

## **BICYCLE AND PEDESTRIAN ADVISORY GROUP**

Wednesday, September 20, 2017  
Baltimore Metropolitan Council  
1:07 to 3:02 P.M.

### **MINUTES**

The meeting was called to order at 1:07 p.m. by the Chair, Ms. Nokomis Ford.

#### **1. WELCOME AND INTRODUCTIONS**

Ms. Ford welcomed attendees and asked everyone to introduce themselves. There was also a moment of silence for the recent tragic death of Ted Yurek, a former regional planner at the State Highway Administration.

#### **2. APPROVAL OF JULY MINUTES**

The minutes of the July meeting were presented with a motion to approve by Mr. Chris Witt and a second by Ms. Tanya Asman. The minutes were approved unanimously.

#### **3. PRESENTATION ON THE DEVELOPMENT OF THE ANACOSTIA RIVERWALK TRAIL – KENILWORTH GARDENS SEGMENT**

Mr. Michael Alvino, Bicycle Program Specialist at the District Department of Transportation, introduced the project and the primary presenter, Ms. Melany Alliston-Brick from Toole Design Group. The Anacostia Riverwalk Trail will eventually extend 28 miles along the backbone of the Anacostia Waterfront, with 19 miles currently open. The trail provides seamless pedestrian and bicycle travel between popular destinations and 16 neighborhoods.

The Kenilworth trail segment connecting Benning Road in D.C. with Bladensburg Park in Maryland opened on October 31, 2016. The \$23 million project is already approaching 20,000 monthly trips. Key project features include 3.9 miles of paved trail, 5 prefabricated bridges, 1250 feet of boardwalk, 2.11 acres of soil restoration and reforestation, and work in Amtrak right-of-way. Ms. Alliston-Brick focused the remainder of her presentation on the following lessons learned during the trail development process:

- **Project Sponsorship:** Every project requires a strong project sponsor with a firm commitment to funding and a complete understanding of the project scope. One agency should lead the project.
- **Funding:** Project sponsors should be prepared to use multiple funding sources and should understand the reporting requirements associated with each. For example, the TIGER grant for this trail segment requires bicycle and visitor counts for five years. Sponsors should be prepared to cover the cost of ineligible items in the grant application.
- **Long Lead Time Items:** Items requiring a long lead time include environmental documentation, federal and state permits, interjurisdictional agreements, and coordination with utilities. These items should be identified early.
- **Legal:** Legal agreements take time and can often be quite costly. A lawyer may be necessary if you have to acquire property, work with utility companies, and for multijurisdictional projects. Working with railroads such as Amtrak can be particularly complex.
- **Environmental:** The type of environmental document needed depends on project funding and the property owners involved. It is important to identify the type of document needed, with the understanding that more than one may be required. Ideally, environmental documentation is completed for the whole project at once and only when enough design is complete to fully understand issues associated with the project.
- **Public Engagement:** Long breaks in a project may necessitate additional public engagement.
- **Design:** All design decisions should be documented to preserve continuity. Long breaks between design phases and changes in consulting teams should be avoided.
- **Bid Phase:** Lack of clarity in construction documents introduces more risk and results in higher bids. A complex bid takes time to prepare but is well worth it to minimize uncertainty regarding items such as site access and constraints, environmental restrictions, difficult working conditions, and potential subsurface conditions.
- **Construction Phase:** Find funding for subsurface and utility analysis. A full understanding of subterranean conditions allows the transfer of risk to the contractor and saves money in construction change orders as 90% of construction claims are subterranean. Project sponsors should also be aware of specialty construction requirements and avoid being overly prescriptive in their specifications. As always, good construction management is essential and everything should be documented.

Ms. Regina Aris lead a discussion after the presentation regarding applications to the development of the Patapsco Regional Greenway. The PRG is arguably more complex as it involves more jurisdictions. Discussion covered the structuring of maintenance agreements and potential next steps for the PRG including meetings with jurisdictions, a white paper, and getting phases of the project into planning documents.

***[PowerPoint: Lessons Learned from Design and Construction of the Anacostia Riverwalk Trail, Kenilworth Segment]***

#### **4. FHWA: TOOLS TO ASSESS AND BRIDGE GAPS IN MULTIMODAL CONNECTIVITY**

Ms. Lindsay Donnellon, Community Planner at FHWA, presented a summary of several tools and resources available from FHWA that can be used to assess and bridge gaps in multimodal connectivity. Every guide includes helpful tips for implementation along with case studies profiling success stories. The resources include:

- **Small Town and Rural Multimodal Networks:** Though residents of rural communities often live long distances from services, most small towns provide a compact center well-suited for walking and bicycling trips. This guide addresses the kinds of facilities that are appropriate within this context in the hopes of addressing safety concerns in these communities and inequities such as health and income disparities.
- **Achieving Multimodal Networks:** This guide is a resource for practitioners seeking to build multimodal networks. It covers 24 design topics in detail, with 12 focusing on design flexibility and 12 focusing on measures to reduce conflicts between modes.
- **Guidebook for Developing Pedestrian and Bicycle Performance Measures:** This guide documents ways that walking and bicycling investments, activity, and impacts can be measured through more than 30 performance measures. It highlights data requirements and examples of communities that are currently using the respective measures to link transportation investments to community goals.
- **Separated Bike Lane Planning and Design Guide:** This guide covers the what and why of separated bike lanes including ideal locations, design guidelines, funding, maintenance, outreach, and evaluation.
- **Incorporating On-Road Bicycle Networks into Resurfacing Projects:** This guide includes recommendations for how roadway agencies can integrate bicycle facilities into their resurfacing program. Methods include lane narrowing, roadway reconfiguration, and parking removal.
- **Pursuing Equity in Pedestrian and Bicycle Planning:** Recent research has found that bicycle and pedestrian planning can play an important role in addressing the travel needs of traditionally underserved populations. This guide focuses on strategies, practices, and resources to address bicycle & pedestrian inequities.
- **Bike Network Mapping Idea Book:** This guide highlights ways that different communities have mapped their existing and proposed bicycle networks.

More information is available at the website below:

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/resources/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/)

#### **5. ROUNDTABLE DISCUSSION**

- Mr. Peter Sotherland shared that SHA staff have incorporated jurisdiction comments into their bike spine network map. They are currently connecting with commenting jurisdictions to ensure that all comments were incorporated correctly. He also said that the bicycle safety task force mandated

by recent legislation held their first meeting on August 31. The next meeting is September 26 at BMC. Meeting agendas are available online and are open to the public.

- Mr. Witt shared that the pre-tour and tour meetings for the MDOT Consolidated Transportation Program are scheduled and starting soon. Ms. Oluseyi Olugbenle added that the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) is holding a roundtable on October 20 to discuss a variety of bicycle and pedestrian issues in Maryland.
- Mr. Christopher Eatough shared that the safety study for the US 1 corridor in Howard County is moving forward. This study is funded through the UPWP and Sabra Wang has been hired as a consultant for the project. Data collection is ongoing and open houses to collect input are scheduled for September 25 and October 3. In addition, the Horizon Foundation is holding an open streets event on October 1 in the Dorsey Hall area of Columbia. Finally, Howard County bikeshare has been operating successfully for 2.5 months.
- Ms. Tanya Asman stated that design for the WB&A trail bridge over the Patuxent is moving forward. Anne Arundel County also conducted a study regarding bicycle and pedestrian connections from the BWI trail to Arundel Mills. Regarding Safe Routes to School, county staff have scheduled a meeting to discuss prioritization of applications from Anne Arundel County. Staff are drafting the priority letter for bicycle and pedestrian facilities for the MDOT Secretary. Ms. Asman is also working on what a vision zero policy might look like in Anne Arundel County. In addition, Anne Arundel County is gearing up for an update of their general development plan. Preliminary efforts indicate that residents are interested in more bicycle and pedestrian facilities. Finally, she requested assistance with obtaining crash data.
- Ms. Ford shared that Carroll County has reconfigured their bicycle and pedestrian plan website to include public meeting information and documentation as discussed at the July BPAG meeting ([carrollbikepedplan.org](http://carrollbikepedplan.org)). The Washington Road Safe Routes to School project is moving forward, but costs to complete 100% design have increased. SHA will be updating the shared-use path on Maryland 27 between Hahn Road and the Maryland 140 overpass in Westminster. It will connect to an existing shared-use path. The portion of the Governor Frank Brown trail at Macbeth Way is now complete. The county continues to wait to hear if the proposed alignment for the rest of the trail conflicts with the National Guard Readiness Center. Finally, the Carroll County Department of Recreation and Parks has added a phase to the Westminster Community Trail that will connect to an existing neighborhood.
- Mr. Zach Kaufman shared that every jurisdiction has submitted their layer for the regional bicycle map and that BMC GIS staff have nearly completed an online web map. This web map will be shared with members soon. In addition, BMC expects to receive a digital and hard copy of the final Patapsco Regional Greenway feasibility study within the next week or two. Mr. Kaufman also summarized the process for evaluating Transportation Alternatives Program applications within the Baltimore region. This was prompted by an inquiry from a BPAG member regarding if the BRTB would consider having BPAG members review the applications. The concern is that members would often be evaluating their own applications. In addition, the TAP program covers categories outside of bicycle and pedestrian projects such as restoration of historic transportation structures and

environmental mitigation. After discussion, the committee agreed that the current process is sufficient. Ms. Aris summarized the funding recommendations for this year's TAP applications and Mr. Kaufman said he would share the final BRTB resolution with the committee.

- Mr. E. Scott Hansen said that an executive order signed by the Governor has tasked the Maryland Department of Planning with replacing the existing plan Maryland, the state development plan. MDP is currently reaching out to counties to determine what tools and resources will help their planning departments. He will update the group when he learns more.
- Ms. Dawn Thomas shared that Anne Arundel County anticipates starting construction on Phase I of the South Shore Trail and Phase 2 of the Broadneck Peninsula Trail before the end of the year. The county is also moving forward with design for the WB&A trail bridge over the Patuxent.
- Mr. Dan Hudson said that the construction on the Bloede's Dam has begun, resulting in the closure of the Grist Mill Trail for the next 18 months.

## **ATTENDANCE**

### ***Members***

Tanya Asman – Anne Arundel County  
Nokomis Ford – Carroll County (Chair)  
Christopher Eatough – Howard County  
Alexandra Brun – Maryland Department of the Environment  
E. Scott Hansen – Maryland Department of Planning  
Chris Witt – Maryland Department of Transportation  
Peter Sotherland – Maryland State Highway Administration

### ***Staff and Guests***

Regina Aris – Baltimore Metropolitan Council (BMC)  
Zach Kaufman – BMC  
Dawn Thomas – Anne Arundel County  
Clare Stewart – Carroll County  
Michael Alvino – District Department of Transportation  
Lindsay Donnellon – FHWA  
Dan Hudson – Maryland Department of Natural Resources  
Oluseyi Olugbenle – Maryland Department of Transportation  
Melany Alliston-Brick – Toole Design Group