

BICYCLE AND PEDESTRIAN ADVISORY GROUP

Wednesday, May 18, 2016
Baltimore Metropolitan Council
1:02 to 2:58 P.M.

MINUTES

The meeting was called to order at 1:02 p.m. by the Chair, Ms. Caitlin Doolin.

1. WELCOME AND INTRODUCTIONS

Ms. Doolin welcomed attendees and asked everyone to introduce themselves. Ms. Doolin, representing Baltimore City, has agreed to assume the position of chair for the remainder of the year. The previous chair, Mr. Nicholas Kalagyros representing Harford County, has moved to a new job and is no longer working for Harford County. Mr. Alex Rawls from Harford County will serve as vice-chair.

2. APPROVAL OF MARCH MINUTES

The minutes of the March meeting were presented with a motion to approve by Mr. Antonio Campbell and a second by Mr. Patrick McMahon. The minutes were approved with several minor corrections submitted prior to the meeting via e-mail.

3. REGIONAL ON-ROAD AND OFF-ROAD TRAIL PRIORITIES

This discussion was intended to build on two recent discussions regarding regional on-road and off-road trail priorities. BPAG members discussed priority trails at the March meeting. In addition, an April trails workshop hosted by the Maryland Recreation and Parks Association (MRPA) and the Maryland Department of Natural Resources (DNR) brought together local and state stakeholders to identify the top ten priority trails in the Baltimore region. Ms. Doolin noted that five of the priorities identified by BPAG were also identified as priorities at the April trails workshop. BPAG serves as an ideal setting to discuss these priorities as it regularly brings together local and state stakeholders involved in the implementation of bicycle facilities. Regular updates on project progress at future BPAG meetings can aid in identifying and resolving impediments to these projects moving forward. Mr. Steve Cohoon expressed interest in bringing priority projects from Queen Anne's County to the group. Queen Anne's County recently joined the BRTB as a non-voting member.

The majority of the remainder of the discussion focused on the status of these projects. BPAG members associated with each project will update the group on project status at the July 20 BPAG meeting. The projects discussed were as follows:

- **Bicycle and Pedestrian Bridge across the Patuxent River connecting Anne Arundel and Prince George's Counties:** Anne Arundel County hopes to have signed grant agreements with Prince George's County and the State Highway Administration (SHA) within the next couple of weeks. These grant agreements will allow design work to commence utilizing Maryland Bikeways funds. The crossing on the Anne Arundel side will be in the vicinity of Conway Road.
- **Complete multiple projects that are part of the Patapsco Greenway Trail System, connecting the Grist Mill Trail, Ellicott City, BWI Trail, Gwynn's Falls Trail, and the Baltimore City trail network:** This trail concept is funded for preliminary planning through the BRTB Unified Planning Work Program. The multi-jurisdictional nature of this project necessitates bringing together a wide variety of stakeholders. Funding for the study includes \$100,000 for a consultant to be managed by BMC as well as \$15,000 each for local jurisdictions including Anne Arundel County, Baltimore City, Baltimore County, Carroll County, and Howard County. Local jurisdictions will be important in providing data and identifying key stakeholders and community groups that should be involved. DNR involvement is also vital as much of the property is on DNR land in the Patapsco Valley State Park. The feasibility study will look at potential trail alignment, cost estimates, easement and right-of-way issues, and a segmented approach for moving the project forward.

Mr. McMahon pointed out that SHA has already developed 30% design plans for a segment in the project area from Maple Avenue to the North Linthicum Light Rail station. He also noted that this segment involves multiple property owners including DNR, the Maryland Transit Administration (MTA), and SHA. Ownership and responsibility for maintenance may be issues for trail segments moving forward. In addition, a University of Maryland student group is going to be looking at a potential spur connecting the Patapsco Greenway to the BWI Trail as part of a class project.

- **Develop the missing link of the Ma & Pa Trail north of Baltimore:** The existing Ma & Pa Trail extends west and north of Bel Air. This project, filling in the missing link between the existing segments, has been a priority for Harford County for a number of years. Filling in the missing link requires the acquisition of private property. Harford County has also looked at longer term concepts for connecting the Ma & Pa Trail north to Pennsylvania and southwest to Baltimore County.
- **Develop the Cromwell Bridge Trail and link to the Towson Spokes Trail:** The Baltimore County representative will update the group on this project at the July BPAG meeting.
- **Develop the BGE Northeast Region Trail:** This is a key segment of the planned "emerald necklace" bike loop surrounding Baltimore City. It connects to Baltimore County, with plans for a trail extending to White Marsh. A coalition in Baltimore City is currently working on the Baltimore Belt Line and Ms. Doolin can update the group on this project at the July BPAG meeting.

Members also discussed two non-infrastructure based topics, both of which would be useful for future BPAG presentations. The first was the potential of utilizing existing utility corridors for future trail projects. Other priority projects for the region such as the connection of the NCR Trail to the Jones Falls Trail would benefit from the use of utility corridors. Mr. John Wetmore advocates for, and has in depth knowledge of, the use of power line corridors for trails and would be a good presenter at a future BPAG meeting. The second regarded pedestrian safety concerns on trails shared between bicyclists and pedestrians. The Baltimore & Annapolis Trail has a volunteer trail ambassador program. Ms. Dawn Thomas offered to follow up with that group regarding a presentation at a future meeting.

4. PRESENTATION ON LTS AND BICYCLE PLANNING IN MONTGOMERY COUNTY

Ms. Liz Gordon from Kittelson & Associates presented on network-focused bicycle planning. This methodology emphasizes the importance of planning for bicyclists, identifying what is stopping them from riding, and creating networks of facilities that allow people to feel safe for their entire trip. Safety is an impediment to getting more people to ride. Studies have found that nearly 70 percent of people are interested in bicycling. However, 56 percent of these people fall into the “interested but concerned” category. Existing bicycle networks primarily serve the 13 percent of riders who already feel safe bicycling in most conditions. As a result, increasing the bicycle mode share requires building a network of streets and facilities that feels safe for the interested-but-concerned category. Achieving this goal requires the application of appropriate facilities in appropriate contexts, ranging from shared lane markings to curb separated cycle tracks. Planners must keep in mind that appropriate facilities for the general population will need to be more protected than those for confident cyclists. In addition, bicycle networks must connect bicyclists with places they want to go. Where individual facility focused planning can result in orphaned facilities and often ignores intersections, network focused planning seeks to connect people to the places that they want to go.

The level of traffic stress methodology identifies four stress levels based on key facility and traffic factors, ranging from one (suitable for children) to four (high stress and suitable for experienced bicyclists only). Key factors in determining level of traffic stress include the presence, type, and width of facility, number of vehicle lanes, vehicle speed and volume, and the density of conflicts such as driveways and intersections. Mapping the existing road network by level of traffic stress allows planners to identify key gaps in the network where strategic improvements and interventions will most efficiently provide low stress bicycle access to as much of the network as possible. In Montgomery County, Kittelson utilized this approach to identify key corridors for improvements. Desired facilities can then be selected according to the type of user the facility should be designed for. If the selected facility is feasible, the project can move forward. If not, alternatives such as identifying parallel routes or downgrading the target user group (i.e. the general population to confident bicyclists) can be considered.

In group conversation, Ms. Doolin pointed out that the data driven approach of the level of traffic stress methodology can ease the conversation in communities impacted by bicycle facility implementation. Mr. McMahon noted that 70 percent of the streets in Montgomery County qualify

as low traffic stress streets, further emphasizing the need to focus on connections to unlock as much of the network as possible for users.

5. ROUNDTABLE DISCUSSION

- Mr. Russ Ulrich said that 1,460 riders are currently registered for Bike to Work Day (B2WD), with 1,800 registrants anticipated by May 20, the day of the event. B2WD events will be held at 33 locations throughout the region. Sponsors have contributed \$17,000 which will primarily pay for t-shirts and reflective backpacks for participants. The event has been promoted via radio spots, sky banners, and a plug on Channel 45 by Harford County Executive Barry Glassman.
- Mr. Jon Mayer shared that the Annapolis City Dock will host a B2WD event. The BWI Business Partnership is also hosting a number of events. Anne Arundel County is finalizing plans for a bicycle and pedestrian coordinator position for the county. The county is working on Maryland Bikeways funded design for a connection between the B&A trail and the Anne Arundel Community College. It will include an at grade crossing at Jones Station Road. The county is also working on a beautification and connectivity project on the Mountain Road corridor between Solley Road and Edwin Raynor Boulevard.
- Mr. Steve Miller noted that multiple communities in Maryland are holding events in conjunction with the national ride of silence on May 18 including Baltimore City, Annapolis, Olney, Hagerstown, and Rockville.
- Ms. Thomas shared that the last phase of the WB&A trail will officially be opened on June 2. The South Shore Trail Phase I is at 100% design and is ready to go out for bid. Design is continuing on the Broadneck Trail Phase II and the South Shore Trail Phase II.
- Mr. McMahon said that the MTA will have demonstration bike racks at 5 B2WD locations and that bike cars will run on select MARC Penn Line trains on B2WD. MTA is looking at approaches to include bike cars on more weekday MARC trains in the future. MTA staff are also conducting site visits with Bewegen and Baltimore City staff to evaluate bikeshare dock locations at MTA rail stations. MTA is providing \$500,000 for approximately 12 bikeshare stations for the Phase I launch of bikeshare, currently slated for fall 2016. MTA is also working with Bewegen to integrate the bikeshare membership card with the Charm Card so that account holders can use both accounts with one card. Buses associated with the three BaltimoreLINK express bus routes that are planned to start this summer will include bike racks.
- Ms. Molla Sarros said that an MDE employee has started to lead walks every Thursday in an effort to promote active transportation. She also mentioned a staff-led bicycle convoy and related efforts to encourage MDE staff to participate in Bike to Work Day.
- Mr. Rawls stated that Havre de Grace and Aberdeen Proving Ground North held B2WD events on May 17 and May 18, respectively. Aberdeen Proving Ground South will hold an event next week. Harford County is soliciting funds through SHA's Fund 79 for an extension of an existing shared use path along MD 24. County staff are also working on collecting data for the UPWP regional bicycle map project. HarfordNEXT, the county's new master plan, will go before the Harford County Council next month. Once adopted, county staff will look at reevaluating priorities in the

bicycle and pedestrian master plan, including a connection between the Ma & Pa trail and Harford Community College.

- On behalf of Baltimore County, Ms. Doolin shared that the county has an upcoming meeting on bicycle improvements to Winters Lane in Catonsville.
- Ms. Doolin said that Baltimore City has 13 stations and approximately 300 bicyclists registered for B2WD. Baltimore City staff held a press event on May 18 including AAA, MTA, BMC and SHA staff to promote bicycle safety and to encourage participation in B2WD. The contract for the downtown bicycle network is currently with SHA for final approval. Construction is expected to start at the end of June and will ideally be mostly complete by the fall launch of bikeshare. Phase I of the bikeshare system will include approximately 50 stations with 500 bikes. Approximately 200 to 250 of those will be electric assist bicycles.
- Mr. Cohoon stated that Queen Anne's County has been awarded Transportation Alternatives Program funding for the 1.5 mile cross county connector trail running between the Kent Narrows and Grasonville. The trail will run on the north side of route US 50/MD 301. The project has been designed and Queen Anne's County Commissioners recently approved the project as part of the county budget. He also offered to share the county's GIS trail layer for use as a part of the regional bicycle map project.
- Mr. Zach Kaufman said that work on the regional bicycle map is moving forward and that BMC staff will continue to check in with jurisdictions as they work on data collection for the project. In addition, Transportation Alternatives Program applications were due on May 16. Applications in the Baltimore region will be evaluated over the next two months and the BRTB will vote on recommendations for funding at their July meeting.
- Ms. Mary Lane shared that Carroll County has hired an intern to work on GIS data collection for the regional bicycle map project. The Governor Frank Brown Trail is currently stalled due to delays associated with the National Guard Readiness Center. As for Safe Routes to School projects, the Washington Road MOU has been executed and the Johnsville Road MOU is under review by SHA.
- Ms. Lindsay Donnellon asked for details regarding the May 22 Roland Park Ciclovía. The event will close portions of Roland Avenue and University Parkway to allow bicyclists and pedestrians to enjoy the streets without cars. The event will include a bike rodeo and Baltimore City staff will have a demonstration bikeshare bike on hand.

ATTENDANCE

Members

Jon Mayer – Anne Arundel County
Caitlin Doolin – Baltimore City (Chair)
Noelle Smith – Baltimore County
Mary Lane – Carroll County
Alex Rawls – Harford County (Vice Chair)
Chris Eatough – Howard County

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Steve Cohoon – Queen Anne’s County

Molla Sarros – Maryland Department of the Environment (MDE)

Patrick McMahon – Maryland Transit Administration (MTA)

Antonio Campbell – State Highway Administration (SHA)

Timothy Dodd – Public Member (Pedestrian)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)

Zach Kaufman – BMC

Russ Ulrich – BMC

Dawn Thomas – Anne Arundel County

Steve Miller – Bike Maryland

Lindsay Donnellon – Federal Highway Administration

Elizabeth Gordon – Kittelson & Associates