facilities I would bike from Annapolis to Ft Meade if I believed I would not get run over

Is the plan for a trail along side the W.B.&A, rail line from Dorsey Road (B.W.I. Trail) to D.C. off the table?

Work with entities like NIH, Stone Ridge school and Walter Reed, which have onsite parking limitations, to improve cycling, bussing and walking routes.

Response

Maryland's highest community development priorities should be an extensive interconnected off-road trail and sidepath system and the conversion of our 6 lane arterial car sewers into complete streets. Ironically, our high-speed arterials are killing economic growth and development in the suburbs (except for gas stations, mini-marts, and drive through joints). Mixed use development is booming in DC, where planners have improved bike and ped experience and calmed the car traffic. Meanwhile, many Maryland communities are languishing precisely because the roadscapes are so dangerous, ugly, and unappealing. Who's going to go out browse-shopping on impulse if you have to cross 10 lane car sewers and wait for interminable traffic signals just to get to the next store over? We'll continue to buy from Amazon, avoid state sales tax, and gradually kill or marginalize our local businesses.

The idea that you can mix pedestrian and bicycle lanes is unsafe. Very few riders and pedestrians know how to react correctly. Baltimore should stop adding a block or 2 of bike lanes at a time. Many times this creates a less safe situation than when just a normal road because of the back and forth transitions. If you are going to add a bike lane then do the whole road. I find one of the most dangerous areas to ride is the inner harbor bike lane. You have cars and people who do nothing to look out for the riders and jump in and out of the lane at any time. Improve the law to protect a cyclist. Many times when there is an accident the rider is found at fault.

Thank you for doing this! We look forward to making our cities more livable thru state supported multimodal projects. Focus on the cities, then connecting the cities!

I believe that promoting use of trails and sidewalks is not as necessary for funding as is building the trails. Think "if you build it, he/she will come." Let's focus on expanding the network of bike and ped facilities to allow for more and safer routes. I also believe that funding should go to the areas where it will have the greatest impact: Those areas with the most people that currently have the most inexistent network of bike and ped facilities. Gaithersburg is an example of a city with poor facilities but a large population, and relatively low(er) income level, that would benefit most.

Strengthen the integration and coordination of bike/ped plans among all government and other entities, e.g. city, county, state, military (eg Ft. Meade), major employers, schools, etc

Make Complete Streets the law of the land so that all transportation modes are present at the beginning of projects and maintain what we have--especially the bike lane on Roland Avenue in Baltimore which is a total disgrace. Thanks!

Meandering paths through residential areas/parks are nice to look at and for parents to push strollers on, but are not functional for bicycle transportation. For people to use bikes for more than recreation, direct, clearly marked routes between residential, commercial and transportation hubs are needed.

I don't see any mention of the biggest issue facing bicyclists, which is inaccessible roadways. Many roads/bridges that could accommodate bicycles are closed to them creating long detours. Crossing roads such as MD-100 is very difficult in that many good bicycling roads have become dead ends. Traffic lights also eliminate many roads as automatic sensors do not accommodate bicycles. There is no legal way through many intersections because lights will only turn green for motor vehicles. The main issue is "Stop forbidding/hindering bicycling on existing roadways". The roads should be for everyone, not exclusively motor vehicles.