

BICYCLE AND PEDESTRIAN ADVISORY GROUP

March 18, 2020

Baltimore Metropolitan Council

1:00 P.M. to 3:00 P.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Ms. Tanya Asman welcomed attendees and Ms. Regina Aris took a roll call of attendees. The meeting was held remotely to accommodate Maryland telework and social distancing protocols.

2. APPROVAL OF NOVEMBER AND JANUARY MINUTES

In the absence of a quorum at the January meeting, Ms. Asman opened a motion to approve the November 2019 meeting minutes. The meeting minutes were approved.

A motion was also opened to approve the January 2020 meeting minutes. Ms. Sheila Mahoney received an email comment from Ms. Molla Sarros to clarify a point in the discussion regarding BPAG citizen members, and an email comment from Mr. Scott Hansen to update the Transit Oriented Development webpage address. There were no further comments. The meeting minutes were approved.

3. SIDEWALK POLICY DISCUSSION

Mr. Chris Eatough discussed Howard County's process for installing sidewalks within County ROW and adjacent to private properties. Currently, the adjacent property owners drive the process. A poll is sent to adjacent property owners, and a majority 2/3 approval is required to move ahead with installing the sidewalks. Accompanying the poll is a letter detailing sidewalk maintenance responsibilities, the letter outlines a lot of negatives and no positives which tends to deter property owners from giving their approval. The County would like to repeal this process and replace it with a simple notification process. Mr. Eatough asked for input on how other jurisdictions handle this process; a discussion ensued. Ms Asman agreed the process seems burdensome. In Anne Arundel County no such process is required other than notification of a sidewalk installation.

Mr. Nate Evans concurred that Howard County's process seems arduous, and that there are several ways to go about this. He pointed out that Baltimore City has a cost sharing agreement with adjacent property owners. Ms. Marty Baker (MDOT TSO): would like to see more

discussion on how the policy was introduced into the project development process to ensure effective implementation. Particular concern being consideration of bus (and potential planned bus routes) as well as bike/ped considerations.

Mr. Jon Korin remembers pushback from neighbors near a middle school in Anne Arundel County. He doesn't think adjacent owners are required to shovel shared-use paths. Mr. Dan Janousek said most areas have authority to put in a sidewalk or shared-use in a major county. He cited Title 23 of the Prince George's Code for many aspects like Director Authority and Permits for roads and sidewalks etc.

https://library.municode.com/md/prince_george's_county/codes/code_of_ordinances?nodeId=PTIITI17PULOLAPRGECOMA_SUBTITLE_23ROSI

Mr. Jon Mayer said making the adjacent property owner responsible for maintenance can be an issue. Property owners are leery knowing if sidewalks are cleared of snow and someone falls, they can be held liable. He stated that adjacent property owner approval of sidewalks sounds like it's counterproductive to the implementation of Complete Streets. Will the updates to subdivision and land development regulations in Howard County address this problem?

Mr. Patrick McMahon said MDOT MTA is looking to assess accessibility at bus stops throughout the region and is interested in partnering with local jurisdictions to add sidewalks and other ADA improvements at and around bus stops. Sidewalk maintenance is a challenge for MDOT MTA as well, he doesn't think the counties will be able to take on maintenance of all sidewalks.

Ms. Mahoney will send a brief poll to all members for input on sidewalk implementation in their jurisdictions.

4. REVIEW OF BYLAWS: PUBLIC MEMBERS

Current membership bylaws include two voting members of the public, one member representing bicycle interests and one representing pedestrian interests. In the absence of a quorum at the January meeting, a vote was postponed to either continue, change, or eliminate BPAG citizen representation and pursue another outreach option for public bicycle and pedestrian interests. Ms. Mahoney recapped the discussion from the previous meeting. It was decided that the group will continue with two representatives and that the areas of interest will be expanded. BMC will create one application for bicycle, disability, pedestrian and transit representatives.

5. PRESENTATION: COMPLETE STREETS IN HOWARD COUNTY

Mr. Eatough, Howard County Office of Transportation, shared an overview of Howard County's Complete Streets Resolution 120-2019, passed in October 2019. He reviewed some of the principles and benefits of Complete Streets. In Howard County, context really matters as road categories vary greatly from rural to suburban to rural land uses.

Benefits:

- Safety - the #1 benefit
- Economic – people stay and shop
- Health - children a special case due to obesity, older adults
- Environment – improves air quality and reduces runoff
- Equity, connectivity and quality of life

The purpose of the Complete Streets policy is to update the County's practices to ensure that streets are planned, designed, built, operated, and maintained for the benefit of everyone. This includes 10 elements: 1) Vision; 2) Scope; 3) Exceptions; 4) Conflicting or Competing Needs; 5) Creating a Network; 6) Coordination & Engagement; 7) Design Guidelines (particularly the design manual); 8) Context Sensitivity; 9) Performance Measures (13 measures), and 10) Implementation.

Next Steps:

- Design Manual updates within 18 months (led by a Design Manual Working Group)
- Project prioritization process within 12 months
- Updates to Subdivision and Land Development Regulations after Design Manual updates are complete
- Public outreach procedures within 12 months
- Education and training

For additional information: www.howardcountymd.gov/completestreets. A discussion followed. Members wanted to know if the resolution and policy was added to code? Mr. Eatough said that was not necessary because resolutions have the full force of law in Howard County. In Anne Arundel County there was a resolution and policy from 2014. It is not taken seriously so they are developing legislation. Members also asked about builders/developers? Mr. Eatough stated they were involved in the Howard County process and there were no objections. The updates are now focused on design details.

6. UPDATE: MDOT BICYCLE AND PEDESTRIAN GRANTS

Mr. Evans provided updates on MDOT grant programs. The Maryland Highways Safety Office grants are now closed. The Recreational Trails grants on land or water total \$1M/year. Includes equipment purchases, 80/20 split. The Program Manager is Ms. Cheryl Ladota. Transportation Alternatives formula funding is split between MPOs and MDOT SHA, 20% cash, related to surface transportation, for any phase. Safe Routes to Schools grants may be used for projects or education. These grants are migrating to a new application platform. Check guidance for local public agencies – good document, read before applying. The Program Manager is Ms. Christy Bernal. Bikeways funding totals \$3.8M annually up from \$2M last year. The increase in funding will enable MDOT to support higher quality, low-stress facilities, meaning the grant applications will be reviewed more stringently. . A Letter of Intent (email ok) is requested so MDOT may help sponsors with their applications. Bikeshare services are no longer eligible as the private sector has been taking a lead in establishing dockless systems

at no cost to the public sector., Indirect expenses are no longer eligible. There is a minor retrofit category up to \$100K. The Program Manager is Mr. Evans.

7. ROUNDTABLE UPDATES

Anne Arundel County

- The group participated in a moment of silence in memory of Arthur Herbert Carter Jr, who was killed in a crash while cycling in Anne Arundel County.
- The County is continuing to work with MDOT SHA on grant opportunities to connect a spur of the Broadneck Peninsula Trail with Nursery Road.

Baltimore City

- Consulted with BPAG on how to undertake grant reporting with lack of capacity to engage with the public while teleworking is underway. MDOT responded that set bikeways grants are extended while grant deadlines are held for now. It was recognized that working remotely may impact schedules.

Harford County

- Ma and Pa Connector Trail: Segment 2: Harford County is working with MDOT SHA on final documentation so they can formally request approval to advertise. MDOT SHA anticipates completing the updated documents by the end of March. The County will then submit a request for approval to advertise the project. Review will take 2 months. It is anticipated the contract will be awarded in October with construction starting in November.
- Ma and Pa Connector Trail: Segment 3: Currently in 65% design, but there are some new permitting requirements. Construction start is anticipated before the end of 2021.
- Harford County Long Range Planning Team has been underway with the hard work on our 2020 Bike and Pedestrian Plan. After months of research and public outreach, writing the document is now underway. The County is divided in seven corridors, each with a separate section. On track to have the plan finished by Bike to Work Day on May 15th (barring any Coronavirus delays).

MD Department of Planning

The Department of Planning is providing technical assistance to MDOT SHA to develop and maintain the Demographic portion of [SHA's County Transportation Profile Map](#). The map application will include demographic-related information aggregated by county and region.

MDOT

- MDOT has been working with BMC on a work plan to develop a bike cost estimator tool for the region. A Google Drive has been set up with materials to review, and BMC will reach out to members to participate in a workgroup to help develop the tool.
- The next Maryland Bicycle and Pedestrian Advisory Committee meeting will be held remotely on April 24. Details to follow.

The Chair recognized BikeAAA to address BPAG. Mr. Korin shared an update on the Bike Maryland Symposium, which was held on February 6.

- Passing of Cyclists (HB230 and SB199): This legislation ended the exception to maintain a 3-foot passing distance and was passed in both houses.
- The Vulnerable Road User legislation did not go to the floor because the session ended early due to coronavirus closures.

8. ADJOURNMENT

Ms. Asman adjourned the meeting.

ATTENDANCE

Members

Tanya Asman – Anne Arundel County Office of Transportation
Dawn Thomas – Anne Arundel County Recreation and Parks
Matt Henderson – Baltimore City Department of Transportation
Jessie Bialek – Baltimore County Department of Public Works
Clare Stewart – Carroll County Department of Planning
Jon Leishman – Harford County Department of Planning
Chris Eatough – Howard County Department of Transportation
Molla Sarros – Maryland Department of the Environment
E. Scott Hansen – Maryland Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Jon Mayer – MDOT State Highway Administration (MDOT SHA)
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Sheila Mahoney – BMC
Jon Korin – BikeAAA
Lindsay Donnellon – Federal Highway Administration
Marty Baker – MDOT
Nate Evans – MDOT
Francine Waters – MDOT