

## **BICYCLE AND PEDESTRIAN ADVISORY GROUP**

July 19, 2023  
1:02 to 2:48 P.M.

### **MINUTES**

#### **1. WELCOME AND ROLL CALL**

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

#### **2. APPROVAL OF JANUARY MINUTES**

The minutes from the May BPAG meeting were previously distributed to the group. Mr. Evans asked for a motion to approve, Mr. Eric Leshinsky (City of Annapolis) motioned to approve the minutes and Mr. Chris Eatough (Howard County) seconded the motion. The meeting minutes were approved.

#### **3. PRESENTATION: RIGHTSIZING LOUISVILLE FOR SAFE STREETS**

Ms. Claire Yates (City of Louisville) shared information on Louisville, Kentucky's Safe Streets for All program and Safe Streets and Roads (SS4A) implementation grant. Ms. Yates shared that Louisville's Vision Zero goal is to eliminate all traffic fatalities on surface streets by 2050. In June 2022, the Louisville Metro Council voted unanimously to adopt the Vision Zero ordinance, which adopted the goal and required an annual Vision Zero report. To achieve Vision Zero, Louisville has adopted a Safe System Approach, which is built on six principles: death/serious injury is unacceptable; humans make mistakes; humans are vulnerable; responsibility is shared; safety is proactive; and redundancy is crucial. The Safe System Approach has five pillars: Safer People, Safer Roads, Safer Speeds, Post-Crash Care, and Safer Vehicles. Louisville has begun to address all these pillars except for Safer Vehicles.

Ms. Yates shared background information on the SS4A federal grant program. Ms. Yates shared that between 2019 and 2021, Louisville Metro Public Works developed the Vision Zero Louisville Safety Report, which utilized systemic and reactive approaches to assess transportation safety across all of Louisville, not just one corridor. One of these systemic factors were four-lane undivided highways, of which 22 corridors were identified for potential rightsizing. Louisville used the safety report to qualify for a SS4A implementation grant of \$21.4 million to rightsize 10 of these corridors.

Ms. Yates shared that the negative impacts of a four-lane undivided roadway are higher speeds, rear end collisions, “roadway departure” crashes, and high pedestrian crash risk due to crossing four lanes. “Rightsizing” to a three-lane section has many benefits, including dedicated left turn lane, reduced crossing distance, side street turns, buffer from the curb, and bringing operating speeds closer to the posted speed limit, but it also has tradeoffs, including peak hour congestion, driving in the turning lane and gutter bike lanes.

Ms. Yates shared that in Louisville’s SS4A application, they identified the 10 corridors for rightsizing and included preliminary sketches of what rightsizing would look like, which could include wider sidewalks, bike lanes or both. The application also included a detailed cost summary, a detailed crash summary and a benefit-cost analysis. Also included was a detailed proposed timeline for each corridor. In the coming weeks and months, Louisville will sign a grant agreement with FHWA, assign project managers and consultants, and refine designs with input from area residents. More information about Louisville’s SS4A implementation grant can be found [here](#).

Ms. Yates asked the committee if there were any successful rightsizing projects in the Baltimore region, and the committee shared several successful projects, including Oakland Mills Road in Howard County and Central Avenue in Baltimore City. Ms. Tanya Asman (Anne Arundel County) shared that on low-volume roads, rightsizing has been simpler, but on high-volume roads there is significant pushback against rightsizing.

#### **4. PRESENTATION: T-SAFE: TAMPA – SYSTEMIC APPLICATIONS FOR EQUITY**

Ms. Kelly Fearon (City of Tampa) shared a presentation on the City of Tampa’s SS4A application. Ms. Fearon shared that Tampa finished a Vision Zero Action Plan in 2021, which used data to identify implementable action strategies and metrics to track and monitor progress. The City of Tampa also uses a Safe System Approach, which was included in the Action Plan and in the SS4A grant application. Tampa was awarded a \$20 million SS4A grant which prioritizes the high injury network, where most fatal crashes occur. Their grant application is called Tampa Systemic Applications for Equity (T-SAFE) which will triage safety projects, implement safety improvements near parks, schools, and transit, and will be used to develop a Comprehensive Pedestrian Safety and Equity Action Plan (CPSEAP). Seventy four percent of the funding will be spent on underserved communities. The grant will focus on quick-build improvements, which will use low cost semi-permanent materials and leverage in-house design and construction capabilities.

#### **5. DISCUSSION: FUTURE TOPIC AREAS FOR BPAG**

Ms. Mingus facilitated a discussion about the focus and new topics of interest for BPAG. Ms. Mingus suggested some potential topics, including SS4A grant ideas/examples, Reconnecting Communities grant examples, and information on quick-build programs and converting quick-build projects into permanent or hardened infrastructure. Mr. Evans stated that he can present on the updated Maryland Bicycle and Pedestrian Master Plan. Mr. Leshinsky suggested a

report out from Transportation and Land Use Connection (TLC) grants awarded by BMC. Mr. Patrick McMahon (MDOT MTA) suggested a presentation regarding improvements and accessibility around bus stops and other transit locations.

Ms. Mingus stated that a survey will be distributed to members for additional suggestions.

## **6. PRESENTATION: BIKE TO WORK WEEK 2023 UPDATE**

Ms. Mingus shared an update on Bike to Work Week 2023. Ms. Mingus shared that this year's registrations of 1,700 people was similar to last year and that registrations have recovered from the pandemic. There were 16 local events throughout the region, 27 pick-up locations, and 14 event sponsors. Ms. Mingus also thanked the event sponsors which include; Anne Arundel County Commuter Crew, Baltimore City Department of Transportation (BCDOT), Baltimore and Carroll County Rideshare, Bike HoCo, Clean Air Partners (CAP), Columbia Association (CA), Downtown Columbia Partnership (DTC), Go Howard, Harford Transit LINK, Maryland Department of Transportation (MDOT), Regional Transportation Agency of Central Maryland (RTA), and media sponsor WBAL-TV. Event advertisements were placed on WBAL's website and other websites which resulted in over 760,000 impressions.

Ms. Mingus shared that 30% of registrants participated in Bike to Work for the first time. Ms. Mingus also shared that 34% percent of registrants with commutes under five miles reporting driving to work alone. She noted that there is potential for those drive alone commutes to be converted to bike trips through education and incentives such as the work of rideshare coordinators in the region and as active transportation infrastructure expands in the region. Ms. Mingus also shared that in a follow-up survey sent to participants, 71% of respondents reported replacing a least one car trip with a bike ride during Bike to Work Week with 96% of respondents taking at least one bike ride during the weeklong event. Respondents listed the most common barriers to biking as lack of comfortable bike lanes or paths, feeling unsafe because of aggressive drivers, and poor weather.

## **7. ROUNDTABLE DISCUSSION**

**City of Annapolis** – Mr. Leshinsky shared that Annapolis is continuing to work on the West-East Express, which is beyond 30% design. The College Creek Connector is about to kick-off 30% design. The draft comprehensive plan is out for 90-day public comment and the transportation component of the comprehensive plan is substantial. The Transportation and Land Use Connections grant from BMC project is wrapping up. This project will provide standards for bicycle improvements. The draft will be presented to the city council in the next month or so. A feasibility study of a transportation corridor between downtown and Quiet Waters Park is wrapping up. Annapolis also submitted a Safe Streets for All application for safety improvements to Forest Drive and to create a Vision Zero Playbook for Annapolis.

**Anne Arundel County** – Ms. Asman shared that the Broadneck Trail phase five has an upcoming public meeting. The BWI spur trail project had a public meeting on July 27. The

Phase I Safe Routes to School Accessibility studies are wrapping up now, and safety training will begin in the fall.

**Baltimore City** – Mr. Patrick Patterson shared that Baltimore City’s SS4A application has been drafted. The grant will work to advance safety culture through three projects in Baltimore City: a Complete Streets pop-up and quick-build program on the high-injury network; a Complete Streets communications campaign; and the Baltimore Greenway Network Ciclavia monthly pop up street and lane closures. Baltimore City has also hired three new planners. The Mount Royal Avenue Streetscape project is underway, and the City has also installed 10 automated bicycle and pedestrian counters across the city.

**Baltimore County** – Ms. Jessie Bialek shared that Baltimore County has a new Traffic Safety section. One of their major tasks will be to develop a Vision Zero plan for Baltimore County. The county has also applied for an SS4A grant for intersection improvements. The county will also be initiating a Complete Streets pilot program in the near future. The county will be installing its first ever protected bike lane on Green Summit Road in Pikesville, and will be installing bike lanes in the Dundalk area.

**Carroll County** – Ms. Clare Stewart shared that Carroll County has several Safe Routes to School projects underway. MDOT SHA is performing an audit on Johnsville Road, which should be finalized by September. The Washington Road project design is being finalized, and will move to the construction phase soon.

**Howard County** – Mr. Eatough shared that Howard County is resurfacing five roadway segments which will be restriped to include bike lanes. Additional resurfacing and restriping projects will occur next summer. Mr. Eatough shared that the Howard County Public School system has greatly expanded their walk-zones. Many quick to implement improvements such as crosswalks and signage are being installed to support safety for student’s walk to school. The next task for Complete Streets is to update the developer regulations in Howard County, which will kick off soon. Mr. Eatough shared that the North Laurel Connection project crosses over a BGE Right-of-Way, and that BGE has notified Howard County that requirements for projects within their Right-of-Way have changed. The new requirements, which include the exclusion of paved paths or structures such as boardwalks, will impact the North Laurel Connection project and has the potential to impact other projects in the region.

**MDOT MTA** – Mr. McMahon shared that MDOT MTA won a RAISE grant for the Mondawmin Metro station. A portion of the project will include bicycle and pedestrian investments in the area immediately around the station. MDOT MTA is continuing to add bike racks to transit stations around the state, expand the number of MARC bike cars, and planning the Patapsco Avenue Bridge Phase I.

**MDOT TSO** - Mr. Evans shared that MDOT TSO is reviewing Bikeways applications, and will announce awards later in the fall. MDOT is continuing to work on the “2050 Maryland Bicycle and Pedestrian Master Plan 2024 Update”, which will be available for public comment in the fall. Ms. Francine Waters shared that Walktober planning is underway. Walktober is held during the month of October and is focused on pedestrians and pedestrian safety. During Walktober four virtual webinars or “Walkinars” will be held which focus on pedestrian issues.

**BMC** – Ms. Mingus shared that BMC is continuing to work on preliminary design for the Patapsco Regional Greenway (PRG) segment that extends from the Guinness Open Gate Brewery to Southwest Area Park in Baltimore County. BMC is also continuing to work on TLC grants with Annapolis and Baltimore City. The regional bicycle facility inventory is underway and staff are working with jurisdictions to wrap up the update to prepare for the Vision for a Regional Bicycle Network project which will begin this fall. Mr. Regina Aris shared that public comments on the Resilience 2050 the long-range transportation plan for the region and Transportation Improvement Program (TIP) were positive towards bicycle and pedestrian projects. All comment responses have been posted on the [Resilience 2050 website](#).

## **8. OTHER BUSINESS**

The next meeting will take place on Wednesday, September 20, 2023. The meeting was adjourned at 2:48 P.M.

## **ATTENDANCE**

### ***Members***

Tanya Asman – Anne Arundel County Office of Transportation  
Jesse 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)  
Tina James – Maryland Department of Planning (MDP)  
Eric Leshinsky – City of Annapolis Department of Planning and Zoning  
Barry List – MDOT State Highway Administration (MDOT SHA)  
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)  
Patrick Patterson – Baltimore City Department of Transportation (BCDOT)  
Catherine Salarano – Maryland Department of the Environment (MDE)  
Clare Stewart – Carroll County Department of Planning

### ***Staff and Guests***

Daniel Allen – Anne Arundel County Office of Transportation  
Regina Aris – BMC  
Kelly Fearon – City of Tampa  
Collin Hodges – Alta Planning  
Charlene Mingus – BMC  
Mitchell Phillips – Baltimore County Department of Public Works  
Patrick Smith – Howard County Office of Transportation (Howard County OOT)  
Francine Waters – MDOT TSO  
Claire Yates – Vision Zero Louisville