

MARYLAND BICYCLE & PEDESTRIAN MASTER PLAN

Maryland Bicycle and Pedestrian Master Plan Update Goals and Objectives - 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. Additional details and highlights are presented below.
- 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**. Additional information is provided in the summary.

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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.

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Goals	Objectives	Advisory Meeting	Public Meeting	Straw Poll (Online)	Total Votes Objectives	Percentages	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.	<i>Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations.</i>	8	19	240	267	12.9%	1
	<i>Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers.</i>	6	17	89	112	5.4%	9
	<i>Improve integration of bicycle and pedestrian transportation with public transit systems.</i>	6	16	97	119	5.7%	7
	<i>Address key gaps in trail systems and improve integration of trails and on-road facilities.</i>	7	17	165	189	9.1%	2
	<i>Focus on improving bicycling and walking conditions in locations with the highest demand.</i>	2	21	99	122	5.9%	6
Improve Safety Enhance pedestrian and bicycle safety to reduce injuries and fatalities and to make walking and biking comfortable and inviting.	<i>Use best practices to analyze bicycle and pedestrian crashes and identify countermeasures.</i>	2	7	58	67	3.2%	14
	<i>Improve education and training of professionals involved in bicycle and pedestrian safety.</i>	3	15	43	61	2.9%	15
	<i>Improve education and training of the public regarding safe driving, walking, and biking.</i>	5	13	96	114	5.5%	8
	<i>Improve maintenance and ensure consistent quality of bike and pedestrian facilities.</i>	6	10	86	102	4.9%	11
Build for Everyone Enable transportation agencies to effectively balance the needs of all roadway users to promote travel choices, recognizing that bicycle and	<i>Incorporate Complete Streets principles in all State transportation projects, and promote Complete Streets policies at the local level.</i>	4	16	137	157	7.6%	4
	<i>Strengthen methodologies and data used to plan, design and evaluate bicycle and pedestrian facilities in Maryland.</i>	4	11	36	51	2.5%	16

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Goals	Objectives	Advisory	Public	Straw Poll	Total	Percentages	Ranking
pedestrian needs should be an equal or higher priority in some locations.	<i>Build knowledge and capacity of state and local government staff to effectively plan, design, implement and maintain infrastructure for bicycling and walking.</i>	6	16	75	97	4.7%	12
	<i>Increase use of innovative design solutions that address safety and accommodation of pedestrians and bicyclists.</i>	4	15	86	105	5.1%	10
Strengthen Communities Partner with local governments to achieve walkable and bikeable communities and the resulting sustainability, livability, health and economic benefits.	<i>Provide assistance and/or incentives to local governments to improve biking and walking.</i>	9	20	136	165	8.0%	3
	<i>Support efforts to increase biking and walking to schools, colleges and universities.</i>	3	18	70	91	4.4%	13
	<i>Improve community outreach and engagement.</i>	0	8	39	47	2.3%	17
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.	<i>Promote bicycling and walking as normal transportation modes that have a broad diversity of participants.</i>	9	13	101	123	5.9%	5
	<i>Support growth in bicycle tourism throughout Maryland.</i>	1	4	40	45	2.2%	18
	<i>Improve access to bicycling and walking information.</i>	0	5	32	37	1.8%	19

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Advisory Group Meeting Polling Highlights

The third meeting of the statewide Advisory Group for the Master Plan update was held on Thursday, May 30, 2013. During the meeting, the draft set of Goals, Objectives, and Strategies were presented. Members of the Advisory Group were asked to vote on the most important strategies to help focus the direction of the Plan. A total of 15 people attended the meeting including one person listening in via teleconference.

Fourteen members of the Advisory Group cast a total of 85 votes. Not 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.

Public prioritization is focused 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 4.1 - Provide assistance and/or incentives to local governments to improve biking and walking. (10.6% of the votes)
- Objective 5.1 - Promote bicycling and walking as normal transportation modes that have a broad diversity of participants. (10.6% of the votes)
- Objective 1.1 - Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations. (9.4% of the votes)
- Objective 1.4 - Address key gaps in trail systems and improve integration of trails and on-road facilities. (8.2% of the vote)
- Objective 1.2 - Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers. (7.1% 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.¹

Objective	Votes	Percentage	Ranking
1.1 - Bicycle Mobility	8	9.4%	3
1.2 - Pedestrian Mobility	6	7.1%	5
1.3 - Integration with transit	6	7.1%	6
1.4 - Address key gaps in trail systems	7	8.2%	4
1.5 - Focus on locations with the highest demand	2	2.4%	15
2.1 - Best practices to analyze bicycle and pedestrian crashes	2	2.4%	16
2.2 - Education and training of professionals	3	3.5%	13
2.3 - Education and training of the public	5	5.9%	9
2.4 - Improve maintenance	6	7.1%	7
3.1 - Incorporate Complete Streets principles	4	4.7%	10
3.2 - Strengthen methodologies and data	4	4.7%	11
3.3 - Build knowledge and capacity of state and local government staff	6	7.1%	8
3.4 - Use of innovative design solutions	4	4.7%	12
4.1 - Provide assistance and/or incentives to local governments	9	10.6%	1
4.2 - Support efforts to increase biking and walking to schools, colleges and universities	3	3.5%	14
4.3 - Improve community outreach and engagement	0	0.0%	18
5.1 - Promote bicycling and walking as normal transportation modes	9	10.6%	2
5.2 - Support growth in bicycle tourism	1	1.2%	17
5.3 - Improve access to bicycling and walking information	0	0.0%	19

¹ For convenience, the 19 Objectives have been paraphrased. See pages 3 and 4 of this report for the full text and explanation of each objective.

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Public Open House Voting Highlights

The second of three public meetings was held on Tuesday, June 11 in Rockville. This meeting provided participants with an update of the overall work on the Master Plan, as well as the opportunity to break out into small groups to discuss the draft Goals, Objectives, and Strategies in greater detail. Participants were invited to vote on the proposed Objectives to help focus the direction of the Plan. A total of 58 people attended the open house including 12 people listening in via teleconference.

Forty-six people chose to participate in the poll and a total number of 261 votes casted. 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.²

Objective	Votes	Percentage	Ranking
1.1 - Bicycle Mobility	19	7.3%	3
1.2 - Pedestrian Mobility	17	6.5%	5
1.3 - Integration with transit	16	6.1%	7
1.4 - Address key gaps in trail systems	17	6.5%	6
1.5 - Focus on locations with the highest demand	21	8.0%	1
2.1 - Best practices to analyze bicycle and pedestrian crashes	7	2.7%	17
2.2 - Education and training of professionals	15	5.7%	10
2.3 - Education and training of the public	13	5.0%	12
2.4 - Improve maintenance	10	3.8%	15
3.1 - Incorporate Complete Streets principles	16	6.1%	8
3.2 - Strengthen methodologies and data	11	4.2%	14
3.3 - Build knowledge and capacity of state and local government staff	16	6.1%	9
3.4 - Use of innovative design solutions	15	5.7%	11
4.1 - Provide assistance and/or incentives to local governments	20	7.7%	2
4.2 - Support efforts to increase biking and walking to schools, colleges and universities	18	6.9%	4
4.3 - Improve community outreach and engagement	8	3.1%	16
5.1 - Promote bicycling and walking as normal transportation modes	13	5.0%	13
5.2 - Support growth in bicycle tourism	4	1.5%	19
5.3 - Improve access to bicycling and walking information	5	1.9%	18

² For convenience the 19 Objectives have been paraphrased. See pages 3 and 4 of this report for the full text and explanation of each objective.

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Online Straw Poll Highlights

The online straw poll was made available to the public after the June 12th Public Open House and remained opened for over 30 days until closing on Monday, July 15, 2013.

There were 220 ballots collected with a total of 1,725 votes casted. The online straw poll provided eight “votes” to each participant. Voters were allowed to allot all eight votes on one objective at a time or multiple objectives multiple times. Nearly all participants used all eight of their “votes”.

All objectives received “votes”. The highest count was 240 (Objective 1: Bicycle Mobility). The objective with the lowest vote count was 32 (Objective 19 improve access to bicycling and walking information).

Objective 1, “Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations” was the clear winner for the highest votes. The second highest ranking objective was Objective 2: “Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers”, with 86 “votes”. The remaining votes are spread relatively evenly across the 17 other objectives.

It appears that the straw poll participants are focused on **building new and improving existing bicycle and pedestrian travel facilities**. Three of the top five objectives came from the goal, “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. (13.9% of the votes)
- Objective 1.4 - Address key gaps in trail systems and improve integration of trails and on-road facilities. (9.5 % of the votes)
- Objective 3.1 - Incorporate Complete Streets principles in all State transportation projects, and promote Complete Streets policies at the local level. (7.9% of the votes)
- Objective 4.1 - Provide assistance and/or incentives to local governments to improve biking and walking. (7.8% of the votes)
- Objective 5.1 - Promote bicycling and walking as normal transportation modes that have a broad diversity of participants. (5.8% of the votes)

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. (5.7% of the votes)
- Objective 1.3 - Improve integration of bicycle and pedestrian transportation with public transit systems. (5.6% of the votes)
- Objective 2.3 - Improve education and training of the public regarding safe driving, walking, and biking. (5.5% of the votes)
- Objective 1.2 - Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers. (5.1% of the votes)
- Objective 2.4 - Improve maintenance and ensure consistent quality of bike and pedestrian facilities. (4.9% of the votes)

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The following table presents a summarized version of the objectives, the votes received, percentages, and overall ranking based on the votes received.³

Objective	Votes	Percentage	Ranking
1.1 - Bicycle Mobility	240	13.91%	1
1.2 - Pedestrian Mobility	89	5.16%	9
1.3 - Integration with transit	97	5.62%	7
1.4 - Address key gaps in trail systems	165	9.57%	2
1.5 - Focus on locations with the highest demand	99	5.74%	6
2.1 - Best practices to analyze bicycle and pedestrian crashes	58	3.36%	14
2.2 - Education and training of professionals	43	2.49%	15
2.3 - Education and training of the public	96	5.57%	8
2.4 - Improve maintenance	86	4.99%	10
3.1 - Incorporate Complete Streets principles	137	7.94%	3
3.2 - Strengthen methodologies and data	36	2.09%	18
3.3 - Build knowledge and capacity of state and local government staff	75	4.35%	12
3.4 - Use of innovative design solutions	86	4.99%	11
4.1 - Provide assistance and/or incentives to local governments	136	7.88%	4
4.2 - Support efforts to increase biking and walking to schools, colleges and universities	70	4.06%	13
4.3 - Improve community outreach and engagement	39	2.26%	17
5.1 - Promote bicycling and walking as normal transportation modes	101	5.86%	5
5.2 - Support growth in bicycle tourism	40	2.32%	16
5.3 - Improve access to bicycling and walking information	32	1.86%	19

³ For convenience the 19 Objectives have been paraphrased. See pages 3 and 4 of this report for the full text and explanation of each objective.

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Write-in Comments Summary

Members of the community attending the Public Open house as well as those who participated in the online straw poll were given the opportunity to write in responses, or suggest additional objectives and strategies.

A total of 89 comments were recorded in the straw poll.

Four objectives and one strategy were suggested. They were:

1. Consider investing in micro-trail systems similar to Columbia
2. Focus on providing trails that parallel limited access highways
3. Focus on making pedestrian and bicycle activities enjoyable and comfortable
4. Increase enforcement against motorists that hit pedestrians/bicyclists. Increase enforcement of the no-cell phone-use while driving is needed.
5. Under Bicycle Mobility, consider a strategy of adjusting video-controlled smart red lights so that bicycles can trigger the light.

Common themes amongst the comments included the following:

- Bicycle network development (25%)
- Bicycle AND pedestrian network development (21%)
- Promoting bicycling and walking as transportation modes to all stakeholders (14%)
- Improving safety conditions for walking and biking; improved facilities and enforcement (12%)
- Fostering partnerships between state government, local governments, local employers, universities, etc. (2%)
- Pedestrian network development (2%)
- Focus on providing facilities in lower-income neighborhoods (1%)

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

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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!
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/

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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 i;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 asphlalt 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).
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.

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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 come 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 and 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.
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.

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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.
Renumber the listing of objectives in the detailed description (i.e., 1 to 19) to match the numbering in the straw poll.
Pleaae complete a challenging trail at deep creek statte 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!
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 flourescent 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.

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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 as Bicycle parking/at work showers. Create a promotion for state employees offering benefits for utilizing this transport
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 bicyclists 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 goes 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!

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the trails on the NW branch are great! However, the bridges are severe "lips" and are dangerous when wet. Tires are damages 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.
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 then 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 accomodate 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 accomodate 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.