

BICYCLE AND PEDESTRIAN ADVISORY GROUP

May 19, 2021
Online Meeting
1:02 to 2:20 P.M.

MINUTES

1. WELCOME AND ROLL CALL

Mr. Chris Eatough (Howard County) welcomed attendees and Ms. Charlene Mingus (BMC) held a roll call. The meeting took place remotely in accordance with Maryland social distancing protocols.

Ms. Mingus was introduced to the group. Ms. Mingus began as the Active Transportation Planner at BMC on March 22, 2021 and has over nine years of transportation planning and engineering experience with a bicycle and pedestrian focus.

2. APPROVAL OF MARCH MINUTES

The minutes from the March BPAG meeting were previously distributed to the group. Two comments were noted by Ms. Molla Sarros (MDE). Mr. Eatough asked for a motion to approve, Mr. Nate Evans (MDOT TSO) motioned to approve the minutes and Ms. Sarros seconded the motion. The meeting minutes were approved.

3. WORK GROUP SUMMARIES

Equity and Inclusion Work Group

Ms. Mingus provided a summary of the April work group meeting. Ms. Mingus noted that work group members provided information on equity initiatives in their jurisdictions/organizations. Howard County is continuing its complete streets work and the county hired its first Equity and Restorative Practices Manager, Dr. Denise Boston, a permanent role within the Office of Human Rights and Equity. MDOT SHA is participating in the Transportation Equity Initiative, a walkability data development project which will help develop standardized, accessible, and accurate data collection protocols, that will support wide-ranging mobility applications, and in Maryland will focus on Baltimore County, Baltimore City, and Harford County. MDOT MTA is completing a Title VI analysis and is looking for more innovative ways to reach out to the community such as in person door to door outreach, noting that this can be a challenge during COVID-19 protocols.

Ms. Mingus reported that BMC hosted a training on race in America presented by the Maryland Civil Rights Commission, two courses, that were each two hours long. BMC is continuing to work on exploring opportunities to offer equity training courses at the regional level.

Ms. Mingus noted that the work group committed to developing a spreadsheet to track equity resources in the region and beyond; including reports, websites, webinars, etc. The work group has begun to populate the equity resources spreadsheet with information and will share the spreadsheet with BPAG at a later date.

This work group is also looking for the names of speakers for BPAG on how to address equity issues around bicycling and walking. If anyone has ideas please contact Ms. Mingus.

Bicycle and Pedestrian Project Grant Work Group

Ms. Clare Stewart (Carroll County) provided a summary of the April work group meeting. Ms. Stewart reported that the work group is compiling a spreadsheet of potential funding sources for bicycle and pedestrian projects from regional, state, and federal funding sources, as well as, non-profit and private sources. The intended end users of the spreadsheet are BPAG members. Some features of the spreadsheet include the ability to filter the spreadsheet by eligible applicants, type of project, existing or new project, and facility type. The work group will share the spreadsheet with BPAG at a later date.

Bicycle and Pedestrian Count Work Group

Mr. Evans provided a summary of the April work group meeting. The focus of the meeting was on establishing baseline counts. The first step is to determine the reasons for conducting bicycle and pedestrian counts such as project specific, corridor study, before and after infrastructure improvements, etc.

The work group discussed historical bicycle and pedestrian counts that have been conducted in the region. Mr. Evans noted that select bicycle and pedestrian counts are included with turning movement counts in MDOT SHA's Traffic Monitoring System. This data can be viewed by visiting, http://maps.roads.maryland.gov/itms_public/ and zooming to an intersection to view the available data.

The work group discussed the draft list of proposed bicycle and pedestrian count locations in the region and identified three locations in Queen Anne's County to be added to the list.

Mr. Evans also reminded members that jurisdictions can apply for funding to purchase counters through the MDOT Bikeways grant program.

Mr. Evans also noted that STRAVA makes their count data available for free to local jurisdictions. There are limitations to this data but can be a great tool to use with other data sources.

4. DISCUSSION: BMC BICYCLE AND PEDESTRIAN COUNTS

Ms. Mingus presented an outline for a proposal for regional bicycle and pedestrian counts building upon the work of BPAG, the Bicycle and Pedestrian Count Work Group, and BMC staff.

BMC has contracted with AMT consulting to conduct multi-modal traffic counts including regional bicycle and pedestrian counts for the next three years. Previously, BMC staff developed a map of 30 proposed bicycle and pedestrian count locations and sought comment from BPAG members.

Ms. Mingus presented existing and emerging bicycle and pedestrian count technology. Existing count technology includes; active crowdsourcing (apps that require users to opt into being tracked such as STRAVA), micro-mobility (scooters or bike share), manual counts (counts conducted by a person for typically four hours), continuous counts (automated counts conducted at a location 24 hours a day, 365 days a year), short duration counts (typically automated counts conducted at a location for one week). Emerging count technology includes; passive crowdsourcing (apps that only require user to agree to app terms and track with no additional action such as One Bus Away or StreetLight), video analytics (movement recognition tracking such as Miovision), and connected vehicles (newer model vehicles act as roving sensors and collect data on collisions and near misses).

Ms. Mingus outlined potential reasons to conduct bicycle and pedestrian counts. These include:

- Informing prioritization of bike/ped improvements
- Beginning the process to determine baseline bike/ped volumes
- Leveraging the use of emerging technologies
- Assisting in the selection of continuous count locations
- Contributing to statewide bike/ped count database
- Tracking before/after volumes in locations with improvements
- Determining user type (commuter, recreational, mix)
- Documenting the increase/decrease of users on a facility over time

Ms. Mingus discussed the process to develop a count program; determining existing and historic counts in the study area, determining the purpose of data collection, and selecting count sites. Historic counts in the region include; MDOT SHA and BMC have conducted bicycle and pedestrian counts with selected turning movement traffic counts and Anne Arundel County has a continuous counter (currently under repair) focused on bicycles and pedestrians on the BWI Trail in Dixon Park. Members were asked to provide information on bicycle and pedestrian counts in the region not included in the list.

Ms. Mingus presented the two primary count types that the regional counts will focus on, cyclical and targeted counts. Cyclical counts are conducted on an ongoing basis, typically annually or biannually. The primary purpose of these counts is to determine user type (commuter, recreational, mix), track any increase in volume over time, assist in the selection of continuous count locations, and begin the process to develop baseline volumes. Targeted counts are conducted before/after an infrastructure improvement to determine changes in volume and other travel patterns. Potential infrastructure improvements can include installation of a bicycle lane, a new trail segment connected to existing trail, or implementation of safety improvements.

BPAG members were asked to provide feedback in a collaborative spreadsheet. This feedback includes; jurisdiction/organization goals for bicycle and pedestrian counts, up to six cyclical count locations, and up to six targeted count locations. These proposed count locations will be added to the original list of 30 proposed bicycle and pedestrian counts developed by BMC staff.

Next steps include; jurisdictions submitting proposed count locations by June 16, BMC staff reviewing and analyzing the proposed count locations, BMC staff meeting with the bicycle and pedestrian count consultant to discuss count scenarios, the BPAG Bicycle and Pedestrian Counts Work Group meeting the week of June 21, the consultant conducting initial bicycle and pedestrian counts September through October 2021.

BPAG members discussed the facility types that the regional bicycle and pedestrian counts can be counted on including on street locations, trails, sidewalks, and more. Mr. Evans emphasized the importance of this program and its potential for jurisdictions to document counts to begin to establish baseline bicycle and pedestrian volumes. Mr. Evans thanked Mr. Ed Stylc (BMC) for his work on the regional bicycle and pedestrian counts including developing the initial list of 30 proposed count locations. Ms. Tanya Asman (Anne Arundel County) clarified that jurisdictions are limited to six cyclical count locations and six targeted count locations. Ms. Mingus is available to meet with any jurisdiction to review count locations and answer questions. Ms. Regina Aris (BMC) emphasized that BPAG should consider the goals of the count program to focus on a strategy for bicycle and pedestrian counts and to assist with final approval of the count plan from the BMC executive committee. Mr. Evans suggested that the BPAG Bicycle and Pedestrian Counts Work Group discuss goals for the count program at their next meeting and present to BPAG at the July meeting.

[PowerPoint: Bicycle and Pedestrian Counts]

5. DISCUSSION: DEVELOPING TOP PRIORITIES FOR BIKE FACILITIES

Ms. Aris presented information on historic prioritization of bicycle and pedestrian projects in the region and requested feedback from BPAG members on options for prioritizing bicycle and pedestrian projects for the upcoming Long-Range Transportation Plan (LRTP). Currently funding for bicycle and pedestrian projects in the region is limited to Transportation Alternatives (TA) and Bikeways.

In the past, BMC developed a regional bicycle plan. Since then, all of the jurisdictions in the region have developed quality local bicycle and pedestrian plans. The regional bicycle plan has not been updated because of these quality local plans and the state plan.

One of the focuses of the state is addressing the gaps in the network.

BMC worked with the state, planning, recreation and parks, and economic development five to seven years ago to identify the top bicycle and pedestrian priorities in the region. The priorities were then narrowed down by the group voting. The region has been working through that list as bicycle and pedestrian facilities are planned, designed, and constructed.

Previously, the regional bicycle plan list of projects was included in its entirety in the LRTP. The regional bicycle plan is now outdated and an updated list of bicycle and pedestrian priority projects is needed.

One possibility is to develop a multimodal approach for the LRTP to include bicycle and pedestrian projects in consideration alongside roadway and transit projects. The Baltimore region has never developed a scoring methodology that includes bicycle and pedestrian projects with roadway and transit projects in the LRTP.

During the Maximize2040 process, the BRTB crafted a set aside program as the Baltimore region is a non-attainment region and the board wanted to focus funds for projects that would address air quality issues. The program set aside was continued for Maximize2045 at a total of \$105 million. This is the difference between the amount of revenues forecasted to be available for major capital projects from 2024-2045 and the year-of-expenditure cost estimates for major capital projects in the adopted Preferred Alternative. Two projects that could be funded from these set-asides are major efforts to develop regional greenways; Baltimore Greenway and Patapsco Regional Greenway.

BMC is currently beginning to create a new LRTP, Resilience 2050. Ms. Aris requested feedback from BRTB members on bicycle and pedestrian projects and the LRTP as it is being updated. Some potential options include;

- Begin with a list of top ten projects and refresh the list every two years
 - Goal of connectivity and project readiness for opportunities
 - Potential to be included in financially constrained plan
- Include the top five projects from every local plan
 - Potential to be included in financially constrained plan
- Include all projects from every local plan
 - When this process was used previously the projects were not counted against the funds available (financially constrained plan) in the forecast with the assumption that bicycle and pedestrian projects would be funded through TA or Bikeways

There is also potential to target reducing emissions in the region by focusing on projects in the Short Trip Opportunity Areas (STOA) that MDOT identified in the 2040 Maryland Bicycle and Pedestrian Master Plan 2019 Update.

Discussion:

- A BPAG member requested the list of top projects in the region that was developed with MDOT five to seven years ago. Ms. Aris will search for the list and share with the members.
- Mr. Evans reminded members that the state's bicycle and pedestrian plan will be updated in three years so the regional prioritization of bicycle and pedestrian projects could help inform the state plan.
- A member noted that the DC area has the Capital Trails Coalition which developed a list of projects that became the focus of their LRTP. This has had an impact on what is funded which can be seen as the trail network has been growing dramatically. And

emphasizes that developing a project prioritization list with a connection to an LRTP has an impact.

- BPAG members noted that the title on the agenda should include pedestrians, Developing Top Priorities for Bicycle and Pedestrian Facilities, as both are a focus of the group.
- Mr. Daniel Paschall shared an example from PennDOT which has a policy, PennDOT Connects, that intentionally seeks out overlapping bicycle and pedestrian infrastructure (and other types like green stormwater infrastructure) when there is a road project to see if the scope can be broadened to become more holistic. This method can improve cost effectiveness as the approach combines projects and reduces permitting and staff time.

<https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>

6. ROUNDTABLE UPDATES

Anne Arundel County

- Ms. Asman reported the administration has proposed staff changes in the budget this year. Three positions from the office of planning are proposed to move to planning and zoning. Ms. Asman will continue in the office of planning and as the BPAG representative.
- Ms. Asman is continuing to work on grants from previous years and planning to apply for a grant this year to close two short gaps in the western and central part of the county.
- The county is continuing to work on the Vision Zero plan.

Baltimore City

- Mr. Matt Hendrickson reported that the city has been advertising Vision Zero and Bike Maintenance and Construction contracts. The city continues to work through the list of bicycle and pedestrian projects with a focus on construction.

Carroll County

- Ms. Stewart provided an update on the Patapsco Regional Greenway: Sykesville to McKeldin segment. The segment has two unique sections; a hard surface shared-use path from Freedom Park to the Patapsco State Park and a soft surface trail through Patapsco State Park. The consultant has prepared two alignments for each section which can be viewed on the project website and are open for public comment until June 11, <https://www.baltometro.org/newsroom/2021-05-06-public-input-sought-through-june-11-patapsco-regional-greenway-sykesville>. After the public comment period is closed, final alignments will be selected with input from the project steering committee. The consultant is scheduled to be completed by December 2021.

Harford County

- Mr. Jon Leishman reported that the Harford County bicycle and pedestrian master plan is being finalized and will be available to the public soon.

Howard County

- Mr. Eatough provided an update on the Patapsco Regional Greenway: Elkridge to Guinness section. The county received state funding, \$1.25 million, for the section and had a press event announcing the funding on May 4. The county is still determining the plan for the funding and is focusing on the next round of design for the section and partial funding of construction which can be supplemented with additional grant funding. The section already has a preliminary concept design completed.
- The county is working on a road diet project to reduce the number of travel lanes from four to three and add protected bicycle lanes for Oakland Mills Road in Columbia. These protected bicycle lanes will be the first in Howard County. The county is currently completing design and expect to implement the project in early 2022. This project connects to the shared use path on Dobbin Road, the county is working on the design.
- The county recently updated the Council on the complete streets effort. The county provides written updates every six months. The eighteen month update is provided on the Howard County complete streets website. The county is currently updating the complete streets design manual which will be available in October.

MD Department of Environment

- Ms. Sarros stated that MDE has been sharing information about Bike Month and Bike to Work Week with their 800 employees. MDE has also been focusing on ways to reduce the often disproportionate impact of air pollution on minorities.

MDOT MTA

- Mr. Patrick McMahon shared that MDOT MTA administrator Mr. Kevin Quinn will be leaving to become head of transit in Vancouver, British Columbia.
- MDOT MTA is currently working on two corridor studies that were identified in the Central Maryland Transit Plan. The corridor studies are; an east west corridor study from Ellicott City through downtown to Bayview and a north south corridor study from Towson to downtown. Both studies are focused on the best ways to make significant long term transit investments. MDOT MTA will narrow down to six alignment options that BMC will analyze in the regional model and two to three options will be selected to move on to the next phase.
- MDOT MTA submitted a TA application for transit and pedestrian safety improvements in the York and Greenmount corridor. MDOT MTA also submitted a RAISE application for investments along Edmondson on the west side and Fayette on the east side and bicycle and pedestrian investments along those corridors. And MDOT MTA requested earmarks along the east west corridor short term project, as well as, multimodal investments around Penn Station. MDOT MTA has been coordinating with City DOT, Baltimore Greenway Trails Alliance and other groups to identify potential connections between Penn Station and surrounding trails and bicycle and pedestrian facilities.
- MDOT MTA is continuing to work on the Patapsco Avenue pedestrian bridge design with a focus on developing 30% design plans.
- MDOT MTA will be making a big bicycle and pedestrian announcement on Friday, May 21, Bike to Work Day.

MDOT TSO

- Mr. Nate Evans announced that Bikeways applications are currently being accepted through June 3. Letter of intent, eighteen projects requested just under \$5 million with \$3.8 million available to distribute across the state.
- The next Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) meeting will be held online July 23. This will likely be the last online meeting for the committee.
- Mr. Evans stated that he is expecting preliminary results for the statewide level of traffic stress project. The staff will evaluate the results over the next month. BPAG will be provided opportunity for comment.
- Ms. Francine Waters reported that MDOT's Pedestrian Subcommittee meeting will be held June 24th at 10:00 am and all are invited. Please let Ms. Waters know if you would like to attend and she will forward an evite to the meeting.

MDOT SHA

- MDOT State Highway Administration (MDOT SHA) Pedestrian Safety Action Plan is open for public comment. The public is invited to add locations of hazards or opportunities to improve pedestrian and bicycle access and mobility to an online GIS map.
roads.maryland.gov/psap

BMC

- Ms. Mingus shared that May 17 – 23 is Bike to Work Week in the Baltimore Region and thanked event sponsors. Community members can register at <https://biketoworkmd.com/>. Registrants can pick up a free t-shirt at over twenty pick up locations and are eligible to win various prizes including a gift card to their favorite local bike shop.
- The region is also celebrating Bike Month May 1 – 31. Community members are invited to register on the Love to Ride platform to participate, <https://www.lovetoride.net/centralmd>. Participants have so far ridden 35,000 miles and have taken over 2,000 trips. Individuals can join workplace team or start a new one to complete in the friendly workplace challenge for the opportunity to win bragging rights and a framed certificate. MDE won first place in their workplace size group in Bike Month 2020.

7. OTHER BUSINESS

ADJOURNMENT

Mr. Eatough adjourned the meeting at 3:02 P.M.

The next meeting will take place on Wednesday, July 21, 2021.

ATTENDANCE

Members

Tanya Asman – Anne Arundel County Office of Transportation
Chris Eatough – Howard County Department of Transportation (Howard County DOT)
Nate Evans – Maryland Department of Transportation The Secretary's Office (MDOT TSO)
Matt Hendrickson – Baltimore City Department of Transportation (BCDOT)
Jon Leishman – Harford County Department of Planning
Jon Mayer – Maryland Department of Transportation State Highway Authority (MDOT SHA)
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)
Molla Sarros – Maryland Department of the Environment (MDE)
Clare Stewart – Carroll County Department of Planning

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Cindy Burch – BMC
Daniel Paschall, East Coast Greenway Alliance
Victor Henry – BMC
Julie Kwedar – MDOT MVA MHSO
Ed Stylc – BMC
Francine Waters – MDOT TSO
Tina Williams – MDOT MVA MHSO