



# **APPENDIX A**

## **Public Input**

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## **Approach to Outreach**

Outreach to stakeholders and the public was an ongoing effort by MDOT project staff throughout the length of the Bicycle and Pedestrian Master Plan (BPMP) Update development process and was a valuable component in the creation of the goals and objectives and the shaping of future strategies and initiatives. The purpose of these outreach efforts was to solicit input from a wide range of groups and individuals who shared an interest in bicycle and pedestrian issues and policies in Maryland. Public feedback is also considered a fundamental element in creating a plan that successfully meets the needs and reflects the priorities of local and regional jurisdictions and municipalities. In soliciting input for the Plan, MDOT sought guidance and reached out to individuals who worked with or for cycling and walking advocacy groups, MDOT Transportation Business Units (TBUs), state agencies, local governments, and Metropolitan Planning Organizations (MPOs). The BPMP process also benefitted from a series of public meetings convened in Fall 2017 to develop recommendations for the Task Force to Study Bicycle Safety on Maryland Roadways. Elected officials, business representatives, professionals, experts, and concerned citizens were also an important part of this process.

A variety of methods were implemented to engage stakeholders in creating this plan and included the construction and maintenance of a project website, development of a project mailing list, implementation of public surveys, hosting of public workshops and webinars, and creation of stakeholder and advisory groups that met regularly and served in advisory roles throughout each stage of the plan's development. The following describes, in chronological order, each of these outreach efforts in the form of survey results, meeting minutes, and public comments.

## **Maryland Bicycle and Pedestrian Advisory Committee (Oct. 2017)**

Under Maryland state statute § 2-606, the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) was created as an entity tasked to advise state agencies on bicycle- and pedestrian-related issues. The statute states: "The Governor shall appoint a Bicycle and Pedestrian Advisory Committee to provide guidance to State agencies concerning: (1) Funding of bicycle and pedestrian related programs; (2) Public education and awareness of bicycling and pedestrian related activities; (3) Public education and awareness of bicycling and pedestrian safety; and (4) Any other issue directly related to bicycling and pedestrians." MDOT met routinely with MBPAC to solicit input on the BPMP. The process kicked off in October 2017 with a large public workshop or "Roundtable" which involved major stakeholders such as the League of American Bicyclists, the American Association of Retired Persons, advocacy groups, and officials from local jurisdictions.

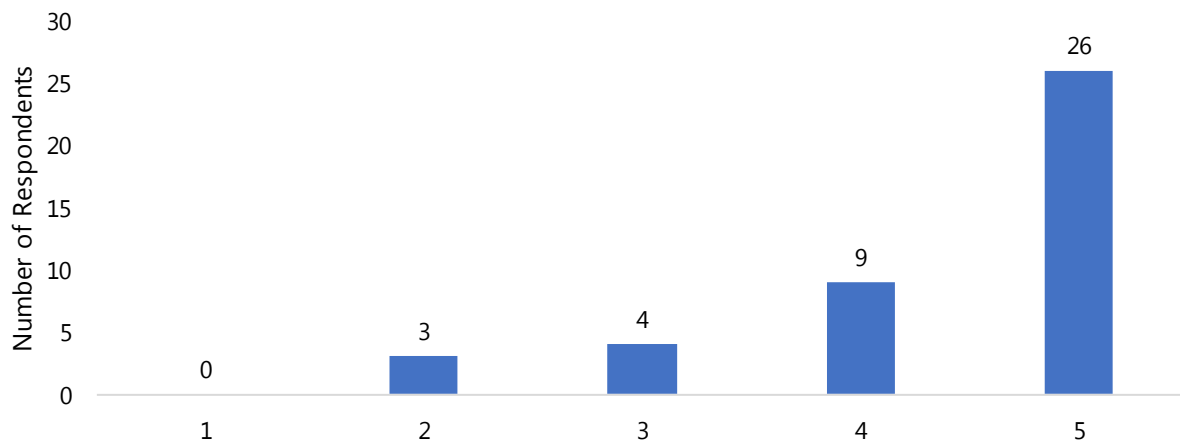
## **MDOT Online Survey (Oct. 2017 to Mar. 2018)**

At the MBPAC Roundtable meeting in October 2017, MDOT staff launched an online survey asking for input on the goals and objectives from the 2014 Maryland Bicycle and Pedestrian Master Plan and how these might be modified for the upcoming 2019 Plan. The survey was available on the BPMP website from October 2017 to March 2018 and included these questions:

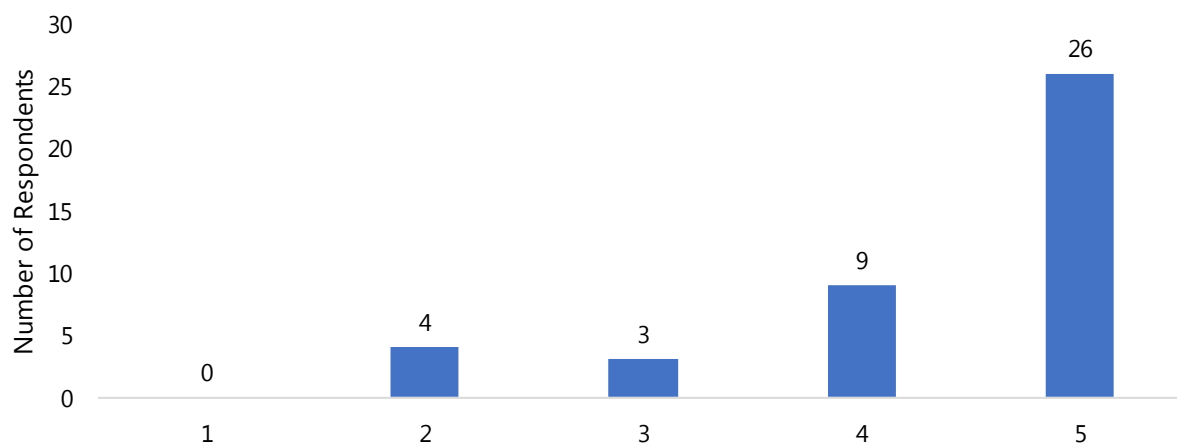
1. Do the goals (listed below) that were used in the 2014 Bike & Ped Master Plan reflect an understanding of the desired outcomes for Maryland cyclists and pedestrians? (Answered on a scale from 1 to 5)
2. Do the objectives (listed below) that were used in the 2014 Bike & Ped Master Plan address major bicycle and pedestrian issues in Maryland? (Answered on a scale from 1 to 5)
3. Please share your comments on the goals and objectives and any thoughts about the 2019 Update to the MD Bike & Pedestrian Plan Update: (Open ended)

**A total of 42 responses were received on the survey and the results are shown below.**

Question 1: Do the goals that were used in the 2014 Bike & Ped Master Plan reflect an understanding of the desired outcomes for Maryland cyclists and pedestrians?



Question 2: Do the objectives that were used in the 2014 Bike & Ped Master Plan address major bicycle and pedestrian issues in Maryland?



**Responses to the third question are as follows** (these responses were not edited or revised in order to preserve the integrity of the feedback):

3. Please share your comments on the goals and objectives and any thoughts about the 2019 Update to the MD Bike & Pedestrian Plan Update: (Open ended)

From Goal 3 bullet 1 strike: "evaluation of" - because the objective is better conditions, and 'evaluation' is the method for reaching that objective.

Support the Baltimore Greenway Trails Network.
Enforcement of implemented infrastructure is key. People learn by experience. The city is losing money NOT enforcing regulations pertaining to crosswalks, Bike path, obstruction or use by motorized vehicles. 3 foot law etc.
<ul style="list-style-type: none"> <li>-There should be an off-street or protected network as connected as the highway system</li> <li>-Improve biking in scenic, historic, and cultural places</li> <li>-More loops</li> <li>-More (electric-assist bikeshare)</li> <li>-More bicycle friendly traffic calming</li> <li>-Rate streets on the w</li> </ul>
The one area that I don't see is legislation that would provide stiffer penalties to those people that cause fatal crashes through negligence (texting, non-hands free phone calls, speeding, DUI/DWI, aggressive driving, etc.). Currently the penalties for negligently causing the death of person walking or riding a bicycle is meaningless - it's essentially a traffic ticket in many cases and sometimes not even that.
Please speed up implementation of these goals!
Walking and biking paths should be provided everywhere. It is very difficult to get anywhere in this county without a car, even for short trips, because there are no sidewalks anywhere and many roads don't even have paved shoulders. I can walk on the roads inside my community but I want to walk (or bike) to a destination, not just to the end of the street and back. Without a car I'm basically trapped here.
I live in southern Anne Arundel County, Cycling is huge down here! I love the new bike lane designation along Rt 2 and where new construction is being done. Thank You! Since cycling is such a big deal here please help us promote safe cycling. Thanks!
I haven't seen very many changes except in Columbia, which is definitely going in the right direction. I would like to see changes in Elkridge. There is some new high density housing along Route 1 that is not connected to anything. There are some bike lanes but they go nowhere. There is a push to have a high school built in Elkridge, and I hope MDOT will work with Howard County BOE to add bike-ability.
Please build the bridge over the Patuxent River connecting the WB&A trail. I commute by bicycle from Bowie to Crofton and have already been struck by a vehicle once. I would love to be able to commute to work and not have to worry about making it to work alive.
We should expand the use of natural areas to add trails for walking and biking. A well designed natural trail can be used 80 percent of the time and costs much less than paving.
Need more police stings at crosswalk to catch drivers
More needs to be done in educating the public about cyclists and sharing the road, road rules, and also cyclists' education
It would be nice to see direct references to Complete Streets and Vision 0 mentioned here.
Addressing Bike and pedestrian infrastructure is part of addressing transportation infrastructure as a whole. To address transportation you must first address the zoning that it is meant to serve. No matter how well funded or efficient transportation tries to be, Suburban Sprawl and restrictive non-mixed-use zoning will never allow for an efficient or safe transportation network for anybody car, bike, or pedestrian. We need dense, mixed-use zoning that allows walking and biking to be a viable form of transportation in the first place.
If you do 1,2,&3 you won't need to spend as much time/effort doing 3 & 4. In-fact doing 3&4 before 1,2,&3 are done well will be counterproductive.
We need Cycletrack, protected bike infrastructure, reduced speed limits and vehicle volume abatement in all residential areas.
Provide funding opportunities/grants to local jurisdictions for bicycle and pedestrian counting devices. Facility usage data will provide local jurisdictions a stronger rationale for more funding for bicycle and pedestrian facility improvements. Also, bicycle and pedestrian accidents continue to be underreported, especially in Baltimore City. We encourage MDOT to continue to promote the bicycle and pedestrian police officer training video and other materials to local police departments so that accidents involving bicycles and pedestrians are reported properly.
Some entries could be made more measurable.

The goals listed are very weak. They need to be stepped up. It's not just about connecting gaps, Maryland needs to organize and begin building bike paths along every state highway, and this needs to be mandated in code. The state will never get the connectivity it needs without a mandate that every DOT be required to build into *every* plan the required sidewalk AND bike path. The cost of not building, or building inferior bikeways (shoulders, for example) is directly related to fatalities and injuries with motor vehicles. We know now that we don't need innovative designs (as stated below) we just need tried, tested, working models (many other countries already do this). Connecting gaps doesn't get a person very far, building bold networks will.
Connect dispersed residential communities located off state highways with a network of bike and walking paths to access nearby town centers. Require residential developers who use state highways for road access to fund and construct bike and walking paths that link to nearby town centers.
Goal 1 and Goal 3 should be combined. Connected networks and planning / designing for everyone go hand-in-hand. Developing goals and objectives are less useful if the objectives are not quantifiable and time-specific. While these objectives express good points, they are not quantifiable or time-specific.
Big weak spot continues to be related to bike tourism, despite it being listed. Other states (Wisconsin) have better bike maps, other states (Oregon) have scenic bike routes, other states (North Carolina) have clearly mapped out bike routes crossing the state in all directions. SHA has been working to do better, but it never seems to make it to the top of the priority list. And of course the MdTA hostility towards anything related to complete streets, or safely providing bridge access for non-motorized users, really does under cut the rest of the very good work taking place related to bikes throughout the rest of MDOT.
While the 2014 goals & objectives are applicable today, current death rate of pedestrians and bicyclists suggest that we are not achieving our safety goals. In addition, the state has made very slow progress on making our roads safer for bicyclists and pedestrian. If Maryland wants to be a top bike and pedestrian friendly state, then there needs to be a strong commitment and sense of urgency to building bike and pedestrian facilities that will keep our vulnerable road users safe on Maryland highways.
The goals outlined are quite worthy of a greater level of funding that is currently being directed. Please increase funding and make these goals reality.
More emphasis should be placed on dedicated hiking/biking paths & Rails to Trails.
Bicycling and walking should become first class forms of transportation in Maryland. In many places, they are dangerous and uncomfortable. The trend should be reversed.

## MDOT Bicycle and Pedestrian Workgroup (Dec. 2017 to -Oct 2018)

The Bicycle and Pedestrian Working Group (BPWG) consists of members from MDOT TBUs who are directly involved in bicycle and pedestrian issues throughout the department. From meetings on December 5, 2017, and on February 23 and October 30 of 2018, the Workgroup met to discuss and provide comment on the drafts of the Plan. The agendas from these meetings are listed below:

### December 5, 2017

- Introduction and Staffing Updates
- Task Force to Study Bicycle Safety on Maryland Highways – Update
- Bicycle and Pedestrian Master Plan Effort
- Grant Program Coordination
- Bike Spine Network Update
- Bicycle Access Policy Update
- Legislative Session
- Upcoming Meetings

### February 23, 2018

- Introductions and Staffing Updates (All)

- Bike Ped Master Plan
- Funding Program Updates/Workshop – March 28.
- Legislative Updates
- Bike to Work Day
- MBPAC Schedule

## **October 30, 2018**

- Introductions and Staffing Updates (All)
- Bike Ped Master Plan
- Funding Workshops and BPMP Meeting
- Legislative Session
- MBPAC Updates
- Upcoming Meetings

## **BPMP Technical Advisory Group (Mar. 2018 to Oct. 2018)**

MDOT formed the BPMP Update Technical Advisory Group (TAG) in early 2018 in seeking advice and feedback on the Plan's content at pivotal stages throughout the development process. Members of the Advisory Group were chosen based on their experience and expertise on bicycle and pedestrian issues in Maryland and was comprised of advocates, local government representatives, engineers, and planners, state agency and other MDOT personnel, and at-large members of the public. Members were also selected who represented at least one of the five geographical regions in Maryland. This group met four times throughout 2018 and provided valuable input beginning with finalizing the goals and objectives of the Plan, and culminating with the creation and modification of strategies, initiatives, and the appendices. The agenda items for each of the TAG meetings are listed below:

### **March 15, 2018**

- Welcome and Introductions
- Overview of Plan Requirements
- Plan Development Strategy/Schedule
- Goals and Objectives (Revised)
- Preliminary Trends and Accomplishments (by Region and Goal)
- Discussion of Needs and Opportunities

### **May 17, 2018**

- Welcome and Introductions
- BPMP Timeline Review
- Maryland Transportation Plan Framework
- Stakeholder Outreach
- Short Trip Opportunity Areas (STOA) Update
- Draft Goals
- Draft Objectives and Strategies
- June 7 Public Meeting Strategy
- Upcoming Events/Adjournment

## **August 16, 2018**

- Welcome and Introductions
- BPMP Timeline Review
- June Public Meeting Overview
- Goals/Objectives/Strategies
- Discussion on Draft Key Initiatives
- Future Meetings and Important Dates

## **October 18, 2018**

- Welcome and Introductions
- Previous Meeting Follow-ups and Schedule Updates
- Draft BPMP Overview
- Public Input – Solicitation Process
- Appendixes – Overview and Organization
- Upcoming Events/Adjournment

## **Public Planning Workshop 1 (Mar. 2018)**

In 2018, the project staff organized two public workshops, the first was conducted on March 28, 2018 at the Carroll County Offices in Westminster, Maryland, and the second was on June 7, 2018 at the Prince George's County Sportsplex in Landover, Maryland.

The purpose of the first workshop was to introduce the public to the draft goals, provide a regional overview of existing conditions, and review the needs and accomplishments.

Notes from the meeting are on the following pages:



# MARYLAND

## BICYCLE & PEDESTRIAN 2019 • MASTER PLAN UPDATE

March 28, 2018

### Public Meeting #1 Meeting Notes

#### **Goals Station**

*Please provide feedback on the draft BPMP Goals.*

#### **General Notes:**

- Suggestion to include a mode share shift as a goal
- Need more solid performance measures, e.g. mode share
- Goals should be simple
  - Mode Share, Equity, Health, Safety, Better Data
- State should measure how much the network has been expanded on all roads within the state, not just state-owned roads
- Plan should create a long-term vision for bicycling. Identify things like coal plants that may close in the future and prepare to land bank those for trails, etc.
- Need more long-range planning for long distance routes
- State should take the lead to ensure jurisdictions are all using the same definitions, lingo etc. for data collection and identification of bicycle and pedestrian infrastructure

#### **Goal 1 Enhance Transportation Choice and Multimodal Connectivity through Linked Networks**

- Connected networks, but better bike level of comfort. Perceptions of safety on this network is not high.
- Project way beyond what we have now, envision what it could be in the future and go back from there.
- Connectivity, but what is the level of traffic stress? We could reach many higher numbers of bicyclists with the right infrastructure

#### **Goal 2 Improve the Safety of Bicycle and Pedestrian Travel through Education, Enforcement and Infrastructure solutions**

- Really need stronger, more specific safety goal, possibly link to Vision Zero goals
- Measure beyond fatalities, instead measure per exposure (# of miles biked) just as car crash rates are calculated.
- Build a Bike Culture instead-that speaks to education of children, drivers, law enforcement
- More public awareness of bicyclists
- MDOT should encourage bike ped education in the state education curriculum

#### **Goal 3 Develop Data Driven Tools and Innovative Technologies to Support Efficient and Equitable Planning and Project Development**

- Prefer the previous goal Plan and Design for Everyone-
- We need solutions for all levels of bicyclists-commuters, families, etc.

- Is equity in planning, planning for bikes AND pedestrians OR low-income communities or other?
- Provide locals with the tools to collect their own reliable data
- Could flip this goal to Create Efficiencies and Equitable Planning through Data
- Address disparities in injury rates between minority and lower income populations
- Connect bike/ped data to other data points
- Another fan of prior goal of Plan for All-but also needs to include aging populations who still want to bicycle. They need the same safe infrastructure, so they are comfortable as children and families do.

#### **Goal 4 Build Partnerships to Promote Active Transportation and Strengthening the Health of Our Communities**

- Do more to promote public health aspects through Health Impact Analysis
- Partnerships should go beyond state agencies and into the communities that are already there- including churches, AARP, who are already working on health issues.

#### **Advance Biking and Walking as an Economic Development Strategy**

- Definitely show the economic benefit of bike/ped transportation
- Bike/Walk projects are an economic multiplier, and need to be recognized as that
- Need more bicycling and pedestrian infrastructure in minority business areas to help those businesses benefit too.

#### **Potential Partners**

*Who are some of the key partners with whom MDOT should be coordinating?*

- Capital Trails Coalition
- American Discovery Trail
- September 11 Memorial Trail
- Rails-to-Trails Conservancy
- Bike Maryland
- BikeMore
- BikeAAA
- M.O.R.E.
- Friends of AA Trails
- East Coast Greenway
- Other advocacy and community groups
- Canal Towns
- Trail Towns
- Metropolitan Planning Organizations
  - "MPOs can assist with planning"
- Public health agencies
- Maryland Heritage Areas Authority (MHAA)
- Transit agencies
- Railroad companies
- Military
- Excelon and other Right-of-Way owners
- Chambers of Commerce
- Private Sector Firms
- Bicycle shop owners
- Frederick
  - Thermo Scientific
  - Ft. Detrick
- Emmitsburg Bike/Ped Partners & Stakeholders
  - Town of Emmitsburg

- FEMA
  - National Fire Academy
  - National Emergency Training Center
- Daughters of Charity
- Mt. St. Mary's University
- Emmitsburg Business & Professional Association
- Frederick County Government
- Frederick Bicycle Coalition
- M.O.R.E.
- There was a recommendation for MDOT to create a matrix showing which jurisdictions had various components that support walking and bicycling. Example below:

	Bike Plan	Ped Plan	Bike/Ped Planner	Bike GIS layer	Sidewalk GIS layer	Complete Streets Policy	Bike/Ped Design Manual	Advocacy Group
MDOT/SHA								
Counties								
A								
B								
C								
D								
E								
Cities								
A								
B								
C								
D								
E								
F								
G								
H								

### Important Issues in the State and Your Region

*What are some of the important issues in your state or region?*

- Safety and expansion of Towson Loop
- Safe crossings to transit stops and stations
- Communicate which MARC trains accommodate bicycles on cars
- How to get from point A to point B, including using local roads
- One problem is that it is easier to add lanes in non-urban areas than in dense urban areas
- Trucks are a challenge for bicyclists
- State roads are often a significant barrier
- Need an emphasis on quality (e.g. of facilities and bicycle experience)

- Need good statewide GIS layer
- Add Bicycle Friendly Communities to map
- Show the link between trail development and ridership
- Liability concerns
  - Sometimes a challenge for local communities concerned about liability if they build bicycle facilities on local roads
- Missing accomplishment: Excelon allowed a trail on utility corridors in Montgomery County
- BLOC or its replacement should help prioritize investments
- Need to get over “us vs. them”
- Challenges
  - ROW attainment
  - Property owners and NIMBYs
  - Maintenance of sidewalks and trails
  - Working with HOAs and other community groups
  - Creating friends groups (for trail stewardship and maintenance)
- Town of Emmitsburg
  - Seeks ped/bike connectivity w/Mt. St. Mary’s University, Gettysburg, and Frederick City onto the Great Allegheny Passage (G.A.P.)
  - Funding needs significant enhancements to buy rights-of-way or easements to connect town with university

## **BLOC**

- Consider moving from BLOC to Level of Traffic Stress (LTS)
  - Consider intersections
  - Consider user types and connectivity
  - Consider facility types
  - Consider how to prioritize based on analysis

## **Regional priorities**

- Western Maryland
  - Accomplishments
    - Hagerstown Cultural Trail
    - City of Hagerstown – Bronze Level American League of Bicyclists (MD Bikeways funding)
    - Dual Highway (US 40) Pedestrian Road Safety Audit – Phase 1 under design by SHA District 6
    - Western Maryland Rail Trail
    - US Bicycle Route 11 (and 50) designated in Maryland
    - Trail Towns and Canal Towns
  - Challenge:
    - Weverton Railroad Crossing (Safety concern where Appalachian Trail and C&O Canal diverge) (Challenge)
- Baltimore Metro/Eastern Shore
  - Development of Baltimore Greenways Network
- Washington Metro/Southern Maryland
  - Funding for Montgomery County Breezeway Corridors
  - Working with local governments on developing Level of Traffic Stress-based plans, identifying needs, planning their breezeway conditions
  - More Bike/Ped priority areas
    - Make policy changes for more bike/ped friendliness
    - Funding for BPPAs
  - Exelon Demo Trails in Montgomery County
  - Innovative Bike/Ped facilities being planned, designed, and constructed in Montgomery County; green pavement, separated bike ways, bike signals, floating bus stops

- There are some good bikeable shoulders

### **Needs & Opportunities Station**

*What do you think of the draft needs and opportunities and what is missing?*

#### **General Notes**

- Audiences to address
  - Runners
  - No car households
  - Pedestrians - need to advocate for this group!
- There is a need to overlap recreational use and transportation use through planning, facility development, and future outreach (do equestrians fit in as well?)
- How can we use infrastructure as a recruitment tool? (Ex. Amazon Headquarters)
- There is a need for better crash data – standardization and the education to emphasize the importance of reporting accurately. This coincides with police training.
- Education is also needed for professional drivers in the form of official testing requirements (adding a question or two to license testing) and introducing training program assistance for companies with fleet/company car/work truck drivers.
- Count programs should be initiated. Are there grant programs available to assist locals in this effort? Count programs can improve economic development reporting/statistics/predictions/business exposure/etc.
- Health benefits require encouragement and infrastructure.
- Gaps tend to be trails on the larger scale. We need to focus on closing other local gaps.
- Innovative design and the ability to have MDOT support and design guidelines for innovative design will be key to local implementation.
- Community opposition can be challenging. What if there was a peer connection opportunity to link mayors with mayors, staff with staff, communities with communities.
- Awareness and education are key to changing culture. Programs like the 2<sup>nd</sup> Grade Training in DC should be implemented throughout the state.
- Data is key to crafting strong recommendations and developing networks. Perhaps MDOT should provide a standard palette of colors and symbology for bike/ped facilities and development. There should also be a new process for the exchange of data with a trigger from the State down through Counties, MPOs, and municipalities to share current data at least once per year. Standardized attribute tables should also be established to provide consistency across the State.

#### **What We Heard – Commonly Stated Ideas**

- Do not forget pedestrians – plan for all users
- Common data attributes and a statewide repository is needed
- Health benefits require encouragement and infrastructure to be realized
- Bike and ped infrastructure is an economic driver

#### **Top Needs and Opportunities**

- Address Key Gaps
- Improve Coordination
- Multimodal Integration
- Improve Data Collection Methods

Innovative Design Solutions

## MPO and Stakeholder Comments (Apr. 2018 to Sep. 2018)

Project staff presented the draft Plan to the bicycle and pedestrian subcommittees for the following Metropolitan Planning Organizations (MPOs) to solicit feedback on the Plan and its goals, objectives, and strategies:

- April 3, 2018 WILMAPCO, Non-Motorized Transportation Working Group
- May 15, 2018 Metropolitan Washington Council of Governments, Bicycle and Pedestrian Subcommittee
- May 16, 2018: Baltimore Regional Transportation Board, Bicycle and Pedestrian Advisory Group

The project team also conducted numerous stakeholder interviews with local governments, agency professionals and advocates around the state, including Maryland state agencies, regional organizations, and bicycle and pedestrian advocacy groups.

## Webinar Survey (Apr. 2018)

The project staff conducted a Public Workshop Webinar on April 19, 2018 that followed the same agenda as Public Workshop 1. Following the webinar, a survey was sent out to each of the participants (11 total) that was comprised of the following questions:

**Question 1:** Key Issues and Partners: What are some important focus areas for improving bicycle and pedestrian infrastructure in your region? Who are the key partners that need to be involved to help advance these outcomes?

**Responses** (these responses have not been edited or revised to preserve the integrity of the feedback):

Rural areas need to have input from all the partners that are a part of their life. Local and County Gov't, locate organizations like the Lions Clubs and even churches to get involved so the rural public can get the message.
Key stake holder with Baltimore City include community organizations such as Bikemore, and neighborhoods.
Community Association members and local churches.
protected bike lanes going east/west in Baltimore City. Expansion of bikeshare network throughout Baltimore City.
1. Working with Baltimore City to ensure they construct safe protected bicycle facilities with the grants they were given by MDOT, rather than waste money placing all construction on hold for 1-2 years to work out the fire access issue. 2. Better understanding of MDOT bike / ped goals by SHA District senior management. It seems like some staff don't prioritize safe biking and walking and thus counties and local jurisdictions are not able to effectively implement master plans. 3. While MT A bus routes were addressed through sidewalk funding programs, there is still a safety issue with accessing LOT 5 bus stops. 4. More funding is needed internally within MDOT. Counties typically apply for grant funding along off-road trails or along County routes. MDOT needs to lead some projects along their state routes. 5. Local elected officials need to be more involved with pushing for improvements. T here's a disconnect where communities will go through a planning process, desire better bike and ped connections, and then senior management won't "rock the boat" and won't work proactively because of the fear of backlash (NIMBYs / politicians) and the fact they their jobs "serve at the will of the appointing authority". Direction needs to come from MDOT management that a prioritization of ped/bikes is encouraged - and that an increase in vehicular delay may be desired / healthy for a local community.
Abate vehicular traffic volume and speed. Add consistent Cycletrack on Roland North of Northern Parkway and W. Lake Ave. put a bike lane on N. Charles
Improving design elements on Roland Avenue. A curbside cycle track is NOT the best design on Roland and has created safety issues for both cyclists and pedestrians. Residents of Roland Park, particularly those who live on Roland Ave are key partners as they experience the design failures of the current configuration on a daily basis. Cyclists should be involved too, but Bikemore as an organization should not. They have shown they are unwilling to partner with other stakeholders and are even unwilling to listen to cyclists who say that while they want cycling infrastructure, the Roland Ave design is poor. T heir leadership has outrageously

suggested that Roland Park residents who have concerns about safety and design are perpetuating 100 years of racism. This statement alone should disqualify Bikemore from participating in any kind of partnership or discussion regarding the Roland Ave cycle track.

In Baltimore City, our City Council, Dept. of Transportation and Bikemore are currently working on a "Complete Streets Bill". Citizens here could benefit from unbiased expertise to facilitate improved planning and implementation of novel street design/s and context sensitive solutions.

**Question 2:** Feedback on the draft Bicycle and Pedestrian Master Plan Goals: The priority goals for the Bike Ped Plan update have been developed to reflect the inputs of a wide range of stakeholder meetings over the past year. Do these goals reflect your top priorities? Are there gaps or recommended changes?

**Responses** (these responses have not been edited or revised to preserve the integrity of the feedback):

How can rural areas and communities be sold on the reason they should be a part of this plan. Why should they be concern?

My concern is the lack of planning to include older existing communities that need safe biking and pedestrian access to businesses and other community resources. How are you reaching out to these communities, or are you? Who knew about this process? You are not making this information widely available. I just happened to come across this looking for something else.

A goal should specifically be to build a targeted amount of more protected bike lanes.

For the second goal, place infrastructure first since better infrastructure will do the most to encourage more riders and lead to safer condition. I'd also like to see a goals of increasing protected / separated bike facilities, so they have the best safety impact.













Yes! All are great!

I agree with all of these goals. The challenge is that the design and evaluation process has been flawed and non-responsive to stakeholder concerns. Part of using data and partnering with community members is seeking feedback and data, but the other part is being responsive and timely in acting on that data, and being transparent about how decisions are made. Literally everyone knows the Roland Ave cycle track has serious design issues. Cyclists, residents, and even the DOT which has suggested some improvements. But this extremely flawed design has been in place with no changes for over 2 and a half years. This is not acceptable. Furthermore the DOT 's pilot road diet concept has not been fully fleshed out, nor has it been made clear how the "pilot" will be evaluated, the timeline, and much more. The above goals are good, but the implementation of those goals has not been successful yet.

Yes, consider most vulnerable street users: handicapped, seniors and young children. These individuals should not be forgotten in favor of the physically fit. Curbside access is important for safety and commerce, placing bike lanes there has created conflict and should be reconsidered.

**Question 3:** Needs and Opportunities: Public meetings have helped highlight several key needs and opportunities that will inform specific initiatives and objectives to be taken forward in the plan. Please check three of the items listed below that you feel are the most important. Also indicate any other major issues that the plan should address.

**Responses:**

Value		Percent	Responses
Address key gaps and problem areas for bicycle and pedestrian connections		66.7%	6
Update statewide trails and bike facility inventory		22.2%	2
Further develop multimodal transportation links and integration with transit		44.4%	4
Improve education and training for professionals in bike/ped safety, with enhanced training for law enforcement		11.1%	1
Increase use of innovative design solutions to enhance bike/ped safety		22.2%	2
Improve collection and analysis of crash data		22.2%	2
Update "Short Trip Opportunity Area" analysis using GIS to prioritize those areas in need of bicycle and pedestrian infrastructure		22.2%	2
Improve coordination between state agencies, MPOs, county and local jurisdictions, and advocates to support biking and walking		33.3%	3
Improve strategies and measurements for studying the economic impact of bicycle and pedestrian projects on communities		22.2%	2
Support biking and walking as a revitalization strategy		11.1%	1
Promote recreational trail systems in addressing the advantages of bicycling and walking for businesses		22.2%	2
Other - Write In		22.2%	2



**Question 4:** Short Trip Opportunity Areas (STOAs) and Spine Network: MDOT uses Short Trip Opportunity Areas and the State Highway Administration’s “Spine Network” to plan for the bike/ped network in Maryland. These will be updated for the 2019 Plan. We welcome your input on how we can improve these two elements in order to better plan for, organize, and coordinate efforts for the bicycle and pedestrian network in Maryland.

**Responses** (these responses have not been edited or revised to preserve the integrity of the feedback):

There needs to be a strategy to promote the use of biking in rural areas not just to go somewhere but how this activity will make rural folks healthy.
When planning please include old existing communities and businesses as you make plans to incorporate bike/ped access to businesses and resources for new communities.
Short trips should connect users of all age groups to activities they enjoy
Engineering surveys may be necessary in certain locations BEFORE finalizing plans for new infrastructure or redesigning streets. Need to consider context sensitive issues: debris, drainage, parking concerns, demand for curbside access with high turnover parking-schools, churches, businesses.

## Public Planning Workshop 2 (Jun. 2018)

The second public workshop was conducted on June 7, 2018 at the Prince George’s County Sportsplex in Landover, Maryland. The purpose of the second workshop was to give the public an update on the process and emerging themes and updated safety data and to allow comment on the draft objectives and strategies for the Plan.

Notes from the meeting are on the following pages:

# MARYLAND

## BICYCLE & PEDESTRIAN 2019 • MASTER PLAN UPDATE

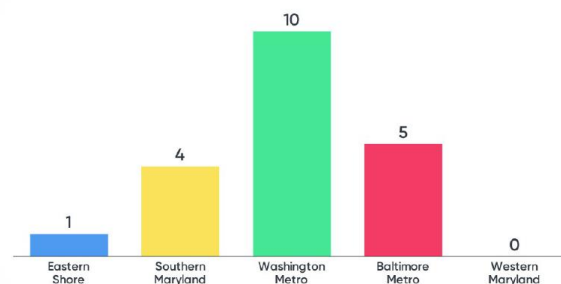
June 7, 2018

### Public Meeting #2 Meeting Notes

#### Introduction

The meeting began with a quick PowerPoint presentation by Marty Baker. The presentation slides summarized the timeline, outreach and involvement to date by various partners, and the feedback received. The draft goals were introduced, and participants advised of the schedule for the evening. Gina Arlotto then introduced the Mentimeter poll activity and attendees responded to the first two questions.

#### Where do you live?



Mentimeter

20

#### Pick four words to describe bicycling or walking in Maryland

Mentimeter



19

The participants then broke out into groups and moved around the room to the various stations.

#### Station 1: Connectivity and Multimodal Connectivity

## Goal 1 Enhance Transportation Choice and Multimodal Connectivity through Linked Networks

- Darren presented the evolution from Bicycle Level of Comfort to Level of Traffic Stress
- Improvements of Bike/Ped Connectivity to transit options

### Flip Chart Question 1: What are some ways Maryland can measure and improve bicycle and pedestrian connectivity in the state?

- Use the Level of Traffic Stress analysis to model the most important connections and largest barriers in the state.
- Bridge access is important, both additional bike/ped bridges and sidewalks and bike lanes on motor vehicle bridges. An example of bridge with need for bike/ped access is Forest Drive in Annapolis, MD.
- Address major road crossings. E.G. four lane roads that cut through communities.
- Address highway crossings. These are major barriers and big-ticket items that are a challenge for local communities.
- MDOT and SHA sometimes make improvements on state roads that are very stressful, even with the improvements, because of high motor vehicle speeds and volumes. Would it be possible to set up a system wherein the state pays for bicycle and pedestrian improvement on parallel non-state roads?
- MDOT and SHA should look at county and local plans for their input on state roads.
- The state should support WMATA efforts for transit/bike/ped integration.

### Flip Chart Question 2: How can MDOT support bicycle and pedestrian connections to transit?

- More transit in Maryland communities. Not all community have access to quality transit.
- Provide dedicated funds for bike lanes, sidewalks, and bridges to transit stops and stations.
- Conduct land use planning near transit stations (TOD). There need to be destinations (housing, jobs, retail) near transit to create short-trip opportunities.
- Upgrade parking at transit stations to sheltered parking or lockers for long- and medium-term parking.
- Support a direct marketing campaign in Short Trip Opportunity Areas. State should coordinate with local governments and possible conduct a pilot program. Maybe in connection with health promotion effort.
- Roll-on service should be predictable and reliable. MARC trains should always have at least one bike car.

### STATION 1: What are the priority needs or opportunities for better bike/ped access at transit stations?

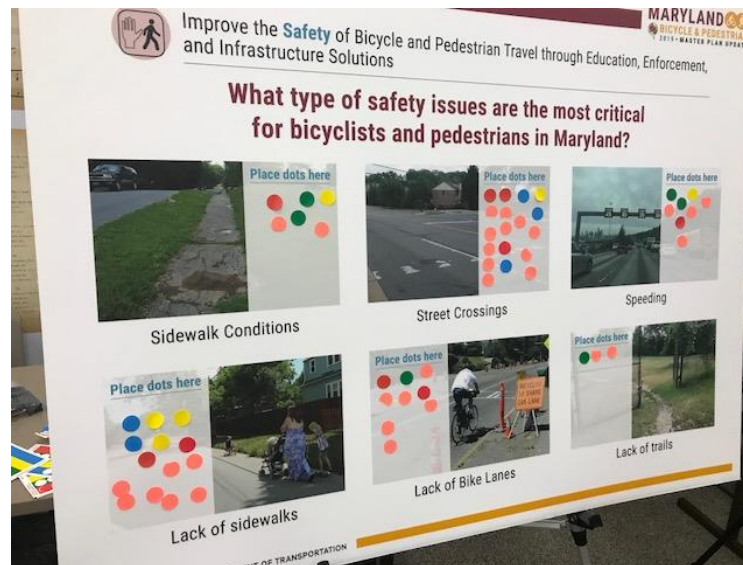
Mentimeter



## Station 2. Safety

### Goal 2 Improve the Safety of Bicycle and Pedestrian Travel through Education, Enforcement, and Infrastructure Solutions

- Station 2 showed maps of the bike and ped crash hotspots for 2014-2016
- There was also a dot-voting exercise at a board to illustrate the most critical safety issues in Maryland.

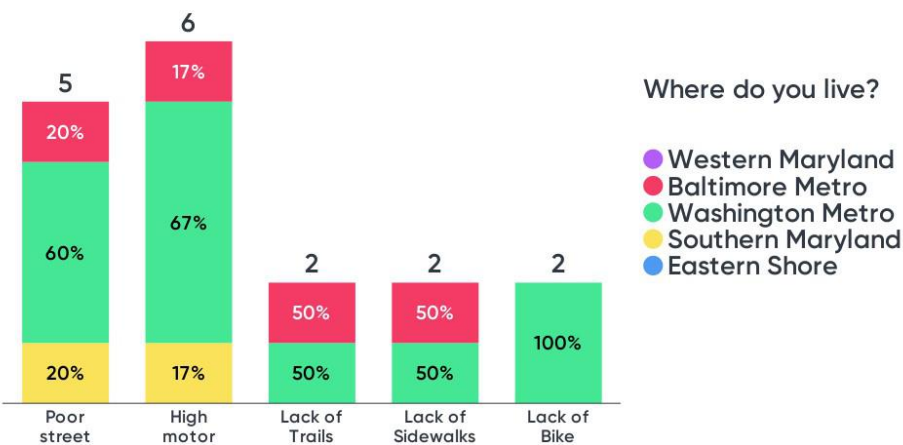


**Flip Chart Question: What can, and should the state do to improve bicycle and pedestrian safety?**

- Pedestrian Road Safety Audits. For example, Chesapeake Beach, MD 261.
- Provide more Speed Feedback Signs.
- Mandatory crossing/cycling safety in elementary schools.
- Safe crossing facilities sometimes conflict with SHA priority of through-put of traffic.
- Pilot studies of new technologies:
  - R.F.B.
  - HAWK Signals
  - Cameras to operate signals
  - Collect and publicize best use of new technology
- State support for crossings at interchanges.
- State highway should pilot technologies, e.g. to measure trail traffic
- There is a lack of coordination with county, municipal, and state roads.
- Requirements – infrastructure are complicated design guidance requirements.
- Provide training and education for county public works departments.
- Lack of shelter, transit options, facilities, no bike racks.
- Maintenance
- Need more road audits – pilot!
- Lack of mid-block crossings
- Employment facilities and amenities are lacking
- Infrastructure limitations, e.g. narrow lanes
- Improve communication
- Simplify the grant program process
- Not enough sidewalks
- Better coordination between state and county
- Interchanges & US routes system are barriers to biking and walking
  - Can the state do analysis about what and where the barriers are?

STATION 2: What type of safety issues are the most critical for bicyclists and pedestrians in Maryland?

Mentimeter



STATION 2: What safety improvements would be most helpful?

Mentimeter



### Station 3. Technology & Data

#### Goal 3 Support Efficient and Equitable Planning and Project Development with Data-Driven Tools and Innovative Techniques

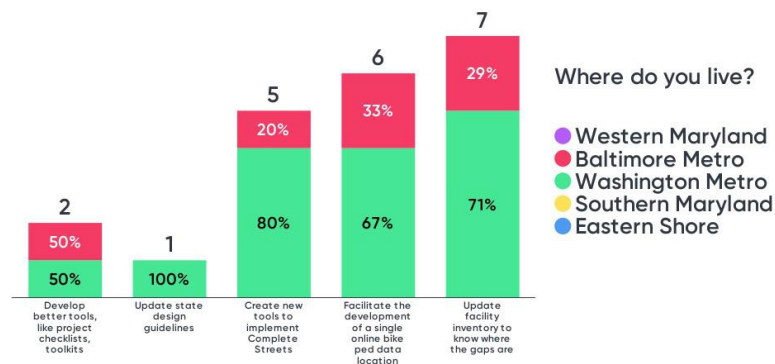
- This station provided images of current tools and supports provided to help speed the delivery of projects through MDOT. The map included is a current rendition of the Maryland Bicycle GIS project under development at MDOT which will inventory all current bicycle facilities.

#### Flip Chart Question: What can the state do to improve bike and pedestrian planning and assist with project delivery?

- Different tools for different parts of the state. Tailor the 5 plan goals for the 5 regions.
- Data from bikeshare
  - CaBi
  - Baltimore Bikeshare
  - Howard
  - UMD/College Park
- Pilot to test cyclists willing to track their cycling trips collected by an App. Track where and when travel is occurring – to justify investments in high traffic areas.
- Counters – state-owned, loanable to local governments and using a consistent methodology.
- Design Guidelines
  - Version of SHA Guidelines
  - For Advocates
  - “Outwards facing”
  - Not just for state roads
- Understand bicycle and pedestrian demand travel demand for interstate crossings (i.e. 495/95/70).

#### STATION 3: What can the state do to improve bike and pedestrian planning and project delivery?

Mentimeter



## Station 4. STOA & Partnerships

### Goal 4 Build Partnerships to Promote Active Transportation and Strengthen the Health of Our Communities

- Updated STOA map was prominently featured at this station.

#### Flip Chart Question: What are the barriers that keep you from bicycling or walking more?

- Bikeshare – Program for low income communities (discounts, etc.); Have worked elsewhere. Use-patterns are different
- Highway dependence
- Civil Engineering disconnect
  - Need to pilot/demonstrate problem with guidelines
  - Municipalities have more leeway?
- Coordination between municipality and county (and state)
- Maintenance expense
- Maryland = U.S. in miniature. There are different needs across the state. How does it apply to each region?
- Lack of infrastructure is a major barrier to walking.
- Need walk audits.
- Training, campaigns, education
- Partnership: involve schools. Have students help!

#### STATION 4: What are the barriers that keep you from bicycling or walking more?

Mentimeter

Lack of bike lanes Uneven sidewalks with trip hazard Sweet drains not bike friendly

Angry drivers

Gaps in the network

Adequate sidewalks

Safe crossings

Traffic and speed

Perception of safety

Traffic speed

Safety Distance to shopping requires car use - it takes too long to Walk or bike

Hills

Lack of showers at work

## Station 5. Economic Development

### Goal 5 Advance Biking and Walking as an Economic Development Strategy

- This station highlighted some of the strategies and ideas for advancing this goal and objectives.

There was also a map with Maryland Heritage Areas and Sustainable Communities

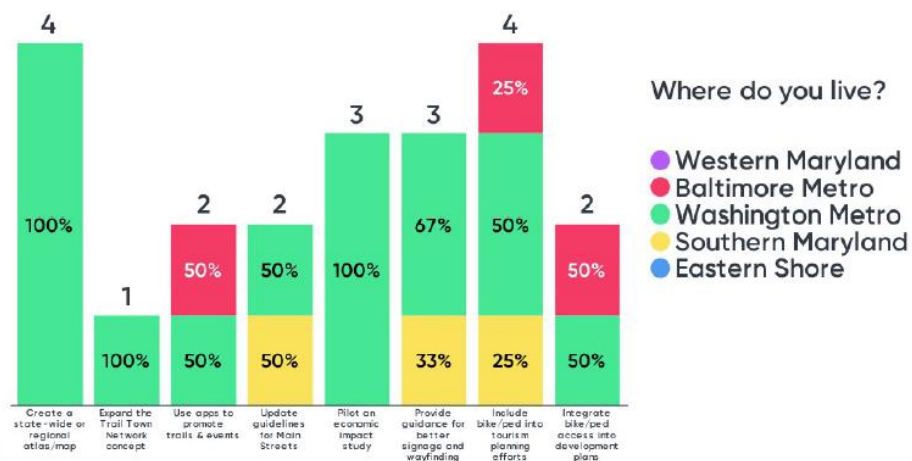
- Signage and wayfinding
- Connect Heritage destinations with bike tours
- Update guidance for Main Street treatments, e.g. crosswalks at schools
- Traffic calming, e.g. North Beach model in Chesapeake Beach
- Plan around hot spots, e.g. BPPAs?
- Showers at work!
- Health incentives
- Agritourism -> Trail Connections

#### Trail examples:

- Indian Head Rail Trail
- Three Notch Trail (St. Mary's County)
- Southern St. Mary's Amish areas
- C&O Canal
- Chesapeake Beach Railway Trail
- North Beach
- Battlefield Trails

### STATION 5: How can Maryland better leverage our trail system to boost tourism or the local economy?

Mentimeter





## Public Comments (Oct. 2018 to Nov. 2018)

Between the draft release of the Plan in October of 2018 and the final release in January of 2019, the project staff solicited comments from the general public. Following a mass email announcement sent to over 4000 individuals, the comment period began on October 15, 2018 and ended at noon on November 16, 2018.

Feedback was collected through an online survey that was posted on the BPMP Update webpage ([mdot.maryland.gov/BikePedPlanUpdate](http://mdot.maryland.gov/BikePedPlanUpdate)) and respondents also provided responses through the Plan email ([BikePedPlanUpdate@mdot.state.md.us](mailto:BikePedPlanUpdate@mdot.state.md.us)). Once collected, the staff inserted each comment into a matrix and responses were categorized according to prevalent “themes” that aligned with the Goals of the Plan (see below). Where possible, corrections, modifications, and additions from the Public Comments were transferred into the final draft of the plan.

Rather than publish each of the comments received, the following outline and subsequent short descriptions provide a general overview of the public comments received and how these were incorporated into the final draft:

- Safety
  - Infrastructure
  - Enforcement and Education
  - Campaigns and Programs
  - Crash Data and Performance Measures
- Connected Networks
  - Prioritization
  - Technology
  - Barriers (physical and institutional)
  - Connectivity and Networks
  - Spine Network
  - Trails
- Analysis and Planning
  - Level of Traffic Stress
  - Infrastructure and Comfort
  - Planning, Maintenance, and Design Guidelines
  - Funding and Programs – General, Prioritization, BPPAs
  - Research and Technology
  - Equity
- Partnerships
  - General
  - Health
  - Mode Sharing/Mode Shift/Multi Modal
- Economic Development
  - Business
  - Tourism
- Miscellaneous

### Safety

Most of the comments received emphasized bicycle and pedestrian safety with a focus on infrastructure, enforcement and education, campaigns and programs, crash data, and better performance measures.

Improvement to infrastructure was an important facet of safety and included comments such as following the Safety Task Force recommendations, newer crosswalk legislation, improving bicycle facilities, sidewalks, trails, and crosswalks along and across state highways, and increasing separated bicycle lanes in creating a barrier between bike/ped and vehicles. While better enforcement and education of drivers, bicyclists, and pedestrians was a concern, it was the need to improve safety campaigns—mostly “Towards Zero Deaths” and elements of the future Complete Streets program and policy that commanded the most attention amongst stakeholders. A request was made to place more emphasis on how these campaigns and programs need to prioritize bicyclists and walkers, particularly in recognizing users’ vulnerability and exposure when analyzing levels of comfort.

Another important aspect of safety that solicited comments and recommendations was the way the plan showed crash data and questions concerning access to this data. The crash maps developed for the plan emphasized the highest crash rates based on population for each county, and suggestions were made to adjust these by using different metrics for depicting the data, for example: was there a consideration to measure and gather data on exposure, figuring out ways to measure crash data in relation to underserved groups, and using crash data to locate those areas for increased funding.

While many of these comments were addressed and slightly modified in the Goal 2 objectives and strategies, language was inserted into the existing conditions outlining a path to advance several of 39 recommendations from the Safety Task Force with an emphasis on infrastructure-related elements. A focus on MDOTs more recent safety education programs, such as “A Bicyclist May Be Someone You Know,” “Look Up. Look Out,” and the “Street Smart” campaign, were inserted in illustrating MDOTs continued commitment to bicycle and pedestrian safety. Also added is MDOTs performance metric of the “Towards Zero Deaths” approach in working to reduce bicycle and pedestrian fatalities and serious injuries in Maryland.

In clarifying, the data used for the Bicycle and Pedestrian Crash Maps was based on the number of crashes for each county. As set forth in the Safety strategies and performance metrics, the gathering of statistics for fatalities and serious injuries, as well as exposure data, is to be improved with the establishment of new targets. Exposure data is part of a future initiative to improve techniques for accumulating and publishing data that is helpful to local and regional partners.

## **Connections and Network Linkages**

Priorities, technology, barriers—both physical and institutional—, network connectivity, the Spine Network, and trails formed the primary subcategories related to connectivity and network linkages. Prioritization of gaps was important to many of the respondents, and other individuals from local jurisdictions provided detailed places where specific trails or roads needed to be addressed. Still others mentioned how the role of technology may aid in improving connectivity through completing “First and Last Mile” connections, while the increase in electric scooters and dockless bicycles solicited a fair amount of comments from those who saw both positive and negative attributes to this newer technology.

Physical barriers, in the form of state highways, bridges, and construction projects was another common theme in referencing the completion of bicycle and pedestrian networks. And institutional barriers are also of concern, particularly the Maryland Transportation Authority—the state agency overseeing toll bridges and tunnels—and their lack of collaboration with MDOT in coordinating bicycle and pedestrian facilities on bridges. Coordination between all state agencies and working together to resolve these physical barriers is also a concern amongst respondents. Overcoming barriers and completing network connectivity was one of the more pronounced themes, with respondents requesting that specific gaps be completed, such as the Baltimore Greenway Trails, the Capital Trails Coalition network, the Susquehanna River crossing as part of the East Coast Greenway through Maryland, and local trail networks in Harford, Montgomery, and Prince George’s County. Some suggested that MDOT provide funding for local and regional projects to complete these links, and other commenters suggested improving connections to and from public transportation hubs and transit stations.

Numerous individuals commented on and questioned SHAs “Spine Network.” Whereas some asked whether specific routes overlap existing local/county routes, others advised that the routes would not be feasible in their regions. There were also reactions to some of the routes on the network as being too dangerous, and whether

the Spine Network would facilitate infrastructure improvements such as widening shoulders and utilizing utility corridors. Some suggested that the Spine Network be used as a tool to revitalize smaller towns, especially if part of long-distance bicycle tourism routes. Besides the Spine Network, trails were another important aspect of connectivity from commenters. Included for trails was their importance for health, the collaboration with DNRs LPRP, the need for increased state funding, improving accessibility for underserved neighborhoods.

Addressing these concerns, a new short-term target to complete projects that addresses key network gaps was added to the first Key Initiative: Improving Statewide Connectivity, which goes along with the Goal 2 objectives that focus exclusively on prioritizing gaps and completing links. Importantly, Level of Traffic Stress analysis will further be added to already existing tools and programs—STOA, BPPAs, PRSAs—that will aid in the identification and prioritization process. Straddling both connectivity and technology, developing new tools and frameworks to support the safe adoption and use of transportation technologies (electric scooters and automated vehicles) was inserted into Initiative 2.

While physical barriers are covered extensively in strategies under Objective 1.1, which covers many of the comments received on network gaps and barriers, a new strategy was inserted that includes an evaluation of secure bicycle parking at transit stations, and a strategy was modified under Objective 3.2 that provides “technical assistance to support the identification, prioritization, and implementation of projects and to cultivate relationships that can overcome physical and institutional barriers in the network.” In addition, other physical barriers, such as bridges and tunnels were subsequently addressed alongside instructional barriers in the “Emerging Themes” section of the Plan. Specifically, MDOTs collaboration with MDTA regarding Complete Streets and Bridges includes language concerning bicycle and pedestrian infrastructure on highways and bridges.

The Spine Network is depicted in two distinct ways in the Plan, while the Maryland Bicycle Network identifies the network as part of a collection of roads and trails that depict the initial phase of the network, the primary purpose of the Spine Network is its tie to commerce and tourism (as listed in Initiative 5). Also inserted into the final plan was the collaborate efforts between MDOT and DNR in sharing data of existing trails and gaps with the LPRP and the insertion of providing access to underserved neighborhoods is a mainstay of Goal 3 as well as Initiative 3 and the development of the Complete Streets program.

## **Analysis and Planning**

Comments received related to the Analysis and Planning section of the Plan mostly fitted into themes that include Level of Traffic Stress (LTS)/Bicycle Level of Comfort analysis (BLOC), bicycle and pedestrian comfort as related to infrastructure, planning, maintenance, and design guidelines, funding and programs—including specifically prioritization of projects and BPPAs, research and technology, and equity. The Plan’s future move to LTS from BLOC registered a considerable number of comments, most in favor of the change to a more contemporary form of measures. Another positive aspect of LTS is how it is also inclusive of pedestrian comfort (not just with bicycles). Comfort and exposure was another aspect of analysis that participants mentioned, mostly regarding modifications and improvements in infrastructure. Improvements to state roadways, eliminating barriers to increase bicycle and pedestrian comfort, suggestions for more bicycle facilities and sidewalks, separated bicycle paths, and wider bicycle lanes were all listed under this theme.

Requiring all road projects to have bicycle and pedestrian facilities, adhering to standard design guidelines, and maintaining existing facilities were also important themes related to Analysis and Planning. Some respondents suggested having MDOT require developers to build bike and pedestrian facilities when constructing new projects, while others stressed maintenance of facilities as of primary importance.

Several respondents felt that the Plan needed to better address the amount of funding for bicycle and pedestrian infrastructure and a recognition that MDOT needs more capital funding to accomplish the goals and objectives listed. Questions were also raised about the process for prioritization and the use of technical tools cited in the Plan (e.g. Bicycle Level of Comfort, Short Trip Opportunity Areas, and Bicycle and Pedestrian Priority Areas (BPPAs)). It was also suggested that BPPAs needed funding and a policy distinction that would include design guidelines and consideration of future development.

Technology and research was another theme. Some suggested fostering more academic research projects that focused on issues such as dockless bikes and scooters, and the safety of bicycles and pedestrians with the coming of automated vehicles. With this new technology, requests were made to include more equitable means of transportation and increased funding for underserved communities, including ADA-conforming sidewalks, equity and accessibility for lower-income and minority communities, and issues of gentrification and displacement.

An important aspect of bicycle and pedestrian safety and comfort is MDOT's replacement of Bicycle Level of Comfort with Level of Traffic Stress (LTS) analysis. LTS is divided into both BLTS (Bicycles) and PLTS (Pedestrian) analysis, and with the focus on pedestrians, variables were inserted to reflect each mode. LTS will be used to develop more specific targets to guide sidewalk, trail, and bike infrastructure development, and to inform design guidelines and maintenance.

To better address design guidelines, a target was added under Key Initiative 2 to update Bicycle Policy and Design Guidelines and Best Practices. And while maintenance of facilities is generally a local matter, it is MDOT's objective to improve protocols for identifying and improving maintenance and to develop better guidelines for construction sites as listed under Objective 1.2.

Many of the comments related to project funding and programs were addressed in performance metrics under Goal 3, which added in improving the quality and coverage of planning resources, striving to reduce the time for project completion and grant extensions in funding programs, and better articulating bicycle and pedestrian priorities in annual transportation priority letters. Referencing BPPAs, an update to this program and others is mentioned under Key Initiative 2, where future targets include a refining or redefining of programs that result in better performances.

Technological advances are summarized under targets in Initiative 4 (as well as Initiative 2) where the adoption and use of transportation technologies related to dockless bicycles and scooters and automated vehicles is listed. Issues of equity are also made part of Initiative 2 involving Complete Streets legislation, and Initiative 3 where an emphasis is placed on the role of Complete Streets in addressing both underserved and under-represented communities.

## **Partnerships**

In general, respondents raised concerns that MDOT must increase collaboration with all state agencies to build more bicycle and pedestrian infrastructure; these included DNR, the Maryland National Capital Park and Planning Commission, and county and municipal governments. Providing technical assistance, such as engineering and project management, the development of trail networks, grant and funding program consultation, and legal services were mentioned repeatedly. Sharing of data between MDOT and local municipalities was another important theme.

Health and active transportation was also a popular topic. Suggestions included the support of worksite wellness programs for business, safe walking and biking throughout Maryland neighborhoods by increasing infrastructure, improving health data collection, and supporting local health initiatives involving active transportation. Also mentioned was the creation of incentives to increase active transportation for younger people and more emphasis on the interface between land use and transportation infrastructure. Still others pushed for effective active transportation programs and infrastructure in reducing greenhouse gases and improving the overall environmental conditions for the state.

Still another common thread included feedback that centered on increasing mode sharing that promotes biking and walking to reduce congestion, increase health benefits, and improve economic competitiveness. Many comments suggested incentives for employees to encourage biking and walking to work, shifting resources to those areas that have better access to transit, and improving performance metrics that better reflect multi modal transportation use.

In the concluding section of the Plan, coordinated efforts with other agencies, for example MDOTs hosting a series of trail workshops with DNR, were inserted in showing an example of collaborative efforts that MDOT has

with other state agencies. In this sample, the outcome of the workshop resulted in a list of trail priorities and key "missing links" that make up part of the 2019 DNR Land Preservation and Recreation Plan (LPRP). Partnerships with other agencies and local and regional municipalities is a priority for MDOT and is well documented in the objectives, strategies, and performance metrics under Goal 4 of the Plan.

In health matters, and as part of the Partnership Goal laid out in the Plan, performance metrics were added that addressed developing more health-related targets, these include: an increase in participation in events, initiatives, and projects, providing financial and political support, and improving data availability and the analysis of social determinants of health in relation to active transportation, land use, and environmental issues.

Mode split was addressed in a new short-term target under Key Initiative 3 that supports MDOT's Commuter Choice Maryland program. By promoting alternatives to driving alone, such as biking and walking, MDOT can help reduce congestion, conserve energy, protect the environment, facilitate economic opportunity, and encourage workplace wellness activities. MDOT is also in the process of working on ways to promote and implement commuter options for employers.

### **Economic Development**

Economic development and bicycle and pedestrian use solicited comments that emphasized two major strands—businesses and tourism. Those comments that focused on businesses included suggestions that they be given more attention from MDOT in providing incentives to employees and that multimodal accessibility can attract more business to Maryland. Additionally, the state should strategically invest in infrastructure and amenities to attract more visitors and draw in more tourism dollars.

In addressing the addition of business-related elements into the Plan, strategy 5.2c was added that supports transit-oriented development by leveraging multimodal access in attracting businesses that prioritize bicycling and walking. This new strategy emphasizes MDOT's commitment to multimodal access. A revised performance metric includes developing a metric to estimate the economic impact of bicycle and pedestrian investments by tracking related revenues in conjunction with the Department of Commerce. Also included is: Reduce percentage cost of transportation as a fraction of household income, increase participation rates and distances traveled in running, walking, and biking events, and expanding business participation in commuter choice programs and Trail Town Network partnerships. To further emphasize the commitment to economic development in the Plan, we added additional resources to Appendix E, such as the Maryland Scenic Byways guide, which gives residents and visitors alike the tools they need to reach scenic destinations in the state.

### **Miscellaneous**

Finally, several comments were received applauding the scope and focus of the Plan's effort that included the responsiveness to public input, demonstrated need, and the specific initiatives it contained. Although more measurable outcomes will require further work as new data such as Level of Traffic Stress are developed, it was noted by several commenters that the general parameters and priorities reflected in the document are appropriate and useful to advance the vision.

