

Maryland Bicycle & Pedestrian Advisory Committee



April 24, 2020

Maryland Bicycle & Pedestrian Advisory Committee

Agenda

1. Welcome & Introductions
2. Administrative Matters
3. 2020 Maryland Legislative Session Highlights
4. Bicycle & Pedestrian Initiatives
5. MDOT SHA Context Drive Guide
6. Partner Agency & Participant Updates



Maryland Bicycle & Pedestrian Advisory Committee

Administrative Matters

1. January 24, 2020 meeting minutes review
2. MBPAC membership status updates
3. Reimbursement requests



2020 Maryland General Assembly Legislative Highlights

- Abbreviated session due to COVID-19 ended April 7th
- No bills have been signed into law by Governor
- Unsigned bills become law May 8



2020 Maryland General Assembly Legislative Highlights

SB 199/HB 230 – Overtaking & Passing Bicycles

- Allows vehicles to cross double yellow line to pass bicycles
- Removes the narrow lane exemption
- Enables enforcement of existing Three-Foot Law



2020 Maryland General Assembly Legislative Highlights

HB 748 – Kim Lamphier Bikeways Network Program

- Names the MDOT Bikeways Program after Kim Lamphier
- Revised bill does not include \$100,000 for application assistance or sustained funding



2020 Maryland General Assembly Legislative Highlights

SB 285/HB 194 – Pedestrian Access Act of 2020

- Requires pedestrian and bicycle maintenance of traffic/detour within one mile of rail station
- Requires fall protection over sidewalks
- Provides criteria for temporary bike lanes



2020 Maryland General Assembly Legislative Highlights

Bills That Did Not Pass

- SB 512/HB 721 – Vulnerable Road User
- SB 815/HB 973 - \$150 fine
- HB 70 – Prohibited Intersection Actions
- HB 615 - School Construction Pedestrian Safety Plan
- HB 702 – Lane Changes Signal



Maryland Bicycle & Pedestrian Initiatives Update



2040 Maryland



BICYCLE AND PEDESTRIAN MASTER PLAN 2019 UPDATE

January 2019



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

Larry Hogan - Governor

Boyd K. Rutherford - Lt. Governor

Pete K. Rahn - Secretary

Maryland Bicycle & Pedestrian Initiatives Update

Bicycle & Pedestrian Master Plan Goals

1. Safety
2. Connected Networks
3. Analysis & Planning
4. Partnerships
5. Economic Development

Bicycle & Pedestrian Master Key Initiatives

1. Improve Statewide Connectivity
2. Develop Planning & Policy Tools
3. Define & Refine Programs
4. Develop Better Data
5. Enhance & Estimate Economic Impact



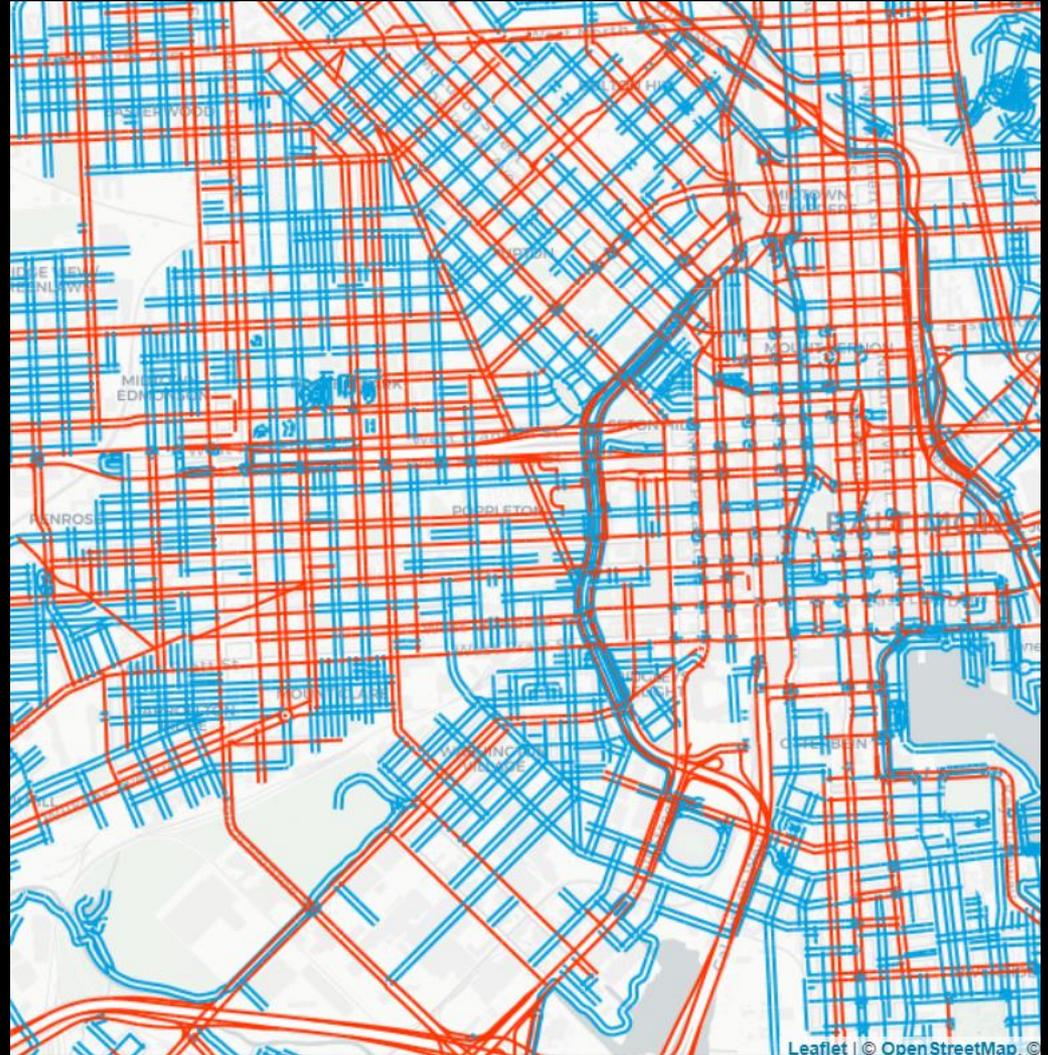
Maryland Bicycle & Pedestrian Initiatives Update

- Bikeways Applications Accepted
May 8th to June 5th
- Bikeways Letters of Intent
- Project Cost Estimator Toolkit
- Complete Streets Policy
- Level of Traffic Stress (LTS)
- MDOT SHA Context Driven
Guide



Level of Traffic Stress (LTS)

- Rates road segments & crossings for bikability
- Correlates to “Types of Bicyclists”
- Illustrates areas and range of low stress network



Source: People for Bikes

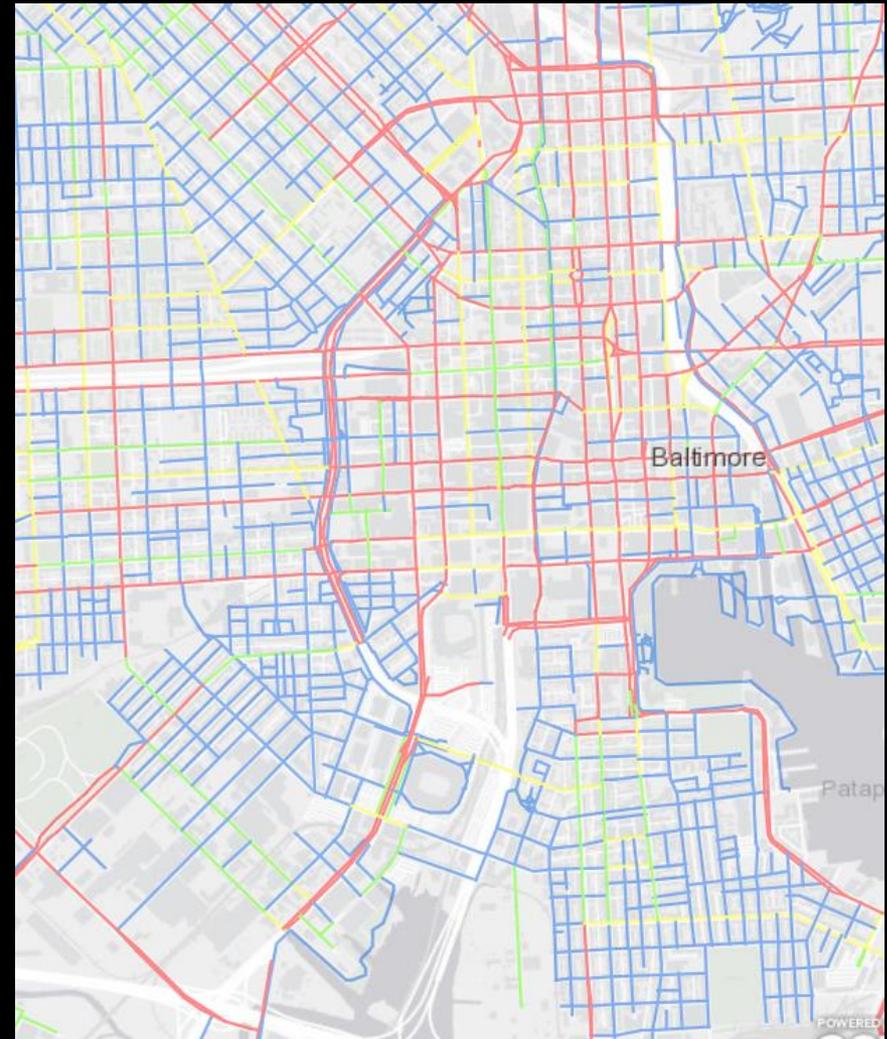
Level of Traffic Stress (LTS) Goals

- Cross-jurisdictional commonality to gauge bicycle network
- Statewide reporting for LTS improvement, Attainment Reports and tracking
- Development of MDOT geoanalytical tools comparing proposed project impacts, crash data analysis & others



LTS Process

- Accessibility Observatory
multi-state effort
- Review various sources
- One Maryland One
Centerline (OMOC)

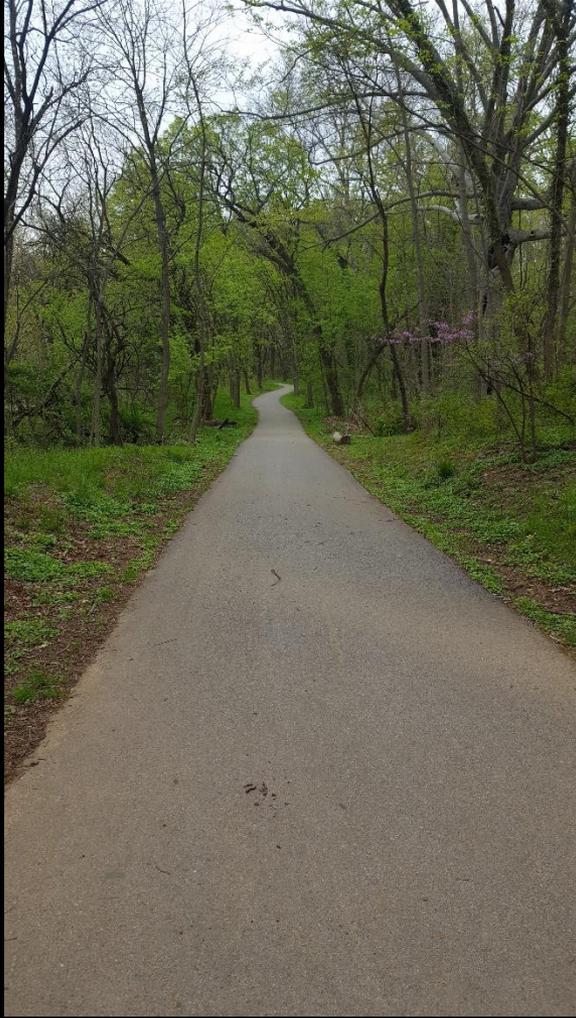


LTS Variables

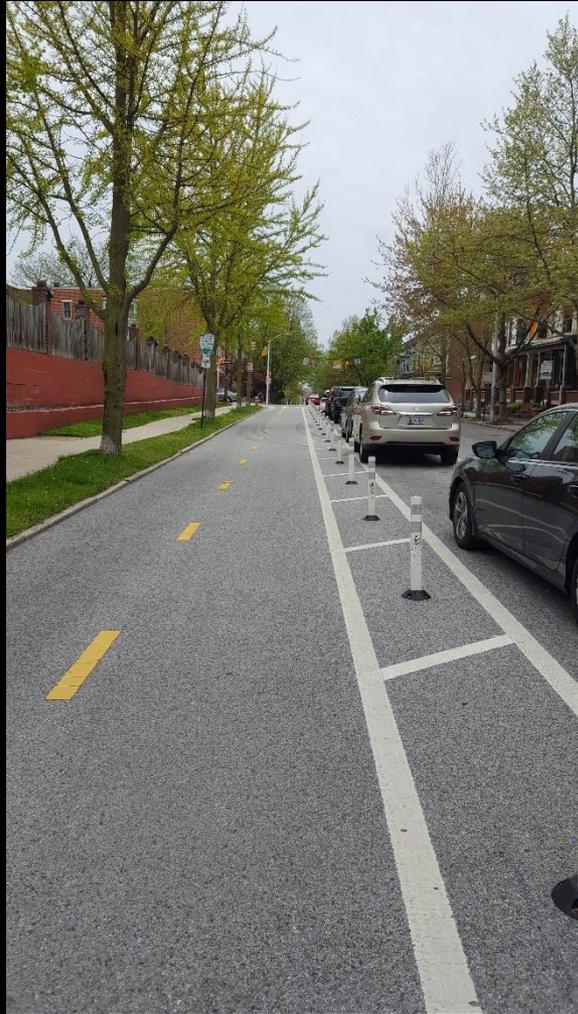
1. Presence and quality of bicycle facility
2. Traffic speed
3. Traffic volume
4. On-street parking
5. Buffer width
6. Shoulder presence and width
7. Traffic calming
8. Access Control



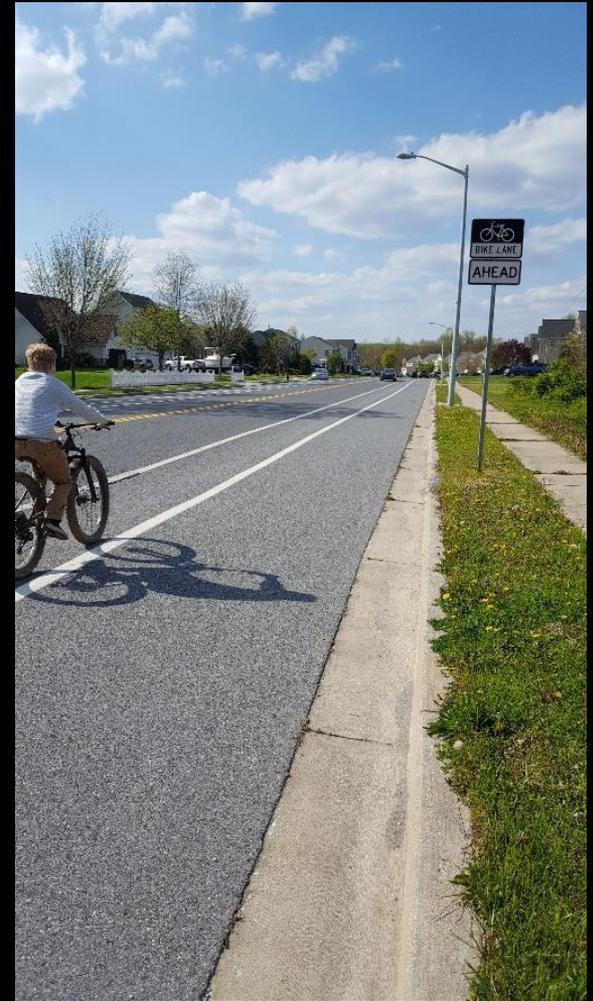
LTS 0



LTS 1



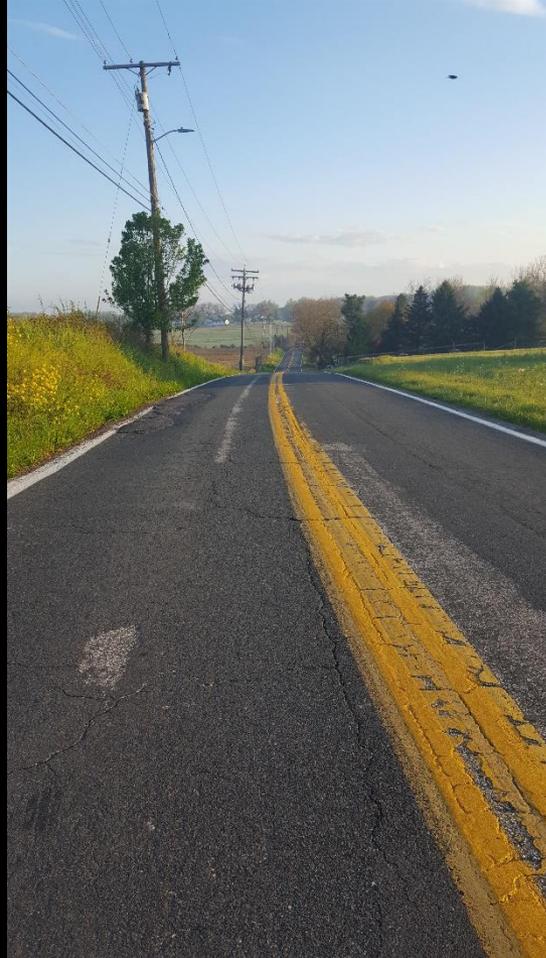
LTS 2



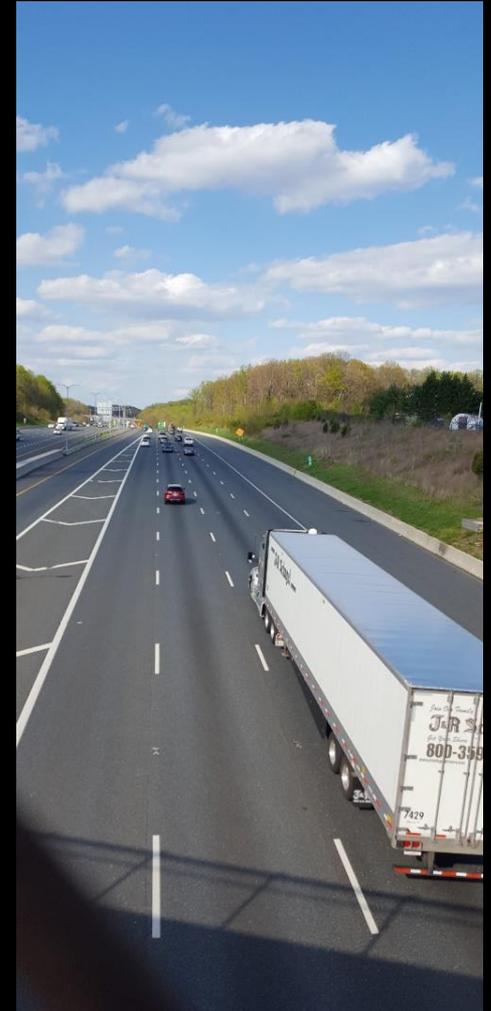
LTS 3



LTS 4

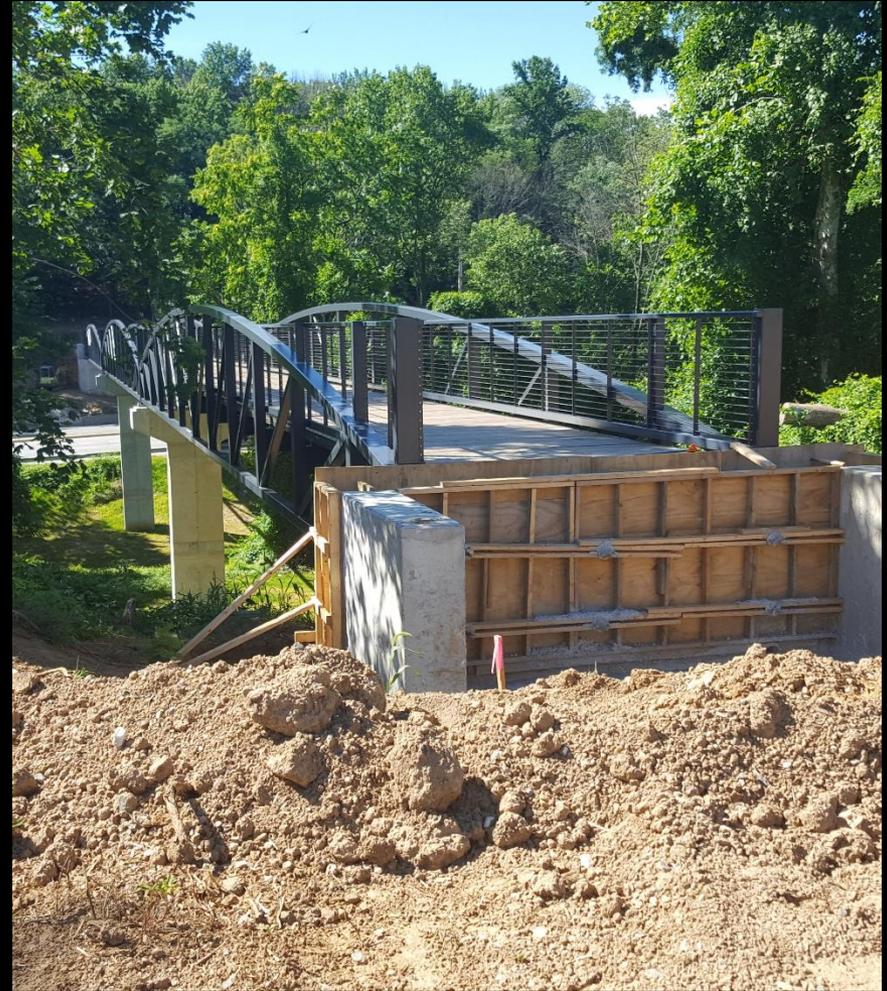


LTS 5



LTS Use

- Cross-jurisdictional comparison
- Identify network gaps
- Routable biking directions
- Gauge LTS change based on proposed projects
- Cross check with crash data
- Variable growth consistent with MDOT SHA GIS



LTS Next Steps

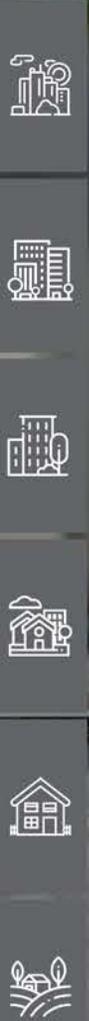
- Review geodatabase & run preliminary analysis
- Refine & rerun
- MBPAC review
- Publish results & schedule updates



An aerial photograph of a city street with a red semi-transparent overlay. The street has a red brick surface, a black car, and a person walking. Buildings with flat roofs and air conditioning units are visible. The background is blurred.

Context *Driven*

Access & Mobility for All Users

A vertical sidebar on the left side of the page containing five white icons: a factory, a city skyline, a building, a house with a chimney, and a house with a garden.

**Context
Driven**
Access & Mobility For All Users 1.0

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

FALL 2019

It's Time



Our Commitment to Maryland

Roadmap



- People ***Driven***



- Data ***Driven***



- Context ***Driven***



- Exploring Your Context



- Next Steps



People*Driven*

Our Commitment to a Safer Maryland Means Thinking Differently

People Going Places



Data*Driven*

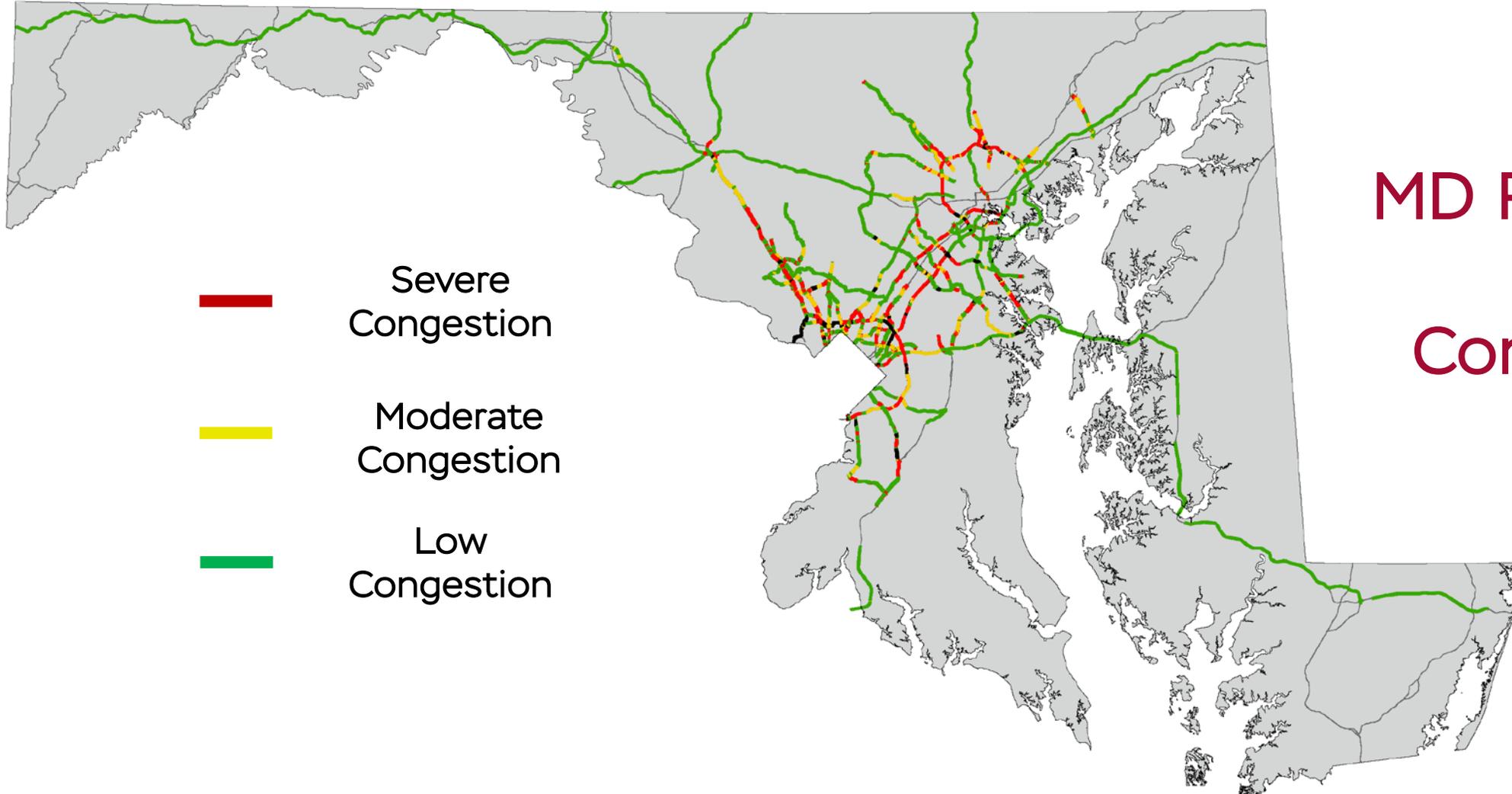
Defining Maryland's Context Zones

Where and How Are People Moving?



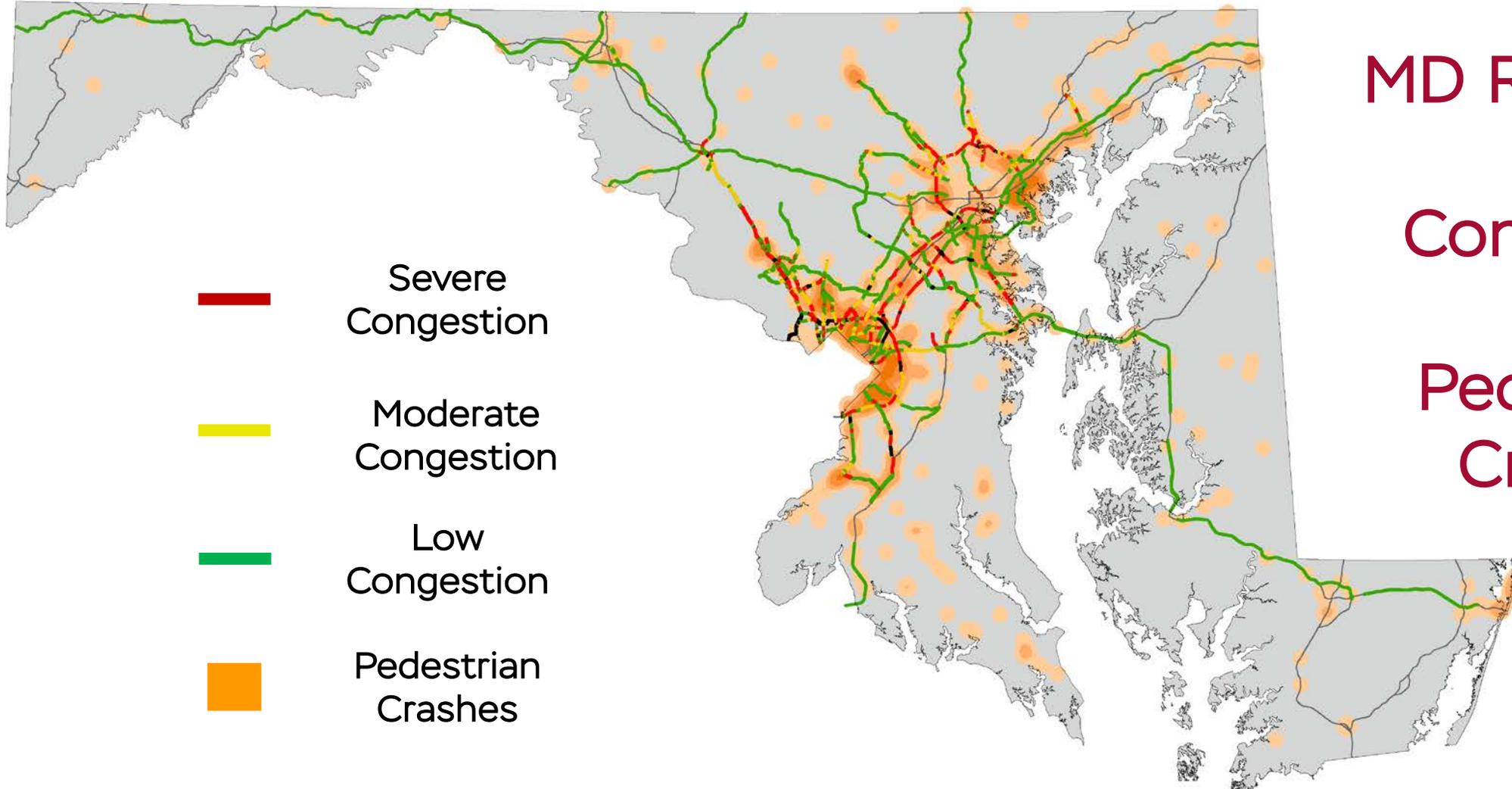
MD Roadways

Where and How Are People Moving?



MD Roadways
+
Congestion

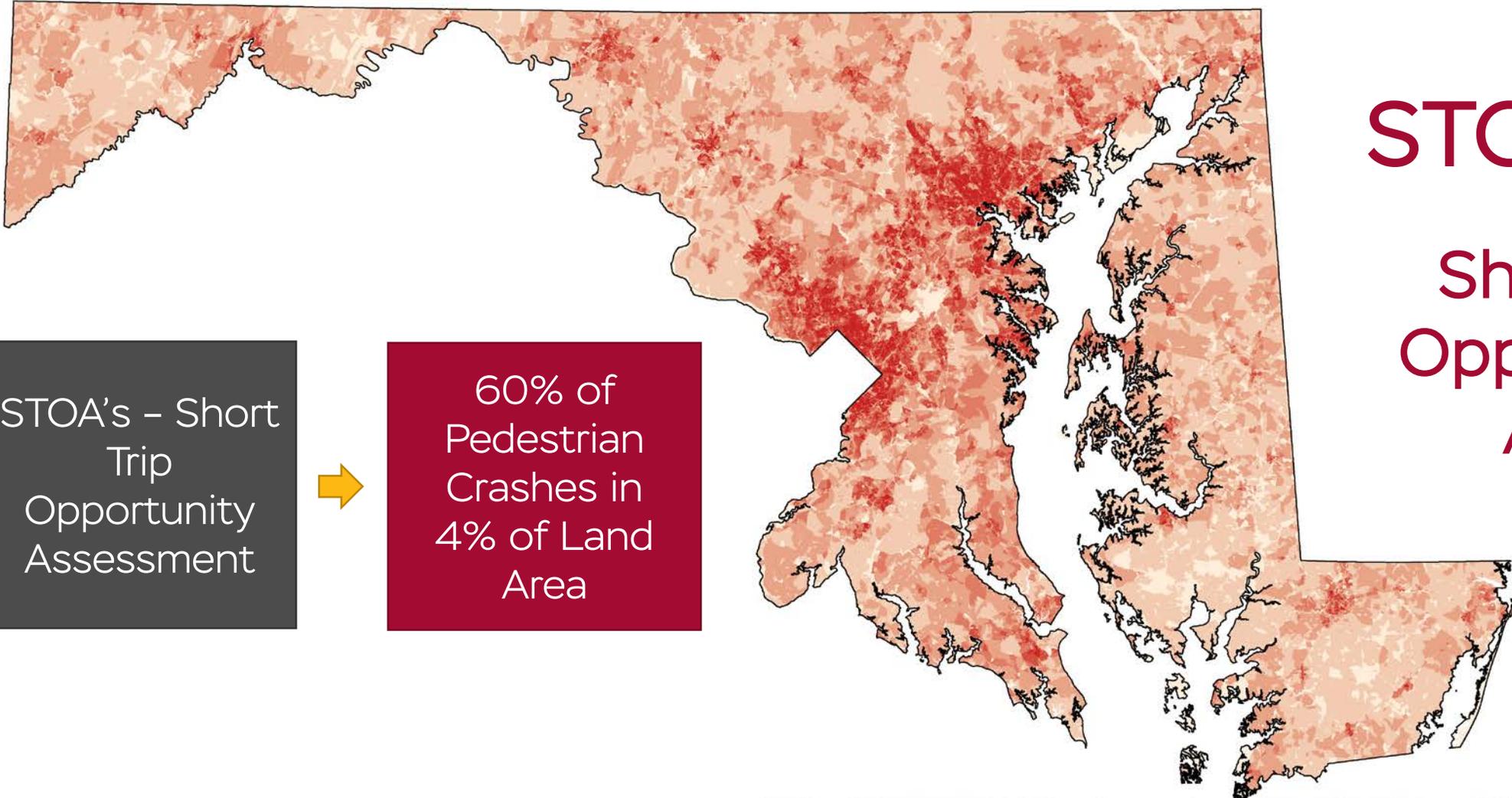
Where and How Are People Moving?



-  Severe Congestion
-  Moderate Congestion
-  Low Congestion
-  Pedestrian Crashes

MD Roadways
+
Congestion
+
Pedestrian
Crashes

Where and How Are People Moving?



STOA's – Short
Trip
Opportunity
Assessment



60% of
Pedestrian
Crashes in
4% of Land
Area

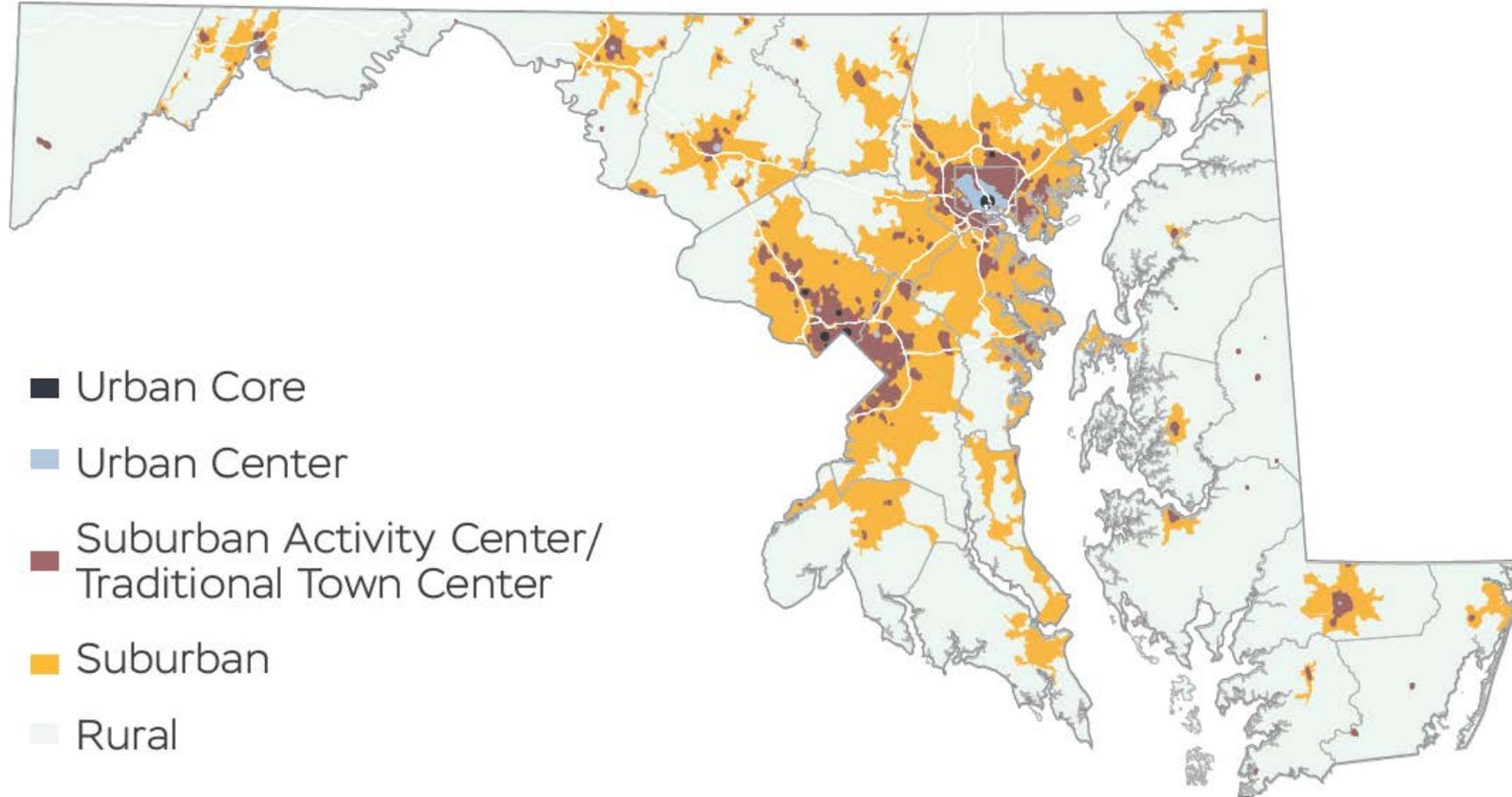
STOA Map

Short Trip Opportunity Areas

Context *Driven*

Defining Context in Maryland

Maryland Context Zones



Balancing Access & Mobility

MDOT SHA
Context Zones



Urban Core



Urban Center



Traditional
Town Center



Suburban
Activity Center

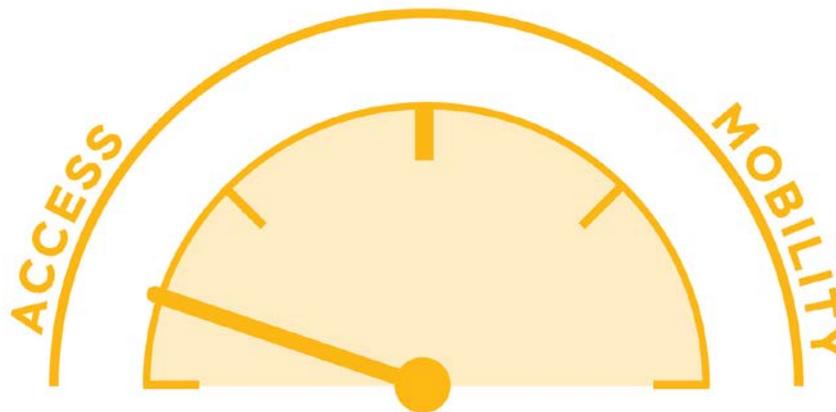


Suburban



Rural

How many places
can you get to?



How far can
you go?

Context *Driven*

Exploring the Context Guide

An Evolving Resource



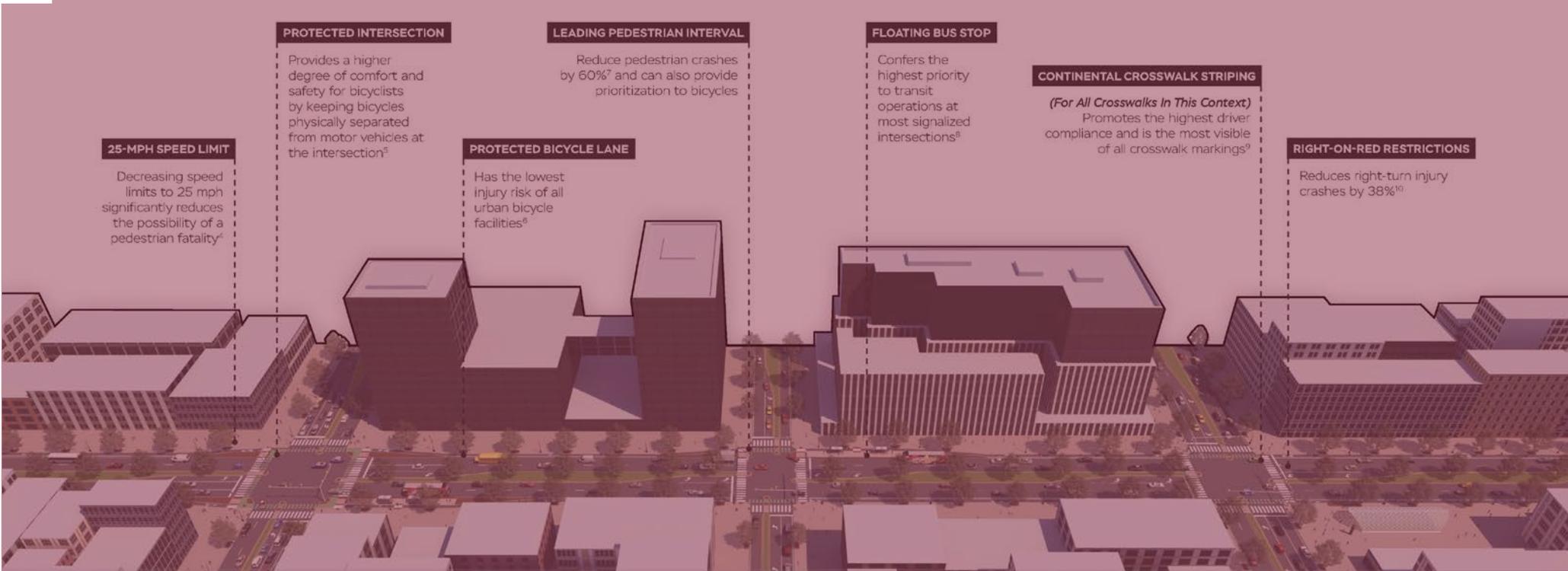
- Guide with Context Profiles
- Toolbox of Treatments
- Library of Case Studies



URBAN CORE

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typically included. Because of its development density and diversity of uses, this land-use pattern generates a high prevalence of non-motorized trips, including walking, transit, and bicycling. While the need for mobility through these areas does exist, it is far exceeded by the need for internal circulation within the zone. The Urban Core represents less than one tenth of one percent of the land area in the State.



DATA-DRIVEN TRANSFORMATIONS

The six-lane undivided section with a center turn-lane resulted in both a high vehicular and pedestrian crash rate. Community members didn't feel comfortable crossing the street on foot or traveling to the metro

station by bicycle. The roadway was reconstructed to reduce crashes by 30%, provide a bicycle level of traffic stress (LTS) of one, and limit pedestrian route directness (PRD) to 1.5 between major generators.



In the Urban Core, multiple modes of transportation and a compact road network help travelers reach points of interest located throughout the area.



1

Zone Name & Icon

URBAN CORE

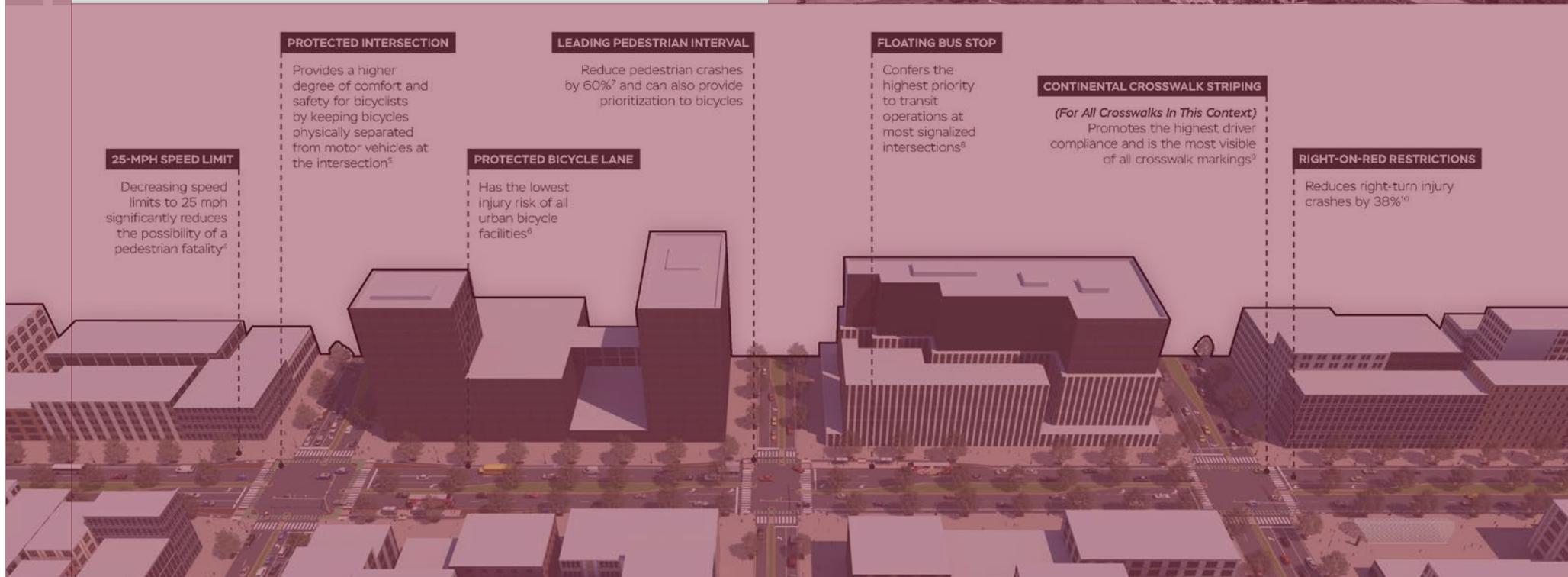
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Locations in Maryland

- Baltimore
- Bethesda
- Friendship Village
- Rockville
- Silver Spring
- Towson
- Wheaton Triangle



25-MPH SPEED LIMIT

Decreasing speed limits to 25 mph significantly reduces the possibility of a pedestrian fatality⁴

PROTECTED INTERSECTION

Provides a higher degree of comfort and safety for bicyclists by keeping bicycles physically separated from motor vehicles at the intersection⁵

LEADING PEDESTRIAN INTERVAL

Reduce pedestrian crashes by 60%⁷ and can also provide prioritization to bicycles

PROTECTED BICYCLE LANE

Has the lowest injury risk of all urban bicycle facilities⁶

FLOATING BUS STOP

Confers the highest priority to transit operations at most signalized intersections⁸

CONTINENTAL CROSSWALK STRIPING

(For All Crosswalks In This Context) Promotes the highest driver compliance and is the most visible of all crosswalk markings⁹

RIGHT-ON-RED RESTRICTIONS

Reduces right-turn injury crashes by 38%¹⁰

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AREAS of **need**

- TRAVEL OPERATIONS
- SAFETY
- ACCESSIBILITY
- CONNECTIVITY
- STATE OF GOOD REPAIR
- QUALITY OF SERVICE

2

Typical Characteristics



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3

Representative Communities



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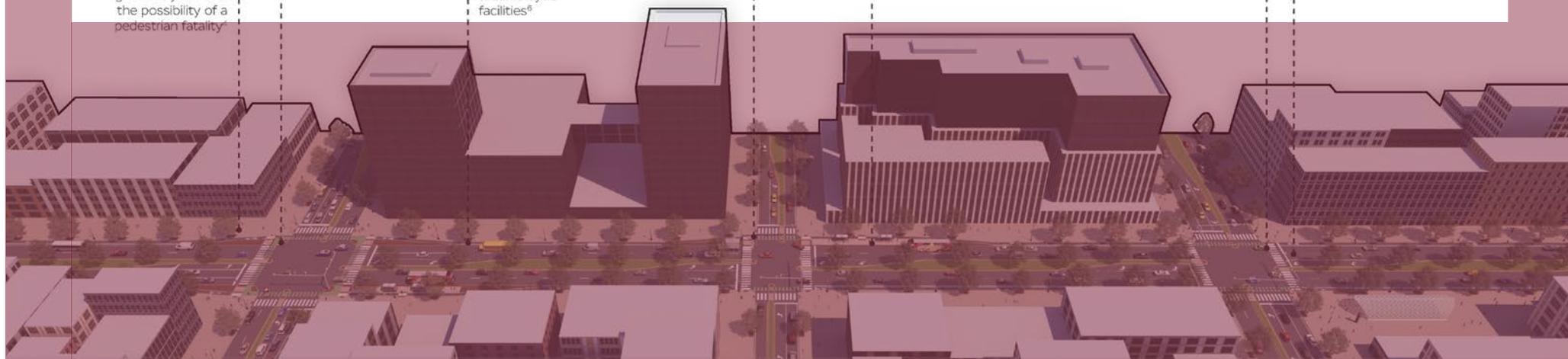
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4 Proven Treatments



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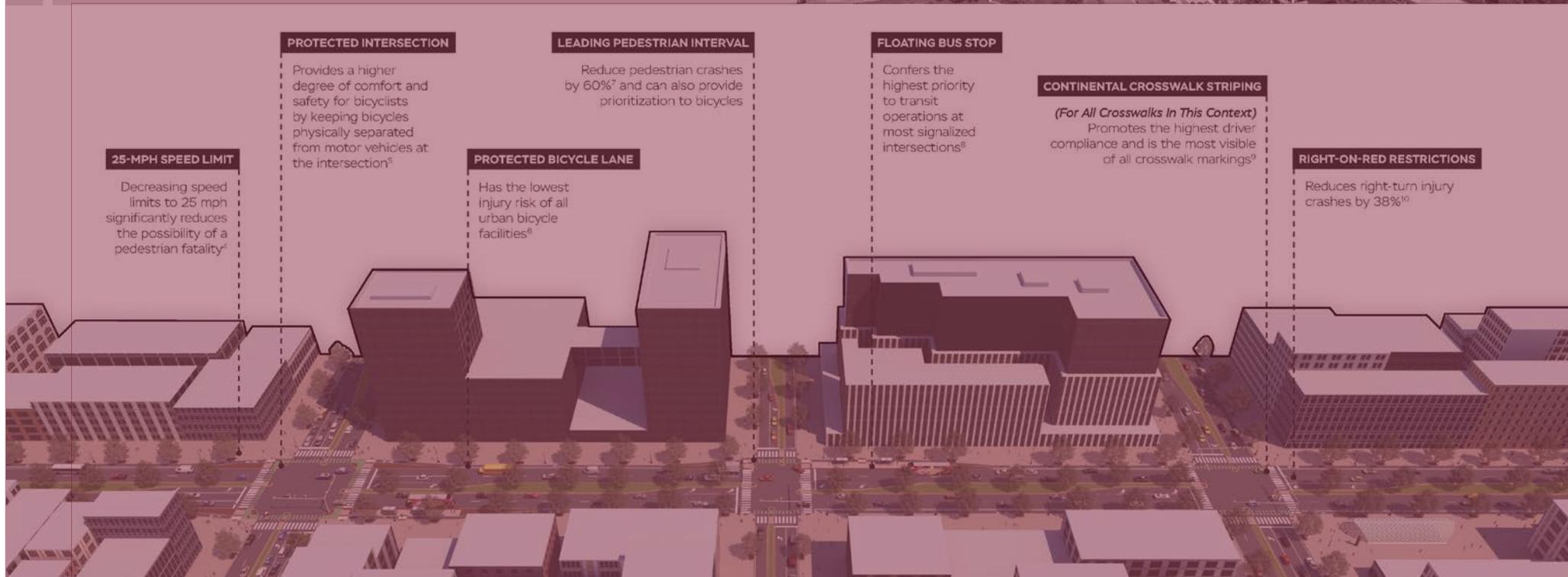
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- TRAVEL OPERATIONS
- SAFETY
- ACCESSIBILITY
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- STATE OF GOOD REPAIR
- QUALITY OF SERVICE

5

Data-Driven Transformations



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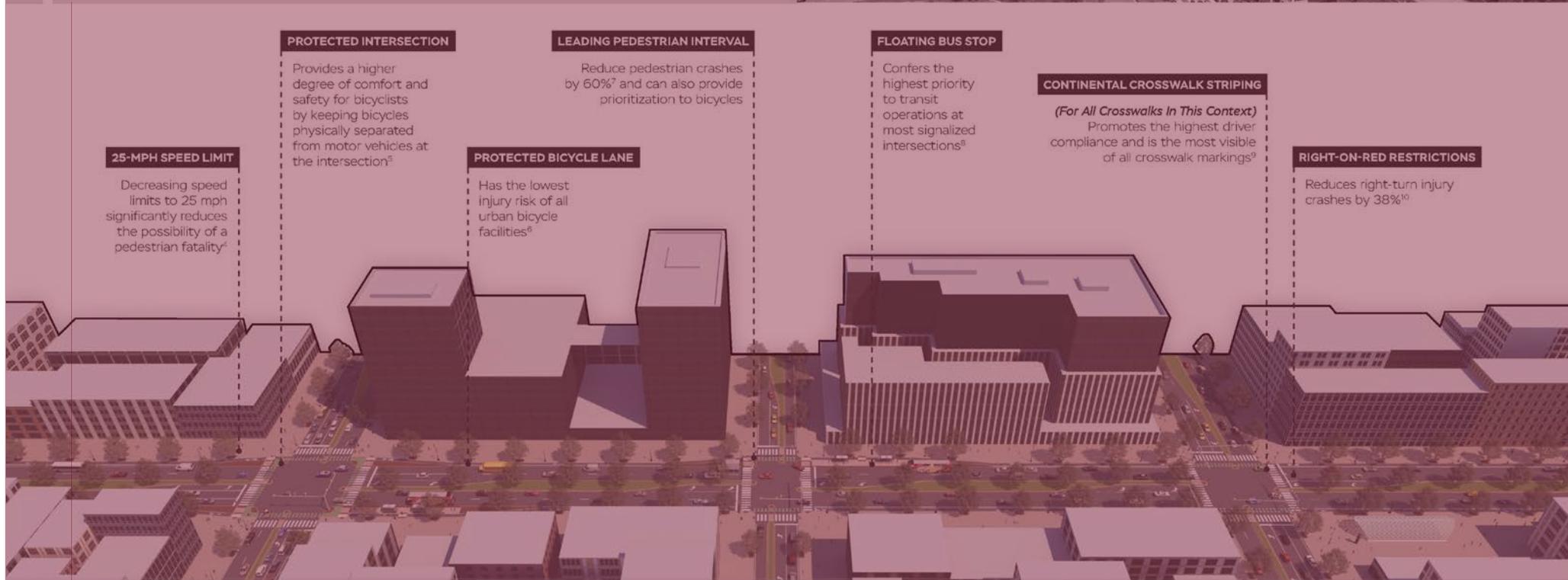
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6

Context Access & Mobility Diagram



URBAN CORE

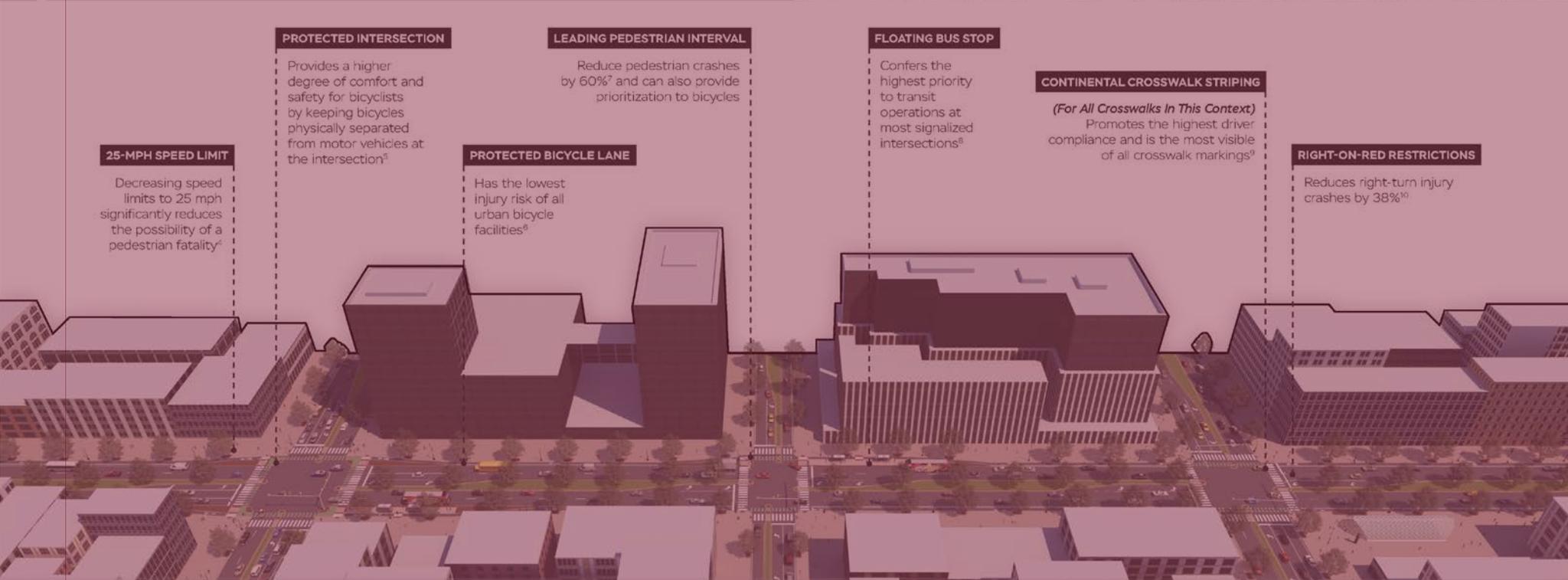
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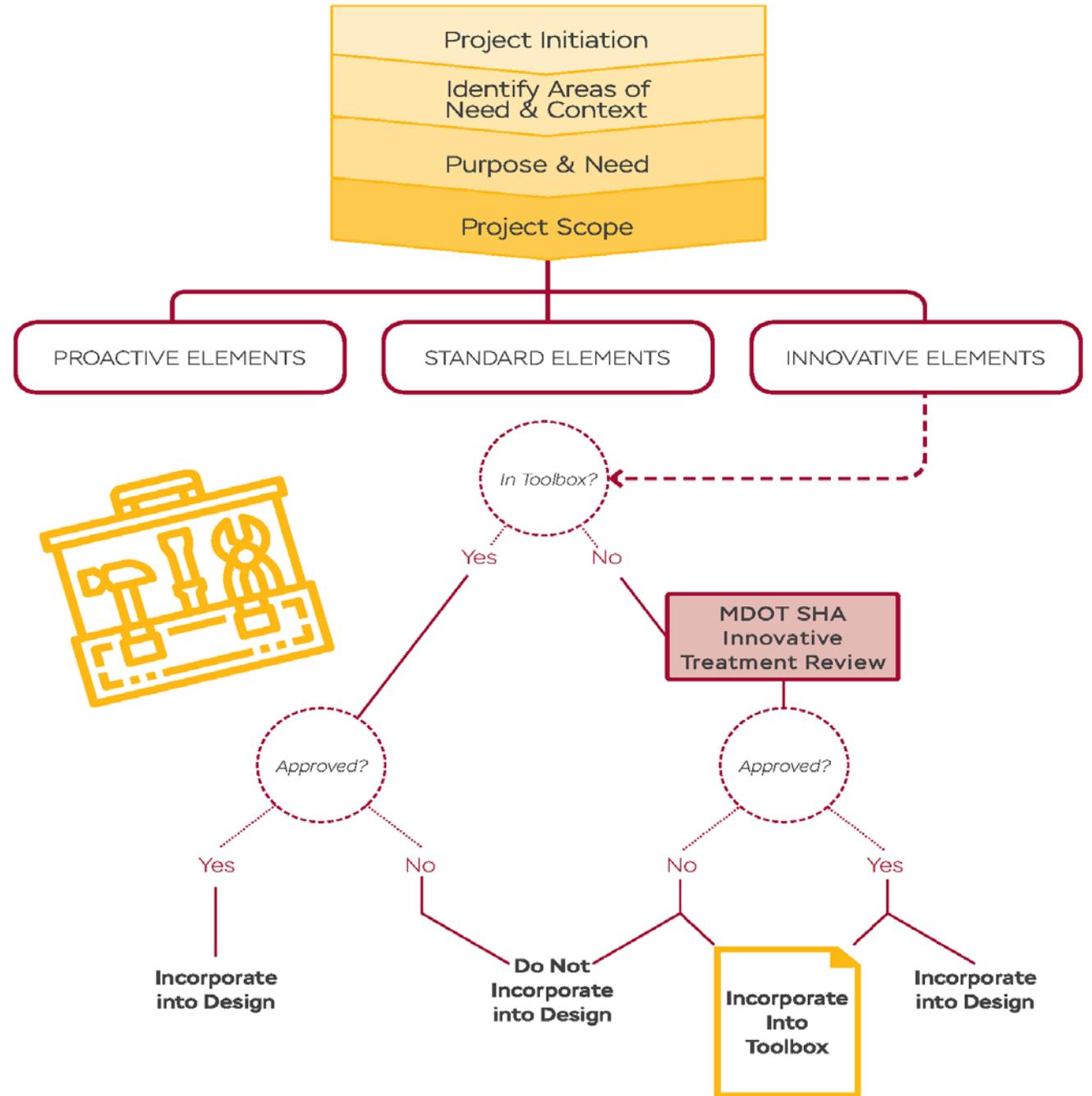


Areas of Need



A New Approach

- Flexible
- Encourages Innovation
- Continuously Updated



Next Steps

Continually Supporting Innovative Solutions

CREATING

GUIDANCE

for today's **TRANSPORTATION CHALLENGES**

Updated Best Practices

Case Studies

Implementation of
Lessons Learned

Stakeholder Feedback



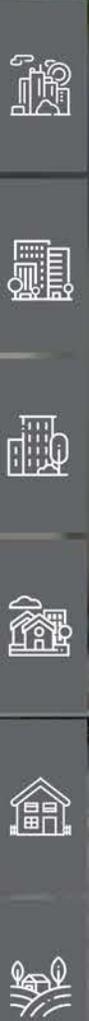
“Living” Context Guide

- Up-to-date tools based on current community feedback
- Proven solutions rooted in the surrounding context
- Flexibility to encourage innovation and community-specific solutions





THANK YOU!



**Context
Driven**
Access & Mobility For All Users 1.0

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

Questions?

Partner Agency and Participant Updates

During this time, state agency representatives will provide a brief update on pedestrian and bicycle initiatives undertaken by their agency.

Everyone is welcome to ask questions using GoToWebinar Chat function.

Public Comment

Following agency updates, everyone is encouraged to “Raise Your Hand” to provide comments, ask questions and share additional information.

Upcoming Events

May 15 - Bike To Work Day events cancelled or postponed

May 15 - Recreational Trails Program applications due

May 29 - Transportation Alternatives Program/Safe Routes to School applications due

June 5 - Bikeways applications due (Tentative)

July 24 - Next MBPAC Meeting (Tentative)

September 14 - Maryland Walk Summit

September 22 - Car-free Day

September 25 - Bike To Work Day, Baltimore Metro Area