

BICYCLE AND PEDESTRIAN ADVISORY GROUP

November 18, 2020

Online Meeting

1:00 to 3:00 P.M.

MINUTES

1. WELCOME AND ROLE CALL

Ms. Tanya Asman (Anne Arundel County) welcomed attendees and Ms. Sheila Mahoney (BMC) held a roll call. The meeting took place remotely in accordance with Maryland social distancing protocols.

2. APPROVAL OF SEPTEMBER MINUTES

The minutes from the September BPAG meeting were previously distributed to the group, and input from Ms. Molla Sarros was incorporated. No other comments were received. Ms. Asman asked for a motion to approve, Ms. Marty Baker (MDOT TSO) motioned to approve the minutes and Mr. Chris Eatough (Howard County) seconded the motion. The meeting minutes were approved.

3. 2021 BPAG WORK PLAN AND WORKING GROUPS

Ms. Mahoney reviewed the results of the work plan survey that was distributed to the group. There are three areas of interest.

- Regional baseline for bicycle and pedestrian counts. Interest in this topic includes working with Maryland Transportation Institute on their use of sensors and AI/big data for conducting large scale counts throughout the region, baseline data sets fed into MDOT's system for use throughout the region, and to stay informed on the One Maryland One Centerline project and inclusion of bicycle infrastructure data sets.
- Exploration of regional and inter-jurisdictional bicycle and pedestrian grant opportunities. As MDOT administered Federal grants become more competitive with the volume of projects progressing in the region, members are interested in exploring other potential options.
- Equity and inclusion. Interest in this topic includes developing an inventory of local and state agencies' equity/diversity/inclusion practices related to sidewalk and pedestrian project prioritization, identifying best practices for infrastructure and project related outreach, particularly under existing and developing Complete Streets practices, identifying

outreach/collaboration partners to incorporate best practices holistically throughout the region to ensure equitable infrastructure.

Members of BPAG who had not previously signed up for a working group via the survey volunteered to join a group during the meeting.

An additional item of interest for the members is addressing major gaps in bicycle and pedestrian infrastructure as originally identified in the MDOT Pedestrian and Bicycle Master Plan. Several members indicated they would like a feasibility study included in BMC's Unified Planning Work Program to investigate possible routes connecting the Jones Falls Trail in Mt Washington to the Torrey C. Brown Rail Trail (also known as the NCR Trail). A secondary interest, which would require coordination with MDOT, Harford and Cecil Counties and WILMAPCO is to conduct a feasibility study for a connection crossing the Susquehanna River.

The members are further interested in keeping up to date with MDOT's work on Intelligent Transportation Systems (ITS) and technologies for the state; Mr. Nate Evans (MDOT TSO) will arrange a presentation, likely in 2021 Q3. Ms. Baker said more work will be completed on Context Driven in 2021 and MDOT will also present on that.

Ideas for outcomes from the working groups and additional presentations will be discussed at the January BPAG meeting.

4. PRESENTATION: WALKSHED ANALYSIS FOR SELECT RAIL TRANSIT STATIONS TO IDENTIFY AND PRIORITIZE CAPITAL IMPROVEMENT

Ms. Jennifer Hopkins and Ms. Sandi Brennan (Foursquare ITS) presented on the deployment and use of a new walkshed/walkability tool focused on MDOT MTA rail stations. The purpose of the tool is to analyze pedestrian access around fixed-rail transit stations, identify critical gaps in the pedestrian network and prioritize pedestrian improvements and investments.

The walkshed network was built in ESRI Network Analyst using jurisdictional sidewalk and trail data (hand-digitized as needed) and state roadway centerline data. Roadways were restricted to only allow travel along those suitable for pedestrians. The network modeling uses actual station entrance/exit locations and covers a one-half mile walking distance.

Ms. Hopkins also asked BPAG members to complete a stakeholder survey regarding implementation of the tool to provide input on the methodology for pedestrian improvement prioritization.

Discussion:

- The team focused on MDOT MTA stations, and did not include Light rail stations.
- One of the uses MDOT saw for this analysis was for transit oriented development work, which has otherwise tended to rely just on that as the crow flies half mile radius.
- Rather than focus on increased transit ridership or converting drivers to walk or bike, the main purpose of this analysis is for improving pedestrian access to the transit stations, particularly for populations more likely to use transit.

- The tool can conduct analysis that is very similar to walkshed zones done for Safe Routes to Schools, and the team can make high level recommendations for project prioritization and mitigation with the data.
- The tool will have utility beyond the initial analysis and can eventually be used by jurisdictions to help identify and prioritize what projects are most useful and valuable.
- MDOT is not ready to do a similar assessment of bikesheds with a larger radius at this point but will test out how to utilize the data to its full advantage before expanding the scope. This could include expansion of modal access and inform policies such as parking pricing.
- The walksheds can be overlaid with other data sets, including incorporation with One Maryland One Centerline, among other applications.

[Handout: MDOT Walksheds Summary Sheet]

5. BICYCLE FACILITY COST ESTIMATOR TOOL (20 MIN)

Mr. Nate Evans demonstrated this tool that was developed by MDOT for the Bikeways program and modified with input from a BPAG workgroup for use throughout the region. The purpose of the tool is to help provide a more reliable source for cost of capital improvement projects, whether it's for grant applications or overall budgeting, and also for cost estimating while reviewing grant applications.

The tool is set up as an Excel spreadsheet and includes directions, disclaimers, and a separate tab for each type of bicycle facility, with different entries for terrain type. With so many unknowns at the beginning of a project, the tool accounts for a lot of contingencies. The tool takes the physical parameters of a bike facility project, the construction elements needed for the project, then derives the design costs based on a percentage of the overall total construction project. The tool accounts for permitting, but does not include NEPA studies, ROW acquisition or maintenance. A similar tool for pedestrian facilities will be developed by MDOT SHA in late 2021 or early 2022.

Discussion:

- While unit costs vary around the state, costs are fairly consistent in the Baltimore region.
- The tool can also be used by planners when developers are required to install infrastructure for cost comparisons.
- The tool will be available on the MDOT and BMC websites, and will be updated annually under an MDOT on-call consultant contract.

6. ROUNDTABLE UPDATES

Anne Arundel County:

- The mobility study is currently in the public comment period, and a virtual live presentation of recommendations that came out of the study is scheduled for this week.

- The BWI study, which just completed its public comment period, is moving forward with the selection of a preferred alternative at Telegraph Road or WB&A Boulevard.
- Working towards getting the design completed for the BWI trail spur to the light rail station, currently preparing the work plan together with the State and the consultant selection.
- The Poplar Trail Extension study is about to go into a public comment period with three alternatives under consideration.
- Soliciting proposals for the Ped and Bike Master Plan.
- Continuing work on Vision zero.
- Closing in on legislation for Complete Streets and grappling with where to include it in the Code to cover County and private development projects.
- Continuing to work on the bike facilities map and should be ready send files to BMC shortly.
- Waiting on some reviews for the WB&A bridge over the Patuxent River.
- Continuing to work on Broadneck Trail Phase 3 and South Shore Trailed Phase 2.

Baltimore City

- In the last months of the year, the City is establishing goals for next year and making requests for project allocations.
- A lot of the larger projects are in the design phases, none are ready for construction, have been working with the Mayor's Bicycle Advisory Commission and vetting internally and externally an implementation plan of short, immediate fixes to gaps in the network in the interim while also evaluating larger corridors that need a lot more resources.
- The Bicycle Master Plan is scheduled for 2021 and will include network prioritization. The City conducted a bike audit and established a baseline of what needs repair and will begin with smaller needs in the meantime.
- Partnering with the Vision Zero program to have a large enough pool of funds to contract a single contractor to conduct the bicycle work through the City's Urgent Needs contracts, hopefully in place by Spring.
- Also getting ready to kickoff outreach for the Greenway Trail Network North Segments, part of the 35-mile Greenway Trail Loop.

Harford County

- Ma and Pa Trail Update: For segment 2, sent out request to accept the bid for the project to MDOT SHA last week. Once confirmed, the project will be presented to the County Board of Estimates. Construction of this trail segment expected to begin in early 2021.
- For segment 3, MDOT SHA provided comments on 30% design documents, the County is reviewing them for the next set of design plans.
- Also still working on 2020 Bike and Ped Plan update.

Howard County

- Transportation Town Hall for Howard County to take place online at 6pm this evening via WebEx. This is the second year of the event with the County Executive, Department

of Public Works, the County Police and the Office of Transportation. There is a presentation on the state of affairs for transportation in Howard County, and people can ask questions and make suggestions.

- Legislation to make it illegal to park in bike lanes was recently passed and goes into effect on December 7. It was previously unclear whether it was technically illegal to park in a bike lane or not.
- Currently accepting permit applications from e-scooter companies to operate within the County. The areas of operation are well-defined and will be fairly limited to Downtown Columbia or Columbia Gateway area. There will be a maximum of two permits issues and operations are expected to begin in March 2021. Permits will be valid for one year, at which point companies will need to reapply.

MD Department of Environment

- Maryland Climate Change Commission, which MDE chairs, just released the 2020 Annual report. Among other topics, it details the health impacts of climate change due to higher temperatures, more frequent storms, etc., and possible increased risks to communities who are low income, some minority groups, and those with preexisting conditions.
- The MDE alternative transportation group continues to work to facilitate and promote bicycling among MDE agency staff, always looking for new and creative ways to do that, especially given Covid.

MD Department of Planning

- Mr. Scott Hansen shared a tool he's been working on with MDOT SHA this past year, a transportation profile maps dashboard, aggregated at the county level.
 - The State data center collects all the Census information, American Community Survey information, and a lot of other Census derived information, and the dashboard will be a test case for how users would like to see the data, what data they already have and what additional information they want to see.
 - It will look at transportation, demographic, employment, housing, and other data at the county level, but first MDP will look at census tract level. It can also capture commuting mode by industry.
 - The MDP application will be housed within MDOT SHA's existing app.

MDOT SHA

- Rather than a big Halloween campaign on pedestrian safety, MDOT SHA focused on Daylight savings time ending and the need to look out for pedestrians and bicyclists. MDOT SHA, together with the Maryland Highway Safety Office, the Maryland State Police and MTA, MTA Police and the Maryland Institute for Emergency Medical Services Systems, launched a campaign for roadside emergencies. The messaging includes safety tips for roadside emergencies when people need to exit the car, becoming pedestrians.
- Currently all messaging is via social media due to budget constraints, hoping to grow the campaign to include billboards, radio and other advertising. In the meantime, please retweet or share any social media.

MDOT TSO

- Walktober 2020 results are as follows;
 - over 1,300 registrants for the four walkinars.
 - 70 registered walks in 16 counties.
 - The recorded walkinars generated over 7,000 hits on smartgrowth.org.
 - 20 inter-agency and other partners
 - 70 news events across the state, from Baltimore to Frederick and in the Washington, DC, region.
 - a number of interested parties in developing a pedestrian subcommittee.
- Walktober will take place again in 2021. Walk Maryland Day will be the first Wednesday of October and the walkinars will be scheduled on Thursdays.
- The Bikeways program awarded 19 projects totaling \$3.8M. The grant workshop for the next cycle will take place sometime in February.
- TAP awards will be announced within the week.

MDOT MTA

- MDOT MTA working closely with Disability Rights community, Baltimore City DDOT, Maryland Department of Disabilities, and other folks to incorporate inclusive planning for bus stops and especially around the issue of curb extensions.
- Continuing to work with Baltimore City on bus/bike routes both on and just off MTA for the North Avenue Rising Project. Construction is currently underway for seven miles of shared bus/bike lanes, in addition to the current 5 miles of shared bus/bike lanes.
- Currently working to expand access to Marc trains for full-sized bicycles. Details to follow.

BMC

- Ms. Mahoney thanked Ms. Asman and Ms. Clare Stewart for the two years serving as BPAG chair and vice chair, and opened nominations for the next members to serve in these roles.
- BMC is hosting a shared mobility on December 8 to provide a status and trends in the region. Presenters will include Mr. Eatough (Howard County) as well as presentations from Baltimore City and Kittleson.
- The Elkridge to Guinness project is winding down with public input on the 30% design in December and a design review meeting in January.
- Two RFPs:
 - Patapsco Regional Greenway Sykesville to McKeldin consultant selection will take place later in November.
 - A pedestrian report card assessment tool RFP just released with consultant selection to take place in January.

ADJOURNMENT

Ms. Asman adjourned the meeting.

The next meeting will take place on Wednesday, January 20, 2021.

ATTENDANCE

Members

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

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Sandy Brennasn, Four Square ITP
Nate Evans – MDOT
Kathleen Hayes, Toole Design
Jennifer Hopkins, FourSquare ITP
Jon Korin – BikeAAA
Sheila Mahoney – BMC
Molly Nur – Howard County DOT
Daniel Paschall, East Coast Greenway Alliance
Tina Regester, MDOT SHA
Catherine Skeeter, MDOT
Dawn Thomas, Anne Arundel County Recreation and Parks
Francine Waters – MDOT