Maryland State Highway Administration
Office of Highway Development

Bicycle/ Pedestrian System Preservation Funds

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SHA State Highway Administration
Maryland Department of Transportation

OHD Office of Highway Development

SHA General Policies

"The State Highway Administration (SHA) shall make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate."

- SHA's Bicycle Policy and Design Guidelines Revised January 2015

"All projects, regardless of who is administering the contract, shall accommodate and provide accessibility for persons with disabilities where it is reasonable, feasible and appropriate."

- SHA's Accessibility Policy and Guidelines for Pedestrian Facilities along State Highways

"All projects shall evaluate opportunities to improve bicycle accommodations. Bicycle accommodations refer to both on-road (including marked bicycle lanes and shared lane applications) and off-road facilities. It is SHA's policy to provide these accommodations as part of all roadway projects to the maximum extent feasible based upon design guidance provided in this document."

- SHA's Bicycle Policy and Design Guidelines Revised January 2015

OHD System preservation funds

- While it is SHA's policy to accommodate bicycles and pedestrians as a routine, several funds have been created to specifically target pedestrian and bicycles improvements.

- The following is a list of system preservation funds managed by the Office of Highway Development which construct and upgrade bicycle and pedestrian facilities to provide accessible facilities and a connected network.

  - Fund 33 - Sidewalk Reconstruction for Pedestrian Access
  - Fund 79 - New Sidewalk Construction for Pedestrian Access
  - Fund 88 – Bicycle Retrofit

Fund 33 ~ Sidewalk Reconstruction for Pedestrian Access

- The primary purpose of the Sidewalk Reconstruction for Pedestrian Access program (Fund 33) is to upgrade existing pedestrian facilities to meet Americans with Disabilities Act (ADA) guidelines, including the SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways, and provide safe, ADA compliant access for pedestrians to public services.
- Projects under this program are considered at locations where no other project is planned.
- These projects are prioritized based upon roadways within ½ mile radius of pedestrian generators (transit, government and public facilities); such as, schools, hospitals, libraries, government services, and senior centers.

Fund 33 ~ Sidewalk Reconstruction for Pedestrian Access

Before

After

MD 108 sidewalk retrofit from Maple Knoll Drive to Saint Paul Methodist Church

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Fund 33 ~ Sidewalk Reconstruction for Pedestrian Access

- Consideration for the number of pedestrian-related crashes and priorities set by the local jurisdictions are factored into the prioritization of projects.
- Projects under this program also fill in gaps in the existing sidewalk network where sidewalk is continuous along the state highway on each side of the gap and when completing the missing gap would provide accessibility to pedestrian generators defined previously.
- For the purposes of this fund, a gap is defined as ½ mile or less without sidewalk along eligible routes.
- Projects completed under this program will generally be funded without a funding contribution from the local jurisdiction.

Contact:

- Jeffrey Folden, Division Chief, SHA Innovative Contracting, 410-545-8814, jfolden1@sha.state.md.us

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Fund 79 ~ New Sidewalk Construction for Pedestrian Access

- The primary purpose of the New Sidewalk Construction for Pedestrian Access program is to construct new sidewalk along the state highway system where it does not currently exist today.
- Projects under this program are considered at locations when requested by the local jurisdiction and where no other project is planned to construct or reconstruct the roadway.
- Projects must also be along an "urban highway" as defined in Maryland Transportation Code Annotated § 8-630.

Fund 79 ~ New Sidewalk Construction for Pedestrian Access

MD 355 (Wisconsin Ave) from Grafton Street to MD 191 (Bradley Lane)

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Fund 79 ~ New Sidewalk Construction for Pedestrian Access

- For a new sidewalk to be considered under fund 79
  - It must be requested by the local jurisdiction
  - The local jurisdiction must agree to maintain the sidewalk upon construction completion
  - The local jurisdiction must secure all right-of-way outside SHA right-of way
  - The local jurisdiction must provide opportunities for public involvement prior to construction
  - The cost of the sidewalk constructed under this program shall be shared equally between SHA and the local government, 75 percent funded by SHA and 25 percent by local jurisdiction if located within a Priority Funding Area (PFA)

Fund 79 ~ New Sidewalk Construction for Pedestrian Access

- SHA may fund 100 percent:
  - If the new sidewalk is located within a Sustainable Community
  - If the new sidewalk is within a PFA where there is a substantial public safety risk or significant impediment to pedestrian access
  - For projects where it is determined that there is existing incidences or pedestrian related crashes or risk of pedestrian related crashes specifically due to the lack of sidewalk
  - when the new sidewalk construction along the state highway is within 1 mile of a transit facility including bus stops, light rail, METRO, or MARC Rail facility and is providing accessibility and connectivity to sidewalk for these public services.
- Projects are prioritized first by locations which have demonstrated incidences or high risk incidences for pedestrian related crashes and second to locations which will provide connectivity to pedestrian generators.

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Fund 88 ~ Bicycle Retrofit

- **Bicycle Retrofit (SHA Fund 88):** The primary purpose of the Bicycle retrofit program (Fund 88) is to upgrade existing facilities along a state highway to promote connectivity to existing bicycle facilities and retrofitting areas along state highway where there is an established safety concern that affects bicyclist.
- Projects under this program are generally considered at locations where no other project is planned.

Potential Enhancements include but are not limited to:

- **Placing bicycle singing and marking**
- **Striping bike lanes**
- **Construction of shared use path or bicycle trails**
- **Road diets**

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Fund 88 ~ Bicycle Retrofit

- MD 170 (Camp Meade Road) Road Diet

- Project to reconfigure existing travel lanes to provide bicycle accommodations through the corridor.

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Fund 88 ~ Bicycle Retrofit

- This fund can assist in constructing and or completing trail systems along state highways.
- There are currently a total of 3 shared use path projects being actively designed and one that recently advertised.
  - The Bethesda Trolley Trail Project- **Advertised**
  - Westminster Community Trail Project
  - MD 124 Shared Use path project
  - US 50 Ocean City Hiker Biker Path
- There are also several feasibility studies being developed for potential trail projects that have been requested by local government entities.

Fund 88 ~ Bicycle Retrofit

- For a shared use path to be considered under fund 88
  - It must be requested by the local jurisdiction
  - The local jurisdiction must agree to maintain the path upon construction completion
  - The local jurisdiction must secure all right-of-way outside SHA right-of way
  - The local jurisdiction must provide opportunities for public involvement prior to construction
  - The cost of the shared use path constructed under this program shall be shared equally between SHA and the local government, 75 percent funded by SHA and 25 percent by local jurisdiction if located within a Priority Funding Area (PFA)

Fund 88 ~ Bicycle Retrofit

- SHA may fund 100 percent:
  - If the shared use path is located within a Sustainable Community
  - If the shared use path is within a PFA where there is a substantial public safety risk or significant impediment to pedestrian access
  - when the shared use path construction along the state highway is within 1 mile of a transit facility including bus stops, light rail, METRO, or MARC Rail facility and is providing accessibility and connectivity to these public services.

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General process for evaluating a request for new sidewalk or construction of a Shared Use path

- STEP 1: Request from local government
  - Request for the sidewalk or shared use path must be made in writing by local government.
- STEP 2: Preliminary Assessment
- STEP 3: Feasibility Studies
- STEP 4: Study findings discussion prior to engineering phase.
  - Prior to proceeding to the next step local government must submit a letter of intent to SHA.
  - Letter must include:
    - willingness to assist in securing the necessary right-of-way
    - Willingness to provide a funding contribution as required by the program
    - Commitment to maintain shared use path or sidewalk if constructed.

General process for evaluating a request for new sidewalk or construction of a Shared Use path

- STEP 5: Final Engineering & Construction
  - Prior to construction funding being considered the following must be secured:
    - Right-of-way must be secured by the local government either by rights of entries or actual land acquisition
    - Agreements must be secured for required funding contribution as required by each program and future maintenance of facilities.