



Maryland

RANKING # 10

REGIONAL RANKING » EAST #3

GOVERNOR: Larry Hogan

DOT COMMISSIONER: Pete K. Rahn

BICYCLE/PEDESTRIAN COORDINATOR: Michael Jackson

STATE ADVOCACY GROUP: Bike Maryland

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

3 LEGISLATION AND ENFORCEMENT

4 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

4 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

49 of 100

2014: 53 of 100

FEEDBACK

- 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.
- Expedite safe bicycle crossings of the Susquehanna River between Perryville and Havre de Grace to allow cross state bike trips.
- Implement a program to more accurately document bicycle traffic statewide and coordinate bicycle facility design with cyclist feedback to ensure quality facilities.
- Improve bicycle-related crash reporting. As highway safety plans are based on crash data, under-reporting of bike crashes has made it difficult to assess the effectiveness of Maryland's efforts to improve bike safety.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance. Conduct analysis of how Complete Streets approaches have improved roadway conditions so that the public and agency staff understands the importance of Complete Streets.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- 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.
- Provide specific training to engineers and planners on how to implement the Complete Streets/ Accommodation Policy in everyday decisions.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.