

BICYCLE AND PEDESTRIAN ADVISORY GROUP

November 15, 2023

1:03 to 2:38 P.M.

MINUTES

1. WELCOME AND ROLL CALL

Mr. Nate Evans (MDOT TSO) welcomed attendees and then 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. Evans asked for a motion to approve, Mr. Steve Cohoon (Queen Anne's County DPW) motioned to approve the minutes and Mr. Ryan Kivinski (Harford County Department of Planning & Zoning) seconded the motion. The meeting minutes were approved.

3. PRESENTATION: SALISBURY VISION ZERO RAPID SAFETY IMPROVEMENTS

Mr. William White (City of Salisbury Department of Transportation) presented on the City's Vision Zero and local road safety plans, as well as the Safe Streets for All (SS4A) federal grant that the City received for rapid safety improvements under the Vision Zero program. Projects under the SS4A funded initiative include sidewalks, bicycle facilities and intersection improvements. The City's Vision Zero goal is to end all traffic fatalities and serious injuries by 2030. The development of the Vision Zero program began in 2018 and was officially adopted by City Council in 2020. Since the inception of the program there have been no fatalities on City roads.

The City pursued early demonstration projects in high profile places that could be performed quickly with on-call contracts. These projects include the removal of six slip lanes, installation of three mini-roundabouts and realignment of curbs at dangerous intersections. Along with these demonstration projects the City analyzed crash data from the previous six years to identify the High Injury Network. The data revealed that fatal crashes were occurring on just 2% of the City's transportation network while nearly 50% of serious injury crashes on City streets occurred on 6.4% of those streets which are all urban collectors with 35 miles per hour operating speeds and excessive conflicts and driveways. While approximately 38% of pedestrian involved crashes occurred on five streets and 25% of bicycle involved crashes occurred on three streets in the City.

The City developed five goals to increase safety; reduce speeds to safe levels, eliminate fatal crashes on the High Injury Network, reduce occurrences of all crashes on City streets by 50% by 2030, reduce vehicle miles traveled (VMT), and educate the public on the role of speeding as the leading factor in fatal crashes.

The City leveraged funding from the MDOT Kim Lamphier Bikeways Network Grant Program (~\$700,000), federal Highway Safety Improvement Program (HSIP) (\$225,000), and SS4A grant (~\$12 million). They found success with grant applications by being able to leverage safety data and demonstrating a well thought out plan. Since the adoption of the Vision Zero Plan the City has had a 70% success rate in applying for grants and a nearly 90% success rate with safety focused grant programs.

Mr. Jon Korin asked if the City was tracking rates of bicycling. Mr. White shared that the City has been tracking bicycle volumes on bicycle facilities with temporary counters, however, the City was awarded a Bikeways Grant which will allow them to install permanent counters before the SS4A improvements are implemented which will allow tracking of bicycling rates before and after the improvements.

Ms. Mingus asked how the City identified local match for the grants that they received. Mr. White shared that a mix of funding sources were used to gather the local match; two Bikeways Grants were used as matching funds, the City also had funds in their urban greenway fund with the remaining match to be met with other City funds.

4. PRESENTATION: TRANSPORTATION LAND-USE CONNECTION COMPETITIVE GRANT PROGRAM

Mr. Keith Kucharek (BMC) presented the Transportation and Land Use Connection (TLC) Competitive Grant Program. The TLC program supports local governments in their planning and preliminary design efforts to improve quality of life through enhanced transportation access and mobility, better air quality and improved economic opportunities.

The goals of the program are to:

- Support the revitalization of existing communities and development of activity centers or ease the movement of goods and services
- Improve access to opportunities for people of all ages and abilities.
- Provide more travel choices to optimize mobility.
- Assist communities with providing increased opportunities to live, work, and play.

The TLC program provides short-term technical assistance for regional land-use/transportation priorities at the community level. A project must fit into one or more of these focus areas.

- Multimodal Transportation Options
- Transit Oriented Development*
- Land Use Enhancements in Activity Centers

- Access to Transit
- Regional Trail Connections
- Climate Change Adaptation
- Equitable Access for Vulnerable Populations*

*Applications that address Transit Oriented Development and/or equitable access for vulnerable populations are eligible for additional points in the evaluation process.

All local jurisdictions that are voting members of the BRTB are eligible to apply. Inter-agency and inter-jurisdictional partnerships are encouraged. Applications must provide documentation of local support and must include features of locally approved plans.

The TLC program provides assistance for planning and preliminary engineering, up to 30% design. Final design and construction funding are not eligible under the TLC Program. The maximum award is still being determined, but is likely to be up to \$60,000 for planning projects and \$100,000 for preliminary engineering. A pre-qualified pool of consultants are already on-board and ready to assist.

Mr. Cohoon inquired about when the application period will open and close and when grants will be awarded. Mr. Kucharek replied that BMC is planning to open the solicitation for projects in early December with an application deadline of the second week of January, grants awarded shortly after, and project kick off meetings in February.

5. PRESENTATION: TLC PROJECT - CITY OF ANNAPOLIS BICYCLE SAFETY DESIGN STUDY AND BAY RIDGE AVENUE RETROFIT

Mr. Eric Leshinsky shared information about the City of Annapolis TLC project, Bicycle Safety Design Study and Bay Ridge Avenue Retrofit. The focus of the project was on developing an addendum to the City's 2011 Bicycle and Pedestrian Master Plan focused on bicycle facility standards and a feasibility study of Bay Ridge Avenue. The design guidance was based on existing and state standards. Elements of the addendum include guidelines for identifying the type of bicycle infrastructure to design for a given location.

The City also pursued street design concepts for Bay Ridge Avenue Corridor, which is heavily used by bicyclists, as it is the only way to travel from the City's downtown to the southern part of Annapolis. The City strategically chose locations along the alignment for the study to focus on. Assumptions were developed for the corridor including maintaining utility pole locations, minimum width for roadway lanes and minimum width for shared-use paths. The City's Public Works Department was very involved in the process.

6. PRESENTATION: TLC PROJECT - BALTIMORE CITY WABASH AVENUE MULTIMODAL IMPROVEMENTS STUDY

Mr. Patrick Patterson shared information about the Baltimore City TLC project, Baltimore City Wabash Avenue Multimodal Improvements Study. Mr. Patterson opened by encouraging people to visit the [Streets of Baltimore webpage](#) to keep up on multimodal projects in the City. The section of Wabash Avenue that was studied is 2.3 miles long and is a major corridor extending between the West Cold Spring Metro Station and the Reisterstown Plaza Metro Station. The objective of the project was to connect the existing metro stations and planned Transit Oriented Development (TOD). Project considerations include improved safety to walk, bike, and drive on Wabash Avenue, shorter crossings for pedestrians, and community input. The project goals were to limit/avoid impacts to parking, driveways, utilities, traffic signals, and traffic flow. An important aspect of the project was to have a community presence. Improvements that were considered include signage and pavement marking improvements, traffic light timing, bicycle lanes, vertical separation, shared-use path, crosswalk signals, and sidewalk improvements.

The project was initially scoped for online community engagement, however, the community expressed preference for in person or hybrid meetings. Strong feedback from the community included the desire for multimodal improvements instead of just bicycle facility improvements. Baltimore City Department of Transportation (DOT) partnered with Baltimore City Department of Planning. Three design scenarios were presented to the community and they expressed a clear interest in one of the designs, however, another design was selected as it met the project goals and did not have any impacts on parking by placing the two-way cycle track on the north side of the roadway. A sidewalk network audit revealed that approximately 4,567 feet or nearly one mile of missing sidewalk and the proposed design calls for reallocating roadway to create space for pedestrian infrastructure. The design also includes pedestrian improvements at intersections including pedestrian signals and ADA compliant ramps.

Mr. Patrick McMahon (MDOT MTA) shared that one of the challenging factors of this area is that along with being a transit corridor, the MDOT MTA metro maintenance facility is located in this area. MDOT MTA is in the process of replacing 75 rail cars which will all travel along this roadway. Mr. Dan Janousek (MDOT OPCP) noted that the project area resembles many of the state maintained roadways and that there are potential lessons learned.

7. PRESENTATION: BIKE TO WORK WEEK 2024 UPDATE

Mr. Shane Sarver shared an update on Bike to Work Week 2024 which will be held Monday, May 13 to Sunday, May 19, 2024 with registration opening April 1. The event planning team is currently soliciting sponsorship for the event with a deadline of February 2, 2024. Mr. Sarver shared that Bike to Work Week is completely funded by sponsorships. The team is working with local jurisdictions and the state to identify local events and Bike to Work Day celebrations to hold during the week. These will be finalized by March 4.

8. ROUNDTABLE DISCUSSION

City of Annapolis – Mr. Leshinsky shared that the City is continuing to work on projects funded by the Bikeways Grant Program such as the West East Express and College Creek Connector. Mr. Leshinsky shared that representatives from City of Annapolis, Anne Arundel County, and MDOT are on a joint delegation trip to the Netherlands to study resiliency infrastructure, flood protection, urban planning, alternative transportation (including pedestrian and bicycle infrastructure), resiliency financing, and economic development.

Baltimore City – Mr. Patterson shared that City is working on a SS4A funded project to develop messaging to convey the impacts of Complete Streets projects on the community. The City's bicycle and pedestrian program continues to collect data which can be requested. Also, Baltimore City DOT was awarded a Rails-to-Trails grant to install permanent counters on trails throughout the City including the Gwynns Falls Trail, Leakin Park, and more.

Baltimore County – Mr. Mitchell Phillips shared that a public meeting is being held in Cockeysville on November 15 on the NCR trail extension feasibility study. The study is anticipated to be completed in early 2024. The Bicycle and Pedestrian Master Plan is being presented to the Planning Board on November 16. The master plan would then go before County Council.

Carroll County – Ms. Clare Stewart shared that the County is working on design of the Henryton Road bridge which is part of the Patapsco Regional Greenway. The RFP for construction of the Washington Road Safe Routes to School project closes November 16. The Johnsville Road Safe Routes to School project has closed out.

Queen Anne's County – Mr. Cohoon shared that the County is continuing work on their first Bicycle and Pedestrian Master Plan and have just completed the initial public comment period. The plan is currently being drafted with the goal to have it adopted early 2024. Construction has begun to extend the South Island Trail by one mile to reach US 5301 which should be completed in six to eight months.

Maryland Department of the Environment – Ms. Catherine Salarano reported that they had no updates at this time.

Maryland Department of Planning – Ms. Tina James reported that they had no updates at this time.

MDOT MTA – Mr. McMahon reported that they had no updates at this time.

MDOT TSO – Mr. Evans shared that the public comment period for the 2050 Maryland Statewide Bicycle and Pedestrian Master Plan closes Monday, November 20. The team will review comments and revise the draft plan with the goal of a final plan in January 2024. The state Pedestrian Subcommittee meeting will be held virtually December 14.

MDOT MHSO – Ms. Cynthia Spriggs shared that the bicycle and pedestrian emphasis area team meeting will be held December 14 from 1:00 – 3:00 pm in person at the BMC offices.

BMC – Ms. Mingus shared that the second comment period is underway for [the PRG: Guinness to Southwest Area Park preliminary design project](#) and closes December 1. A contract has

been signed for the PRG: Stoney Run Trail preliminary design project and the project will start soon. The Vision for the Regional Bicycle Network project has kicked off and Ms. Mingus will reach out to BPAG members with more information. As a part of the Regional Active Transportation Count program, BMC organized bicycle and pedestrian counts on Montgomery Road at Steepridge Drive in Howard County. These 'after' counts measured the impact of the infrastructure improvements in the area.

9. OTHER BUSINESS

The next meeting will take place on Wednesday, January 17, 2024. The meeting was adjourned at 2:35 P.M.

ATTENDANCE

Members

Jessie Bialek – Baltimore County Department of Public Works and Transportation (DPW-T)
Steve Cohoon – Queen Anne's County Department of Public Works
Nate Evans – Maryland Department of Transportation the Secretary's Office (MDOT TSO)
Tina James – Maryland Department of Planning
Ryan Kivinski – Harford County Department of Planning & Zoning
Eric Leshinsky – City of Annapolis Department of Planning and Zoning
Barry List – MDOT State Highway Administration (SHA)
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)
Patrick Patterson – Baltimore City Department of Transportation (BCDOT)
Catherine Salarano – Maryland Department of the Environment (MDE)
Cynthia Spriggs – MDOT Highway Safety Office Motor Vehicle Administration (MHSO MVA)
Clare Stewart – Carroll County Department of Planning

Staff and Guests

Regina Aris – BMC
Steve Chandlee – Queen Anne's County Parks and Recreation
Collin Hodges – Alta Planning + Design
Dan Janousek – MDOT Office of Planning and Capital Programming (OPCP)
Jon Korin – Bicycle Advocates for Annapolis and Anne Arundel County
Keith Kucharek – BMC
Julie Kwedar – MDOT MHSO MVA
Anna Marshall – BMC
Charlene Mingus – BMC
Mitchell Phillips – Baltimore County DPW-T
Shane Sarver - BMC
Francine Waters – MDOT TSO
William White – City of Salisbury Department of Transportation