

## **BICYCLE AND PEDESTRIAN ADVISORY GROUP**

Wednesday, May 17, 2017  
Baltimore Metropolitan Council  
1:08 to 2:50 P.M.

### **MINUTES**

The meeting was called to order at 1:08 p.m. by the Chair, Ms. Nokomis Ford.

#### **1. WELCOME AND INTRODUCTIONS**

Ms. Ford welcomed attendees and asked everyone to introduce themselves.

#### **2. APPROVAL OF JANUARY MINUTES**

The minutes of the January meeting were presented with a motion to approve by Mr. Chris Eatough and a second by Mr. Anthony Alston. The minutes were approved unanimously. There are no minutes from the March meeting as the meeting was cancelled.

#### **3. UPDATE AND DISCUSSION ON THE PATAPSCO REGIONAL GREENWAY**

Mr. Nate Evans from Toole Design Group provided an update on the status of the Patapsco Regional Greenway project as well as a summary of steps necessary to finalize the project by June 30. The process for determining preferred and alternative alignments along the 40-mile corridor included a review of existing GIS data and planning documents, extensive fieldwork, a survey with over 300 responses, and two community meetings. Mr. Evans explained that there is a need to change the name of the project due to confusion between the Patapsco Regional Greenway and the existing Patapsco Heritage Greenway organization. Two options were discussed – Patapsco River Trail and Patapsco Valley Trail. While Patapsco River Trail garnered more support from meeting attendees, DNR expressed reservation with that name due to possible confusion with their existing water trails. BMC agreed to follow up with members and DNR after the meeting regarding the chosen name.

The Patapsco Valley is fortunate to have an established trail system that can be utilized for much of the proposed alignment. The existing trail system serves as a basis for most of the general alignment. By filling gaps in the existing trail system, a continuous trail can reasonably be developed. The southern (Inner Harbor to Ellicott City) and northern (Alberston to Sykesville) sections are the most promising. The central section from Ellicott City to Alberston will be difficult due to steep slopes and limited public

right-of-way. A rail-with-trail option along the active CSX railroad line may be feasible in the long term, but will be very expensive. Alternative routes could use existing hiking and mountain biking trails or a low stress road bicycling route.

Mr. Evans summarized the recommended trail segmentation that will serve as the basis for maps in the final report and the implementation matrix. There will be approximately 27 sections in total. The report will also include three spur alignments that will help to bolster the regional trail network by connecting to other existing trails. These include the Masonville Trail from Hanover Street to Masonville Cove, the BWI/B&A Connector Trail to Nursery Road, and the Stony Run Trail from I-195 to the BWI Trail. The report will also include a number of alternative alignments, particularly in Sykesville and Baltimore City.

The implementation matrix will provide further details on each of the trail sections. The matrix will include the following elements: a brief description, trail section details (length, surface, width, details on any structures), cross sections, lead jurisdictions and agencies, property ownership, design & construction costs, details on environmental mitigation, short/medium/long-term phasing, and implementation support. The final report will be an interactive PDF with primarily digital distribution. In addition, all GIS data for the project will be made available to interested jurisdictions.

Discussion from the group focused on ways to move the project forward after the report is complete. Options include individual meetings with jurisdictions to discuss priorities for implementation, MOU's with jurisdictions and primary property owners such as BGE and CSX, and an open house.

***[PowerPoint: The Patapsco Regional Greenway]***

#### **4. PRESENTATION ON THE BIG JUMP PROJECT**

Ms. Liz Cornish, Executive Director of Bikemore, presented on Baltimore City's Big Jump project. The project application is best understood in the context of recent efforts surrounding network-focused bicycle planning in the city. Baltimore City recently completed their Separated Bike Lane network plan. This plan seeks to connect islands of low stress networks in the city with a high quality network of bicycle facilities by prioritizing bicycle routes in the 2015 Bike Master Plan. Recently adopted by the planning commission, the plan now serves as a roadmap for the implementation of bicycle infrastructure that meets departmental goals surrounding equity, public health, and transportation access. The Big Jump project will aid this process by applying a network approach to a small section of the city.

The Big Jump Project is a three-year initiative of People for Bikes to help achieve a rapid increase in biking by building a network of safe and comfortable places to ride and engaging the community. People for Bikes will provide \$750,000 in technical support to the city and community leaders by studying options for on-the-ground infrastructure, conducting outreach and community engagement, and by measuring results. Baltimore City was selected as one of ten cities to participate. The project will focus on improving bike infrastructure in a small section of Central and West Baltimore, focusing on connections between a neighborhood of high opportunity, Remington, and a neighborhood that

would benefit from increased connectivity, Reservoir Hill. The project area has a higher percentage, relative to the city average, of households lacking access to a car. Neighborhoods in the project area also already have high percentages of people walking and residents that are eager to walk or bike if better infrastructure existed. The 28<sup>th</sup> Street bridge over the Jones Falls Expressway serves as an example of a significant barrier to connectivity within the project area. Project progress thus far includes a tour of the project area as well as numerous meetings with city and community leaders to gauge their needs and desires for bicycle and pedestrian connectivity.

The Big Jump project has multiple goals, both short and long term in nature. Demonstrating that bike use will increase if people have access to a high quality network of convenient and comfortable places to ride can be a first step towards institutionalizing the concept of bike networks as a standard planning practice. The project will also focus on identifying best practices for fostering a culture where riding bicycles is ordinary. The development of easily understood metrics will allow other communities to replicate a network focused planning process. Finally, research into how the community benefits when more people ride will help communities make the case for future investments in bicycle facilities.

***[PowerPoint: The Big Jump - A PeopleForBikes Project]***

## **5. ROUNDTABLE DISCUSSION**

- Mr. Eatough shared that the launch of bikeshare in downtown Columbia has been delayed until late June or early July due to a delay in equipment delivery. The system is using the same vendor as Baltimore City Bikeshare (Bewegen) and the equipment will include some electric assist bicycles. The county is also getting ready for Bike to Work Day (B2WD) on Friday, May 19.
- Mr. Alston shared that he is working on updating Harford County's Bicycle and Pedestrian Master Plan. He is currently working on a timeline for the update as well as an improved layout that will result in a product that is more engaging and readable for the public.
- Ms. Molla Sarros said that the Maryland Department of the Environment (MDE) is hoping to increase the number of staff that participate in B2WD. MDE staff will lead two convoys for B2WD, one leaving from Catonsville and the other leaving from downtown Baltimore. In addition, the MDE Alternative Transportation Group is sending a letter of appreciation to the Baltimore City Department of Transportation regarding the Maryland Avenue Cycle Track. Several MDE staff utilize the cycle track frequently.
- Ms. Lindsay Donnellon stated that she recently shared a checklist of FHWA tools and resources for bicycle and pedestrian planning with BMC in an effort to gauge what resources the MPO is using for bicycle and pedestrian planning. Due to the extensive nature of the list, Ms. Donnellon agreed to present a summary of the tools and resources at the July BPAG meeting.
- Ms. Marty Baker shared that the Maryland Department of Transportation (MDOT) has a number of B2WD events planned. MTA will host a B2WD event at Penn Station promoting the launch of BaltimoreLink on June 18. SHA is also hosting an event and the deputy secretary will attend an event in Bethesda. MDOT is also in the midst of another grant cycle with Transportation

Alternatives applications due on May 15, Maryland Bikeways applications due on May 26, and Recreational Trails applications due on July 1. MDOT is also preparing to respond to new legislation requiring the creation of a task force regarding bicycle safety on highways.

- Ms. Ford stated that more than 50 people attended Carroll County's public meeting for their Bicycle and Pedestrian Master Plan on March 21. Draft maps are on the county website ([carrollbikepedplan.org](http://carrollbikepedplan.org)) and staff are currently drafting the plan. The Governor Frank Brown Trail remains on hold as the county waits to hear from the National Guard Readiness Center. Carroll County is in the process of executing the MOU with SHA for the Johnsville Road Safe Routes to School (SRTS) project. The Washington Road SRTS project is in the design phase. SHA approved updates regarding ADA compliance for the project.
- Mr. Zach Kaufman said that BMC looks forward to reviewing the draft report for the Patapsco Regional Greenway and to participating in the evaluation of Transportation Alternatives Program applications within the Baltimore region. He also shared that the regional bicycle map project is moving forward. Several counties have completed their GIS layers while the others are hoping to finish soon.
- Ms. Noelle Smith reported that Baltimore County held a citizens input meeting last month and the county is working on responding to concerns and suggestions expressed during that meeting. The Winters Lane bicycle lane project in Catonsville is complete. The Dundalk Loop project should be complete by the end of May. The Towson Spokes project is expected to be complete this fall.
- Mr. E. Scott Hansen said that the Maryland Department of Planning (MDP) and MDOT are meeting next week to discuss MDP's Transit Oriented Development work. Specifically, he has been working on updating the MDP Transit Station Profile Map based on current best practices for GIS and database design. The new map will improve how MDP provides demographic, socioeconomic, employment, and housing information at fixed rail transit stations in Maryland.
- Ms. Dawn Thomas shared that Anne Arundel County applied for two Transportation Alternatives Program grants. The county is holding a public meeting on June 6 at Broadneck High School regarding a feasibility study for Phase III of the Broadneck Peninsula Trail. Phase I of the South Shore Trail and Phase II of the Broadneck Peninsula Trail are expected to break ground this fall.
- Mr. Anikwenze Ogbue asked if the BRTB has a role to play in the expansion of bikeshare to other jurisdictions outside of Baltimore City, referencing the expansion of Capital Bikeshare to several jurisdictions outside of Washington, D.C.. Mr. Kaufman responded that the BRTB would be interested in participating in discussions regarding the expansion of bikeshare outside of Baltimore City should other jurisdictions express interest in implementing their own systems. Mr. Eatough added that the expansion of Capital Bikeshare was jurisdiction-lead based on the success of the system in Washington, D.C. and Arlington. The Transportation Planning Board (TPB) did not play a formal role in the process. Mr. Ogbue also brought up recent BPAG discussions regarding the FHWA reduction in the number of controlling criteria for low speed roadways. This change reduces the number of controlling criteria for which design exceptions are required at the federal level, with the idea that this change will make it easier for engineers to design bicycle- and pedestrian-friendly streets in urban areas. This conversation is particularly relevant now since SHA is currently in the

process of updating their complete streets policy. Ms. Baker said that MDOT is currently working on updating both their complete streets policy and design guidelines, but they likely would not be ready to update the group at the July BPAG meeting.

- Mr. Russ Ulrich provided an update on B2WD, scheduled for May 19, 2017. This year's event is poised to break the registration record with more than 2,000 riders participating in events at more than 40 locations throughout the region. There will be a drawing for several prizes, including gift certificates to local bike shops and a commuter bicycle. Organizers successfully raised \$18,000 in sponsorships for the event, most of which will go towards t-shirts and prizes. B2WD events began yesterday with an event in Havre de Grace, followed by an event today at Aberdeen Proving Ground. He will update the group on the event at the July BPAG meeting and encouraged members to get involved with planning next year's event.

## **ATTENDANCE**

### ***Members***

Dawn Thomas – Anne Arundel County  
Noelle Smith – Baltimore County  
Nokomis Ford – Carroll County (Chair)  
Anthony Alston – Harford County (Vice Chair)  
Chris Eatough – Howard County  
Molla Sarros – Maryland Department of the Environment  
E. Scott Hansen – Maryland Department of Planning  
Marty Baker – Maryland Department of Transportation  
Anikwenze Ogbue – Public Member (Bicycle)

### ***Staff and Guests***

Zach Kaufman – Baltimore Metropolitan Council (BMC)  
Blake Fisher – BMC  
Russ Ulrich - BMC  
Liz Cornish - Bikemore  
Lindsay Donnellon – Federal Highway Administration  
Nate Evans – Toole Design Group  
Emery Hines – Baltimore County  
Dan Hudson – Maryland Department of Natural Resources  
Jon Korin – Bike AAA  
Chris Witt – MDOT