

Friday July 26, 2024 9:00-11:00 am ET



MARYLAND DEPARTMENT OF TRANSPORTATION

Agenda

- I. Welcome & Roll Call
- II. Agenda Review and Approval of Minutes
- III. MDOT: Updated Complete Streets Policy
- IV. MDOT: WALKTOBER
- V. MDOT: Bicycle and Pedestrian Priority Areas
- VI. Old Business & Public Comment
- VII. MBPAC Subcommittees: Membership, Schedules and Reports
- VIII.Partner Agency Updates
- IX. Closing Reminders and Adjournment



II. MBPAC Minutes

- Draft Minutes from May 3, 2024 meeting emailed on July 5, 2024 for review
- Today Any final thoughts & vote

Meetings

Join online with Microsoft Teams: 283 267 402 769 | Code: feJohT | Join by Phone: 443-409-5228 | Phone Conference ID: 243 372 923#

- Friday, January 26, 2024, 9 AM | Agenda | Minutes
- Friday, May 3, 2024, 9 AM | Agenda
- Friday, July 26, 2024, 9 AM
- Friday, October 25, 2024, 9 AM

Past MBPAC Meetings

- Friday, January 27, 2023: 9 AM | Agenda | Minutes | Bikeways Presentation | Public Engagement Plan
- Friday, April 27, 2023: 9 AM | Agenda | City of Frederick MBPAC Presentation | 2050 Maryland Statewide Bicycle & Pedestrian Master Plan Presentation | Minutes
- Friday, July 28, 2023: 9 AM | Agenda | Bike AAA Presentation | Minutes
- Friday, October 27, 2023: 9 AM | Agenda | BPMP Draft Outreach | MDOT Complete Streets | Fatal Crash
 Infrastructure Reviews | Minutes

2023 MBPAC Annual Report

2022 MBPAC Annual Report

III. MDOT: Updated Complete Streets Policy



What is "Complete Streets?"

A deliberate approach to planning, designing, and constructing streets to be safe for all users.



Photo courtesy of Smart Growth America

Complete Streets...

- is a process.
- are part of a context-sensitive network.
- offer accessible multimodal options.
- safely move people, goods, motorized and non-motorized vehicles.
- concepts apply to all project phases.

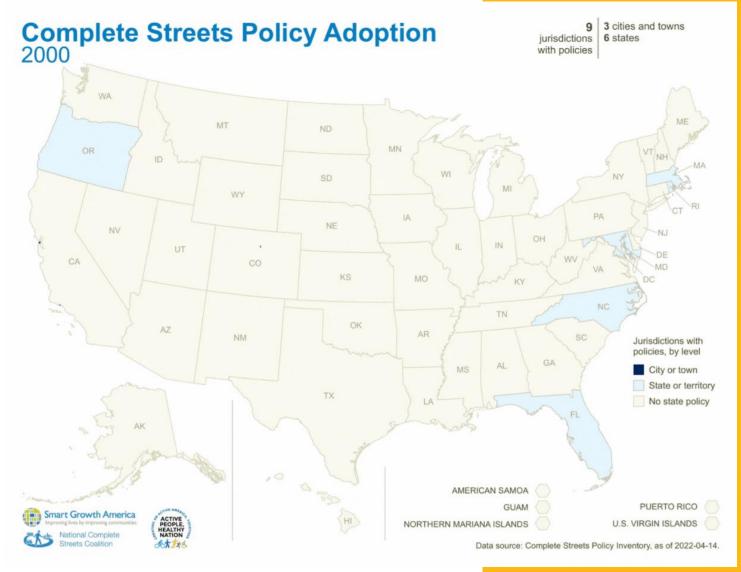


Complete Streets Policies in the US

Smart Growth America's Policy Atlas (right) tracks the adoption of Complete Streets policies nationwide at the town, city, region, county, and state level.

Today, there are...

+1,700 policies 37 state gov policies





Complete Streets

Maryland



State Plans

Moore-Miller State Plan

Create desirable and accessible transportation available for all Maryland residents.

Advance infrastructure to connect all Marylanders to opportunities.

Make Maryland a leader in clean energy and the greenest state in the country.

Maryland Transportation Plan

Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Minimize disparities in safety across Maryland's diverse communities.

Address multimodal safety needs to support a safe, secure, and low stress transportation system.

Maintain a safe system during emergencies.



MD Policies: Then v. Now

2012: SHA Complete Streets

"The SHA shall follow a Complete Streets Approach... [to] create a comprehensive multi-modal network."

2024: MDOT 750 Complete Streets

"This Policy is applicable to **all** capital improvement projects within MDOT right-ofway," starting in 2025.

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The policy only applied to certain MDOT modes.

Waivers/Exceptions: Broad

Safety Performance Functions: Taken from SHA Business Plan's Mobility and Safety

Each mode shall develop a Complete Streets Implementation Approach.

Waivers/Exceptions: Require documentation signed by all appropriate modal representatives

Safety Performance Functions: More aggressive. SHA will develop in collaboration with MHSO







Multimodal Traffic data





Complete Streets

Implementation



MDOT Implementation Outcomes



Consistency and consolidation

Revision of standards, manuals, policies, and other documents

Structures and crossings

Focus on filling network gaps for pedestrians and bicyclists



Key decision points Updated decision-making processes



Sharing across agencies

Improved coordination within MDOT and with other State and local agencies



User-focused approach

Modified approaches for measuring project performance for user safety



Making the change

Increased engagement from roadway users and local partners to develop plans



- 1. Revise guidance, standards, manuals, policies, and other documents
- 2
- 2. Update decision-making processes



3. Modify approaches for measuring performance



4. Collaborate during implementation



5. Provide ongoing education and training



MDOT Model Complete Streets Initiative

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A collaboration to implement Complete Streets statewide and become a model state for implementation. Supporting efforts include:

- Pedestrian Safety Action Plan
- Complete Streets Leadership Academy quick build pilots
- State Highway Safety Plan
- Be the Driver Campaign
- Sidewalk data partnership
- Local technical assistance
- Peer state exchanges
- Complete Streets training
- Micromobility studies
- Statewide Trail Plan update







MODEL Image: Second secon

www.mdot.maryland.gov/completestreets

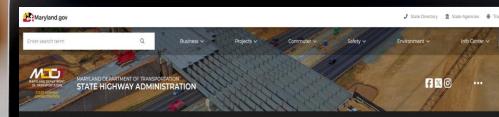
Contact us at completestreets@mdot.maryland.gov

IV. WALKTOBER



VALKT3BER





🏫 / 💷 / Bicycle & Pedestrian Resources in Your Community / Bicycle & Pedestrian Priority

Bicycle & Pedestrian Priority Areas (BPPA)

Program Summary

The Maryland Department of Transportation State Highway Administration (SHA) works to improve safety for all users and encourages economic prosperity and community vitality by cooperating with local governments to enhance multimodal transportation. FIA may, in collaboration with local juridictions, designate a Bicycle and Pedestrian Priority A area (BPPA), a geographical area where the enhancement of bicycle and pedestrian facilities in areas with a high potential for bicycling and walking. This collaborative approach helps State and local transportation sequences overcome a wide range of impediments to bicycle and pedestrian trade, tegrates of facility ownership.

BPPA Plan

The BPPA designation lets SHA, subject to available resources, lead development of a BPPA Plan (BPPAP) for improvements that make the area safer and more accommodating for vulnerable road users. BPPAP development will focus on context-driven bicycle and pedestrian improvements that align state, local and stakeholder goals to expand existing or planned bicycle and pedestrian infrastructure.

BPPAP development requires a done partnership between SHA, local jurisdictions and other stakeholders. SHA will convene a BPPAP working group, including the appropriate SHA district office, the applicant, local implementing agency (if different from the applicant), local planning agency (if different from the applicant) and other local stakeholders. The BPPA applicant must solicit participation from affected stakeholders and select participation from affected stakeholders and select participation from affected stakeholders. The BPPA working group.

BPPAP development includes:

BICYCLE AND PEDESTRIAN PRIORITY AREAS STATE HIGHWAY ADMINISTRATION



Bicycle and Pedestrian Priority Areas (BPPA)

- Designation made by State Highway Administration (SHA) in collaboration with local jurisdictions in areas with high potential for bicycling and walking.
- Local jurisdictions must show a commitment to bicycling and walking in the BPPA.
- Subject to resource availability, SHA will lead and fund development of a BPPA Plan (BPPAP) in partnership with the local jurisdiction and affected stakeholders.*

What BPPAs Do

- Coordinate state, local and private stakeholders
- Align State and local planning goals
- Provide for innovative bicycle and pedestrian treatments

What BPPAs Do Not Do

- Provide state funding for capital improvement projects
- Replace existing transportation plans and goals
- Supersede existing bicycle and pedestrian guidelines



*If there are no SHA roadways in the BPPA, local agency will lead and fund BPPAP development

BPPAP Development

BPPAP development includes:

- Facilitating state, local and other stakeholder coordination,
- planning bicycle and pedestrian improvements with stakeholder input, land-use plans and master plans,
- identifying roadway geometric and operational recommendations to align state and local bicycle and pedestrian planning and
- estimating construction costs for proposed bicycle and pedestrian treatments.

Local agency roles and responsibilities include:

- Demonstrating local support for bicycle and pedestrian mobility,
- participating in state and local workgroups for each designated BPPA,
- coordinating local community stakeholders and advocacy groups and
- monitoring and evaluating outcomes.

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

Program Timeline

- Applications submitted between September 3, 2024, and October 31, 2024, via email to <u>ssarver@mdot.maryland.gov</u>.
- Applications will be reviewed, designations made, and BPPAP selection will be made by the end of the year.
- BPPAP will be developed during the first half of 2025.
- Applications for FY2026 will open in May 2025.

Resources

- <u>SHA Bicycle and Pedestrian Priority Areas</u>
- <u>SHA BPPA Application (PDF)</u>



Application Selection Criteria

- Urban areas, main streets and/or tourist centers with high potential for bicycling and walking as transportation modes.
- A focused area, generally less than one-half-mile radius.
- Areas with surmountable obstacles to bicycling, walking and safety.
- Areas that emphasize multimodal transportation.
- Areas that proactively address equity and remove barriers to opportunities.
- Local commitment to bicycling and walking, demonstrated by consistency with comprehensive and sector plans, prior investment in bicycle and pedestrian efforts, investment in BPPA efforts, and active maintenance of bicycle and pedestrian facilities.



Shane Sarver Bicycle and Pedestrian Planner Office of Planning and Preliminary Engineering State Highway Administration ssarver@mdot.maryland.gov

Questions?



STATE HIGHWAY ADMINISTRATION

VI. Old Business & Public Comment

- Old Business
- Emails to MBPAC Inbox
 - Shared Use Path Maintenance referred to project agreements, federally funded projects become local responsibility
 - Asphalt Art question referred to the MICA Art in the Right-of-Way manual
 - Restriping Issue SR reported for restriping of MD 28 (Darnestown Rd) between Black Rock Rd and MD 124

• Public Comment (5 min max)

• Sandra Bishop – Cycling without Age





THE RIGHT TO WIND IN YOUR HAIR



Sandy Bishop Program Manager Cycling Without Age Anne Arundel CWA@BikeAAA.org

What is CYCLING WITHOUT AGE?

Started in 2012 Denmark Worldwide Rides always free

Relationships Story-telling Sensory Stimulation Joy







WHO BENEFITS?



COMMUNITIES BENEFIT

CWA shows that communities are:

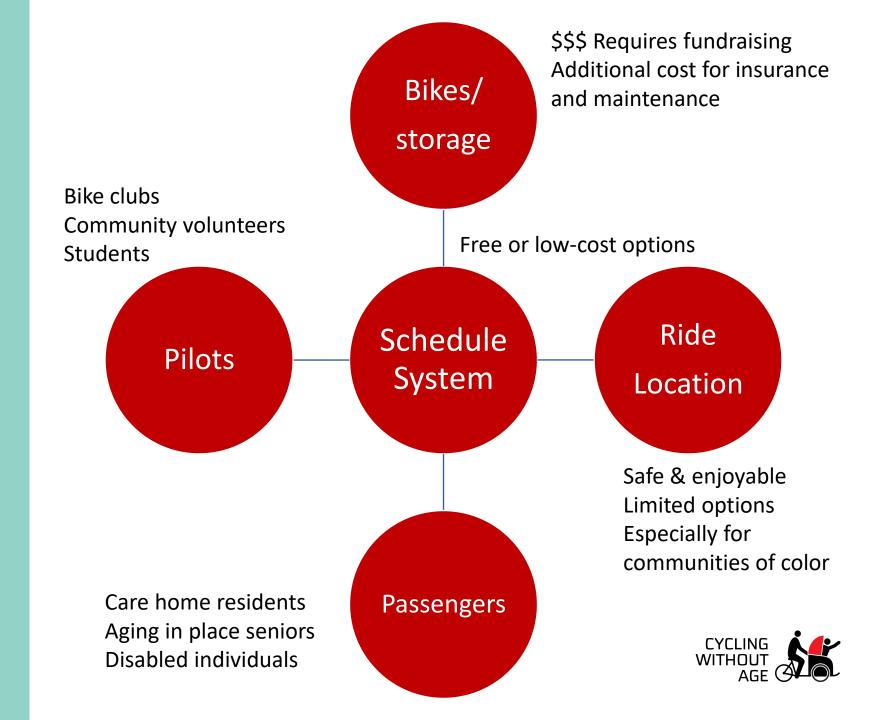
Livable
Connected
Walkable
Bikeable
Age-friendly







START UP ELEMENTS

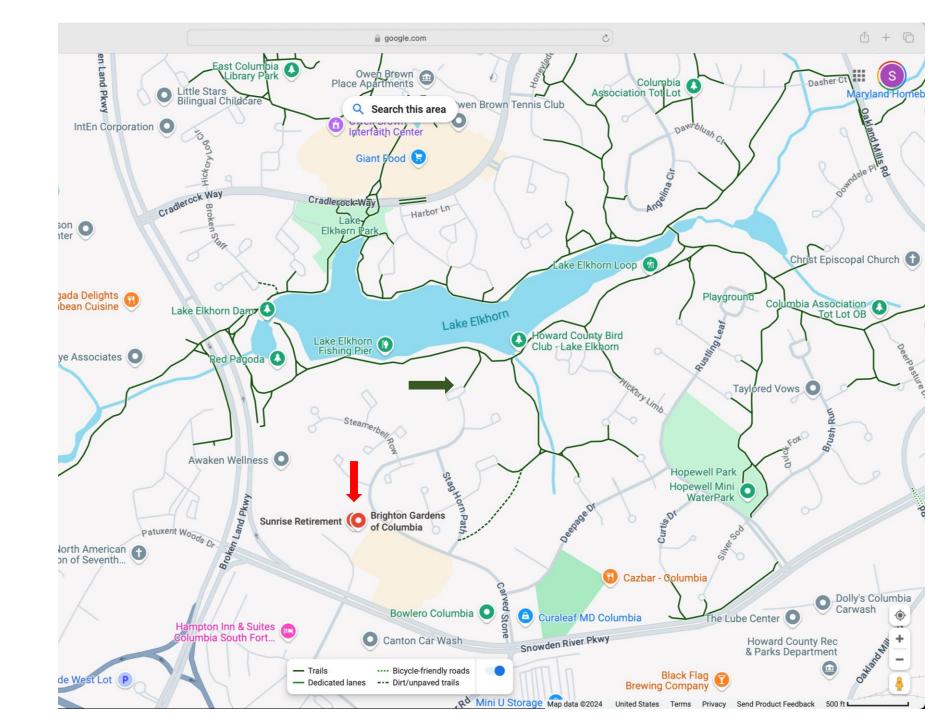


RIDE LOCATION EXAMPLE

- Brighton Gardens' Executive Director requested CWA program
- Located near nice trails

 connected by quiet
 residential streets



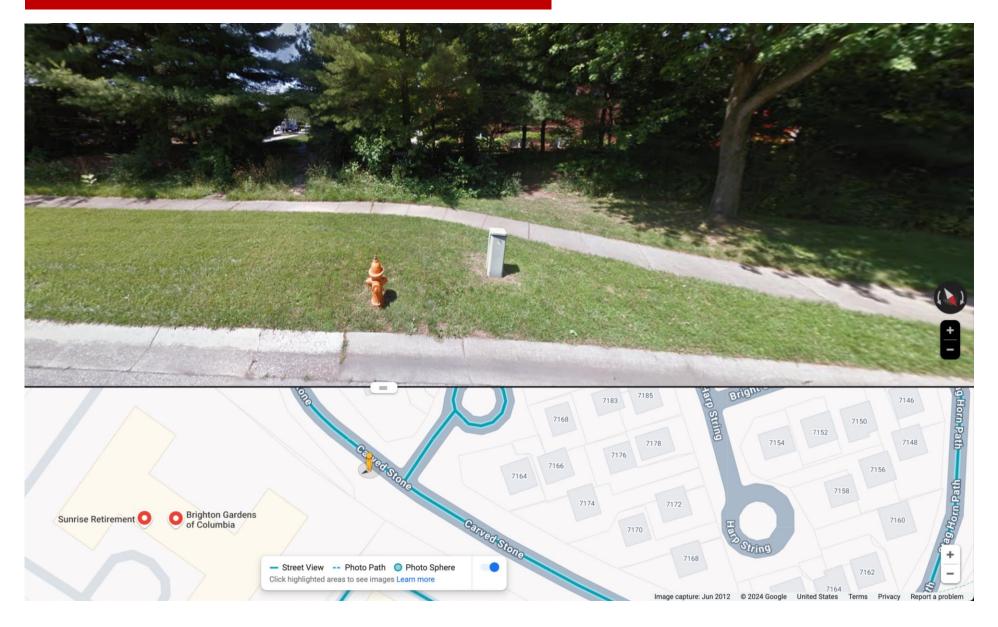


FOR LACK of a CONNECTION



AGE

Where the re's a will...



Pedestrians have created own trail to bridge the 100foot gap!

No CWA program at this location.

Search "assisted living" in Google Maps to see infrastructure limitations.



GROUP RIDE OPTION

- Multiple bikes at one location allow facilities to bring a group of residents to a SAFE ride location
- More expense for program
- Storage/transport issues with more equipment





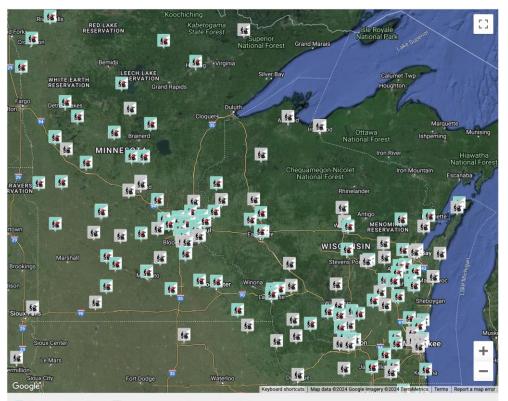




CALL TO ACTION

- Need SAFE infrastructure
 - places where a student, adaptive bike or a trishaw could ride comfortably
 - especially trail connections to more communities
- Looking for contacts interested in starting more Maryland Cycling Without Age chapters





Chapters with trishaws
New chapters fundraising for trishaws

Wisconsin launched 1st CWA chapter in US in 2015. Minnesota & Colorado followed soon after.

Our elderly population is growing. The miles of bicycling infrastructure is growing. CWA connects them. What will our map look like in 9 years?



QUESTIONS? CWA@BikeAAA.org

CHALING

Photo from 2014 trip from Odense, Denmark to Hamburg, Germany with 20 elderly passengers.

VI. Old Business & Public Comment

- Public Events coming up
 - September 4 & 5: Maryland Land Conservation Conference in Annapolis
 - October: Walkinars every Thursday of the month

VII. Subcommittee Membership, Schedule, Report Out

- Eastern Shore Subcommittee Patti Stevens
 - NPS renewed their technical assistance agreement through the Rivers, Trails, and Conservation Areas (RTCA) program for another year through May, 2025.
 - ESTN Vision: All people throughout Maryland's Eastern Shore are connected through a safe and sustainable trail network, from the shores of the Chesapeake to the beaches of the Atlantic, through the towns, fields, and forests between. Mission: Galvanize communities and support them in planning, promoting, advocating for and implementing a diverse system of accessible trails and safe crossings across the region.
 - Work groups : Convene, Plan, Communicate, and Advocate.
 - The Eastern Shore Land Conservancy received funding to develop a website for the Eastern Shore Trails Network (domain name mestn.org) and social media pages. An RFP was posted in June and award will be made in August. Website launch goal is Spring 2025.
 - ESTN steering committee members met with faculty members from the University of Maryland Eastern Shore, Drs. Bhatera and Escobar, to learn more about their research on <u>Agri-tourism</u>. Conversations will continue to identify opportunities for collaboration on outreach to agricultural stakeholders, whose support is critical to successful trail development in rural areas.
 - Owen Bailey reached out to Forever Maryland to suggest that their annual <u>Land Conservation Conference</u> include a track on trails. The program for September 4/5 in Annapolis is being finalized with presentations on *the importance of trails in conservation, connecting people, and providing alternative means of transportation.*
 - Schedule: Monthly meetings, usually by zoom, next meeting on August 12, 1 2.30pm.

VII. Subcommittee Membership, Schedule, Report Out

- Legislative Subcommittee Nigel Samaroo
 - Meeting held on July 16th
 - Next meeting:

VII. Subcommittee Membership, Schedule, Report Out

- Pedestrian Subcommittee Marian Vessels
 - Membership: Several MBPAC Committee members, 170+ stakeholders on subcommittee emails
 - Schedule: Quarterly meetings, month before MBPAC meeting. Next meeting on September 19, 10-11:30am.
- NEW: Trails Subcommittee Meg Young, seeking chair
 - Membership: Email Meg, several members on roster already
 - Schedule: Quarterly meetings, month before MBPAC meeting. Next meeting on September 19, 10-11:30am.

VIII. Agency Updates

- Maryland Department Of Health
- Maryland State Police no updates
- Department Of Commerce
- Maryland Department Of Planning no updates
- Maryland State Department Of Education
 - MSDE is continuing to look for partners to work with and expand programs into schools and help alleviate equipment challenges for those offering bike safety education to students. Contact: Gabriel Rose -MSDE-<gabriel.rose1@maryland.gov>



MSDE Partner, All Kids Bike (allkidsbike.org)

VIII. Agency Updates

- Maryland Department Of Natural Resources
- Maryland Department Of Disabilities
 - We continue to work closely with MTA customer revelations, and the new DEI department with continued support of accessibility for all
- Maryland National Park And Planning Commission
 - See slides



Press Upper Button for Standard Crossing Time Press Lower Button for

Increased

Crossing Time



Selling Advertising on Bike Lockers

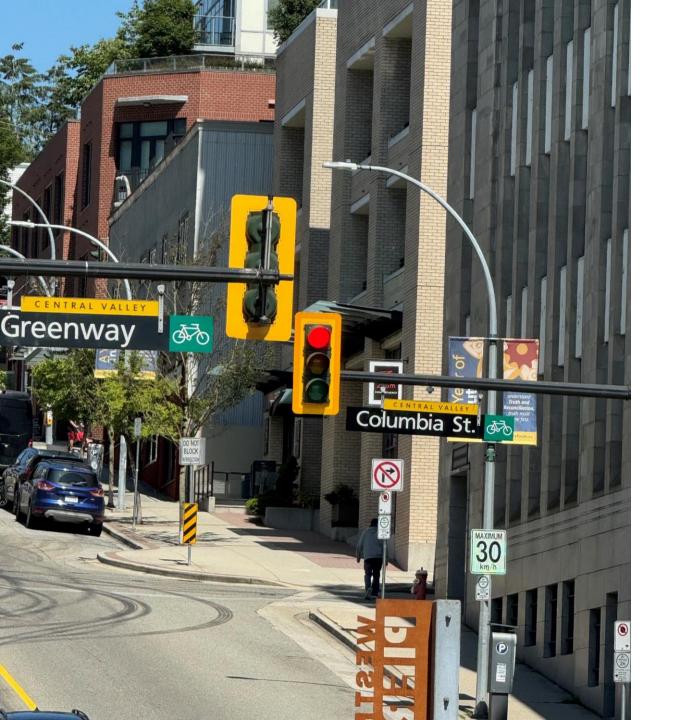
Burnaby Lakes/Sperling Road Skytrain Station Burnaby, British Columbia



Detailed Bikeway Detour Information

Burnaby Lakes/Sperling Road Skytrain Station

Burnaby, British Columbia



Street name signs used to indicate Central Valley Greenway in New Westminster,BC

Unfortunately, 2023 FHWA Manual of Uniform Traffic Control Devices forbids placement of bicycle symbol on street name signs.



D11-1bP

When installed above or below a Street Name sign, the D11-1bP supplemental plaque may include a bicycle symbol to the left of the BIKE ROUTE legend.

Standard:

- 03 The bicycle symbol shall not be used on a Street Name sign.
- 04 Where a BIKE ROUTE plaque is used in conjunction with a Street Name sign to identify a street that is part of an overall bicycle network, one of the following signs shall also be used systematically to establish the designated bicycle route on the street identified by the BIKE ROUTE plaque:
 - A. Bike Route Guide signs (see Section 9D.02),
 - B. Alternative Bike Route Guide (D11-1c) sign (see Section 9D.02),
 - C. State or Local Bicycle Route (M1-8 and M1-8a) signs (see Section 9D.05),
 - D. Non-Numbered Bicycle Route (M1-8b and M1-8c) signs (see Section 9D.06), or
 - E. United States Bicycle Route (M1-9) sign (see Section 9D.07).
- 05 BIKE ROUTE plaques shall not incorporate replicas of the United States Bicycle Route, State or Local Bicycle Route, or Non-Numbered Bicycle Route sign to replace or supplement the bicycle symbol.

Option:

06 The BIKE ROUTE plaque and the Street Name sign may be different widths.

Support:

⁰⁷ Figure 9D-3 shows an example of bicycle guide signing using the BIKE ROUTE plaque.

Sect. 9D.03

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VIII. Agency Updates

- Maryland Department Of Transportation
 - Complete Streets Leadership Academy Underway in Howard County, Hagerstown, and Bel Air
 - Coming Soon:
 - TAP, Rec Trails, Bikeways, and Carbon Reduction grant awards all to be announced in late August or early September 2024

IX. Closing Reminders and Adjournment