



BICYCLE FRIENDLY STATE REPORT CARD

MARYLAND

RANKED

14

OF 50

STATE ADVOCACY GROUP:
BIKE MARYLAND

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Maryland, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Maryland.

Congratulations on allowing full-sized bicycles on most MARC trains on the Penn line between Baltimore and Washington DC. Maryland has one of the highest rates of transit use of any state and integrating bicycles and transit is a great way to enable more bicycle trips.

Maryland has a history of high rates of bicycle fatalities, so it is great to see that a statewide task force was convened on bicycle safety. The 39 recommendations to the General Assembly deserve consideration and action to promote the safety of people who bike.

The Maryland Department of Transportation has a number of exciting efforts to improve data around bicycling. For example, providing a statewide Bicycle Level of Traffic Stress Analysis has been successful in other states in terms of identifying places to improve bicycling and problem areas to prioritize.

Active transportation is an important part of community health and promotion of physical activity. Maryland should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

The state should spend more federal funding on bicyclists and pedestrians. This is surprising given the state's history of a regularly updated bicycle plan, often coordinated with the state's Capital Improvement Plan. Determine barriers to the use of federal funds on bicycling and walking and take steps to fix them.

Amend Maryland's safe passing law which requires a minimum distance of 3 feet so that there are fewer exceptions to the minimum distance requirement.

Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes.

FHWA's Bicycle Count Pilot Program found that continuous bicycle counters can save staff time and provide more robust data than manual counts. Maryland should consider starting a continuous counter program. Find more resources here: <http://www.pedbikeinfo.org/topics/countingestimating.cfm>

Ensure that state guidelines, plans, policies, or other documents are updated so that they are consistent with and make it routine to implement your state's bike plan or bicycle and pedestrian plan.

Install a Protected Bike Lane on a state-owned road.

	Infrastructure & Funding	B-
	Education & Encouragement	C
	Legislation & Enforcement	C+
	Policies & Programs	C
	Evaluation & Planning	B

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓ - Updated
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	New in 2019
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	34/50
Safety	10.1 fatalities per 10K bike commuters ⁱ	22/50
Spending	\$1.70 per capita FHWA spending on biking and walking ⁱⁱⁱ	41/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: MARYLAND

 Infrastructure & Funding Ranked 18 of 50 States B-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C+
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	A

 Policies & Programs Ranked 16 of 50 States C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	C
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C+
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C+

 Education & Encouragement Ranked 24 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D+

 Evaluation & Planning Ranked 12 of 50 States B	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	D
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 20 of 50 States C+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B+
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	D
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

WE'RE ALL IN THIS
TOGETHER!



JOIN US!

As a member, you'll receive *American Bicyclist*, *Bicycling* magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. JOIN TODAY AT BIKELEAGUE.ORG/JOIN