

BICYCLE AND PEDESTRIAN ADVISORY GROUP

January 19, 2022

Online Meeting

1:02 to 2:52 P.M.

MINUTES

1. WELCOME AND ROLL CALL

Mr. Chris Eatough (Howard County) welcomed attendees and Ms. Charlene Mingus (BMC) held a roll call.

Mr. Matt Hendrickson (Baltimore City) introduced the new Baltimore City bicycle planner, Mr. Patrick Patterson.

Mr. Scott Hansen (MDP) introduced the new regional planner for Central Maryland, Ms. Aviva Klugh who previously worked at MDOT Motor Vehicle Administration (MVA).

2. APPROVAL OF SEPTEMBER MINUTES

The minutes from the November BPAG meeting were previously distributed to the group. Mr. Eatough asked for a motion to approve, Mr. Nate Evans (Maryland Department of Transportation – The Secretary’s Office MDOT TSO) motioned to approve the minutes and Ms. Tanya Asman (Anne Arundel County) seconded the motion. The meeting minutes were approved.

3. PRESENTATION: MDOT PROGRAM FOR INCENTRIP MOBILE APPLICATION

Ms. Gladys Hurwitz (MDOT TSO) introduced the free mobile application, IncenTrip, where Maryland commuters can earn points for trying an alternative transportation option and the points can be redeemed for cash rewards. Ms. Hurwitz shared that alternative commuting refers to alternatives to driving alone to work by taking transit, carpooling, vanpooling, walking, biking, teleworking, and alternative work schedules. Interested individuals can learn more at mdot.maryland.gov/incenTrip.

Ms. Hurwitz introduced Mr. Aref Darzi of the Maryland Transportation Institute (MTI) at the University of Maryland. A team at MTI developed the IncenTrip mobile application. Mr. Darzi stated that the goal of IncenTrip is to optimize and personalize traveler incentives to promote multimodal and shared mobility, off-peak travel, and smart routing/driving for reduced congestion, energy use, and emissions in the most cost effective way. Mr. Darzi shared that

travel demand management is an effective tool for reducing congestion and shared modeling that the team completed. In July 2020, traffic was back to 85 – 90% of pre-COVID volumes, however, the congestion did not increase at the same rate. Mr. Darzi stated that based on modeling, a 5% reduction in travel demand could reduce traffic congestion, as measured by trip delay by 23%. Congestion is non-linear and a small change of travel behavior could achieve a significant mitigation in traffic.

Mr. Darzi shared that based on behavior research on changing travel behavior that gamification is 54% more effective than financial incentives alone. Also, travel time and cost information can play a significant role in incentivizing travel behavior.

Mr. Eatough asked for ways that local jurisdictions should get involved with promoting IncenTrip. Ms. Hurwitz said they could share information about IncenTrip on social media. Ms. Hurwitz said that during the pilot MDOT TSO worked with employers who held challenges within their organizations and will look into pursuing broader challenges in the future.

Ms. Asman asked how this project is coordinated with rideshare coordinators. Ms. Hurwitz said that she works closely with rideshare coordinators who have been helping provide input during the development stages and launch of the app.

[PowerPoint: MDOT IncenTrip]

4. PRESENTATION: MDOT BICYCLE LEVEL OF TRAFFIC STRESS ANALYSIS

Mr. Evans shared the preliminary version of Maryland's Bicycle Level of Traffic Stress (LTS) analysis completed by MDOT. The data is available on iMap and other state agency geodatabases with a technical memo and a description of the metadata.

A statewide bicycle LTS analysis was one of the goals of the 2019 MDOT Bicycle and Pedestrian Master Plan. LTS is intended to be easily understood and assist with determining the bikeability a facility for different users. Bicycle LTS is also easier to analyze than other tools such as bicycle level of comfort as LTS relies on metrics that are more readily available which is important, especially for statewide analysis.

The Maryland Bicycle LTS is based on the MDOT SHA One Maryland One Centerline (OMOC) which is a roadway inventory asset management system. OMOC includes data such as speed limits, number of through lanes, and more. The team added share-use paths, sidepaths, and on-street bikeways to OMOC before processing the data.

The Maryland Bicycle LTS scale is based on the Mineta Institute methodology and industry standards. The LTS levels range from zero to five with LTS 0 typically assigned to shared-use paths and rail-trails and suitable for all ages and abilities, LTS 1 typically assigned to protected bikeways and sidepaths and suitable for almost everyone, LTS 2 typically assigned to bike lanes and bike boulevards and suitable for those who are interested but concerns, LTS 3 typically assigned to bike lanes, shared lanes, and shoulder and suitable for those who are enthused and confident, LTS 4 typically assigned to roadways with no bike facility or a bike

lane on a major roadway and suitable for strong and fearless riders, and LTS 5 assigned where bicycle access is prohibited by a managing roadway agency.

Uses of bicycle LTS include determining existing conditions and illustrating the low-stress network that is comfortable for different users while highlighting high-stress barriers that may require intervention. Bicycle LTS also assists in bicycle network analysis, gap analysis, and a number of other planning tools.

There are limitations of the data used for the bicycle LTS analysis. The data is timestamped to the time that the analysis was run, which means that it is static until the data is updated and reflects conditions at the date of the timestamp. However, the model can be updated at regular intervals and for specific projects. The bicycle LTS model also includes data assumptions. Speed limit data was not available for all local roadways so some speed limits used for the model were inferred based on roadway functional classification. Traffic volumes were populated using volumes from the traffic monitoring system (TMS) and where TMS data was not available traffic volumes were derived using the number of through lanes on the roadway. The bicycle LTS geodatabase attributes data is coded so that users can determine if data was derived and the technical memo includes additional information about the assumptions. Maryland Bicycle LTS currently does not include intersection attributes to determine LTS. However, future iterations of the Maryland Bicycle LTS may include intersection LTS.

Ms. Hurwitz asked if a StoryMap would be created about the project and Mr. Evans responded that a StoryMap on Maryland Bicycle LTS will be developed to assist in sharing the information with the public. Mr. Evans also noted that the LTS analysis will be used for state attainment reports and bicycle plans going forward.

BPAG members discussed that the desired LTS level may vary based on the land use context or the focus user such as requiring LTS 1 facilities near schools. Mr. Eatough shared that Howard County is considering using LTS in development requirements which will initially be used as a method for the developer to show potential connections to community assets using the LTS methodology and potentially in the future used to require improvements.

Mr. Patterson asked if LTS takes into account topography. Mr. Evans responded that Maryland Bicycle LTS currently does not, but the data is available if there is a desire to modify LTS with topography.

Ms. Mingus noted that Maryland is one of the first states to complete a statewide LTS analysis.

[PowerPoint: Maryland Code: MDOT Bicycle Level of Traffic Stress]

5. BMC PEDESTRIAN AND BICYCLE COUNTS UPDATE

Ms. Mingus shared a summary of the regional bicycle and pedestrian count program. As a part of the program, pilot project counts were conducted in eight locations throughout the region in October 2021 with one count site in each member jurisdiction and the City of Annapolis. Outcomes from the weeklong pilot project counts include; directional volume counts at

screenline count locations, turning movement counts at intersection count locations, count data submitted to the MDOT Traffic Monitoring System (TMS), and RAW video files.

The pilot project resulted in multiple lessons learned which can be applied to future counts. General lessons learned include; reemphasizing screenline versus turning movement count requirements to the consultant, ensuring that screenline counts are located at pinch points, and working with jurisdictions to set clearly defined goals for each count location. BMC will coordinate with the consultant to ensure the following; BMC is notified in advance of the equipment deployment date so jurisdiction contacts can be notified, count equipment is placed on ROW on non-residential property as first choice, BMC is notified if the count location needs to be moved, consistent ID numbers are used for directional/turning movement approaches, 15-minute internal volume summary spreadsheets are used for screenline counts. Ms. Mingus also shared analysis from three count locations.

The next steps will be to coordinate with the consultant and to prepare for additional bicycle and pedestrian counts in May 2022.

6. ACTIVE TRANSPORTATION SUMMARIES

Ms. Mingus shared that Bike to Work Week will be held May 16 – 22, 2022 in the Baltimore region. Registration for the event will open Monday, April 4 on [BikeToWorkMD.com](https://www.biketoworkmd.com). Participants are encouraged to bike anywhere during the event and can pick up a t-shirt at participating local bike shops throughout the region. Some jurisdictions will also be hosting Bike to Work Day pit stops where registered participants can pick up a t-shirt and enjoy fun activities. The Bike to Work website will include a new local events webpage which will include information on family fun rides, kick off events, ribbon cuttings, and Bike to Work Day events hosted by jurisdictions and sponsors and occurring during May 16 - 22. Communications and social media materials will be shared with partners in March to assist in promoting the event.

7. ROUNDTABLE DISCUSSION

City of Annapolis – Mr. Eric Leshinsky shared that the City is progressing on the five corridors funded by the fiscal year 2021 Bikeways Grant including public meetings and survey work for one of the segments. Six proposals were submitted for the City’s micro mobility RFP which will be reviewed shortly in coordination with Anne Arundel County.

Anne Arundel County – Ms. Asman noted that the County will be sharing a press release for the draft Vision Zero plan announcing the public comment period which will start February 1st and run for thirty days. The County will also be announcing the release of the interactive public web map for the bicycle and pedestrian Master Plan update. Mr. Sam Snead is the new director of transportation at Anne Arundel County. The RFP for the Safe Routes to School accessibility study and training program was released in December 2021.

Ms. Dawn Thomas shared that construction will start soon on two trail segments, the bridge over the Patapsco River on the WB&A Trail and Broadneck Trail Phase 3. Two other trail segments are expected to go into construction later this year, Broadneck Trail Phase 1B and 5

which would complete the main line of the trail and South Shore Trail Phase 2. Design work continues on South Shore Trail Phase 4. Ms. Asman shared that once construction of the bridge on the WB&A trail is completed, the trail will be 11 miles long.

Baltimore City – Mr. Patterson shared information about Rapid Enhancement Plans which have the goal of filling gaps in the current separated bicycle network in the City.

Howard County – Mr. Eatough shared that the Complete Streets Design Manual is completing the legislative approval process for adoption with the County Council with a public hearing on January 19 and Council vote on February 7. The annual Active Transportation Open House will be held virtually on February 12 through 18.

MD Department of Planning – Mr. Hansen shared that the [draft MTA Statewide Transit Plan is now open for comment](#) and the section on first and last mile connections may be of particular interest to BPAG members.

MDOT SHA – Mr. Barry List shared that in fiscal year 2022 the Recreational Trails Program awarded a little over \$1M dollars to 14 projects. The Pedestrian Safety Action Plan is expected to be completed by later this year.

MDOT TSO - Mr. Evans shared that the annual Bicycle and Pedestrian Grant Workshop will be held February 16 at 10:00 am and [registration for the workshop can be completed here](#). The next MBPAC meeting will be held virtually on [Friday, January 28 at 9:00 am](#).

8. OTHER BUSINESS

Ms. Cynthia Spriggs, MDOT MVA Maryland Highway Safety Office (MHSO) Pedestrian/Bicycle Program Manager, shared that the grant application period for MDOT MHSO is also open.

Mr. Jon Korin shared that proposed House Bill 141 cross filed as Senate Bill 23 would set up an equity and transportation commission for the state. A bill not yet filed, the Safe Roads Act, would have a variety of approaches to enhance MDOT SHA's work on bicycle and pedestrian safety. House Bill 254 has been filed and is a Vision Zero implementation bill. House Bill 19 is a school construction pedestrian safety bill that would require new construction of schools in certain areas to include a safe pedestrian and bicycle route plan when the construction plans are filed. House Bill 53 focuses on the use of bus lanes by bicycles, which particularly applies in Baltimore City. Senate Bill 210, which was sponsored by MDOT, would provide commuter tax credits for employer provided alternative commuter mode benefits.

BMC shared that a free webinar, [From Complete Streets to Complete Networks: A Data-Driven, Performance-Based, Multimodal Planning Tool](#), will be held on February 3 at 1:00 pm EST.

A special BPAG work session will be held on Wednesday, April 20 at 10:00 am to develop a list of the top regional active transportation priorities.

The BPAG chair and vice chair are scheduled to be re-elected in January. Ms. Regina Aris shared that the BPAG bylaws allow the chair and vice-chair to serve two consecutive years. BMC staff have recommended that Mr. Eatough and Mr. Evans continue as chair and vice-chair to serve a second term and Mr. Eatough and Mr. Evans have agreed to serve another year. Ms. Aris asked BPAG members if anyone would like to be nominated for the positions.

No members submitted their names. Ms. Aris shared that BMC staff will approach BPAG members in the fall to solicit names for chair and vice-chair elections in January 2023. As an action item, Ms. Aris introduced the proposal of Mr. Eatough as chair and Mr. Evans as vice-chair of BPAG and asked members to vote. The vote of aye was unanimous.

Ms. Cindy Burch shared that more information about funding from the Highway Safety Improvement Program (HSIP) managed by MDOT SHA funding will be released in February. Ms. Burch also shared that MDOT MVA's Highway Safety Office is holding a [Highway Safety Summit on April 18](#).

ADJOURN MEETING

Mr. Eatough adjourned the meeting at 2:52 P.M.

The next meeting will take place on Wednesday, May 18, 2022.

ATTENDANCE

Members

Tanya Asman – Anne Arundel County Office of Transportation
Chris Eatough – Howard County Office of Transportation (Howard County OOT)
Nate Evans – Maryland Department of Transportation The Secretary's Office (MDOT TSO)
Scott Hansen – Maryland Department of Planning (MDP)
Matt Hendrickson – Baltimore City Department of Transportation (BCDOT)
Eric Leshinsky – City of Annapolis Department of Planning
Jon Leishman – Harford County Department of Planning
Patrick Patterson – Baltimore City Department of Transportation (BCDOT)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Marty Baker – MDOT TSO
Cindy Burch – BMC
Aref Darzi – Maryland Transportation Institute (MTI)
Victor Henry – BMC
Gladys Hurwitz – MDOT TSO
Jon Korin – Bicycle Advocates for Annapolis and Anne Arundel County (BikeAAA)
Aviva Klugh – Maryland Department of Planning (MDP)
Barry List – MDOT SHA
Charlene Mingus - BMC
Molly Nur – Howard County OOT
Cynthia Spriggs – MDOT Maryland Highway Safety Office (MHSO)
Ed Stylc – BMC
Dawn Thomas – Anne Arundel County Department of Recreation & Parks
Francine Waters – MDOT TSO

ONLINE MEETING CHAT LOG

Jon Korin, BikeAAA: 1:26 PM: incentrip is very complementary with MDOT's just introduced bill to expand tax credits for employer-provided commuter benefits for alternate modes. SB210 <https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/sb0210?ys=2022RS>

Dawn Thomas: 1:30 PM: I posted to fb! Thank you.

Gladys Hurwitz: 1:51 PM: @jon Yes, it is. Our office completed a testimony for SB 210 so hopefully it passes as it will be a big win for TDM.

Marty Baker: 1:56 PM: I'm sure this (LTS) will be the beginning of many further conversations!

Jon Korin, BikeAAA: 2:10 PM: This will be a good baseline ---- the volume at the WB&A Trail location will go up a lot when the WB&A bridge over the Patuxent River is completed!

Leishman, Jon: 2:11 PM: Great Harford County data, Charlene!

Matthew Hendrickson: 2:15 PM: @Charlene, are the counts done through video software or an analysis by consultant staff? And if the former, is there any staff quality control?

Jon Korin, BikeAAA: 2:22 PM: A related challenge is measuring modeshare. We historically rely on the US Census ACS but I understand this year they lumped ped, bike, taxi and other alternate modes together.

Leishman, Jon: 2:28 PM: I have to hop off for a prior meeting. Talk soon!

Nur, Molly, Howard County: 2:36 PM: <https://www.howardcountymd.gov/ATOH2022>

Nur, Molly, Howard County: 2:37 PM: Active Transportation Open House 2022 for Howard County

Barry List SHA: 2:38 PM: trouble with mike

Chris Eatough: 2:39 PM: <https://www.howardcountymd.gov/ATOH2022>

Nate Evans: 2:39 PM: MDOT Bike Ped grants workshop:
<https://attendee.gotowebinar.com/register/7033585098555540494>

Nate Evans: 2:40 PM: Join MBPAC online Friday, Jan 28 at 9 am
https://gcc02.safelinks.protection.outlook.com/ap/t-59584e83/?url=https%3A%2F%2Fteams.microsoft.com%2F%2Fmeetup-join%2F19%253ameeting_OTc3MzMwODUtYWM3Mi00NDhlLTliNDItMGRjY2ZhMTQ0ODBm%2540thread.v2%2F0%3Fcontext%3D%257b%2522Tid%2522%253a%2522b38cd27c-57ca-4597-be28-22df43dd47f1%2522%252c%2522Oid%2522%253a%25225767e51f-3901-40ab-9f69-bf2515f4cba7%2522%257d&data=04%7C01%7Ccabernish%40mdot.maryland.gov%7C25ed0e024124417d61b708d9b353037e%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C0%7C637737991821029445%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iklk1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=vvBFPExcB9BdqBjHwM5j5g9gpDABl e2OaxeUH4C8wM%3D&reserved=0

Marty Baker: 2:40 PM: Cynthia Spriggs: Any update from MDOT MVA - MHSO? (Or want to just say hello?)

Scott Hansen: 2:43 PM: MDOT MTA Statewide Transit Plan now available for public

comment: <https://www.mta.maryland.gov/statewide-plan>

Tanya Asman: 2:44 PM: Does anyone know what the grant cycle is for HSIP money from SHA? This is the new program that started last year.

Cynthia Spriggs: 2:45 PM: I'm looking forward to working with everyone. Please feel free to reach me via email. Thanks! cspriggs@mdot.state.md.us

Marty Baker: 2:46 PM: Just reminder - MBPAC mtg next week Jan 28. For agenda, etc., see: <https://www.mdot.maryland.gov/tso/pages/index.aspx?PagelId=140>

Dawn Thomas: 2:50 PM: Thank you Chris and Nate!

Cynthia Burch (BMC): 2:50 PM: HSIP funding will be announced in February, no details until then

Charlene Mingus: 2:52 PM: Complete Streets webinar https://smartgrowth.org/from-complete-streets-to-complete-networks-a-data-driven-performance-based-multimodal-planning-tool/?utm_medium=email&utm_source=govdelivery&utm_term=