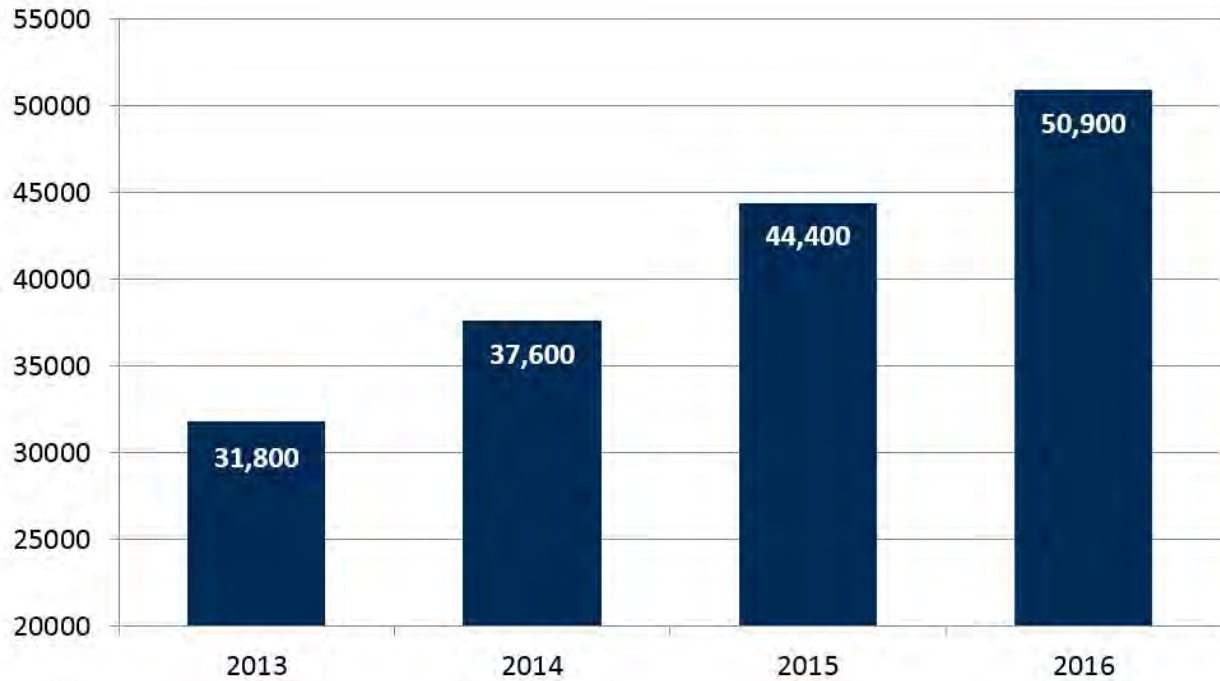


FIGURE II-13

ICC AVERAGE DAILY TRAFFIC VOLUMES BETWEEN I-370 AND I-95 FOR FIVE SEGMENTS



e. Bicycles and Pedestrians

A multi-modal approach to a transportation network must include a robust bicycle and pedestrian program. MDOT SHA does this through a series of strategic investments to improve accessibility, safety, and convenience. In addition, bicycle and pedestrian facilities are incorporated into MDOT SHA roadway projects to provide better multi-modal connections. These facilities provide numerous benefits including reducing auto emissions, improving public health, and enhancing community vitality to encourage more sustainable and livable places. The Bicycle and Pedestrian Master Plan provides for a 20-year vision to support biking and walking. Many resources have been developed to support this such as the Cycle Maryland Interactive Bicycle Map.

One method that MDOT SHA incorporate pedestrian and bicycle users on projects is by a Complete Streets policy. This insures that the transportation system balances all users of the roadway, including pedestrians, transit, bicyclists, and motorists. This could involve providing new sidewalks, reconstructing existing sidewalks, providing ADA facilities such as ramps and audible pedestrian signals, bike lanes, and upgrades to signing/pavement markings to alert motorists to all users of the facility.

There are several MDOT SHA programs to implement the planning, design, and construction of bicycle and pedestrian facilities throughout the State. These programs are:



MD 33 East of St. Michaels

- **Bicycle Retrofit** - Bicycle improvements including signing and marking upgrades, modifying typical sections and creating off road trails to facilitate bicycle mobility. (MD 170)
- **Bicycle and Pedestrian Priority Areas (BPPA)** - Collaborative approach that designates areas to improve multi-modal options by better aligning state and local bicycle and pedestrian facilities in areas with high potential for bicycling and walking. (Rockville Town Center)
- **Maryland Bikeways Program** - Funding for improvements ranging from low cost bicycle treatments to shared/use paths, cycle tracks and trails. (Anacostia Riverwalk Trail)
- **New Sidewalk Construction for Pedestrian Access** - Sidewalk program to fill in gaps or construct key pieces of the pedestrian network.
- **Recreational Trails Program** - Construction of new trails or maintenance/rehabilitation of existing trails.
- **Safe Routes to School Program** - Program for infrastructure, education, or enforcement for bicycle and pedestrian routes to school for children in grades K-8.
- **Sidewalk Reconstruction for Pedestrian Access** - Upgrades of sidewalks, curb ramps, intersections and driveway entrances to comply with ADA guidelines. (MD 108 @ Maple Knoll Dr.)
- **Transportation Alternatives Program (TAP)** - Pedestrian and bicycle improvement program for transportation related community projects to strengthen the intermodal transportation system. (Rock Creek Hiker Biker Trail)
- **Urban Reconstruction Program** - Projects to promote safety and economic developments such as including sidewalks in priority funding areas.

There are several other pedestrian/bicycle programs administered by other State and Federal agencies such as Maryland Highway Safety Office Grant, Eastern Federal Lands, Department of Housing and Community Development, and Office of Tourism.