

## BICYCLE AND PEDESTRIAN ADVISORY GROUP

July 17, 2024  
1:02 to 2:25 P.M.

### MINUTES

#### 1. WELCOME AND ROLL CALL

Mr. Eric Leshinsky (City of Annapolis) welcomed attendees and then Ms. Charlene Mingus (BMC) held a roll call.

#### 2. APPROVAL OF MAY MINUTES

The minutes from the May BPAG meeting were previously distributed to the group. Mr. Leshinsky asked for a motion to approve, Mitchell Phillips (Baltimore County) motioned to approve the minutes and Ms. Clare Stewart (Carroll County) seconded the motion. The meeting minutes were approved.

#### 3. PRESENTATION: ARLINGTON COUNTY TRAIL PAVEMENT CONDITION INDEX

Mr. Elwyn Gonzalez, Arlington County Department of Environmental Services, and Mr. Robert Capper, Arlington County Department of Parks and Recreation, presented on the County's Pavement Condition Index (PCI). The PCI assists in prioritizing resources for the maintenance of the 35 miles of trails that the County maintains.

Pavement Condition Indexing has historically been completed annually for roads in Arlington County in order to determine where repaving should take place. This methodology has now been expanded to paths and trails. The PCI is based on based on pavement ride quality, cracking, potholes, streaking, wash-boarding, flushing, and crowning. PCI scores are calculated following [methods](#) in American Society for Testing and Materials D6433, based on the "distress" observed on the surface of pavement. Methods included digital modeling and visual tracking, on foot and by vehicle.

The study found an average PCI score of 78 for the trail network in 2022, which is in the "good" range. For roadways, the average PCI was 83.3, measured in November 2023. Tree roots were found to have the biggest impact on trail surface degradation. Trail condition mapping can be found [here](#).

The next PCI review for the trail network will occur in 2026.

In response to a question about the management of trails, Mr. Capper shared that trails are managed through an inter-departmental joint management system, which includes a trails coordination team.

Mr. Capper shared that the PCI data helps prioritize funding, and that all segments previously rated as “poor” have already been repaved.

In a response to a question, Mr. Capper shared that the videos of the trails used for PCI analysis are not available to the public due to privacy reasons. He also shared that the trail system is broken up into 100 foot segments and a PCI score is assigned to each segment. They found that laser scanning was not ideal for the trails at that time because the vehicle used to complete the laser scanning could not access all the trails.

Mr. Gonzalez said he will follow up on a question about how they gathered slope data for bicycle level of comfort analysis.

In the chat, Ms. Meg Young (Maryland Department of Transportation the Secretary’s Office) [shared](#) a technology for assessing pavement quality from a bicycle.

***[PowerPoint: Trails Dashboard - Pavement Condition Index]***

#### **4. PRESENTATION: MDOT SHA BICYCLE AND PEDESTRIAN PRIORITY AREAS**

Mr. Shane Sarver (MDOT SHA) presented on Maryland Department of Transportation State Highway Administration (MDOT SHA) Bicycle and Pedestrian Priority Area (BPPA) designation process.

MDOT SHA may, in collaboration with local jurisdictions, designate a BPPA, a geographical area where the enhancement of bicycle and pedestrian traffic is a priority. The BPPA designation lets MDOT SHA, subject to available resources, lead development of a BPPA Plan (BPPAP) for improvements that make the area safer and more accommodating for vulnerable road users. If there are no MDOT SHA roadways within a BPPA, the local jurisdiction leads and funds BPPAP development.

BPPA designation does not provide state funding for capital improvement projects, supersede existing transportation plans and goals, or replace existing bicycle and pedestrian guidelines. BPPA designation facilitates the coordination of state, local and private stakeholders, assists in aligning state and local planning goals, and facilitates innovative bicycle and pedestrian treatments.

Local agency roles and responsibilities in developing a BPPAP include demonstrating local support for bicycle and pedestrian mobility, participating in state and local workgroups for each designated BPPA, coordinating local community stakeholders and advocacy groups, and monitoring and evaluating outcomes.

Local agencies seeking BPPA designation for fiscal year 2025 can submit an application September 3 through October 31, 2024, via email to [ssarver@mdot.maryland.gov](mailto:ssarver@mdot.maryland.gov). BPPAP

selection will be made by the end of the year. Applications for fiscal year 2026 will open in May 2025.

Currently, none of the thirteen existing BPPA areas are in the Baltimore region, most are located in Montgomery County. In the past, a barrier to qualification was the criterion that the area had to be a designated focus area in a local bicycle and pedestrian plan. This year the interpretation of that criterion will be changed to allow areas with different levels of specificity in their plans to qualify including areas generally less than one-half mile in radius to corridors of a half mile to a mile.

More information about BPPA areas can be found [here](#).

***[PowerPoint: Bicycle and Pedestrian Priority Areas MDOT SHA]***

## **5. PRESENTATION: MDOT COMPLETE STREETS POLICY**

Meg Young from the Office of Active Transportation and Micromobility at the Secretary's Office presented on the new MDOT Complete Streets Policy, signed into effect June 1, 2024.

The policy is applicable to all capital improvement projects within MDOT right-of-way, across all MDOT agencies, starting in 2025. Each MDOT mode or type of transportation will develop implementation strategies with the goal of increasing equitable access to the transportation network – from better transit connections to safer crossings.

The policy will also help build awareness around safer road interactions by promoting driver education and enforcement of traffic laws as well as implementation of educational safety programs and initiatives.

Next steps include revising guidance, standards, manuals, policies, and other documents; updating decision-making processes; modifying approaches for measuring performance; collaborating during implementation; and providing ongoing education and training. For more information contact [atcompletestreets@mdot.maryland.gov](mailto:atcompletestreets@mdot.maryland.gov) or visit the MDOT [Complete Streets webpage](#).

Ms. Young shared that MDOT is partnering with Smart Growth America, and local jurisdictions including Howard County, the Town of Bel Air, and the City of Hagerstown to deploy Complete Streets demonstration projects on some state-owned roadways this summer. The projects will target dangerous intersections or corridors with a known history of traffic fatalities or crashes. The temporary projects are intended for demonstration purposes only and will be removed by the end of the year.

In response to a question on if there is any similarity to the Baltimore City Complete Streets policy, Ms. Young answered that they used the City's street typologies for their context-driven manual. Ms. Young said she was inspired by the [short video](#) on the City's policy manual.

In response to a question about the encouraging smaller sizes of emergency vehicles to allow for reduced turn radius and narrower travel lanes, Ms. Young shared that she does not know if there has been discussion about that.

Ms. Young shared that there has been a policy audit, determining how much each manual would be affected by the Complete Streets update. For each policy or manual update, there will be stakeholder outreach.

In response to a question on how to sign up for Complete Streets demonstration projects, Ms. Young shared that the current three locations were chosen out of Pedestrian Safety Action Corridors. There is not currently an ongoing program to sign up for future demonstration projects.

In response to a question about if some districts are more receptive to Complete Streets, Ms. Young shared that this needs to be a culture shift for all districts, as this policy is now in place.

***[PowerPoint: Complete Streets Safety for All Users]***

## **6. ROUNDTABLE DISCUSSION**

**City of Annapolis** – Mr. Leshinsky shared that the City continues to work on multiple Kim Lamphier Bikeways Network Program funded projects including the West-East Express, the Hilltop Lane Connector, and the College Creek Connector, with several in the grading-permit phase. The City approved the 2040 Comprehensive Plan in early July, which provides recommendations for equitable mobility and bicycle-pedestrian connectivity.

**Anne Arundel County** – Ms. Tanya Asman shared that the WB&A Trail bridge which crosses the Patuxent River is slated to be completed this year. Plans for the Crownsville Hospital are being developed including ensuring it connects to the South Shore Trail. Anne Arundel County now has a Vision Zero [dashboard](#), which includes a link to the implementation plan.

**Baltimore County** – Mr. Mitchell Phillips shared that Baltimore County is working on an update to its Strategic Highway Safety Plan, to lead into a Vision Zero Plan. They are wrapping up their NCR Trail Extension Feasibility Report, which should be out the end of July. Final design for the Six Bridges Trail, North-East Trail, and East-West Trail is anticipated to be completed this fall. The Complete Streets pilot project on Old Court Road between Reisterstown Road and Liberty Road is in concept development phase, with upcoming public engagement. The County is waiting for the road to be repaved to put in the first protected bike lane in Pikesville.

**Harford County** – Mr. Tobias Fidler reported that they not have any updates at this time, but that he is excited for Complete Streets.

**Howard County** – Mr. Patrick Smith shared that his office is coordinating a Complete Streets Workshop to educate on design principals. The development of the Gateway Master Plan for Gateway area has begun and data is being collected.

**Queen Anne's County** – Mr. Steve Cohoon shared that the County is continuing to work on the South Island Trail extension, with each segment at various stages. Mr. Cohoon said that he is working with BMC on a Land Use Connections Grant to extend the Cross County Connector

Trail two miles to the east. The County is in the beginning phases of looking at the feasibility of a pedestrian overpass over US 51.

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

**Maryland Transportation Authority** – Ms. Brittney Sink reported that they had no updates at this time.

**State Highway Administration** – Mr. Shane Sarver reported that they had no updates at this time.

**MDOT TSO** – Ms. Francine Waters shared that that a number of jurisdictions have signed up for Sidewalk Data Collaboration training, and she requests interested parties to reach out to her. Classes will begin in August. MDOT TSO will launch the [Walktober](#) Campaign and hopes to share the plans soon.

**BMC** – Ms. Mingus shared that the [Bikeable Baltimore Region project](#) comment period will run from to July 26. It included eight in-person meetings and two virtual meetings in the month of June, and has been receiving many comments on the project website and the online survey. The project team is working with the steering and advisory committees to select the criteria which will be used to identify the proposed regional bike network. The second comment period will be held in the fall. Ms. Mingus shared that preliminary (30%) design documents are being reviewed for the [Patapsco Regional Greenway: Guinness to Southwest Area Park](#) segment. The [Patapsco Regional Greenway: Stoney Run](#) segment completed its most comment period which focused on gaining feedback on four potential trail alignments. The project team is now analyzing the feedback received for four potential trail alignments.

## 7. OTHER BUSINESS

The September 18, 2024 meeting is canceled and the next meeting will take place on Wednesday, November 20, 2024. The meeting was adjourned at 2:25 P.M.

## ATTENDANCE

### ***Members***

Tanya Asman – Anne Arundel County Department of Planning  
Steve Cohoon – Queen Anne’s County Department of Public Works  
Chris Eatough – Howard County Office of Transportation  
Jon Leishman – Baltimore City Department of Transportation (BCDOT)  
Eric Leshinsky – City of Annapolis Department of Planning  
Brooks Phelps – Maryland Department of Planning (MDP)  
Catherine Salarano – Maryland Department of the Environment (MDE)  
Brittany Sink – MDOT Maryland Transit Authority (MDOT MTA)  
Clare Stewart – Carroll County Department of Planning  
Meg Young – Maryland Department of Transportation the Secretary’s Office (MDOT TSO)

***Staff and Guests***

Regina Aris – Baltimore Metropolitan Council (BMC)  
Cindy Burch – BMC  
Robert Capper – Arlington County Department of Parks and Recreation  
Steve Chandlee – Queen Anne’s County Department of Recreation and Parks  
Tobias Fidler – Harford County Department of Planning  
Elwyn Gonzalez – Arlington County Department of Environmental Services  
Anna Marshall – BMC  
Charlene Mingus – BMC  
Barbara Mosier – Kittelson & Associates, Inc.  
Adebakin Osoja – Morgan State University  
Mitchell Phillips – Baltimore County Department of Public Works and Transportation (DPW&T)  
Shane Sarver – MDOT State Highway Administration (MDOT SHA)  
Patrick Smith – Howard County Office of Transportation  
Marium Sultan – BMC  
Francine Waters – Maryland Department of Transportation the Secretary’s Office (MDOT TSO)