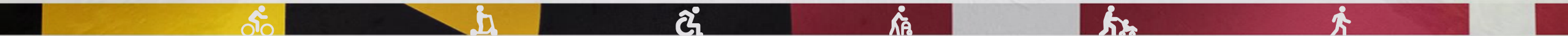




2050 Maryland Statewide Bicycle & Pedestrian Master Plan

Maryland Bicycle & Pedestrian Advisory Committee

April 28, 2023



Plan Overview

- Updating and strengthening MDOT's bicycle, micromobility and pedestrian policies, practices and tools.
- Identify gaps on Maryland's low stress network of shared-use paths, protected bikeways and sidewalks.
- Recommend infrastructure that support MDOT's mission to improve walking, biking and rolling.
- Develop an implementation plan to guide infrastructure investments and policy changes.





MDOT MAA Strategic Plan



Strategic Plan



- MDOT MVA Strategic Plan
- Maryland Strategic Highway Safety Plan
- Maryland Connected and Automated Vehicle Strategic Framework



- Maryland Consolidated Transportation Program
- Maryland's Annual Attainment Report on Transportation System Performance
- State Freight Plan
- Maryland State Rail Plan
- Maryland Strategic Asset Management Plan
- Maryland Bicycle and Pedestrian Master Plan
- Carbon Reduction Strategy



- Transportation Asset Management Plan
- Transportation Systems Management and Operations (TSMO) Strategic Plan
- Pedestrian Safety Plan



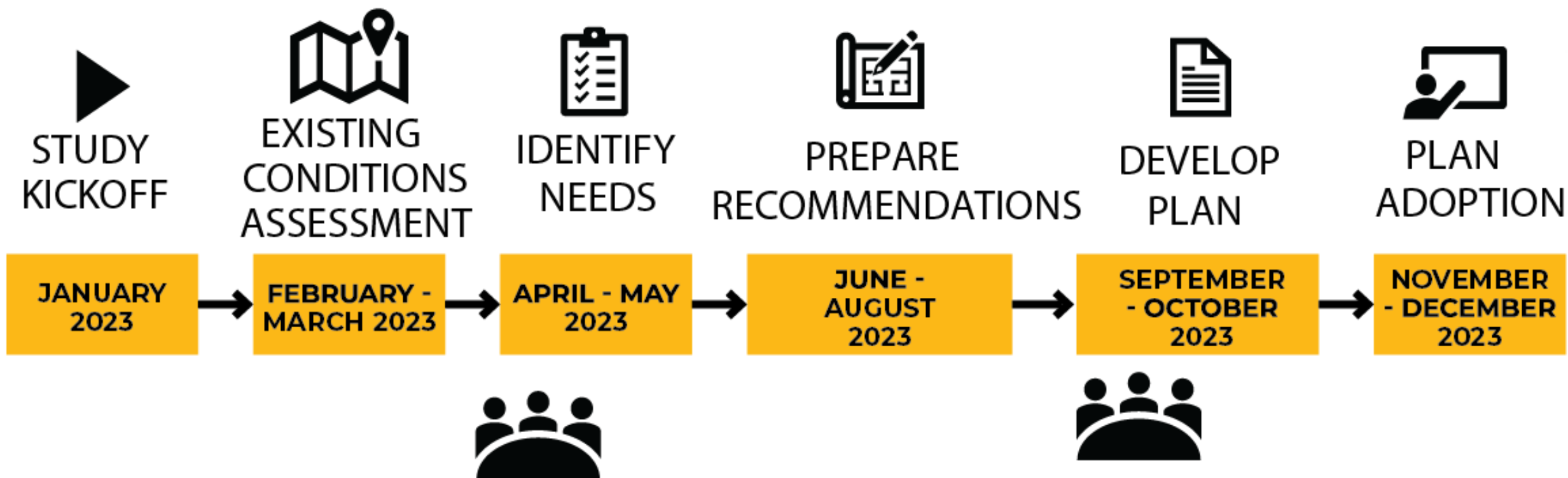
MDOT MPA Strategic Plan



- Maryland Statewide Transit Plan
- Central Maryland Regional Transit Plan



Plan Development Process



Phase 1 Public Engagement

- Project website
- Virtual Public Meeting – April 13th
- In-Person Public Meeting at Howard County GreenFest – April 15th
- Online Survey and Comment Map – closes Friday, April 28th!



Project Website

[2050 MD Bike Ped Plan \(2050marylandbpmp.com\)](http://2050marylandbpmp.com)



[Home](#)

[Plan Overview](#)

[Upcoming Public Meetings](#)

[Take Our Survey!](#)

[Get Involved & Stay Connected](#)

Maryland Department of Transportation Statewide Bicycle and Pedestrian Master Plan

Plan Overview

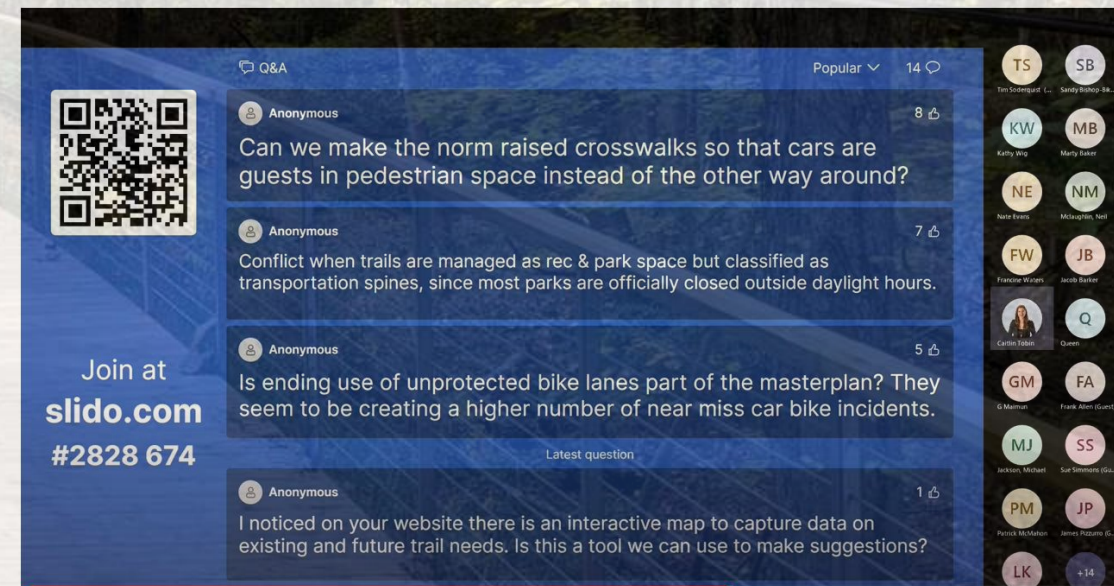
The Maryland Department of Transportation (MDOT) is updating the 2019 Bicycle and Pedestrian Statewide Master Plan. MDOT's vision is to produce a concise, data driven bicycle, pedestrian and micromobility master plan to update policies and provide infrastructure recommendations to increase mode shift and improve safety. The Plan will highlight accomplishments since the last plan was adopted while recommending initiatives to be taken over the next 5 years with considerations towards:

- Updating and strengthening MDOT's bicycle, micromobility and pedestrian policies, practices and tools.
- Identify gaps on Maryland's Low Stress networks of shared use paths, protected bikeways and sidewalks.
- Recommend infrastructure that support MDOT's mission to improve walking, biking & rolling.
- Develop an implementation plan to guide infrastructure investments & policy changes.



Virtual Meeting

- Over 30 attendees
- Over 40 Q&A and comments during the meeting
- Recording available here: https://youtu.be/zf_a9Zyk1n4



GreenFest

- Project team spoke to over 200 people
- Distributed flyers and QR codes at the table and at bike valet
- Offered a site walk
- Received input from the community through a “values” activity



Values Activity



750 Dots Placed

\$\$ \$469.35 "\$ Spent"

Trails and Parks are the highest valued priorities



\$96



\$81



Online Survey

- 605 respondents to date
- Survey available here: <https://metroquestsurvey.com/co8k8k>

✓ 2050 Maryland Bike & Ped Plan
Learn a bit about this initiative before you begin.

INTRODUCTION

Purpose
The Maryland Department of Transportation (MDOT) is leading the development of the statewide 2050 Bicycle and Pedestrian Master Plan. As required by state law, the Bike Ped Master Plan is updated every five years to establish short- and long-range goals and strategies to improve bicycle and pedestrian safety and access. The Plan will also address other vulnerable road users such as those using e-scooters, e-bikes and mobility-assistive devices.

→ Next

Survey: This survey will be used to gauge the public current and preferred travel patterns with regards to walking, biking or rolling. The survey should take approximately 10 minutes.

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

2 WALKING
3 BICYCLING
4 BIKE FACILITY TYPES
5 CONCLUSION



Preliminary Survey Results: Walking



95% take walking trips for exercise or recreation, and 46% for personal trips



76% are willing to walk half a mile or more



Key barriers to walking are lack of sidewalks, concerns for personal safety, poor walkway conditions, and too much traffic



81% want to see more shared-use paths and wider sidewalks

All response percentages based on total responses to question



Preliminary Survey Results: Biking



93% take bike trips for exercise or recreation, and 42% for personal trips



24% bike in most traffic conditions or bike for many trips. 62% would bike more with less traffic interaction.



The key barrier to biking is feeling unsafe biking on roads with traffic.



72% want to see more shared-use paths and protected bike lanes



67% already use or are interested in using e-bikes and e-scooters


All response percentages based on total responses to question



Comment Map

- Approximately 450 infrastructure-specific comments to date
- Map available here: <https://maps.kittelson.com/2050MarylandBPMP>

2050 MDOT BICYCLE & PEDESTRIAN MASTER PLAN



MARYLAND
Statewide Bicycle & Pedestrian Plan

The Maryland Department of Transportation (MDOT) is updating the 2019 Bicycle and Pedestrian Statewide Master Plan. MDOT's vision is to produce a concise, data driven bicycle, pedestrian and micromobility master plan to update policies and provide infrastructure recommendations to increase mode shift and improve safety. The Plan will highlight accomplishments since the last plan was adopted while recommending initiatives to be taken over the next 5 years.

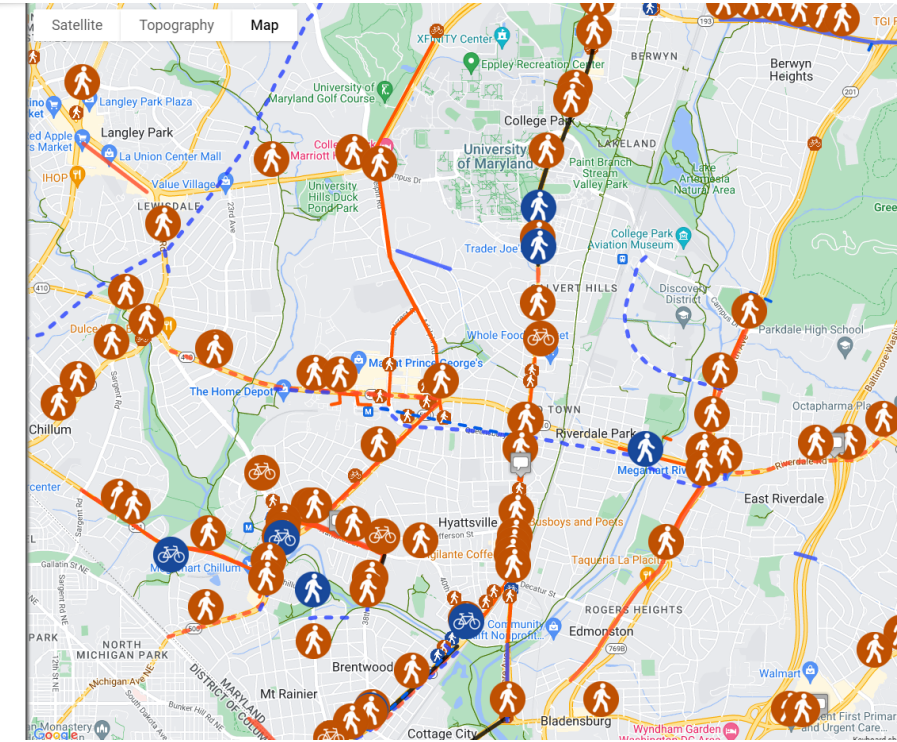
LEGEND

- Challenging Walking Conditions
- Challenging Walking Conditions (Routes)
- Challenging Biking Conditions
- Challenging Biking Conditions (Routes)
- Walking Opportunities
- Walking Opportunities (Routes)
- Biking Opportunities
- Biking Opportunities (Routes)

[View a list of existing comments](#)

Having trouble viewing or using the map? Please contact clabin@kittelson.com with your comments.

© 2007-2023 Kittelson & Associates, Inc. unless otherwise noted. [Admin login](#)



“Add the missing marked crosswalk here. MDSA should update its policy to add marked crosswalk on all legs of signalized intersections to support neighborhood walkability and access to public transit stops.

“Very dangerous bike lane. The lane along Veirs Mill Road/MD 586 heading toward Twinbrook Parkway gets narrower and narrower and then ends mid-block...”

“Sidewalk stops and starts and there is no shoulder. Pedestrian must either walk in the road or through private property landscaping. I wish I could walk from Bonifant to New Hampshire.”

Next Steps

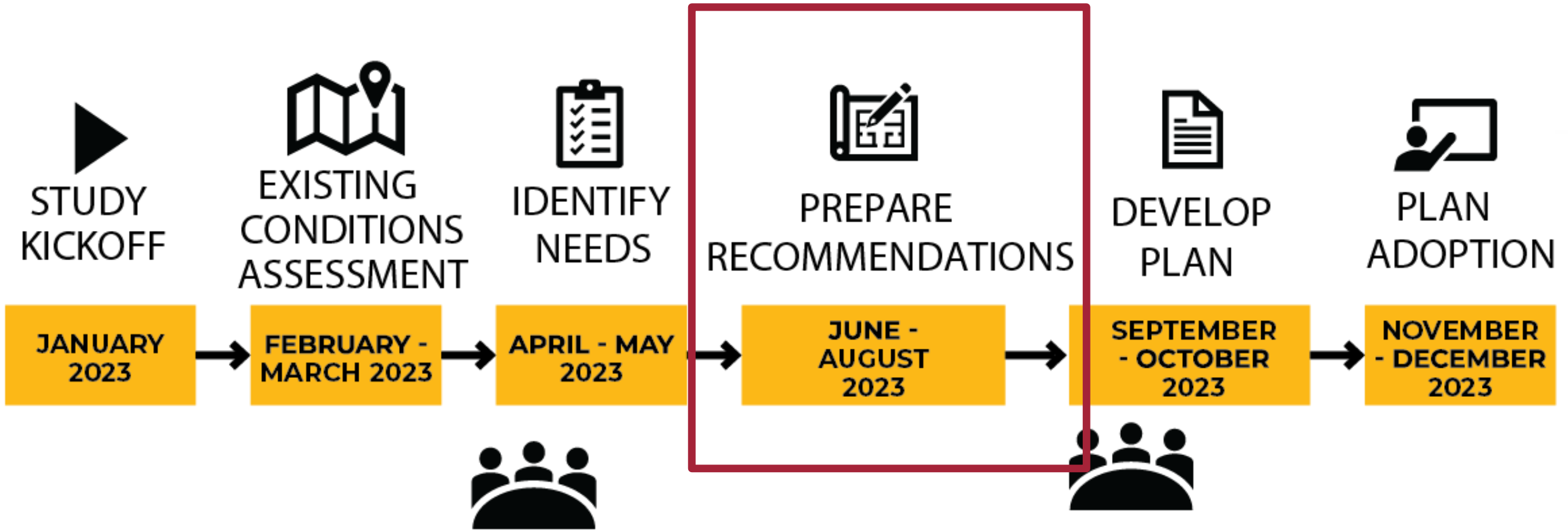
- Finalize public comment synthesis
- Interim survey to refine the goals and objectives
- Focused discussions with stakeholders
- Begin preparing recommendations (June)



www.2050MarylandBPMP.com



Plan Next Steps



What Else We're Hearing

- Everyone loves trails
- Motorists like protected bike lanes
- Sidewalk gaps abound
- “No one rides in the bike lane”



Vision & Goals

VISION: Maryland will provide safe and convenient active transportation that supports equitable access for all.

- **Safety:** Improve the safety of bicycle and pedestrian travel through infrastructure & evaluation
- **Process:** Better integrate active transportation and micromobility considerations in project and program procedures
- **Connections:** Encourage short- and long-distance active transportation trips through better-connected networks
- **Equitable & Sustainable Communities:** Leverage active transportation investments for building sustainable, equitable and resilient communities



Give us your ideas!

