

BICYCLE AND PEDESTRIAN ADVISORY GROUP

May 18, 2022
Online Meeting
1:02 to 3:08 P.M.

MINUTES

1. WELCOME AND ROLL CALL

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

Ms. Scott Hansen (Maryland Department of Planning) introduced Ms. Tina James who is a new infrastructure planner. Both Ms. James and Mr. Hansen will participate in BPAG meetings while MDP searches for a new regional planner.

2. APPROVAL OF JANUARY MINUTES

The minutes from the January 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: SUMMARY OF APRIL WORK SESSION AND FOLLOW UP DISCUSSION

Ms. Mingus provided a summary of the April BPAG work session. The work session was held on April 19, 2022 at the Patapsco Valley State Park - Hollofield Area with over 20 attendees with representatives from each jurisdiction in the region and MDOT.

The focus of the work session was to develop a list of top regional active transportation priorities in the Baltimore region grounded in adopted bicycle, pedestrian, complete streets, and park and recreation plans. The list of top priorities will inform *Resilience 2050*, the region's long-range transportation plan (LRTP), will assist in cross jurisdictional collaboration, and will inform future efforts to develop a vision for an integrated regional bicycle network.

Ms. Mingus shared information about *Resilience 2050: Adapting to the Challenges of Tomorrow* which as the Baltimore region’s LRTP will include major capital projects and planned investments for operating and preserving the transportation system the region expect to implement through 2050. The list of top regional active transportation priorities developed at

the BPAG work session will be presented to the Baltimore Regional Transportation Board (BRTB) to be included in the LRTP under set-aside funding. Only the Patapsco Regional Greenway and Baltimore Greenway Trails Network were included in previous LRTPs. The set-aside funding for *Resilience 2050* has not been determined by BRTB yet, however, the 2019 LRTP included \$105 million in set-aside funding.

In 2016, MDOT coordinated workshops around the state to support identification of critical bicycle facilities which resulted in the identification of ten priority trails in the Baltimore region. Many of these trails have progressed which resulted in the need for an updated list.

Work session attendees considered the key characteristics of active transportation including; safe and comfortable to use by a broad audience, increases equitable access to destinations that meet daily needs, multi-jurisdictional, bolsters last-mile connections, and connects activity centers; while reviewing the list of proposed regional active transportation priorities submitted by jurisdictions.

Ms. Mingus noted that the top priorities selected at the work session include a priority in every jurisdiction with many cross-jurisdictional. She also stated that the order of projects in the list presented is not based on any prioritization and are simply listed alphabetically by jurisdiction.

- Complete the Patapsco Regional Greenway
- Complete the South Shore Trail missing segments in Anne Arundel County
- BWI Trail loop to the Gwynns Falls Trail in Anne Arundel County
- Citywide ADA Infrastructure Improvements in Baltimore City
- Complete the Baltimore Greenway Trail Network in Baltimore City
- Separated bicycle facilities along Liberty Heights in Baltimore City
- Connection through Baltimore County to Ma & Pa Trail in Harford County
- Torrey C. Brown/NCR Trail Connections from Baltimore City to Pennsylvania in Baltimore County
- Gwynns Falls Trail Connection to Baltimore City in Baltimore County
- Northwest Trail in Carroll County
- Wakefield Valley Park Bike & Pedestrian Trail System in Carroll County
- Shared use path and separated bicycle lane along College Creek Connector, MD 450 Connector, Taylor Ave Connector in City of Annapolis
- Shared use path and sidepath along West East Express (WEE) in City of Annapolis
- Patuxent Branch Trail Completion (Downtown Columbia to Laurel) in Howard County
- Shared use path and sidewalk along Route 1 Corridor in Howard County
- Connect Cross Island Trail and South Island Trail in Queen Anne's County

Ms. Mingus stated that the next steps will be determination of the scale and scope of set-asides by the Technical Committee and BRTB. As well as, the fiscal year 2023 Unified Planning Work Program (UPWP) consultant project, Develop a Vision for an Integrated Regional Bicycle Network which is estimated to start early fall 2022.

Mr. Patrick McMahon (MDOT Maryland Transit Administration) asked if an approximately 1.6 mile section across the bridge to the B&A Trail could be added to the top regional active transportation priority, College Creek Connector, MD 450 Connector, Taylor Ave Connector, located in the City of Annapolis. This would make the priority cross jurisdictional as the segment would extend into Anne Arundel County. Mr. Jon Korin (Bicycle Advocates for Annapolis and Anne Arundel County) stated that BikeAAA supports extending the priority as Mr. McMahon proposed. Mr. Korin noted that this section of trail was included in the Anne Arundel County MDOT Priority Letter. Mr. Eatough stated that he felt like the amendment would be appropriate to vote on as it is a connection to a top regional active transportation priority and not a radical change. Ms. Mingus noted that the proposed addition was submitted by Anne Arundel County for consideration as a top regional active transportation priority. Ms. Asman confirmed and added that the segment is included in the Anne Arundel County Bicycle and Pedestrian Master Plan.

Mr. Eatough requested a motion regarding modifying the College Creek Connector, MD 450 Connector, Taylor Ave Connector priority to extend to the B&A trailhead at Boulders Way which would extend the priority 1.6 miles. The motion to approve the modification of the College Creek Connector, MD 450 Connector, Taylor Ave Connector priority was made by Mr. Eric Leshinsky (City of Annapolis Department of Planning) and seconded by Ms. Asman.

Ms. Allysha Lorber (Baltimore City Department of Planning) inquired if there would be an opportunity to add some priorities to the final list such as priorities that Baltimore City submitted which did not receive enough votes at the BPAG work session to be included in the top regional active transportation priorities list. Mr. Eatough responded that the modification of a selected priority and reconsideration of priorities which were not selected in the BPAG work session are two different items as the modification is just extending the project limits of an existing priority. Mr. Nate Evans agreed. Ms. Regina Aris commented that priorities that weren't selected during the BPAG work session could be considered for the fiscal year 2023 UPWP project, Vision for an Integrated Regional Network.

Ms. Molla Sarros (Maryland Department of the Environment) asked if factors such as historically disadvantaged communities had been taken into consideration in developing the list of top regional active transportation priorities. Ms. Aris noted that all of the priorities come from local plans and those issues were taken into consideration at that time.

A vote was taken with unanimous support from the members to approve the modification of the College Creek Connector, MD 450 Connector, Taylor Ave Connector priority.

Ms. Lorber asked if a cost/benefit analysis would be conducted for the top regional active transportation priorities. Ms. Aris responded that a cost/benefit analysis will not be conducted at this time. Ms. Mingus noted that some level of feasibility and cost/benefit analysis will be conducted as a part of the fiscal year 2023 UPWP project, Vision for an Integrated Regional Network.

Mr. Eatough requested a motion regarding the top regional active transportation priorities. The motion to approve the top regional active transportation priorities was made by Mr. Eatough

and seconded by Mr. Evans. A vote was taken with a nay vote from Baltimore City. The vote passed with majority support from BPAG members.

[PowerPoint: BPAG Work Session]

4. PRESENTATION: BMC PEDESTRIAN AND BICYCLE COUNTS UPDATE

Ms. Mingus provided an update on regional bicycle and pedestrian counts including an overview of the program. In fall 2021 a pilot project was conducted with one count site in each jurisdiction for a total of eight count sites. BMC staff have worked with the consultant who conducts the counts to update the count spreadsheets and methodology. These updated bicycle and pedestrian count spreadsheets will be using for a spring 2022 count to test the process before more counts are conducted in fall 2022. Jurisdictions were solicited for counts sites for the spring 2022 which resulted in the scheduling of a project specific count at Montgomery Road and Steepridge Drive in Howard County. The purpose of the count is to quantify changes in bicycle and pedestrian volumes after the implementation of new sidewalks and a pedestrians crossing, which will allow neighborhoods on the south side of Montgomery Road walking and biking access to the elementary and middle school on the north side of Montgomery Road. The May/June count will include a bicycle and pedestrian crosswalk count, pedestrian screenline counts, and on road bicycle turning movements.

The counts will be conducted in late May/early June while the elementary and middle school are still in session. Ms. Mingus will present the Howard County bicycle and pedestrian count data at the July 20 BPAG meeting. BMC staff will work with BPAG members over the summer to select fall count locations which can be conducted in September and October.

[PowerPoint: Bicycle and Pedestrian Count Update]

5. ACTIVE TRANSPORTATION SUMMARIES

Ms. Mingus shared information about the 25th annual Bike to Work which is being celebrated throughout the Baltimore region from Monday, May 16 to Sunday, May 23. People who live or work in the Baltimore region can register for free at [BikeToWorkMD.com](https://www.biketoworkmd.com) to submit their preferred event t-shirt pick up location. Bike to Work Week 2022 includes 25 pick up locations at local bike shops which allows participants to pick up their event t-shirt throughout the week during normal bike shop operating hours. The event also includes 16 local events including nine Bike to Work Day pit stops/celebrations throughout the region.

6. PATAPSCO REGIONAL GREENWAY (PRG) UPDATES

Ms. Mingus provided background information for the Patapsco Regional Greenway (PRG) Plan which was approved by the BRTB in 2017. The PRG Plan maps the alignment of a 40-mile greenway connecting Sykesville in Carroll County to the Baltimore Inner Harbor and traversing the Patapsco Valley in Anne Arundel, Baltimore, and Howard Counties. Sections of the 10 to 12 foot wide shared use trail are already constructed and open for use and remaining

segments will be designed and constructed based on jurisdictional priorities and funding availability.

BMC has lead 30% design for two segments of the PRG, Elkridge to Guinness and Sykesville to McKeldin, and is preparing for 30% design of the Guinness to South West Area Park segment. The Elkridge to Guinness segment is sponsored by Howard County and Baltimore County and will connect Patapsco Valley State Park, Main Street in Elkridge, and the Guinness Open Gate Brewery. Three alternative alignments were studied and presented to the public with the 1.8 mile long Patapsco Route, Modified as the selected alignment. Mr. Eatough noted that the original design of the segment to convert Main Street to a one-way road has been modified. The Sykesville to McKeldin segment is sponsored by Carroll County and will connect the City of Sykesville to/through the Patapsco Valley State Park. Four alignments were presented to the public with two final selected alignments. The Sykesville to Freedom Park alignment will be 0.8 miles long in total with 0.4 miles of new trail and will include shared use path, sidewalk, and boardwalk with intersection improvements. The Freedom Park to McKeldin alignment will be 7.5 miles long and will consist of natural surface trail, bridges and boardwalk in the Patapsco Valley State Park. The RFP for 30% design of the Guinness to South West Area Park segment has been approved by the Technical Committee. The 6.4 mile long segment is sponsored by Baltimore County and will connect Guinness Open Gate Brewery to South West Area Park and the Patapsco Light Rail Station. The segment will likely include shared use path, boardwalk, a bridge, and potential high-visibility crossings. Mr. Evans asked if it would be possible to extend the segment to include the alignment that would travel south and cross the Patapsco River into Anne Arundel County. Ms. Mingus stated that BMC staff are analyzing the inclusion of that connection with this 30% design project and working to determine if it is feasible with the project budget.

Ms. Mingus also shared information about the Baybrook Connector which has had 10% design completed under the management of the Greater Baybrook Alliance. The 4-mile Baybrook Connector would tie into a planned section of the PRG at the Nursery Road Light Rail Station and would travel from Anne Arundel County to Baltimore City ultimately connecting to the Middle Branch Trail. The segment will likely include shared use path, separated bicycle lane, and bicycle boulevard.

Ms. Mingus shared the next steps for the PRG which include 30% design of the Guinness to South West Area Park segment, BMC developing a publicly available interactive map of the PRG Plan and progress, the fiscal year 2023 UPWP project for 30% design, and continued coordination with jurisdictions and community partners.

[PowerPoint: Patapsco Regional Greenway Updates]

7. ROUNDTABLE DISCUSSION

City of Annapolis – Mr. Leshinsky shared that the City of Annapolis collaborated with Anne Arundel County to hold a Bike to Work Day celebration and pit stop that morning. Annapolis also held two events the day before to launch their micromobility program which includes e-bikes and e-scooters. Annapolis is working with Anne Arundel County to expand the program

outside the city limits. Annapolis submitted a proposal to the Transportation Alternatives (TA) program this week to complete design and construction of the West East Express (WEE) Trail.

Anne Arundel County – Ms. Asman noted that the Bike to Work Day celebration and pit stop was held by the City dock on a beautiful day. Anne Arundel County has submitted three TA program proposals. Which includes; completion of design for the Baybrook Connector trail in Anne Arundel County; a Safe Routes to School design project on Reece Road; and a Safe Routes to School construction project for Hammonds Ferry Road. The County will also apply for funding from the Kim Lamphier Bikeways Network Program managed by MDOT for gaps in the County's shared use path network. The Anne Arundel County Vision Zero Plan has been completed and they are working toward an executive order signed by the County Executive and an announcement made. The County also plans to apply for the Safe Streets and Roads for All (SS4A) grant program.

Mr. Jon Korin shared that construction is starting on the WB&A bridge over the Patuxent River which will join 6 miles of WB&A trail in Anne Arundel County with 4 miles of existing trail in Prince George's County. Construction is starting for Broadneck Phase III which will connect to the B&A Trail and the final phase of the Broadneck trail which goes into Sandy Point State Park is expected to start construction later this year. And potential construction of the South Shore Trail Phase II with extents from approximately from MD 3 to the existing Odenton Road sidepath which connects to the B&A Trail.

Ms. Asman reached out to BPAG members about how their jurisdiction manages maintenance of trails. Ms. Eatough suggested the topic as a future BPAG topic to allow for a more robust discussion. Mr. Eatough noted that Howard County is primarily leaning on the Recreation and Parks Department and that increased funding may be necessary as the trail network is expanded.

Ms. Dawn Thomas shared that the first public meeting for the South Shore Trail Phase IV was held last night. Construction activity starting for the WB&A trail bridge over the Patuxent River with an 18 month construction duration. Expect to have a notice to proceed for construction of the Broadneck Trail.

Baltimore City – Mr. Matt Hendrickson wished everyone a happy Bike to Work Week and shared that the Mayor's Bicycle Advisory Commission Safety Ride is tonight, there are events at Lake Montebello on Thursday and Saturday, and Friday is the Bike to Work Day celebration with two pit stops in Baltimore City. Also on Friday, May 20 is Mayor Brandon M. Scott's Bike to Work Press Conference at War Memorial Plaza. Baltimore City submitted a TA proposal to advance design of the 2-mile long Martin Luther King Jr. sidepath which was previously awarded a Bikeways grant. The City is also working on Bikeways grant applications. The City has a new Vision Zero maintenance contract which will allow bicycle and pedestrian projects to be addressed by one contractor to increase efficiency.

Howard County – Mr. Eatough shared that Howard County has submitted a TA proposal for the Patuxent Branch Trail to upgrade an existing mile long segment from gravel or natural surface to hard surface. Design is currently being completed for the segment which was funded by the TA program. The Howard County Bike to Work Day celebration and pit stop will be held Friday afternoon at Color Burst Park in downtown Columbia. The Howard County Complete Streets Design Manual was approved earlier in the year and training of County staff has been progressing. The County is also working on video based training modules for the

community with a focus on engineers and developers. Howard County's micromobility program includes e-scooters which the County hopes to launch soon. The permit process was completed and Spin had a successful application. Several new bicycle lanes will be created through the resurfacing program including portions of Twin River Road, Hickory Ridge Road, Gerwig Lane, Gilford Road, and Thunderhill Road. Design is now complete for the 1.5-mile long Oakland Mills Road complete streets project and construction is being scheduled for the four lane to three lane conversion with addition of a two way protected bicycle lane. The County is searching for a planner in the bicycle and pedestrian division of the Howard County Office of Transportation.

Maryland Department of the Environment – Ms. Sarros shared that the alternative transportation group at Maryland Department of the Environment (MDE) has been working to support Bike to Work Week including hosting several events. These bike rides open to the community include a bike ride convoy from Hopkins Plaza to Montgomery Park in Baltimore City and a bike ride from Montgomery Park to the B&O Railroad Museum Farmer's Market. MDE is working with Baltimore City for the implementation of traffic calming measures near the MDE office building at Carroll Park.

MDOT MTA – Mr. McMahon shared that MDOT MTA is participating in a number of Bike to Work Week activities which have been listed in the chat. MDOT MTA staff have been going out to events with the bus bike rack display to explain how to use bike racks on the front of MDOT MTA buses. Through coordination with Baltimore City DOT, a cycle track has been opened on North Avenue as a part of North Avenue rising. Baltimore City opened a new bicycle boulevard which was funded as part of the North Avenue Rising project. MTA has created educational materials on how to use cycle tracks including a [video](#) and posters on MDOT MTA trains. MDOT MTA also plans to apply for a Bikeways grant.

MD Department of Planning –Mr. Hansen shared information about the [Transit Station Area Profile Tool](#) which is a searchable data source that outlines and describes station area demographics, employment data, transit use, housing sales information and land use and development projects, as well as Transit Oriented Development (TOD) policies, programs and implementation efforts for each rail transit station in Maryland. The tool was developed several years ago and MDP is planning updates to the tool. The profile tool recently had new data from MDOT added including a walkshed analysis around transit station and the separated bicycle network.

MDOT SHA – Mr. Barry List shared that work continues on the [Pedestrian Safety Action Plan](#) which is expected to be completed later in the year. A [tool kit has been added](#) to the [Context Driven](#) web portal, a guide to creating different roads and trails depending on the context.

MDOT TSO - Mr. Evans noted that [Bikeways applications are due Thursday, June 2](#). SS4A program has been advertised and applications are due September 15. The program focuses on bicycle and pedestrian safety plans and implementation. The next Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) meeting will be Friday, July 22.

BMC – Ms. Mingus shared an announcement for Ms. Cindy Burch that BMC is working to build strong multi-agency applications for SS4A and members should feel free to reach out to Ms. Burch if they are interested in the program.

8. OTHER BUSINESS

Mr. Eatough noted that Ms. Lorber included Baltimore City's reasoning for the nay vote on the top regional active transportation priorities in the chat (attached below) regarding the process for project selection and that project funding was not a portion of the evaluation process.

ADJOURN MEETING

Mr. Eatough made a motion to conclude the meeting, Mr. Hansen seconded. The meeting adjourned at 2:46 P.M.

The next meeting will take place on Wednesday, July 20, 2022.

CLOSED SESSION

Mr. Eatough asked for a motion to open a Closed Session of BPAG in order to discuss the development of an RFP for the fiscal year 2023 UPWP project, Vision for an Integrated Regional Bicycle Network. Mr. Eatough made a motion to open the Closed Session and Mr. Evans seconded the motion.

Ms. Mingus provided an overview of the outline of the scope of work for the project. The project will be presented to the Technical Committee for approval to proceed and a draft RFP will be prepared and released in early fiscal year 2023.

Mr. Eatough asked for a motion to close the Closed Session of BPAG. Mr. Evans made a motion to close the session. Ms. Asman seconded the motion to close the session. The Closed Session Ended at 3:08 P.M.

ATTENDANCE

Members

Tanya Asman – Anne Arundel County Office of Transportation
Jessie Bialek – Baltimore County Department of Public Works
Steve Chandlee – Queen Anne's County Parks and Recreation
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
Patrick McMahon – Maryland Department of Transportation Maryland Transit Administration (MDOT MTA)
Molla Sarros – Maryland Department of Environment (MDE)
Clare Stewart – Carroll County Department of Planning

Staff and Guests

Daniel Allen – Anne Arundel County Office of Transportation

Regina Aris – Baltimore Metropolitan Council (BMC)
Cindy Burch – BMC
Rochelle Carpenter – Toole Design
Victor Henry – BMC
Tina James – MDP
Jon Korin – Bicycle Advocates for Annapolis and Anne Arundel County (BikeAAA)
Keith Kucharek – BMC
Barry List – MDOT SHA
Allysha Lorber –BCDOT
Charlene Mingus – BMC
Nigel Samaroo – Bike Maryland
Nancy Scozzari – Queen Anne’s County Parks and Recreation
Dawn Thomas – Anne Arundel County Department of Recreation & Parks
Francine Waters – MDOT TSO

ONLINE MEETING CHAT LOG

Patrick McMahon (MDOT MTA) (to Everyone): 1:20 PM: I'm hoping that the three Annapolis locations that were combined can also include the short Anne Arundel County segment across the bridge and to the B&A Trail.

Jon Korin (to Everyone): 1:22 PM: BikeAAA certainly supports extending the trail as Patrick describes

Patrick McMahon (MDOT MTA) (to Everyone): 1:26 PM: That adds about 1.6 mi. and I think it's functionally connected to what was voted on.

Patrick McMahon (MDOT MTA) (to Everyone): 1:26 PM: Sorry, having mic issues.

Jon Korin (to Everyone): 1:28 PM: It is part of the Anne Arundel Trail Network which is in our MDOT Priority Letter

Lorber, Allysha (DOT) (to Everyone): 1:28 PM: Hello all - can you clarify again whether there is opportunity to add some of the other priority projects that Baltimore City has that didn't receive enough votes during the workshop? we had 7 originally - all connecting to transit routes, all located in historically disadvantaged communities, all addressing safety issues, and all in our Separated Bikeway Plan

Lorber, Allysha (DOT) (to Everyone): 1:30 PM: Chris - understood this is not about Annapolis's request which is also valid

Lorber, Allysha (DOT) (to Everyone): 1:31 PM: I'm not clear on the difference of adding our requests as a regional priority verses a regional plan

Charlene Mingus (to Everyone): 1:33 PM: Molla can you add your comment to the chat?

Molla Sarros (to Everyone): 1:34 PM: Apparently I am having tech issues too. I wanted to say, are or have we considered the other issues, Allysha mentioned with the existing prioritized projects, re: historically disadvantaged communities?

Barry List (to Everyone): 1:36 PM: Abstain

Molla Sarros (to Everyone): 1:36 PM: How do I unmute on the phone call aspect of this meeting?

Molla Sarros (to Everyone): 1:36 PM: I am in favor, though.

Chris Eatough (to Everyone): 1:36 PM: Molla, give your vote via chat if you can

Lorber, Allysha (DOT) (to Everyone): 1:37 PM: During the workshop - I had mentioned that some of the routes proposed had different levels of feasibility and there was no cost/benefit analysis considered in the voting process. At the time, it was inferred that a cost/benefit analysis could be done. Is that going to happen or are you assuming that is not a factor here?

Regina Aris (BMC) (to Everyone): 1:37 PM: That is not going to happen for this process.

Lorber, Allysha (DOT) (to Everyone): 1:40 PM: nay

Chris Eatough (to Everyone): 1:41 PM: Allysha, is your nay vote for the Annapolis motion or for the full list of projects?

Lorber, Allysha (DOT) (to Everyone): 1:41 PM: I support the Annapolis motion

Lorber, Allysha (DOT) (to Everyone): 1:42 PM: I don't have a mic

Chris Eatough (to Everyone): 1:43 PM: Ok, your vote via chat was recognized.

Chris Eatough (to Everyone): 1:50 PM: Yes, bike lanes in this segment also

Charlene Mingus (to Everyone): 2:03 PM: <https://biketoworkmd.com/>

Hendrickson, Matthew (DOT) (to Everyone): 2:05 PM: Whoop Whoop--See you there Charlene! Happy Bike to Work Week everyone!

Charlene Mingus (to Everyone): 2:06 PM: <https://www.facebook.com/Bike2WorkCentralMD>

Charlene Mingus (to Everyone): 2:18 PM:

<https://www.greaterbaybrookalliance.org/baybrookconnector>

Jon Korin (to Everyone): 2:20 PM: Was there consideration given to making the BWI Trail spur to Baltimore via Baybrook Connector an official alternate route of the Patapsco Greenway?

Lorber, Allysha (DOT) (to Everyone): 2:29 PM: Thanks all. Matt Hendrickson will provide the Baltimore City update. I'd like to clarify that Baltimore City votes against the list of priority projects because the reason you cut out projects was because it would be included in a constrained plan. Since there was no cost/benefit analysis conducted there was no consideration of how much funding would be needed for a constrained plan. Therefore, we do not support the list since priority projects have been cut without consideration of costs and the benefits they provide to connect to transit, address systemic issues if inequity, improve safety in a cost-effective manner. All the projects included have merit - but projects cut also have merit. The point to select projects for a constrained plan should also include an assessment of cost/benefit and to clarify how much money is needed for all the projects. Thanks all. Happy B2W week.

Patrick McMahon (MDOT MTA) (to Everyone): 2:36 PM: Patrick McMahon – MDOT MTA Still having some microphone issues so posting my update here.

MDOT MTA is participating in a number of Bike to Work Week activities, including outreach this morning at Penn Station and at the intersection of North & Howard in Baltimore City, this afternoon at the MBAC ride at Eager Park, tomorrow morning at W. Baltimore MARC

Station, and Friday morning at a couple of locations in Baltimore City, including a speech by Administrator Holly Arnold at the Mayor's Press Conference. We're bringing one of our Bus Bike Rack displays out to the events so folks can learn how to put their bicycle on the bike racks on the front of all of our local buses.

Additionally, MDOT MTA and Baltimore City DOT opened a new Cycletrack as a part of the North Avenue Rising project between Maryland Avenue, the North Avenue Light Rail Station, and Mt. Royal Avenue. We put together a video about how to use the facility that you can see at <https://northavenuerising.com/cycletrack>. The project has also included a new Bike Boulevard on 20th Street and 11 shared mobility corrals along North Avenue, with 24 others added at rail stations around Baltimore City (all installed by Meg Young's team at Baltimore City DOT).

We've also updated posters on our MARC bike trains to educate riders about how to use the three different types of bicycle securement on our MARC trains.

We're slowly making progress on the Patapsco Avenue ped/bike bridge discussed earlier and are hoping to apply for a Bikeways grant contingent on some internal matching funds.

Barry List (to Everyone): 2:39 PM: <http://www.roads.maryland.gov/psap>
<http://www.roads.maryland.gov/contextdriven>
<http://www.roads.maryland.gov/toolkit>

Nate Evans (to Everyone): 2:41 PM: Safe Streets for All due September 15
<https://www.transportation.gov/SS4A>

Cindy Burch (to Everyone): 2:41 PM: We are working to build strong multi-agency applications for SS4A. Feel free to reach out to BMC

Scott Hansen (to Everyone): 2:44 PM: Below is a link to the Transit Station Area Profile Tool, with MDOT's one half-mile walkshed buffer analysis and road separated bike routes layer:
<https://maryland.maps.arcgis.com/apps/MapSeries/index.html?appid=5cc549f158954c259658a55ceadfdc6b>

Dawn Thomas (to Everyone): 2:44 PM: It looks like I missed the Anne Arundel update (escaped dog is to blame, returned by neighbor, all safe). AA DRP began construction activities this month on the WB&A Trail bridge over Patuxent and will issue NTP for Broadneck Trail Phase III next week. Last evening we held our first public meeting for the South Shore Trail Phase 4 30% design effort. Right of way for that section will be focus now. Thank you, Dawn

Jon Korin (to Everyone): 2:48 PM: Tonight is the global Ride of Silence. We will have a ride in Annapolis tonight

Dawn Thomas (to Everyone): 2:49 PM: Thank you and have a great week, Dawn

Cindy Burch (to Everyone): 2:49 PM: Thanks! Happy biking :)

Clare Stewart (to Everyone): 2:51 PM: My apologies, we just had a fire drill.

Hendrickson, Matthew (DOT) (to Everyone): 3:04 PM: I'll catch up with you later Charlene and follow up with some of my questions. Thanks all!