

Appendix E-2: Maryland State Highway Administration Bicycle and Pedestrian Design Guidelines

The webpage for the Bicycle and Pedestrian Design Guidelines is located at:

<http://www.sha.maryland.gov/Index.aspx?PageId=25>

Chapter 12.1 discusses the importance of lighting for pedestrians. Major points include:

- In pedestrian-oriented development projects, it is important to provide a higher quality of pedestrian lighting, particularly along sidewalks and walkways with higher volumes of nighttime pedestrian activity, specifically in commercial pedestrian districts, in high density residential areas, and near colleges and universities.
- Street illumination levels should be determined by the type and intensity of adjacent development.
- Light poles should be placed either in the buffer zone, or on the other side of the sidewalk – and not within the pedestrian through zone.
- Crosswalks should be illuminated at each end by a standard full cut-off street lamp.
- Pedestrians are most visible to motorists when the lights are placed upstream of the pedestrians. Therefore, it is recommended that lights be located in front of, rather than behind, crosswalks.

Chapter 12.1 is located at:

<http://www.sha.maryland.gov/OOTS/Chapter%2012%20-%20Other%20Facilities.pdf>

Appendix C identifies changes to the state code per the 1995 Access 2000 legislation. Relevant sections from the legislation are included in Section 2-602:

2-602 Public Policy

The General Assembly finds that it is in the public interest for the State to include enhanced transportation facilities for pedestrians and bicycle riders as an essential component of the State's transportation system, and declares that it is policy of the State that:

- (1) Access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities;
- (2) The modal administration in the Department shall ensure that the State maintains an integrated transportation system by working cooperatively to remove barriers, including restrictions on bicycle access to mass transit, that impede the free movement of individuals from one mode of transportation to another; and
- (3) As to any new transportation project or improvement to an existing transportation facility, the Department shall work to ensure that transportation options for pedestrians and bicycle riders will be enhanced and that pedestrian and bicycle

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access to transportation facilities will not be negatively impacted by the project or improvement.

Appendix C is located at:

<http://www.sha.state.md.us/oots/Appendix%20C%20-%20PedBikeCode.pdf>