

BICYCLE AND PEDESTRIAN ADVISORY GROUP

July 20, 2022
Online Meeting
1:02 to 2:50 P.M.

MINUTES

1. WELCOME AND ROLL CALL

Mr. Nate Evans (MDOT TSO) welcomed attendees and Ms. Charlene Mingus (BMC) held a roll call.

2. APPROVAL OF MAY MINUTES

The minutes from the May BPAG meeting were previously distributed to the group. Mr. Evans asked for a motion to approve, Mr. Matt Hendrickson (Baltimore City) motioned to approve the minutes and Ms. Clare Stewart (Carroll County) seconded the motion. The meeting minutes were approved.

3. UPDATE ON THE MDOT SHA PEDESTRIAN SAFETY ACTION PLAN

Ms. Deni Deliallisi (MDOT SHA consultant) provided an update on the MDOT SHA [Pedestrian Safety Action Plan](#). Ms. Deliallisi gave a brief overview of the plan development, and shared that MDOT SHA was in the process of internally reviewing the draft plan.

The main focus of the presentation was Chapter 5 of the report, Actions & Strategies. This chapter is made up of two parts: Actions & Strategies and Project Cut Sheets. Strategies are long-term strategies for ensuring that MDOT SHA is addressing all roadway users when they are doing projects. These strategies are divided into specific actions, which involve not just MDOT SHA, but also other business units at MDOT, local jurisdictions, and MPOs. Project Cut Sheets address specific areas of need and priority corridors and provide planning level recommendations for further evaluation by MDOT SHA. Cut Sheets include location specific countermeasures as well as corridor-wide enhancements. Information on [Context Sensitive Design](#) is also available.

Ms. Dellialisi also shared an overview of the public outreach done during plan development. MDOT SHA did public outreach in spring 2021, which focused on identifying challenges and opportunities for pedestrian safety, and in winter 2021, which focused on identifying priority corridors. Ms. Allysha Lorber inquired if there would be any routes in Baltimore City?

[PowerPoint: MDOT SHA PSAP Update]

4. BALTIMORE CITY MICROMOBILITY PROGRAM

Ms. Meg Young (Baltimore City) shared a presentation regarding the City's micromobility program. Ms. Young shared a timeline of shared micromobility, which began with the Bike Share Program in 2016 that lasted for two years. The current dockless permit program was piloted in 2018 with great success and was codified in 2019. Ms. Young shared that the ordinance codifying the program was designed as broad guidelines to allow the program to adapt to a rapidly changing industry.

Ms. Young explained that an equity lens is applied to all aspects of the program, including reviewing permit applications, vehicle locations, and payment systems, and that one of the main goals of the program is to increase equity of access by providing another option for people to get around Baltimore. Ms. Young shared that after the pilot program finished the equity requirements were added, and since then the dockless vehicles are available in many more neighborhoods, including low income and low car access neighborhoods.

Ms. Young explained that the second goal of the program is to increase active transportation as a mode (as described by the city's Complete Streets Manual), and that since the beginning of the program in 2019, there have been over 5.5 million trips, with 2,600 average daily vehicles available and 55,000 average monthly users. Over 1,000 monthly users use low-income passes, and the users with low-income passes take three to five times more trips than average users.

Ms. Young described that the role of BCDOT is to act in the best interest of the public, set the goals for the program, align laws and policies to achieve those goals, establish funding mechanisms for support and sustainability, and convene stakeholders for ongoing evaluation (including quarterly meetings and monthly mailers). BCDOT also provides staffing and data management, infrastructure improvements, and community engagement. The program is funded through permit fees and a 10 cent per ride tax. The ride tax is lower than taxes on Uber rides to encourage use.

Ms. Young shared several of BCDOT's priorities for the program, including adding parking corrals, which will reduce vandalism, cover popular destinations, connect to transit, prevent scooters from blocking the sidewalk, and improve geographic equity. Other goals for the future are permitting stability to allow companies with no citations to automatically renew their permits, increasing the number of e-bikes available, and reinvesting permit fees to improve access, infrastructure, and support.

Mr. Evans asked about the change in e-scooter wheel diameter. Ms. Young explained that the new e-scooter diameter is 9.5 inches when it previously was 7.5 inches.

Mr. Eric Leshinsky (City of Annapolis) thanked Ms. Young for the help she provided to the City of Annapolis in preparing for the City's e-scooter ridesharing program launch. Mr. Leshinsky asked if the City tax applied to e-scooter rides required any state legislation or if the City had the authority to do so. Ms. Young replied that the City had authority to apply the tax, however, it is part of City law and would require City Council approval to be updated.

Mr. Patrick McMahan (MDOT MTA) shared that MDOT MTA has had a great partnership with Ms. Young addressing concerns that the public has had about e-scooters creating obstructions around transit and with people bringing scooters onto transit. MDOT MTA is also working with Ms. Young to include bike racks at the e-scooter corrals around the MDOT MTA stations.

Ms. Allysha Lorber (BCDOT) noted that Ms. Young will be presenting at the NACTO conference this fall on micromobility rideshare programs.

[PowerPoint: Baltimore City Micromobility]

5. DISCUSSION: SHARED USE PATH AND TRAIL MAINTENANCE

Ms. Mingus presented information about shared use paths including how shared use paths are defined in the MDOT SHA Bicycle Policy and Design Guidelines (2015) and AASHTO Guide for the Development of Bicycle Facilities (2012). Ms. Mingus also shared the types of shared use paths; sidepaths which are located in the roadway right-of-way and greenways which are located in an independent right-of-way. Ms. Mingus described the shared use path maintenance policies of other jurisdictions including Washington D.C., Arlington, VA, and Montgomery County, MD. There was also information about shared use path maintenance plans and additional information about the Montana DOT and Washington DC DOT plans.

Ms. Tanya Asman (Anne Arundel County) asked if Ms. Mingus' research revealed who in the counties maintained side paths. Ms. Mingus noted that maintenance responsibility varied by jurisdiction with the DOT in Montgomery County maintaining shared use paths unless they were located inside a park and sidepaths being maintained in Arlington County by the DOT unless an MOU shifted responsibility to another party.

Mr. Hendrickson said that Rec and Parks is generally responsible for the SUPs and trails. They recently hired two trail managers to audit, repair, and be responsive to maintenance needs throughout their network.

[PowerPoint: Shared Use Path Maintenance]

6. PRESENTATION: BMC PEDESTRIAN AND BICYCLE COUNTS UPDATE

Ms. Mingus shared updates about the regional bicycle and pedestrian count program with a focus on the results of the spring 2022 counts conducted in Howard County. The count was conducted at the intersection of Montgomery Road at Steepridge Drive from June 1 – 7 while the local elementary school and middle school were in session. The purpose of the count was to quantify the change in bicycle and pedestrian volumes after implementation of new sidewalks and the addition of a pedestrian crossing through a before and after count. The spring count was the before and set the baseline to compare to a planned count in the fall. Three count types were conducted; crosswalk, screenline, and turning movement. Ms. Mingus presented the results of the count through intersection diagrams and noted that the volumes

were low which was to be expected before the sidewalk and pedestrian crossing were installed.

[Presentation: Bicycle & Pedestrian Count Update]

7. ACTIVE TRANSPORTATION SUMMARIES

Ms. Nicole Hebert shared information about the 25th annual Bike to Work event which was celebrated throughout the Baltimore region from Monday, May 16 to Sunday, May 23, 2022. Almost 1,800 community members who live or work in the Baltimore region registered for the free event and were eligible to pick up an event t-shirt. This was a 50% increase in registrants from the year before and 37% of registrants were first time participants in Bike to Work. The event included 25 pick-up locations at local bike shops which allowed participants to pick up their event t-shirt throughout the week during normal bike shop operating hours. Bike to Work also included 16 local events, including nine Bike to Work Day pit stops/celebrations throughout the region.

Ms. Hebert also shared information about the reach of the advertising campaign which focused on spreading the word that Bike to Work was being held in person for the first time in two years. Ms. Hebert also shared information about the distribution of registrants by jurisdiction, historic registration numbers going back to 2017, the number of years registrants reported participating in the event, and the primary commute mode reported by registrants.

[Presentation: Bike to Work Week 2022 Summary]

8. ROUNDTABLE DISCUSSION

City of Annapolis – Mr. Leshinsky shared that the City has many programs going on that are funded by the Maryland Bikeways program. They are currently working on getting the Hilltop Connector and College Creek Connector to 30% design; these two projects will eventually be brought to 65% design. They are also working on the Poplar Trail extension, for which they have applied for a Transportation Alternatives (TA) Program grant. They have recently launched a micromobility program. The program has many users, and complaints about the program have died down as people get a better understanding of it. Different mobility options are especially important right now because one of the parking garages downtown is closed and being rebuilt.

Anne Arundel County – Ms. Asman shared that the Vision Zero plan was endorsed by the County Executive through an Executive Order on July 5. The next step is to develop an implementation plan. They are also applying for a Safe Streets for All federal grant for funding for safe routes to transit. The development of the new Pedestrian and Bicycle Master Plan is winding down; with two public meetings on July 17 and July 31 to present the draft plan, and they will go to County Council in October for adoption. They are putting together an interactive cycling map for the public and are exploring ways to bring micromobility into the County.

Baltimore City – Mr. Hendrickson shared that the Baltimore Greenway Trail Northern Segment is ongoing, with design alternatives being vetted through public meetings. The six-mile stretch of trail has been broken down into three sections. The Vision Zero Plan is underway, and the City is working on an update to the Bicycle Master Plan. Ms. Lorber shared that they are pursuing several grants this year, including a Safe Streets for All Grant, a Reconnecting Communities grant for the Highway to Nowhere, a STIC Grant for last-mile connection bus stop enhancements and a Scenic Byways grant for ADA improvements. They are actively working on the RAISE grant project for the East-West Transit improvements. The City also recently applied for another RAISE grant to complete multi-modal enhancements around Penn Station.

Carroll County – Ms. Stewart shared that Carroll County is wrapping up the Johnsville Road Safe Routes to School project. Construction is complete and they are finishing up the administrative components. The Carroll County Department of Recreation & Parks is working on the Northeast Trail alignment. They are working on an amendment to the Heart of the Civil War Heritage Area boundary to incorporate more county park land. The Patapsco Regional Greenway Sykesville to McKeldin segment has finished preliminary design and they will be meeting with Sykesville town staff and Patapsco Valley State Park staff to understand roles and responsibilities moving forward.

Howard County – Mr. Eatough shared that Spin scooter is now active in Howard County and has had 3,500 trips in the first month. The Oakland Mills Complete Streets project is under construction, with completion expected in late August. Four new bike lane segments through resurfacing are being considered, with public meetings held on July 13.

MDOT MTA – Mr. McMahon shared that MDOT MTA has finished the North Avenue Rising project and are waiting for a response on a RAISE grant application for multi-modal improvements around Penn Station. They are working on public involvement for the [East-West Transit Corridor](#), and will be going to the public in the fall about a North-South corridor. They are adding bike parking to most of their stations. MDOT MTA presented at the APTA rail conference about bike access to rail. They are working on a Bikeways grant for a bike-pedestrian bridge over the Patapsco River.

MD Department of Planning – Ms. Tina James gave an update on their transit station area profile tool. This application encourages Transit Oriented Development by looking at a ½ mile radius around transit stations and providing socioeconomic data. They are currently updating transit ridership and median home sale prices, and will continue to update throughout the year.

MDOT TSO - Mr. Evans shared that they are working through FY 2023 Bikeways applications. He reminded everyone that Walktober is coming up. Registration will be available online. The first Walktober walkinar starts on Thursday, October 6, and Walk Maryland Day is Wednesday, October 5th.

BMC – Ms. Mingus announced that BMC would be switching to Zoom for virtual meetings. She will send out updated meeting invites shortly. She also asked if people preferred to meet virtually or in-person, or both. Some members expressed that occasional in-person meetings would be welcome, but that most meetings remain virtual.

9. OTHER BUSINESS

No other business.

ADJOURN MEETING

Ms. Asman made a motion to conclude the meeting, Mr. McMahon seconded. The meeting adjourned at 2:50 P.M.

The next meeting will take place on Wednesday, September 21, 2022.

ATTENDANCE

Members

Tanya Asman – Anne Arundel County Office of Transportation
Jessie Bialek – Baltimore County Department of Public Works
Chris Eatough – Howard County Office of Transportation (Howard County OOT)
Nate Evans – Maryland Department of Transportation the Secretary's Office (MDOT TSO)
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)
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
Deni Deliallisi - AECOM
Nicole Hebert – BMC
Tina James – MDP
Barry List – MDOT SHA
Allysha Lorber –BCDOT
Charlene Mingus – BMC
Nigel Samaroo – Bike Maryland
Cynthia Spriggs – MDOT MHSO
Graham Young – BCDOT
Meg Young – BCDOT