

BICYCLE AND PEDESTRIAN ADVISORY GROUP

November 17, 2021

Online Meeting

1:02 to 3:00 P.M.

MINUTES

1. WELCOME AND ROLL CALL

Mr. Chris Eatough (Howard County) welcomed attendees and Ms. Charlene Mingus (BMC) held a roll call.

2. APPROVAL OF SEPTEMBER MINUTES

The minutes from the September BPAG meeting were previously distributed to the group. Mr. Eatough asked for a motion to approve, Mr. Nate Evans (MDOT TSO) motioned to approve the minutes and Ms. Jessie Bialek (Baltimore County) seconded the motion. The meeting minutes were approved.

3. PRESENTATION: BALTIMORE COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

Ms. Bialek shared information about the planning process for Baltimore County's Bicycle and Pedestrian Master Plan. Baltimore County currently has Eastern and Western Pedestrian and Bicycle Access Plans. This update will create a countywide active transportation plan and seeks to respond to growing concerns related to motorized vehicle traffic congestion and public health, will provide county on-road bikeway, trail, and greenway improvement strategies, and will include a complete streets inventory and development of policy recommendations.

Existing conditions analysis included an inventory of the existing sidewalk network which totals approximately 2,500 centerline miles and the existing on-road bikeway and trail network including 24 miles of bicycle lanes. Demand, equity, and safety analysis were also conducted.

Draft goals for the plan include; increase safety, ensure equity, expand access and connectivity, enhance public health, protect the environment, collaborate with partners, and create economic growth.

Public outreach to date includes a [project website](#), survey and interactive map where the community can provide feedback, and pop up public outreach events in each of the seven districts in the county.

Mr. Eatough inquired about the decision to create a combined bicycle and pedestrian plan as they are sometimes completed separately and also asked about the challenges and opportunities. Ms. Bialek stated that the previous plans were combined bicycle and pedestrian plans so this update continued with that choice. It also provides benefits including increased ability to identify gaps in the shared use network for people walking and biking and one document which is easily searchable and accessible.

Ms. Marty Baker (MDOT TSO) asked if Baltimore County anticipated creating planned project lists as a part of the plan. Ms. Bialek stated that planned project lists were included in the previous plans and they will be updated for this plan.

Mr. Jon Korin (BikeAAA) asked if the existing and proposed trails inventory included natural surface trails or only paved trails. Ms. Bialek shared that both natural surface and paved trails are included in the inventory.

Mr. Dan Paschall (East Coast Greenway Alliance) asked if the county saw potential expansion of the Baltimore Greenway Trails Network to become the greater Baltimore Regional Trail Network. Ms. Bialek responded that she believes it could, which would include coordination with adjacent jurisdictions, BPAG members, and BMC.

Ms. Molly Nur (Howard County) asked how the county was treating outstanding recommendations from previous plans in the new plan - do they get higher priority, or any other distinction. Ms. Bialek responded that the county will be reviewing recommendations from previous plans and working to incorporate them into this plan taking into consideration changes in traffic patterns, speeds, new roads, and more.

Mr. Evans asked if the county will be completing any level of traffic stress (LTS) analysis with this plan. Ms. Bialek confirmed that the plan will include bicycle LTS analysis. Ms. Bialek described public outreach for the plan per Mr. Evans' request. These activities included in-person pop up events in each of the seven districts with surveys and three virtual public meetings with a presentation on existing conditions and analysis and encouraged attendees to the plan website, survey, and interactive map.

[PowerPoint: Baltimore County Bicycle and Pedestrian Master Plan]

4. DISCUSSION: SIDEPATH MAINTENANCE

Mr. Eatough introduced the topic and shared the definition of sidepaths, which are shared-use facilities adjacent to roadways. Sidepaths are often installed along roadways that are not suitable for on-street facilities and accommodate both pedestrians and bicyclists. Ms. Mingus shared information on maintenance responsibilities for bicycle pathways along urban highways as outlined in the Maryland Code. Ms. Mingus opened the discussion to BPAG members and guests and asked if attendees to share locations where a sidepath was constructed by a local government along a state highway and a sidepath built by the state so follow up could be conducted on repair and maintenance.

Ms. Tanya Asman (Anne Arundel) shared that Anne Arundel County has a sidepath along MD 175 which the county is required to maintain. Mr. Korin shared that the general understanding gleaned from a recent discussion amongst bicycle advocates is that MDOT SHA will not build a sidepath unless the local government agrees to maintain the facility. There is interest in seeing MDOT SHA build and maintain sidepaths as part of their complete streets work. Mr. Eatough stated that the Maryland Code requires local jurisdictions to maintain sidepaths that are built by the state at their request and that the code may need to be updated to change that process. Mr. Korin noted that Anne Arundel County sidepaths are maintained by the Department of Public Works and shared-use paths are maintained by the Department of Recreation and Parks, with a considerable difference in quality of maintenance. Ms. Asman noted that sidewalk maintenance is the responsibility of the adjacent property owner in Anne Arundel County so the county code may need to be updated to define sidewalks and sidepaths.

Mr. Dawn Thomas (Anne Arundel) shared that the Department of Recreation and Parks previously constructed a portion of the Broadneck Peninsula Trail which included a section of trail on state property close to an intersection. The project did not include any structures. The county is responsible for maintenance of all sections of the trail. The Anne Arundel Department of Recreation and Parks is in the process of designing another section of the South Shore Trail - Phase IV that goes along Generals Highway in Crownsville, which is a state route. The county will maintain the trail but MDOT SHA will own and maintain any structures in their right-of-way, boardwalk trail and potentially a retaining wall. The county is completing 30% design for the trail and will need to execute a memorandum of understanding with the state further along in the process.

Mr. Paschall shared that there are sidepaths along MD 450 and MD 197 in Prince George's County, however, he does not know which organization maintains the sidepaths. Ms. Marty Baker shared that the maintenance responsibility was discussed in the Bike Safety Task Force and the recommendations were to develop improved model MOUs to facilitate state/local coordination for such efforts.

Mr. Eatough recommended additional research on the sidepath maintenance process and to develop language to recommend changes to the Maryland Code. Ms. Asman voiced support for this initiative.

[PowerPoint: Maryland Code: Bicycle Pathways Along Urban Highways]

5. DISCUSSION: DEVELOPING A LIST OF TOP REGIONAL ACTIVE TRANSPORTATION PRIORITIES

Ms. Regina Aris (BMC) reviewed the federal guidance for the inclusion of bicycle and pedestrian facilities related to the metropolitan transportation plan. The Technical Committee has integrated bicycle and pedestrian considerations into the regional Goals & Strategies as well as the technical criteria for scoring projects submitted for consideration in the Long Range Transportation Plan (LRTP), *Resilience 2050*. In view of the need, and desire, to include top regional bicycle priorities in *Resilience 2050*, BMC staff consulted the chair and vice chair of BPAG.

It is anticipated that a special work session will take place in February to identify the top facilities for consideration. Members should begin to review locally adopted plans and complete the existing and programmed layer of the regional bike facilities map. Additionally, the Technical Committee is responsible for developing focus areas for the FY 2023 UPWP, currently there are three bicycle related topics on the list for consideration. One of those topics is the development of a vision for an integrated bicycle network; with efforts to build capacity in community and advocacy groups to support that vision. Should that activity be selected, members will be able to transition the top regional priorities into an integrated network. That task would be supported by a consultant and include public involvement opportunities.

6. DISCUSSION: BMC BICYCLE AND PEDESTRIAN COUNTS

Ms. Mingus shared that AMT Consulting completed the weeklong bicycle and pedestrian counts at eight locations throughout the region in October for the pilot project. They expect to receive the processed count data today. BMC staff will review and complete initial analysis of the count data once it is received. Ms. Mingus asked for jurisdictions to share any feedback they had or have heard from the community about the deployment of counting equipment at the pilot count locations. BMC will be compiling this information as the proposed regional count program is developed.

The BPAG Bicycle and Pedestrian Count Work Group will be meeting in the coming months to discuss the data analysis and develop short-, medium-, and long-term goals for a regional count program. The work group will report out to BPAG at the January meeting.

7. ACTIVE TRANSPORTATION SUMMARIES

Ms. Mingus updated members on regional active transportation events. The 25th anniversary of Bike to Work will be celebrated the third week of May. The Active Transportation Work Group, which consists of ride share coordinators, members of the community, and BMC staff have been planning the event. Bike to Work Week 2022 will continue to partner with local bike shops as pick up locations so that event participants can pick up their free event t-shirt and safety materials. Jurisdictions are encouraged to organize events such as family friendly bicycle rides and Bike to Work Day pit stops. The Bike to Work website will include a listing of events organized by jurisdictions and sponsors. BMC staff is currently reaching out to partners about sponsorship opportunities for Bike to Work 2022.

Cycle September Love to Ride Central MD work place winners have been finalized. BMC is in the process of notifying workplaces winners who will receive a framed workplace certificate. Cycle September was the last workplace challenge as part of the contract with Love to Ride. BMC will not renew the contract after internal analysis of the staff time and cost required to run the program as well as a discussion with the Active Transportation Work Group. Lessons learned from partnering with Love to Ride will be applied to Bike to Work and other active transportation programming going forward.

Ms. Molla Sarros (MDE) inquired as to how many people participated in the Love to Ride Central MD workplace challenges. Ms. Mingus shared that 407 people participated in Cycle September 2020, 344 people participated in Bike Month 2021, and 430 people participated in Cycle September 2021. As compared to approximately 1,200 participants in Bike to Work during the pandemic and 2,000 participants in Bike to Work prior to the pandemic.

8. ROUNDTABLE DISCUSSION

City of Annapolis – Mr. Eric Leshinsky shared that the city kicked off a project a month ago that is funded by a state Bikeways Grant and is focused on a set of five key gaps in the network 1) extension of the existing Poplar Trail, 2) connecting the B&A trail into downtown through Saint John’s College, 3) a connection on Hilltop Lane to/from Forest Drive, and 4) improvements to the Spa Creek Trail that includes a trailhead prototype that may be able to be replicated elsewhere. Community engagement work is estimated to begin in early 2022. The city is planning to release the RFP for a renewed bike share program likely before the end of the year. The city currently does not have a contract for a bike share as the company who previously ran it was acquired during the pandemic. The downtown parking garage in the city is being demolished soon and the city is pursuing mode shift opportunities including a micro mobility experiment. The city also has a new grant from the state to advance a feasibility study of the western end of the Poplar Trail as it connects to the South Shore Trail. And the city is completing a public water access study which includes analysis of how people travel to the waterfront using active modes.

Anne Arundel County – Ms. Asman shared that the draft Vision Zero Plan is complete with a press release being drafted to launch a public comment period on the draft plan. The pedestrian and bicycle master plan update is currently underway with an existing conditions analysis. A plan website and survey are planned to be released in January 2022 to solicit feedback from the public. An MOU was completed for a Safe Routes to School project and the county received federal and state approval to issue the RFP. The county is currently working on design for the BWI Trail spur which is funded by a Bikeways Grant. The project will go to 100% design. The county received a Bikeways Grant this year to complete 100% design to address a trail gap in Odenton. Ms. Thomas shared that bid opening started yesterday for the WB&A Trail bridge. Bid opening also occurred for the Broadneck Trail - Phase III. Approximately 90% design has been completed for Broadneck Trail - Phase I and construction is planned for 2022. South Shore Trail - Phase IV is at a little over 30% design and South Shore Trail - Phase II is at approximately 95% design. Anne Arundel County’s first protected bicycle lane is under construction on Jennifer Road near the Anne Arundel Medical Center, which is the result of a road diet.

Baltimore City – Mr. Matt Hendrickson shared that the city is starting the update of the bicycle master plan, with the last major update in 2015. The city completes major updates of the plan every six years and minor updates every two years. The city has established a vision zero and bike maintenance and construction contract specifically for bicycle and pedestrian projects which will assist with delivery of projects more quickly. The city received a Bikeways Grant for the top four projects of the rapid enhancement plan which include gaps in the bicycle network that can be closed with quick build projects.

Carroll County – Ms. Clare Stewart shared that a public meeting was held in September for the Patapsco Regional Greenway: Sykesville to McKeldin segment, where the selected segments were presented to the public. The final report will be completed in early 2022.

The County is working on an interactive web based map which shows existing and planned bicycle and pedestrian facilities outlined in the 2019 bicycle and pedestrian master plan. The county has two Safe Routes to School projects with the Johnsville Road project progressing with an award for the construction contract. The project is estimated to be completed in fall 2022.

Harford County – Mr. Jon Leishman shared that Harford County was awarded a Bikeways Grant for preliminary study to construct a pathway from Bel Air (or the Ma and Pa Trail) to Harford Community College. Harford County is also working with BMC on a study to construct a shared-use pathway along US 40 between Havre de Grace and Aberdeen.

Howard County – Mr. Eatough shared that the county is currently working on a road diet project for Oakland Mills Road, reducing the number of motor vehicle lanes and adding protected bicycle lanes and pedestrian crossings with construction anticipated in spring 2022. A shared-use pathway near Dobbin Road is underway with some segments beginning design funded by a Bikeways Grant and TAP funding. A segment will be constructed soon with county funding. The county is also working on adding bicycle lanes in multiple locations through restriping as the roadway is resurfaced. The county is holding its annual active transportation open house which will occur as a weeklong virtual event, February 12 to 18, 2022. Spin has been approved with a permit to operate ride share electric scooters in the county, with plans to begin operating in spring 2022. [Free Bikes 4 Kidz](#) is accepting donations of bicycles which the organization repairs and distributes to families. The organization is soliciting bicycles for donations and volunteers to assist with bicycle repairs and other tasks.

MD Department of Environment - Ms. Sarros shared that MDE is continuing department wide weekly walks and monthly bicycle rides. MDE just released the [Maryland Climate Change Commission's annual report](#) which included the following transportation related recommendation, "The Maryland Department of Transportation (MDOT) should continue the expansion of 'Commuter Choice Maryland' Travel Demand Management programs to reduce congestion and emissions associated with commuter travel. State agencies should seek partnerships that recognize employers and organizations for offering transportation benefits and creative program incentives to their employees.

MDOT MTA – Mr. Patrick McMahan shared that MDOT MTA Administrator Holly Arnold recently announced the [Fast Forward - Customer Experience Enhancement Project](#) which includes additional investment in bicycle racks at transit stops and stations around the state. Mr. McMahan will share more information about the project in the future.

MD Department of Planning – Mr. Scott Hansen announced that the Department of Planning released [Snapshot Maryland: Transportation Planning Dashboard](#), on September 21 which provides planners, transportation professionals, and the public with transportation planning-related information at the County, Designated Place, Incorporated Place, Tract and Traffic Analysis Zone. This dashboard can serve as a resource for local planners when developing their transportation element within their comprehensive plan. Mr. Hansen also shared that MDP encourages local jurisdictions to address ped/bike issues, policies/strategies, and improvement projects in local comprehensive plan updates. MDP also encourages the

Maryland Transportation Authority to explore ped/bike access in a future Tier 2 Bay Crossing NEPA study. MDP encouraged MDOT SHA to consider ped/bike elements in the I-495 and I-270 Managed Lane Study. MDP assists MDOT TSO and reviews funding applications for the Kim Lamphier Bikeways Network Program. MDP includes ped/bike facility mapping information in transportation data dashboard tools.

MDOT SHA – Mr. Barry List did not have any updates.

MDOT TSO - Mr. Evans shared that 16 projects throughout the state were awarded funding through the Kim Lamphier Bikeways Network Program for a total of 3.4 million dollars. MDOT launched incenTrip and there is a [webinar about the application](#). MDOT is accepting letters of intent for next year's round of Bikeways Grants and the grant workshop will be held on February 16, 2022. The next Maryland Bicycle Advisory Committee meet will be held on Friday, January 28, 2022. Ms. Francine Waters shared that over 40 partners participated in Walk Maryland 2021 with over 150 walk events throughout the state. Recordings of the Walkinars are available on the website. The next Pedestrian Subcommittee meeting is December 9 at 10:00 am.

BMC – Ms. Aris asked members to share information about the updates to their Land Preservation, Parks, and Recreation Plan. While this is likely developed in another agency, these plans have a wealth of information that support the work of this committee. Also, Ms. Aris requested members consider sending a letter of support to the Maryland State Park Investment Commission. Recent work on the Patapsco Regional Greenway has led staff to appreciate the workload of State Park staff and that lack of resources available to them.

9. OTHER BUSINESS

Mr. Korin shared that based on feedback, MDOT SHA has brought a consultant on for an independent study on barriers to completing projects funded by federal grants including reviewing the process completed by other states and to make recommendations to streamline the process.

ADJOURN MEETING

Mr. Eatough adjourned the meeting at 3:00 P.M.

The next meeting will take place on Wednesday, January 19, 2022.

ATTENDANCE

Members

Tanya Asman – Anne Arundel County Office of Transportation

Jessie Bialek – Baltimore County Department of Public Works & Transportation

Steve Cohoon – Queen Anne's County Department of Public Works

Chris Eatough – Howard County Office of Transportation (Howard County OOT)

Nate Evans – Maryland Department of Transportation, Secretary's Office (MDOT TSO)

Scott Hansen – Maryland Department of Planning (MDP)

Matt Hendrickson – Baltimore City Department of Transportation (BCDOT)
Eric Leshinsky – City of Annapolis Department of Planning
Jon Leishman – Harford County Department of Planning
Patrick McMahon – MDOT Maryland Transit Administration (MTA)
Molla Sarros – Maryland Department of the Environment (MDE)
Clare Stewart – Carroll County Department of Planning

Staff and Guests

Ethan Abbott – Rails-to-Trails Conservancy
Regina Aris – Baltimore Metropolitan Council (BMC)
Marty Baker – MDOT TSO
Jim Brown – Rails-to-Trails Conservancy
Cindy Burch - BMC
Kathleen Hayes – Mead & Hunt
Victor Henry – BMC
Jon Korin – Bicycle Advocates for Annapolis and Anne Arundel County (BikeAAA)
Barry List – MDOT SHA
Joseph Millman – Community Member
Charlene Mingus - BMC
Molly Nur – Howard County OOT
Dan Paschall – East Coast Greenway Alliance
Jaron Shaul – Mid-Atlantic Off-Road Enthusiasts (MORE)
Ed Stylc – BMC
Dawn Thomas – Anne Arundel County Department of Recreation & Parks
Francine Waters – MDOT TSO