

Bicycle & Pedestrian Priority Areas (BPPA)

Program Summary

The Maryland Department of Transportation State Highway Administration (SHA) works to improve safety for all users and encourages economic prosperity and community vitality by cooperating with local governments to enhance multimodal transportation. SHA may, in collaboration with local jurisdictions, designate a Bicycle and Pedestrian Priority Area (BPPA), a geographical area where the enhancement of bicycle and pedestrian traffic is a priority. A BPPA designation facilitates the planning of bicycle and pedestrian facilities in areas with a high potential for bicycling and walking. This collaborative approach helps State and local transportation agencies overcome a wide range of impediments to bicycle and pedestrian travel, regardless of facility ownership.

BPPA Plan

The BPPA designation lets SHA, subject to available resources, lead development of a BPPA Plan (BPPAP) for improvements that make the area safer and more accommodating for vulnerable road users. BPPAP development will focus on context-driven bicycle and pedestrian improvements that align state, local and stakeholder goals to expand existing or planned bicycle and pedestrian infrastructure.

BPPAP development requires a close partnership between SHA, local jurisdictions and other stakeholders. SHA will convene a BPPAP working group, including the appropriate SHA district office, the applicant, local implementing agency (if different from the applicant) and other local stakeholders. The BPPA applicant must solicit participation from affected stakeholders and select participants for the BPPAP working group.

BPPAP development includes:

BICYCLE AND PEDESTRIAN PRIORITY AREAS STATE HIGHWAY ADMINISTRATION



Bicycle and Pedestrian Priority Areas (BPPA)

- Designation made by State Highway Administration (SHA) in collaboration with local jurisdictions • in areas with high potential for bicycling and walking.
- Local jurisdictions must show a commitment to bicycling and walking in the BPPA. ٠
- Subject to resource availability, SHA will lead and fund development of a BPPA Plan (BPPAP) in • partnership with the local jurisdiction and affected stakeholders.*

| What BPPAs Do | What BF |
|--|--|
| Coordinate state, local and private stakeholders | Provide improv |
| Align State and local planning goals | • Replac |

• Provide for innovative bicycle and pedestrian treatments

- qoals

PPAs Do Not Do

e state funding for capital vement projects

ce existing transportation plans and

• Supersede existing bicycle and pedestrian guidelines

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BPPAP Development

BPPAP development includes:

- Facilitating state, local and other stakeholder coordination,
- planning bicycle and pedestrian improvements • with stakeholder input, land-use plans and master plans,
- identifying roadway geometric and operational recommendations to align state and local bicycle and pedestrian planning and
- estimating construction costs for proposed bicycle and pedestrian treatments.

- include:
- •
- •

Local agency roles and responsibilities

Demonstrating local support for bicycle and pedestrian mobility,

participating in state and local workgroups for each designated BPPA,

• coordinating local community stakeholders and advocacy groups and

monitoring and evaluating outcomes.



Program Timeline

- Applications submitted between September 3, 2024, and October 31, 2024, via email to <u>ssarver@mdot.maryland.gov</u>.
- Applications will be reviewed, designations made, and BPPAP selection will be made by the end of the year.
- BPPAP will be developed during the first half of 2025.
- Applications for FY2026 will open in May 2025.

Resources

- SHA Bicycle and Pedestrian Priority Areas •
- SHA BPPA Application (PDF)



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Application Selection Criteria

- Urban areas, main streets and/or tourist centers with high potential for bicycling and walking as transportation modes.
- A focused area, generally less than one-half-mile radius.
- Areas with surmountable obstacles to bicycling, walking and safety.
- Areas that emphasize multimodal transportation.
- Areas that proactively address equity and remove barriers to opportunities.
- Local commitment to bicycling and walking, demonstrated by consistency with comprehensive ٠ and sector plans, prior investment in bicycle and pedestrian efforts, investment in BPPA efforts, and active maintenance of bicycle and pedestrian facilities.



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Questions?



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