

Maryland Bicycle & Pedestrian Master Plan Update

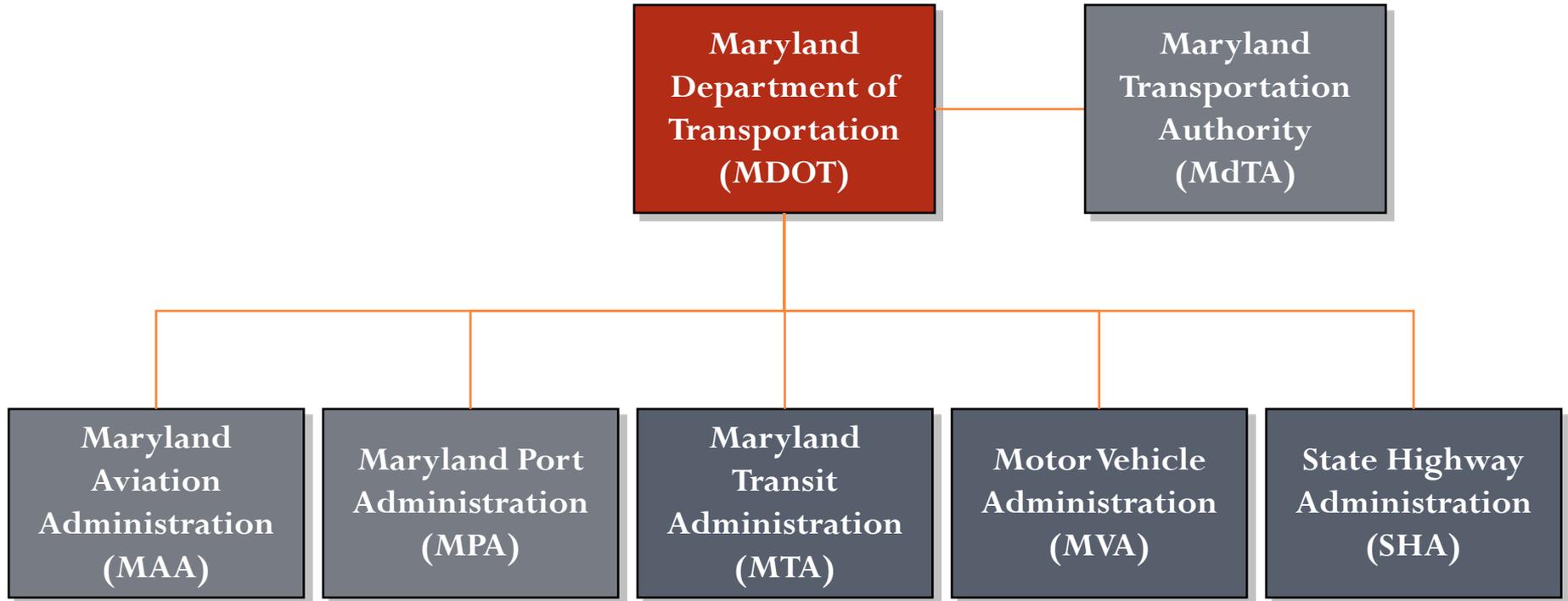
Public Meeting
June 11, 2013

Overview

- Master Plan Overview
- Master Plan Update Progress
 - Stakeholder Interviews
 - User Survey
- Master Plan Goals, Objectives & Strategies
- Breakout Exercise



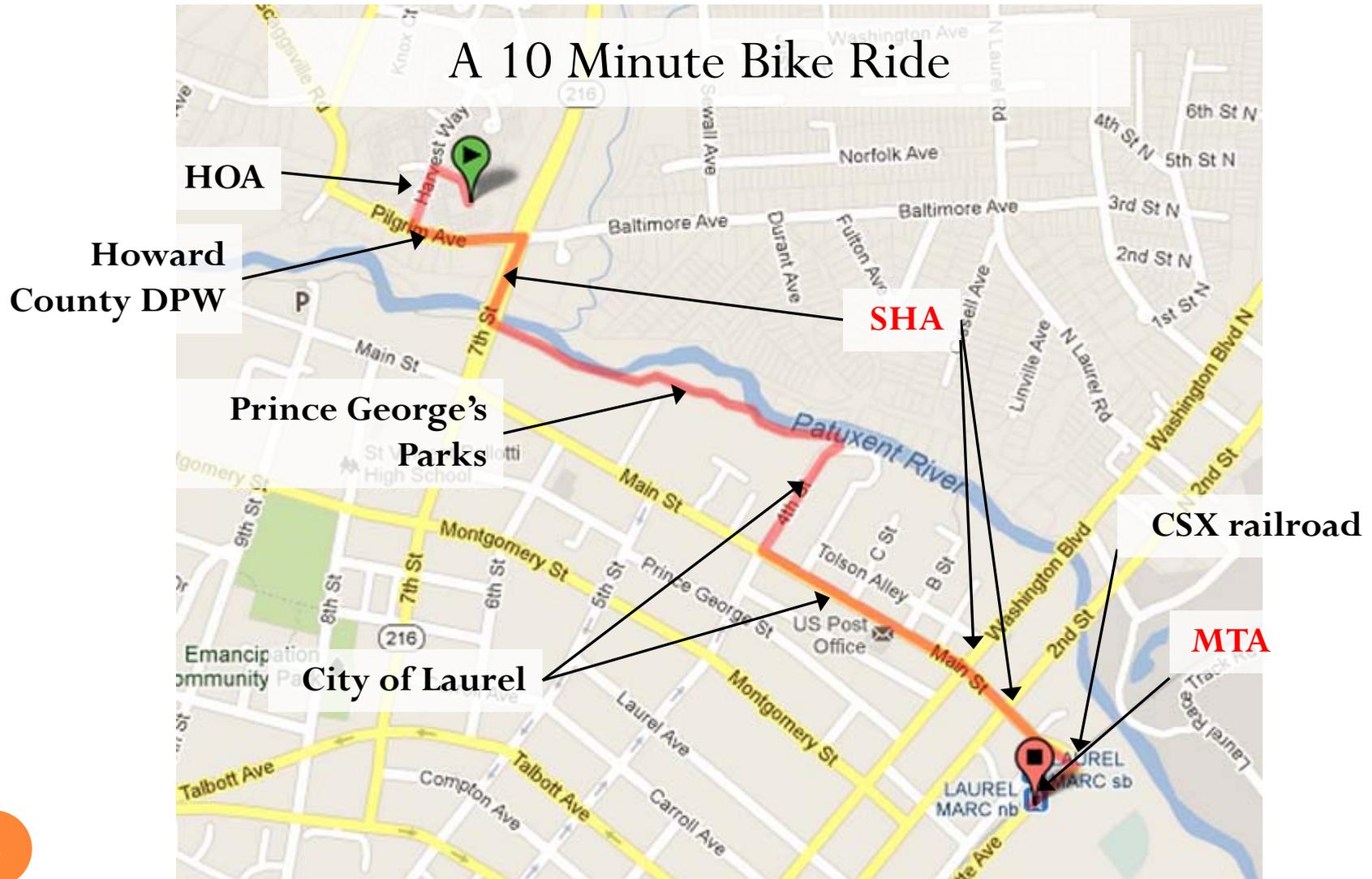
Maryland Department of Transportation



Supporting Biking and Walking

- MDOT's mission is to: Enhance the **quality of life** for Maryland's citizens by providing a **balanced and sustainable multimodal** transportation system for safe, efficient passenger and freight movement.
- Supporting biking and walking is critical:
 - Transportation accounts for about 15% of household expenditures and over 30% of Maryland's greenhouse gas emissions.
 - 9.3% of Maryland households do not own a vehicle.
 - Estimated that over 1/3 of trips in Maryland are shorter than 3 miles.
 - Less than half of Maryland adults reported engaging in recommended levels of physical activity in 2004.
 - Many studies finding economic value in walkable places.

Partnering and Coordination are Key

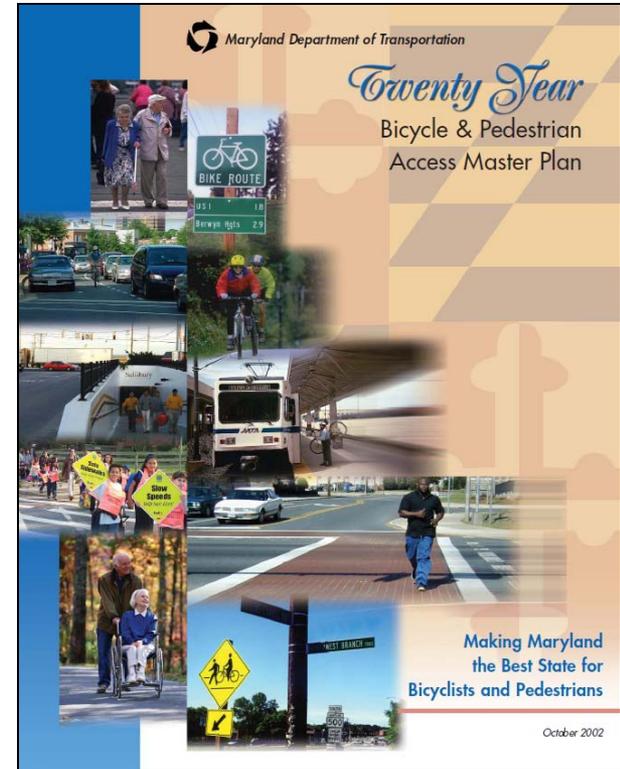


Partnering and Coordination are Key

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

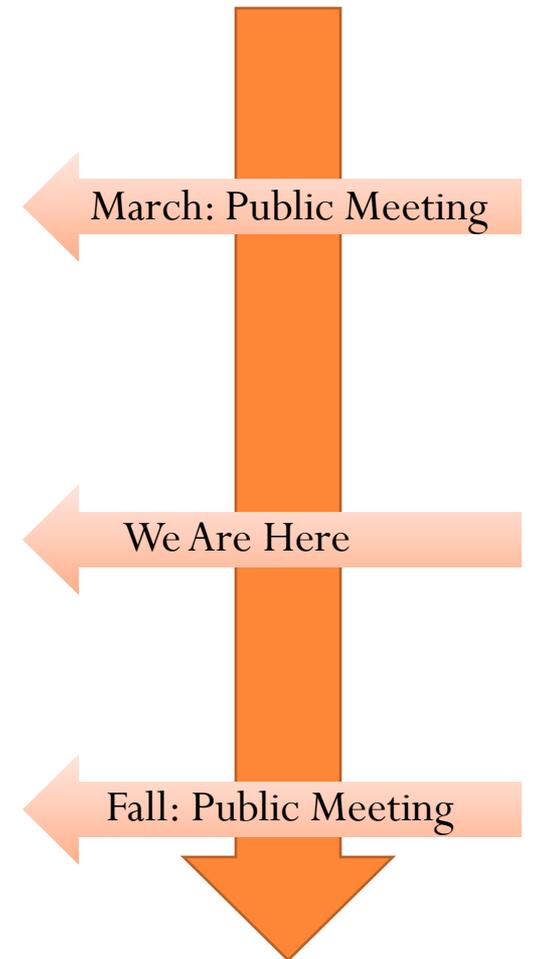
Bicycle and Pedestrian Master Plan Functions

- **Establish a Vision to Support Cycling and Walking:** A policy framework for long-term strategies based on MDOT's Mission, Vision, Goals, Objectives and resources
- **Inform Programs, Projects, and Initiatives:** A strategic context to guide decisions on projects, programs and policies
- **Establish Expectations:** Set realistic expectations for what can be achieved with available resources and recommend performance measures that track progress on the Plan's goals and objectives
- The Plan Update will not include a list of projects



Bicycle and Pedestrian Master Plan

- What did we accomplish and learn?
 - Assessed progress implementing 2002 Plan actions
 - Current facilities and travel patterns
 - Discussion of key needs and opportunities
- Where are we now?
 - Assess opportunities
 - Refine and refocus 2002 goals and strategies
 - Identify strategies to make the biggest improvements with limited resources
- Where should we focus next?
 - Identify implementation strategies
 - Highlight best practices
 - Draft Master Plan Update



Complete Plan

Jan. 2014



**Maryland Department
of Transportation**

Public Meeting #1 – Baltimore (March 21)

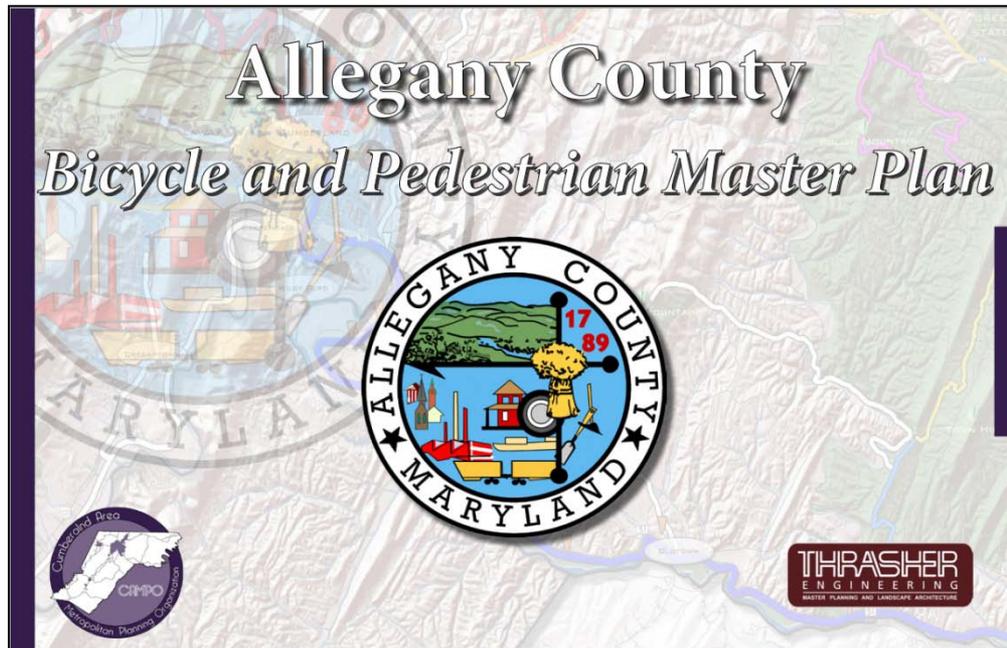
- Received general support for draft plan goals
- Selected comments from participants:
 - Improve pedestrian connections to transit
 - Prioritize bicycle and pedestrian improvements near schools, university campuses, hospitals, and urban areas
 - Increase funding for bicycle and pedestrian improvements
 - Improve bike/ped crash reporting, data sharing, and analysis
 - Allow and encourage flexibility to local conditions
 - Shorten crossing distances, add crosswalks, calm traffic
 - Tie state highway funding to local governments who employ a complete streets approach

Stakeholder Interviews

- Interviews conducted with local government and advocates around the state
 - SHA
 - MTA and WMATA
 - Baltimore Metropolitan Area
 - Washington Metropolitan Area
 - Eastern Shore communities
 - Western Maryland communities
- Remaining interviews to be conducted
 - Public Health officials
 - Local Schools and Universities

Interviews: Local Initiatives

- Much Planning is occurring now
 - Focus increasingly on *Interested but Concerned*
 - Bringing SHA in as planning partner



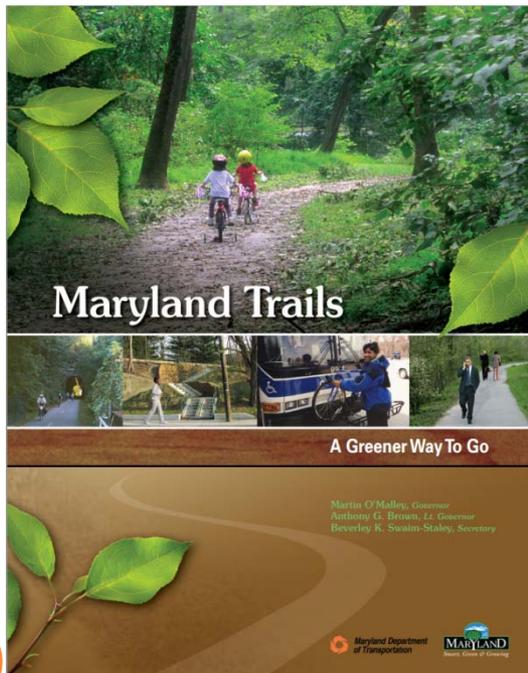
Interviews: Recreational Trails

- Provides social, economic, and transportation benefits
- Environmental regulations barriers



Interviews: State Support

- Opportunities
 - Recognize different economic, physical and political realities around the state
 - Encourage good local planning and design through engagement with locals
 - Local street network can support State bikeway network
 - Better articulate economic benefits
 - Provide bicycle tourism technical support



Interviews: What the Plan can do

- Promote Inter-jurisdictional coordination
 - Review designated bike routes
- Promote a stronger pipeline for implementing pedestrian and bicycle improvements
 - Planning & engineering is needed for grant eligibility, difficult for municipalities, some parts of the state
 - Need flexibility to design and designate the best routes
- Address sharing and improving safety data and best practices
 - Bicycle and pedestrian safety data are not robust
 - Support shoulder maintenance practice
- Recognize challenges building adequate facilities on
 - high-speed busy roads
 - state routes in rural areas

Bicycle and Pedestrian User Survey

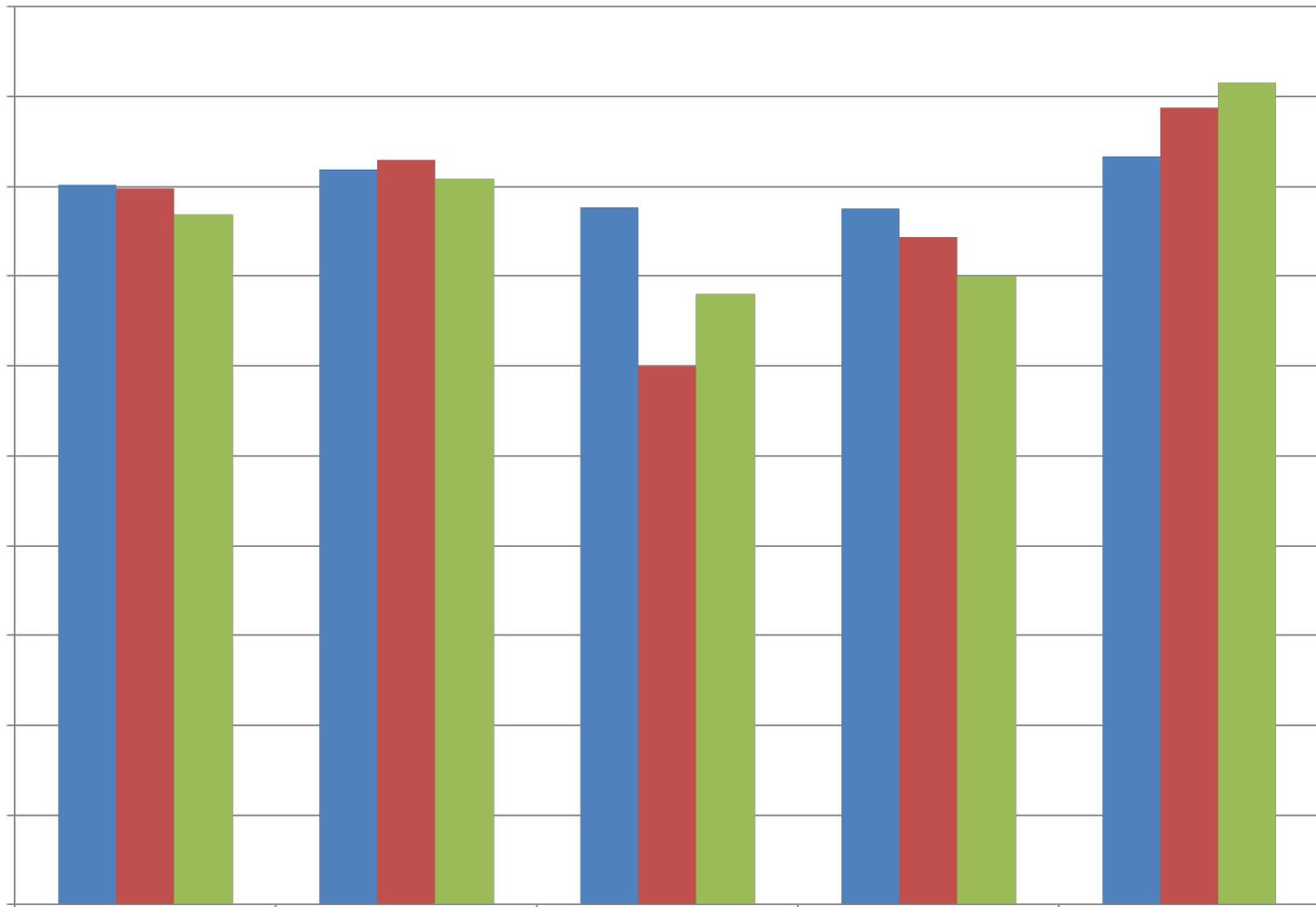
- MDOT solicited input from the public through a User Survey. Approximately 3,400 surveys were completed. Some of the final results include:
 - Demographics
 - 60% Male/40% Female
 - 27% Urban/56% Suburban/17% Rural
 - General
 - 70% have access to transit
 - 90% almost always have access to motor vehicle
 - 70% said bicycle and pedestrian suitability was important in where they live and work
 - Reasons for funding bike/ped programs
 - Improving safety of walking and biking
 - Increasing health and physical activity
 - Creating safe routes to school

Bicycle and Pedestrian User Survey

- Top Pedestrian Priorities
 - More walking paths and trails
 - Improved sidewalks
 - Improved pedestrian crossings
- Top Bicyclist Priorities
 - More bike paths and trails
 - More bike lanes on major streets
 - Better bike access to transit

Most Important Improvements for Pedestrians by Community Type

Most Important



■ Urban
■ Suburban
■ Rural

Not Important

Improved pedestrian crossings (signals, crosswalks, warning signs)

Improved sidewalks (fill in missing pieces, wider, fewer obstructions, and more buffer from vehicles)

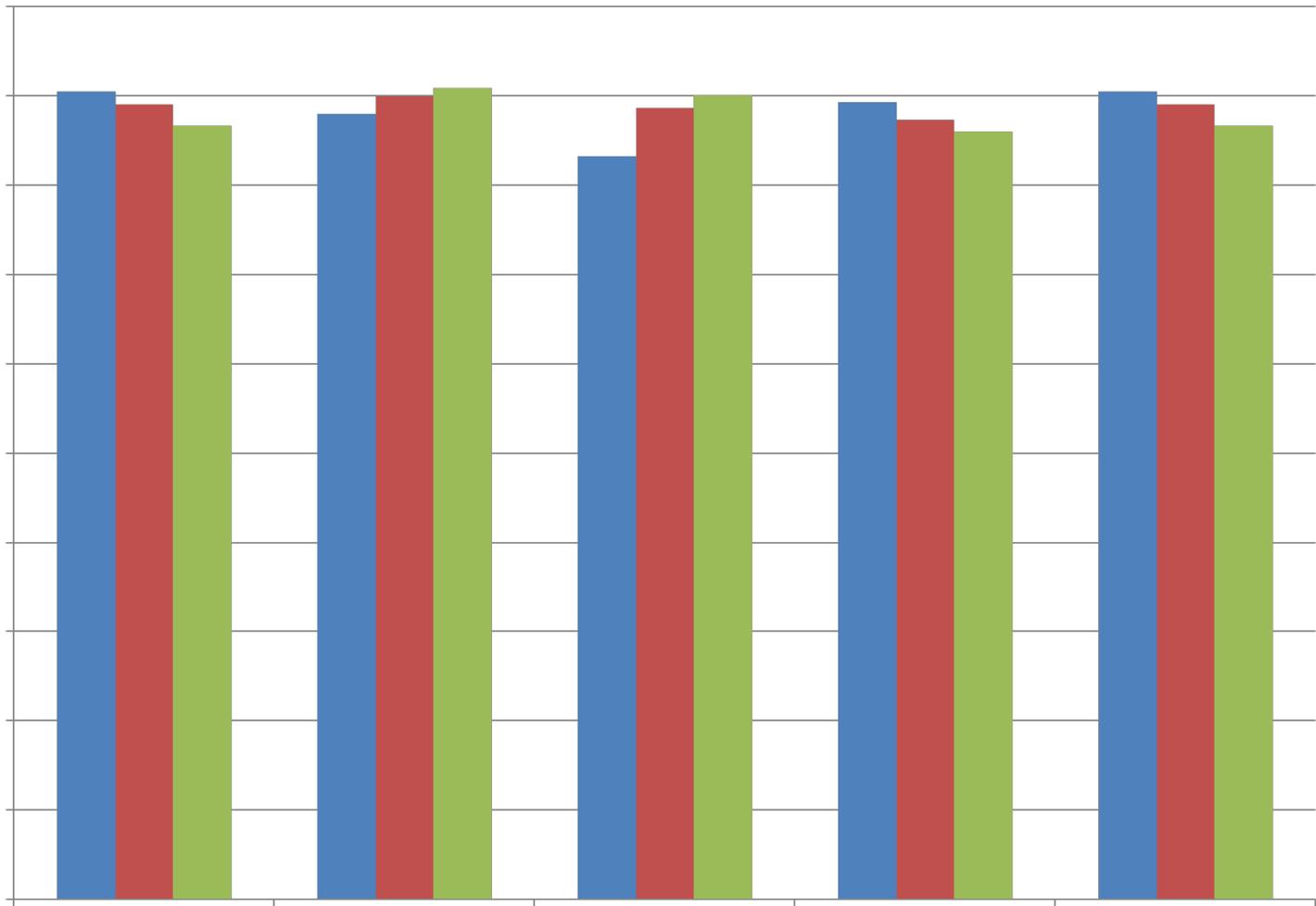
Better lighting or security measures

Better sidewalk maintenance (repair of infrastructure, or removal of snow/debris)

More walking paths and trails

Most Important Improvements for Bicyclists by Community Type

Most Important



Urban
Suburban
Rural

Not Important

More bike lanes on major streets More bicycle paths and trails Paved shoulders on narrow roads Improved buffers between bicyclists and vehicles Better bicycle access to transit stations and bus stops

Bicycle and Pedestrian User Survey

- Top obstacle to walking
 - Urban: Concerned about personal security or safety
 - Suburban/Rural: Missing or bad sidewalks, paths, and crossings
- Top obstacle to biking
 - Urban/Suburban: Motorists don't exercise caution
 - Rural: Lack of/poor condition of facilities
- Where do you feel comfortable biking?
 - Urban: Bike lanes
 - Suburban/Rural: Paths and trails

Draft Goals ,Objectives, & Strategies

GOALS

Goal 1 – Create Seamless Multi-Modal Travel Networks

Goal 2 – Improve Safety

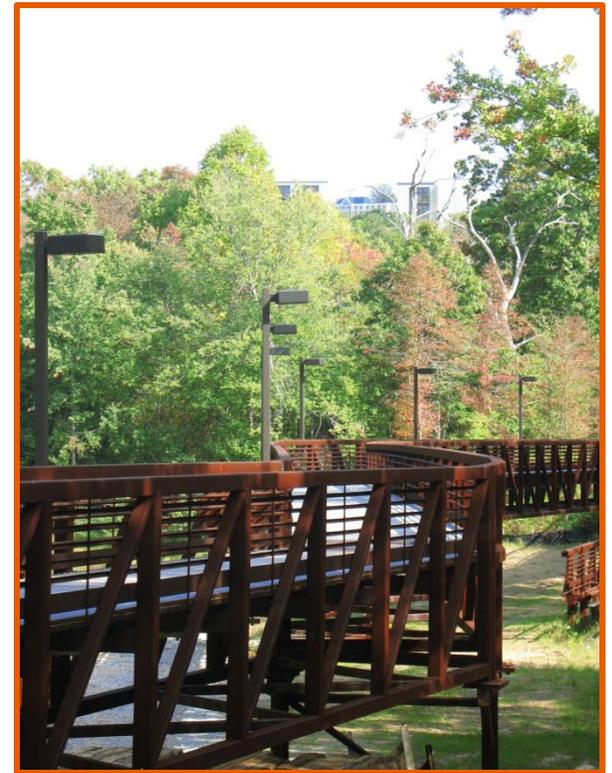
Goal 3 – Build for Everyone

Goal 4 – Strengthen Communities

Goal 5 – Promote Walking and Biking in Maryland

Draft Goals ,Objectives, & Strategies

- Review of the 2002 Plan
- Input from the Advisory Group
- Input from first public meeting
- Discussion at stakeholder meetings
- Ideas from SHA and MDOT staff
- Ideas from consultant team



Objectives & Strategies Exercise

- Review the Objectives
- Small Group Discussion
- Straw Poll



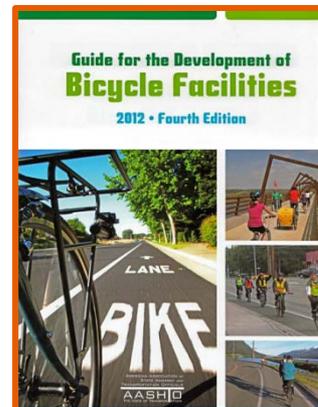
Goal 1 - Create Seamless Multi-Modal Travel Networks

Objective 1	Objective 2	Objective 3	Objective 4	Objective 5
Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations.	Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers.	Improve integration of bicycle and pedestrian transportation with public transit systems.	Address key gaps in trail systems and improve integration of trails and on-road facilities.	Focus on improving bicycling and walking conditions in locations with the highest demand.



Goal 2- Improve Safety

Objective 1	Objective 2	Objective 3	Objective 4
<p>Use best practices to analyze bicycle and pedestrian crashes and identify countermeasures.</p>	<p>Improve education and training of professionals involved in bicycle and pedestrian safety.</p>	<p>Improve education and training of the public regarding safe driving, walking, and biking.</p>	<p>Improve maintenance and ensure consistent quality of bike and pedestrian facilities.</p>



Goal 3 - Build for Everyone

Objective 1	Objective 2	Objective 3	Objective 4
Incorporate Complete Streets principles in all State transportation projects, and promote Complete Streets policies at the local level.	Strengthen methodologies and data used to plan, design and evaluate bicycle and pedestrian facilities in Maryland.	Build knowledge and capacity of state and local government staff to effectively plan, design, implement and maintain infrastructure for bicycling and walking.	Increase use of innovative design solutions that address safety and accommodate pedestrians and bicyclists.



Goal 4 - Strengthen Communities

Objective 1

Provide assistance and/or incentives to local governments to improve biking and walking.

Objective 2

Support efforts to increase biking and walking to schools, colleges and universities.

Objective 3

Improve community outreach and engagement.



Goal 5 - Promote Walking and Biking in Maryland

Objective 1

Promote bicycling and walking as normal transportation modes that have a broad diversity of participants.

Objective 2

Support growth in bicycle tourism throughout Maryland.

Objective 3

Improve access to bicycling and walking information.



Group Discussion

- Please join one of the discussion groups.
- Facilitators will lead the group through a discussion of each goal, its objectives and strategies.
- In the group discussion—
 - Introduce yourselves
 - Identify the objectives that people think are most important, and why.
 - Identify the strategies that people think are most effective or promising.
 - Identify any strategies or objectives that are not on the list but should be on the list.
 - Ask questions about the strategies.



Straw Poll

- When you are ready, use your 8 dots to participate in the straw poll.
- Please tell us which of the 19 objectives you think are the most important for MDOT and its modal administrations to focus resources and attention upon over the coming years.

- Use 8 sticky dots
- Place dots on the posters, not on your handout.
- You may place multiple dots on any single objective.

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 1 Bicycle Mobility: Address network gaps and physical barriers; build connected networks with continuous bicycle accommodations.	OBJECTIVE 2 Pedestrian Mobility: Fill gaps in sidewalk and crosswalk networks, address pinch points and physical barriers.	OBJECTIVE 3 Improve integration of bicycle and pedestrian transportation with public transit systems.	OBJECTIVE 4 Address key gaps in trail systems and improve integration of trails and on-road facilities.	OBJECTIVE 5 Establish a planning and implementation framework for Bicycle Pedestrian Priority Areas (high demand locations).
DOTS HERE 	DOTS HERE	DOTS HERE	DOTS HERE 	DOTS HERE 
Identify and where possible fix pinch points where existing bikeable shoulders disappear.	Identify and eliminate short gaps in existing sidewalk systems.	Provide covered bicycle parking spaces at all rail transit stations and park & ride lots where demand for bicycle access exists or is desired. Provide high security bike parking at stations and lots where needed.	Prioritize completion of identified missing links in state and local trail networks.	Establish methodology and criteria for designating Bicycle and Pedestrian Priority Areas (BPPAs) and implementing improvements that prioritize service and safety for bicyclists, pedestrian and transit users.
Improve bicycle accommodation through SHA system preservation and repaving projects.	Improve intersections for pedestrians.	Work with local governments, developers and transit agencies to build needed facilities along prioritized pedestrian routes within 0.5 miles of a rail transit station or park & ride lot.	Work to improve coordination of stormwater regulations with trail development.	Increase coordination with local governments and transit providers regarding enhancements for pedestrian and bicycle travel in BPPAs.
Develop treatment options for bicycle accommodation through interchanges with free flow ramps.	Promote timely and effective coordination with the utility companies (e.g. to relocate utility poles and equipment outside of sidewalk paths).	Ensure that state Transit Oriented Development (TOD) designations and State review of TOD site plans will improve bicycle and pedestrian access to and movement through the TOD.		

POSSIBLE STRATEGIES

BICYCLE & PEDESTRIAN MASTER PLAN UPDATE
 GOALS, OBJECTIVES & STRATEGIES

Straw Poll

- Vote before you leave, or vote on-line.
- Poll will be made available to others via an online survey with a link from the project website.
- Polling Period June 2013 -- July 9, 2013
- Watch website for results in July 2013.

Handout: Objectives and Strategies Feedback

Public Meeting # 2
June 11, 2013
Rockville, Maryland

We are at the mid-point in the planning process to update the Maryland Bicycle and Pedestrian Master Plan. Based upon our existing conditions analysis, review of what was accomplished by the 2002 Plan, user survey, interviews with various stakeholder groups, and early public feedback, we have developed a set of draft goals, objectives and action strategies.

This draft includes 5 goals, 19 objectives and 48 strategies. The strategies listed in this draft are meant to be illustrative of activities that could be undertaken to achieve the objectives. At this point the plan is not limited to these 48 strategies, nor to the 19 objectives.

MDOT is offering a Straw Poll for Marylanders to tell us which of the 19 objectives you think are most important. This feedback will help focus work over the coming months to set the direction of the Maryland Bicycle and Pedestrian Master Plan. On this handout, you may write-in additional strategies or objectives, and give us other comments relevant to this aspect of the plan.

STRAW POLL:

Please tell us which of the 19 objectives you think are the most important for MDOT and its modal administrations to focus resources and attention upon over the coming years.

“Vote” with your **eight sticky dots**, which you may distribute as you see fit, ON THE POSTERS ONLY.

If you have any written comments on this handout, please turn it in to the consultant staff before leaving this meeting tonight!

THANKS!

For more information about the Master Plan Update, or to provide additional input on the Objectives and Strategies, please visit our website

www.mdot.maryland.gov/bikewalkplan

Breakout Exercise

- **Please join one of our group discussions**
- **Complete Goals, Objectives and Strategies exercise at boards – Use dots for your highest priority Objectives and provide feedback on the Strategies**
- **Please ask questions!**