



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#11

TOTAL COUNTS
 BICYCLE FRIENDLY COMMUNITIES 7
 BICYCLE FRIENDLY BUSINESSES 20
 BICYCLE FRIENDLY UNIVERSITIES 2

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

MARYLAND

STATE ADVOCACY GROUP: BIKE MARYLAND

Summary

Like its neighbor, Delaware (#7), **Maryland** would have a difficult time reaching its ranking on federal data alone. The state has a low percentage of people biking to work (half the national average) and, surprisingly, a low use of federal funds for biking and walking. Maryland's Senator Ben Cardin was recognized by the League of American Bicyclists as Legislator of the Year in 2016, so hopefully the state Department of Transportation and local governments that receive federal transportation funding can improve on their use of federal funds for biking and walking in the future.

Maryland balances out its federal data indicators by having consistently high scores in categories that tend to be within the control of the Maryland State Highway Administration. While it is surprising to not see these efforts result in the use of federal funds for biking and walking, there is clearly a policy and program apparatus at the state level that is doing bicycle-related work and that is more than can be said of many states. Efforts by Maryland agencies extend to the Maryland Transit Administration, which has invested over \$1 million to launch bikeshare in Baltimore and has retrofitted 30 bi-level MARC train cars to better accommodate bicycles.

Feedback Points

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.

Implement new design elements to improve safety at high-crash intersections through updates to your state design manual and processes; training of planners, engineers, and construction crews' and education of decisionmakers about how bicycle safety can be addresses at intersections and between intersections.

Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes. The best way to get people to use bike lanes is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.

Maryland should spend more federal funding on bicyclists and pedestrians. Current federal spending on biking and walking projects is lower than the 2% set-aside provided in federal law and one of the 10 lowest rates on a per capita basis. Maryland should alter project selection criteria and project development processes in order to spend more federal funding on biking and walking improvements.

Improve bicycle network connectivity so that more people can access retail, work, and educational facilities safely and conveniently by bike. Consider innovative approaches to network analysis based on stress levels experienced by bicyclists.

» Feedback Continued on Page 3

| Comparison States | |
|--------------------|----------------------------|
| National (Overall) | Eastern Region (out of 11) |
| 9. New Jersey | 2. Delaware |
| 10. Virginia | 3. New Jersey |
| 11. Maryland | 4. Maryland |
| 12. Pennsylvania | 5. Pennsylvania |
| 13. Michigan | 6. Vermont |

| Categories | Rank out of 50 |
|---------------------------|----------------|
| Infrastructure & Funding | 11 |
| Education & Encouragement | 40 |
| Legislation & Enforcement | 20 |
| Policies & Programs | 10 |
| Evaluation & Planning | 12 |

| Bicycle Friendly Actions | ✓ = Progress ✓ = New in 2017 |
|-----------------------------------|---------------------------------|
| Complete Streets Law / Policy | ✓ |
| Safe Passing Law (3ft+) | ✓ |
| Statewide bike plan last 10 years | ✓ |
| 2% or more fed funds on bike/ped | |
| Bicycle Safety Emphasis Area | ✓ |

| Federal Data on Biking | | Rank |
|------------------------|--|-------|
| Ridership | 0.3% of commuters biking to work ⁱ | 38/50 |
| Safety | 7 fatalities per 10k bike commuters ⁱⁱ | 22/50 |
| Spending | \$1.33 per capita FHWA spending on biking and walking ⁱⁱⁱ | 45/50 |


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.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

|  Infrastructure & Funding Ranked 11 th of 50 States | |
|--|------------------|
| Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities? | 29/38 pts |
| State Transportation Funding Does the state report that funding is allocated to bicycling? | 23/28 pts |
| Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking? | 6/16 pts |
| 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? | 10/10 pts |
| State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure? | 8/8 pts |
| Total of Possible 100 Points: 76/100 pts | |

|  Policies & Programs Ranked 10 th of 50 States | |
|---|------------------|
| Complete Streets Does the state have a complete streets policy and processes to support its implementation? | 49/56 pts |
| Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk? | 15/25 pts |
| State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation? | 9/13 pts |
| Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects? | 4/6 pts |
| Total of Possible 100 Points: 77/100 pts | |

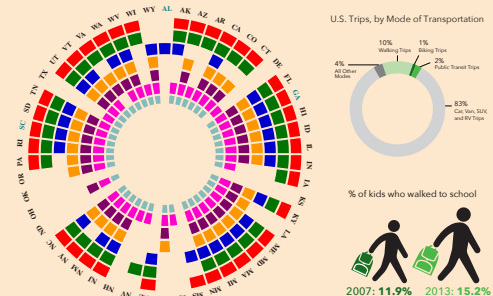
|  Education & Encouragement Ranked 40 th of 50 States | |
|--|------------------|
| State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials? | 25/35 pts |
| Mode Share Do many people bike to work and is that number increasing relative to other modes? | 3/30 pts |
| Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test? | 10/20 pts |
| Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state? | 5/15 pts |
| Total of Possible 100 Points: 43/100 pts | |

|  Evaluation & Planning Ranked 12 th of 50 States | |
|--|------------------|
| State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices? | 29/48 pts |
| Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety? | 29/34 pts |
| Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike? | 7/10 pts |
| Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices? | 8/8 pts |
| Total of Possible 100 Points: 73/100 pts | |

|  Legislation & Enforcement Ranked 20 th of 50 States | |
|--|------------------|
| Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement? | 31/37 pts |
| 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? (low points = more restrictions) | 6/28 pts |
| 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? | 25/25 pts |
| Laws that influence the built environment Does the state allow speed limits of 20 mph or less? | 5/10 pts |
| Total of Possible 100 Points: 67/100 pts | |

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.





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Feedback Points, CONTINUED

>> Cont'd from Page 1

Improve coordination and collaboration between MDOT and local partners and advocates by developing tools that support that collaboration including, new mapping, new GIS tools, and the designation and implementation of Bicycle and Pedestrian Priority Areas.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN