

BICYCLE AND PEDESTRIAN ADVISORY GROUP

Wednesday, July 19, 2017
Baltimore Metropolitan Council
1:05 to 2:17 P.M.

MINUTES

The meeting was called to order at 1:05 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 MAY MINUTES

The minutes of the May meeting were presented with a motion to approve by Ms. Molla Sarros and a second by Mr. E. Scott Hansen. The minutes were approved unanimously.

3. PRESENTATION OF FINAL REPORT FOR THE PATAPSCO REGIONAL GREENWAY

Mr. Nate Evans from Toole Design Group provided an overview of the Patapsco Regional Greenway project as well as a summary of steps necessary to finalize the project. 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. Sixty-five miles of potential alignments were evaluated along the 35-mile corridor, with the final report including a total of 53 miles of primary and spur alignments. Of these 53 miles, 75% are within the public right-of-way.

Mr. Evans summarized the recommended trail segmentation that serves as the basis for maps in the final report and the implementation matrix. The report will include a mapbook that steps through the trail from Carroll County downstream to Baltimore City, with 28 mapbook segments in total. The report also includes 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. A number of alternative alignments are also included in the report, particularly in Sykesville and Baltimore City. The process for determining preferred and alternative alignments along the 35-mile

corridor included a review of existing GIS data and planning documents, extensive fieldwork, a survey with over 300 responses, and two community meetings.

The implementation matrix provides further details on each of the trail segments. The matrix includes the following elements: a brief description, trail segment details (length, surface, width, details on any structures), the lead jurisdiction and responsible agencies, property ownership, design & construction costs, details on environmental mitigation, 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.

Mr. Evans and BPAG members concluded with a discussion of next steps for the project. Recommendations include developing a wayfinding system to encourage use of the greenway while additional sections are added, establishing agreements with key property owners (BGE, CSX, MTA, SHA, etc.) to allow current or future corridor use, traffic and structure studies, the formation of a steering committee to guide implementation of the project, and scheduling more long-term improvements in appropriate capital improvement programs.

[PowerPoint: The Patapsco Regional Greenway]

4. ROUNDTABLE DISCUSSION

- Mr. Patrick McMahon briefed the group on the June rollout of the redesigned MTA bus system, BaltimoreLink. The rollout includes recently installed shared bus/bike lanes. Dr. Celeste Chavis, Morgan State University professor, is working on an analysis of bikeshare data that will help MTA to quantify usage of the bus/bike lanes. In addition, the Institute of Transportation Engineers is interested in including MTA in a late September webinar regarding bus/bike lanes. MTA also now has seven bikeshare stations at rail facilities, with more planned in the coming months. Finally, MTA is testing a prototype of bike racks for inside MARC passenger cars. MTA anticipates two bike racks per passenger car and will start purchasing and installing the racks once they are satisfied with the prototype.
- Mr. Hansen said that Maryland Department of Planning staff are currently helping to review Bicycle and Pedestrian Priority Area and Maryland Bikeways applications. He is also participating in conversations with MTA regarding a bikeshare station at State Center.
- Mr. Albert Engel shared that Howard County launched bikeshare in downtown Columbia on July 6 with seven stations and seventy bikes. Two additional stations are planned for September. The system has been averaging approximately 40 trips per day. The county is also beginning a Unified Planning Work Program project that is looking at safety along the entire 11-mile stretch of US 1 in Howard County. The project will primarily focus on bicycle and pedestrian safety.
- Ms. Noelle Smith stated that the Dundalk Bicycle Loop is complete. She also asked for help with standards and guidelines regarding advanced pedestrian phasing for traffic signals.
- Ms. Sarros said that the Alternative Transportation Group (ATG) at the Maryland Department of the Environment is concerned about bicycle and pedestrian safety at the intersection of

Washington Boulevard and Monroe Street. Baltimore City identified the intersection as a top ten hotspot for crashes. The group is hoping to meet with Baltimore City DOT in the coming months to discuss a list of possible safety improvements compiled by the group. The ATG is also continuing efforts to increase multimodal transportation among MDE employees.

- Mr. Zach Kaufman shared that nearly every jurisdiction has submitted their GIS layer of bicycle facilities for the regional bicycle map. SHA has also shared Transportation Alternatives Program applications for the Baltimore region with BMC. A team of BMC staff will work with SHA to review the applications, with a recommendation for funding going before the BRTB in September.
- Mr. Russ Ulrich updated the group on Bike to Work Day (B2WD) 2017. The May 19 event included a record 2,279 participants attending events at 38 pit stops throughout the region. The B2WD workgroup raised \$18,000 in sponsorships for the event. The workgroup will meet in mid-August to begin planning for B2WD 2018 and will begin to solicit sponsorships for the event in September. The workgroup welcomes the participation of all interested BPAG members.
- Ms. Ford stated that the MOU with SHA has been executed for the Johnsville Road Safe Routes to School project. Design for the project will start soon. The Washington Road SRTS project is still working on 100% design. SHA has determined that an additional signal is required for the project. While this will increase the project cost, Carroll County can submit a request to modify the requested funds. The portion of the Governor Frank Brown trail at Macbeth Way is nearly complete. The county is still waiting to hear if the proposed alignment conflicts with the National Guard Readiness Center. Ms. Ford also asked members about their experiences with NIMBYism. Members discussed their experiences as it applied to their local projects. They discussed the value of meeting with key stakeholders first to ensure that neighborhood groups and members of the public have accurate information. Other recommendations included reaching out to vulnerable groups to make sure their voices are heard and to preserve a record of meetings held and comments received. Also, transparency was encouraged, including posting information from outreach events online.
- Mr. Peter Sotherland shared that SHA continues to work on their bike spine network map and thanked members of the committee that submitted comments. They are working to incorporate the comments and hope to release an updated map in the fall. In a second phase, SHA will coordinate with the Maryland Office of Tourism to create a more user-friendly product that will include local bike facilities and destinations in addition to the identified state routes. SHA is also revamping their pedestrian road safety audit (PRSA) program and is in the process of identifying a condensed list of projects that can be implemented that will help with the backlog of improvements identified during previous PRSA's. Once these projects move forward, SHA hopes to proceed with new PRSA's. Finally, SHA is undergoing a review of Bicycle and Pedestrian Priority Area applications.
- Mr. Anikwenze Ogbue said that the Baltimore City complete streets bill was introduced on Monday, July 17. Sponsored by Councilman Ryan Dorsey, the legislation makes complete streets an ordinance rather than a resolution and calls for a complete streets working group to aid the city in determining how it can equitably distribute transportation infrastructure. It also includes a

provision that requires Baltimore City to track transportation expenditures by demographic characteristics such as race and income level. Stakeholders involved in crafting the legislation include AARP, Bikemore, and a few developers among many others. In addition, Mr. Ogbue will be presenting information to the Mayor's Bicycle Advisory Commission on the application process for becoming a League of American Bicyclists bicycle friendly business.

- Mr. Chris Witt shared that MDOT is working on setting up a highway bicycle safety task force. The task force was mandated by recent legislation.
- Ms. Dawn Thomas said that Anne Arundel County Recreation and Parks has two sections of trail going to construction this fall, two in design, and three undergoing feasibility studies. The county also submitted two TAP applications and two BPPA applications. Mr. Jon Korin added that the approved Anne Arundel capital budget includes \$36 million for trail building over the next six years. The county also marked four new bicycle lanes in 2017. Finally, the county is happy to welcome Ms. Tanya Asman as Anne Arundel County's first full-time bicycle and pedestrian coordinator.

ATTENDANCE

Members

Dawn Thomas – Anne Arundel County
Noelle Smith – Baltimore County
Nokomis Ford – Carroll County (Chair)
Albert Engel – Howard County
Molla Sarros – Maryland Department of the Environment
E. Scott Hansen – Maryland Department of Planning
Chris Witt – Maryland Department of Transportation
Patrick McMahon – Maryland Transit Administration
Peter Sotherland – Maryland State Highway Administration
Anikwenze Ogbue – Public Member (Bicycle)

Staff and Guests

Zach Kaufman – Baltimore Metropolitan Council (BMC)
Russ Ulrich – BMC
Emery Hines – Baltimore County
Jon Korin – Bike AAA
Clare Stewart – Carroll County
Jim Brown – Rails to Trails Conservancy
Avery Harmon – Rails to Trails Conservancy
Marieannette Otero – Safe Routes to School National Partnership
Nate Evans – Toole Design Group