

BICYCLE AND PEDESTRIAN ADVISORY GROUP

January 15, 2020

Baltimore Metropolitan Council

1:06 P.M. to 3:10 P.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Ms. Tanya Asman welcomed attendees and introductions were made. Sheila Mahoney is a new transportation planner at Baltimore Metropolitan Council (BMC) and staff support for the Bicycle and Pedestrian Advisory Group (BPAG).

2. APPROVAL OF NOVEMBER MINUTES

In the absence of a quorum, approval of the November 2019 meeting minutes was delayed until the March 2020 meeting.

3. ELECTION OF OFFICERS

BPAG members elected Ms. Tanya Asman of Anne Arundel County to serve as chair for a second one-year term and Ms. Clare Stewart of Carroll County to serve as vice chair for a second one-year term. (Note: Ms. Aris previously spoke with members who were unable to attend the meeting on this item, establishing a quorum for their votes.)

4. ELECTION OF OFFICERS

BPAG bylaws include voting membership for citizen bicycle and pedestrian representatives. As meeting attendance by these representatives has been quite poor, likely due to the early afternoon meeting time, a motion was introduced either to remove the citizen voting members from the bylaws and pursue another pedestrian and bicycle outreach program or to keep they bylaws as is.

The ensuing discussion included the following points:

- Would not want to pull the public engagement roll without reaching out to advocacy groups, including in light of Ms. Mahoney's new role.
- How does BMC currently reach out to advocacy groups, bike shops, etc. as interested parties?

- Currently representative positions are advertised on social media. It was discussed that the BPAG members may be interested in soliciting pedestrian and bicycle representatives, and also that BMC and the BPAG can communicate more directly with advocates rather than only advertise the positions.
- Bike AAA has used a call to membership from their lists, including determining who may be available for daytime meetings. It was suggested that Bikemore and Howard County Cyclists can also be contacted.
- From a standpoint of decision making and influence – what is expected of citizen members and what can they contribute to be effective? It was pointed out that these positions are voting members.
- To ensure any new potential representatives would be advocating for the greater region rather than their own specific interested, BPAG members review submitted applications for these roles.
- Suggestions for how representation should be distributed included: two citizens representing bicycle and pedestrian groups from different jurisdictions, one bicycle and one accessibility representative, and one accessibility and one bike and pedestrian representative.

Ms. Aris proposed to defer this item until March when more members may benefit from the discussion. The attendees agreed.

5. PRESENTATION: COMPLETE STREETS

Ms. Kari Nye presented MDOT's state level overview of the Complete Streets program. Complete Streets are designed and operated to enable safe use and to support mobility for all users: people of all ages, abilities and modes whether traveling as pedestrians, bicyclists, micro mobility users, public transportation riders or drivers. Among other benefits, Complete Streets supports public and environmental health, transportation equity, aging in place, economic development and neighborhood vibrancy. MDOT is currently working on a state level to develop a Complete Streets policy framework that will define the approach for effective implementation of enhanced network connectivity, safety and access. Ms. Nye also presented some local examples of Complete Streets policies and implementation in Baltimore City, Howard County and Montgomery County.

The ensuing discussion included the following points:

- It was noted that the MD Transportation Authority (MdTA) is not included in MDOT's Complete Streets policy approach. It was noted that although not specified in the slides, the Motor Vehicle Administration is actively involved in MDOT's policy development as the umbrella administration of the Maryland Highway Safety Office (MHSO).
- The new manual for Baltimore City sets the process and prioritizes projects based on equity mapping, then follows a project delivery process for all types of work the City does within the right-of-way that evaluates and implements projects through the Complete Streets lens. This is in line with MDOT's goals. Complete Streets can be more expensive than traditional design and nothing has yet been added to the budget. As red

light camera funds are allocated for safety (currently BPD and BFD only), the City seeks to allocate some funds to Complete Streets. Funding priorities include safety first, then equity, then sidewalks in that sequence. The City has identified approximately 10 street typologies so that projects have clear goals.

- Trees add a calmer aesthetic and encourages drivers to slow down.
- MDOT SHA adopted a Complete Streets policy in 2012, and has been working on bike and pedestrian access since that time. MDOT is currently working on the new policy with The Secretary's Office to ensure Complete Streets applies across MDOT modes. No funding for the Complete Streets Program has been identified in current legislation.
- To ensure developers follow Complete Streets in Baltimore City, design guidelines are included in the charter and City reviewers are also ensuring developers are following the guidance.
- The "One MDOT" policy implementation measures are under development, as are all design manuals and supplemental materials to ensure compliance with the policy.
- As one of the three 2020 priorities identified by BPAG, 30 minutes per meeting will be dedicated to Complete Streets. Baltimore City agreed to present in May.

6. PRESENTATION: CONTEXT SENSITIVITY

Ms. Denila Deliallisi presented details from MDOT's new guide, *Context Driven: Access & Mobility for All Users*. This Guide is a planning and design resource that offers practitioners new techniques and solutions to achieve safety, accessibility, and mobility goals framed by the surrounding land-use. This approach accounts for the unique characteristics of different areas in Maryland that ultimately affect roadway design and resulting safety. The guide is not prescriptive, however it encourages up-to-date tools based on current community feedback, proven solutions rooted in the surrounding context, and flexibility to encourage innovation and community-specific solutions. Copies of the guidance were shared with attendees; and is also available online: https://www.roads.maryland.gov/OC/Context_Driven-Access-and-Mobility-For-All-Users.pdf.

The ensuing discussion included the following points:

- Land use and zoning should be aligned with Context Driven transportation strategy. AASHTO has updated the Green Book to bring in more of a land use element moving forward. This applies in particular to suburban areas that are becoming more urbanized. MDOT is working with AASHTO to provide guidance on how DOTs can implement the mix of land use and transportation such as at Odenton Town Center in Anne Arundel County.
- The Maryland Department of Planning (MDP) encourages and promotes a multi-modal approach and supports Comprehensive Plans that ensure there are opportunities to get around safely and efficiently by all modes, although they don't have the authority to enforce.

- Complete Streets policy will be used by MDOT for road design. MDOT has been looking through the lens of Complete Streets, and wants to be sure such considerations are addressed from the beginning and carried through to the end to avoid redesigns. MDOT departments are currently updating design guidance accordingly. Each office has their own set of design guidance. The purpose is not to reinvent the wheel but rather to focus on how to apply concepts correctly. Design guidance also sets the standards for the type of treatments expected for Access Permits applied for by developers.
- It was discussed that a public context zone map could be made available to the public and developers. Such a map exists and is currently an internal MDOT SHA GIS product. A determination has not been made whether it will be made public. One item for consideration is that releasing the current map may create confusion. Moving forward, the context would be addressed on a project by project basis. The Short Trip Opportunity Areas (STOA) data (as described in the presentation) is currently available for use. STOAs are based on density at the destination.
- How are capacity issues addressed with MDOT SHA's Office of Traffic Safety – balancing Level of Service with Context Driven treatments? At this point it comes down to Context Access and Mobility need (slide 14 with meter). It will be a joint effort from the staff level up to Directors as needed on a project by project basis. A risk benefit analysis may be required. If a decision is very controversial, it would go to the Administrator, but the goal is to address items up front.

7. ROUNDTABLE UPDATES

Anne Arundel County

- Odenton to BWI trail study is underway.
- Poplar Trail extension feasibility study beginning that will extend to the South Shore Trail.
- Harbor Hospital in Baltimore won a grant from the Anchor Institutions fund for \$500,000 to connect the BWI loop spur to the hospital.
- Considering a bicycle and pedestrian master plan update this year; deciding on whether to do them separately or keep them combined. Input is welcome.
- Also undertaking a sidewalk gap analysis.
 - Is there any further interest within the group to do a regional sidewalk map similar to the bike facility map?
 - Ms. Asman will participate in the 2019 pedestrian fatality review in Anne Arundel County. A review is underway and will take place in each jurisdiction of the state.
- WBA Trail is making progress on the bridge over the Patuxent River.
- Broadneck Peninsula Trail
 - Phase 2 porous pavement section of trail is complete – finding a vacuum has been a challenge. Landscaping for last pavement section will wrap up this spring.
 - Phase 3 design is at 95%.

- Phase 1a and 5 – working with DNR and state to wrap up.
- Phase 1 opened last year.
- Baltimore City
 - Two segments of the Baltimore Loop Trail have been funded and are moving toward design, one segment is near the Inner Harbor, and one is at Druid Hill Park.
 - Brought on consultant to assist with bike facility design.
- Carroll County
 - Mapping trails from the Bicycle and Pedestrian Plan.
 - Draft CIP 2021-2026 includes trail design and construction from Taneytown to Pennsylvania.
- MDOT
 - Bikeways program was increased to \$3.8M for next round of grants. MDOT will host workshops to provide information on how to apply for grants. Would like to increase approval rating for grants. Not mandatory to participate, but will improve chance for a successful grant application. Letter of Intent phase is now open for Bikeways grant funding.
 - Announcement of additional round of trails funding – details on MD Roads website.
 - MBPAC meeting to be scheduled with other MPOs, reaching out to potential pedestrian advocates – should have more info on that in May.
 - The annual MD Walk Day will be in October.
 - MD Highway Safety Office grant process is open until March 2 for FFY October 1, 2020 to September 31, 2021 activities. Geared toward law enforcement.
 - Safety – Preliminary pedestrian and bicycle fatalities are down statewide.
- MD Department of the Environment
 - Discussing where bike and pedestrian issues can be messaged in grant research for air quality around MD ports.
- MD Department of Planning
 - Released TOD webpage in December 2019 in coordination with MDOT, MDP <http://tod.maryland.gov> to address benefits of TOD including housing and commerce. Users can learn about the role of state agencies in TOD and the site also serves as a portal for geospatial information.
 - MDP is doing a lot of outreach regarding their Transit Station Area Profile Tool; has received a lot of feedback about incorporating bike and pedestrian facility condition information around transit stations.
- Baltimore Metropolitan Council
 - FHWA offers a self-paced course online: Course on Bicycle and Pedestrian Transportation at https://safety.fhwa.dot.gov/ped_bike/univcourse/instrtoc.cfm
 - Preliminary design for the Patapsco Regional Greenway segment from Elkridge to Guinness is underway. Putting together a steering committee.

- Unified Planning Work Program draft is underway, includes \$120,000 for development of a Pedestrian Report Card Assessment tool, one of the ideas to come out of the BPAG. MDOT has agreed to work on the bicycle cost estimator tool.

The Chair agreed to allow BikeAAA to address BPAG. Mr. Jon Korin shared that the BikeMaryland Symposium is on February 6 and his group met with the Capital Trails Coalition and were inspired to start working on a full map of the Anne Arundel County Trail Network.

8. ADJOURNMENT

Ms. Asman adjourned the meeting at 3:10 P.M.

ATTENDANCE

Members

Tanya Asman – Anne Arundel County Office of Transportation
Dawn Thomas – Anne Arundel County Recreation and Parks
Graham Young – Baltimore City Department of Transportation
Clare Stewart – Carroll County Department of Planning
Molla Sarros – Maryland Department of the Environment
E. Scott Hansen – Maryland Department of Planning
Marty Baker – Maryland Department of Transportation (MDOT)
Jon Mayer – MDOT State Highway Administration (MDOT SHA)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Cindy Burch – BMC
Nate Evans – MDOT
John Korin – BikeAAA
Sheila Mahoney – BMC
Kari Nye – MDOT
Denila Deliallisi – MDOT SHA