

## TECHNICAL COMMITTEE

May 2, 2023  
9:30 to 11:37 A.M.

### MINUTES

The meeting was called to order at 9:30 A.M. by Mr. Joel Gallihue.

#### 1. APPROVAL OF APRIL 2022 MINUTES

Mr. Gallihue asked for approval of the minutes from the April meeting of the Technical Committee. Mr. Dan Janousek moved to approve the minutes with Mr. Kwaku Duah seconding the motion. The minutes were unanimously approved.

#### 2. RECOMMENDED ACTION ON RESOLUTION #23-21

Mr. Keith Kucharek presented Resolution #23-21. Howard County has requested to amend the FY 2023-2026 TIP to add one new project, the Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery trail segment for Final Design. This project was presented to the Interagency Consultation Group at its April 5th meeting and was determined to be exempt according to the conformity rule.

The project consists of a 1.5 mile hard surface trail that extends from the Guinness Open Gate Brewery in Baltimore County to historic Elkridge in Howard County. The trail will begin at the Guinness Open Gate Brewery and travel south under I-895 towards the Patapsco River. The trail follows the river, crossing under I-195 before turning north towards the I-895 ramp to US 1. The trail will parallel the ramp utilizing a 290-foot boardwalk to traverse a large wetland area. A bridge across the Patapsco River will lead the trail to intersect Main Street and then follows Main Street to Levering Avenue where the trail terminates.

Amending the project into the TIP is necessary to obtain NEPA approval. The amendment includes \$1.25 million in construction funds provided by a Howard County DPW grant. Baltimore County is also contributing \$500,000 for final engineering. Additional funding to complete construction will be necessary. This could come in the form of a Transportation Alternatives Program award or other sources identified by the counties.

In early 2021, 30% design was completed and is the basis for final design. The current schedule is for 60% completion in August/September 2023, 90% completion in winter 2023/2024 and 100% design completion in spring 2024.

There was a request for a motion regarding Resolution #23-21. Mr. Duah made a motion to send Resolution #23-21 to the BRTB as presented and Mr. Patrick McMahon seconded the motion. No members of the public had any comments. A vote was taken on Resolution #23-21, with unanimous support from the members.

***[PowerPoint: PRG Elkridge to Guinness TIP Amendment]***

**3. RECOMMENDED ACTION ON RESOLUTION #23-22**

Mr. Kucharek introduced the resolution. In Resolution #23-22, the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) requested to amend the FY 2023-2026 TIP to add one new project, the Masonville Cove Connector: Shared-use Path Design and Construction. This project was presented to the Interagency Consultation Group at its April 5th meeting and was determined to be exempt according to the conformity rule.

Mr. Joseph Ross, MDOT MPA, and Mr. Andrew Bing, Kramer Associates, presented the details of the project. This project was previously in the 2017-2020 TIP utilizing FHWA Federal Lands Access Program (FLAP) funds to develop a feasibility study.

In 2023, MDOT MPA was awarded an additional FLAP grant to design and construct a shared-use path along Frankfurst Avenue in Baltimore City from Masonville Cove to South Hanover Street. Masonville Cove is the nation's first Urban Wildlife Refuge Partnership.

The Masonville Cove Connector will establish safe, convenient and equitable access to the Masonville Cove Environmental Education Center. The shared-use path will also provide a connection to local communities and other trails and recreational areas throughout the city.

The project began in September 2022. Thirty percent design completion is expected in fall 2023 with 100% design completion in fall 2024. Construction is anticipated to be complete in fall 2025.

Mr. Tavon Hawkins asked if the Cove is open to the public now. Mr. Bing indicated that it is and the hours are Monday-Friday 9 a.m. to 4 p.m. and Saturday 9 a.m. to 1 p.m.

Mr. Gallihue congratulated the MDOT MPA team for bringing FLAP funding east. Most of his experience has seen this type of funding for projects out west.

Mr. Daniel Paschall, East Coast Greenway Alliance, indicated that this is a great project and offered to provide a letter of support if needed.

There was a request for a motion regarding Resolution #23-22. Mr. Steve Cohoon made a motion to send Resolution #23-22 to the BRTB as presented and Mr. Luciano Diaz seconded the motion. A vote was taken on Resolution #23-22, with unanimous support from the members.

***[PowerPoint: TIP Amendment 23-26 TIP Presentation Masonville Cove Connector]***

#### **4. APPOINTMENT OF A NOMINATING COMMITTEE FOR TC OFFICERS**

Mr. Gallihue asked MDOT and Howard County to develop a slate of Officers for FY 2024. Both parties accepted the invitation to develop a slate of Officers. Mr. Gallihue is termed limited and will be stepping down. Mr. Brian Ulrich will be asked if he would care to advance from Vice Chair to Chair. Members were asked to volunteer for the Vice Chair position. The slate will be presented in June with elections in July.

#### **5. PRESENTATION: US 40 BIKE PED CONCEPT PLAN**

Ms. Charlene Mingus provided an overview of the Concept Plan for Bicycle and Pedestrian Improvements along US 40 in Harford County that is currently in the final stages of completion. BMC, on behalf of the BRTB and Harford County developed the concept plan for the approximately five mile study area extending from the City of Aberdeen to the City of Havre de Grace. The concept plan includes planning-level design of a comfortable, convenient, and safe shared-use path along US 40 that connects to transit and neighborhoods and provides a foundation for the future development, implementation, and maintenance of a shared-use path serving bicyclists and pedestrians along the corridor. Ms. Mingus introduced the AECOM team of Mr. Josh Crunkleton and Mr. Romaine Kesecker.

Mr. Crunkleton presented the existing conditions of the study area. The posted speed limit on US 40 varies from 30 MPH, in downtown City of Aberdeen, to 55 MPH, between MD 22 and prior to Lewis Lane. Sidewalks are infrequently present throughout the study area. Sidewalks are concentrated in the City of Aberdeen between the train station and MD 22, as well as in the City of Havre de Grace between Lewis Lane and Erie Street. Sidewalks to nearby destinations are also inconsistent. Within the study area, US 40 is a signed designated bicycle route. Along US 40, there are some areas of dedicated shoulder for bicycle use on both sides of the road. There are signed and dedicated bicycle facilities or shared-use paths that link the site to nearby destinations, including the Aberdeen Throughway, on West Bel Air Avenue, and the Havre de Grace Bike Trail within the town of Havre de Grace.

The proposed shared-use path for all options would be asphalt, 10 feet in width (8 foot minimum where necessary due to constraints) and include a grass buffer between the shared-use path and the closest edge of the roadway travel lane. ADA-compliant ramps (including detectable warning surfaces) are proposed at all commercial, residential and signed street crossings. Mr. Crunkleton presented the three proposed typical sections for segments of the shared-use path in the corridor: 1) Open Section - areas of the corridor without curb and gutter (open section) would have a 10 foot paved shoulder (varies in some locations) plus a 16 foot grass buffer between the shared-use path and the closest edge of travel lane on US 40, 2) Closed Section with Shoulder - some areas of the corridor with curb and gutter (closed section) would have a two foot to ten foot paved shoulder and a two foot minimum grass buffer separating the shared-use path from the face of curb on US 40 or 4 feet minimum to the closest edge of travel lane, and 3) Closed Section with Reduced Shoulder - some areas of the corridor with curb and gutter (closed section) would utilize existing paved shoulder for the trail to minimize impacts with a 2 foot minimum grass buffer separating the shared-use path and the face of curb on US 40 or 4 feet to the closest edge of travel lane.

As part of the process to develop this Concept Plan for Bicycle and Pedestrian Improvements along US 40, three potential concept options were explored in the first phase; the Westbound Option, the Eastbound Option and the Combined Option (Westbound Option from the Aberdeen Train Station to Lewis Way and Eastbound Option from Lewis Way to Erie Street). Based on design considerations and community feedback received at multiple public meetings, the project website, and an online survey the Westbound Option and Combined Option were recommended for further study. Mr. Crunkleton concluded by presenting the implementation plan which includes potential grant funding opportunities, potential wayfinding and branding strategies, opportunities to guide the development of the facility, and long-term maintenance strategies.

**[PowerPoint: US 40 Shared Use Path]**

## 6. UPWP Updates

- **Resilience 2050:** Mr. Zach Kaufman thanked members for their reviews of the draft chapters of *Resilience 2050*. BMC staff are beginning to integrate comments into the document. All chapters have been reviewed except for the Executive Summary. In addition, Appendix C, which relies on travel demand modeling and analysis, is in process.

BMC staff continue to prepare for the public comment period planned for May 17 – June 20. BMC staff created a public involvement plan for the comment period and are preparing advertisements for digital and print media including social media, newspapers and radio. Mr. Kaufman asked members if they would be willing to distribute a flyer advertising their local jurisdiction meeting in county government buildings.

Mr. Kaufman shared the schedule for the 7 public meetings. BRTB and TC members should plan to attend the meeting in their jurisdiction, with the BRTB member presenting. BMC will provide the presentation.

**[PowerPoint: May Resilience 2050 Update]**

- **Maryland Travel Survey: Walking in the Baltimore Region:** Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), specifically, a Study of Walking in the Baltimore region. The analysis used regional, rather than jurisdictional, data.

Mr. Berger noted the shares of walkers by Age Group:

- 18-44 years old (38.7%),
- 45-64 years old (26.0%),
- 65 years old or older (19.2%),
- 5-12 years old (9.7%),
- 13-15 years old (4.5%), and
- teenagers 16-17 years old (1.9%)

Mr. Berger then shared walkers by HH Income:

- \$150,000 or more (21.7%),

\$100,000 to \$149,000 (19.3%),  
\$50,000 to \$74,999 (16.0%),  
\$75,000 to \$99,999 (13.6%),  
\$35,000 to \$49,999 (6.4%),  
\$25,000 to \$34,999 (6.1%),  
\$15,000 to \$24,999 (7.1%), and  
Less than \$15,000 (9.8%)

The third category of findings walkers by Race & Ethnicity:

Whites (72.4%),  
African Americans, Blacks (18.8%),  
Hispanic (3.1%),  
Asian (2.9%),  
Multi-racial (2.6%),  
American Indian/Alaskan Native (0.1%), and  
Native Hawaiian or Pacific Islander (0.1%)

The last category covers walking trips by Purpose:

Shopping and Meals (29.8%),  
Personal Business and Other Tasks (27.8%),  
Work (20.3%),  
Socializing and Recreation (11.3%), and  
School (10.8%)

### ***[PowerPoint: Maryland Travel Survey Walking Results]***

## **7. DISCUSSION: EQUITY SCAN**

Ms. Sherry Steine and Ms. Hannah Twaddell of ICF Consultants gave an update on the equity scan project, including results from the April 26th Transportation CORE focus group.

Ms. Steine provided an update on interviews with staff, a scan of best practices from around the country and interviews with a core group of MPOs. ICF is working to develop a set of recommended actions the BRTB can take to address equity in the region. Ms. Steine reviewed some of the possible action steps, which include:

- Studying the effects of past transportation decisions on current inequities
- Creating a shared definition of what equity is and supporting that definition through goals and strategies
- Analyze benefits and burdens of previous TIP investments and add equity criteria to the TIP submittal process for new projects
- Developing a long-range transportation project selection criteria that addresses equity related concerns and prioritizing equitable multimodal transportation access to affordable housing, health, care, and other essential destinations

Ms. Twaddell reported that staff and the consultant team met on April 26th with approximately 20 members of the Transportation CORE to discuss the equity scan project and to generate ideas from the CORE for how the BRTB can take action on addressing equity in the region. CORE members shared over 50 ideas for how to address equity in projects or studies, short and long range plans, public participation, and more.

Ideas include:

- Figure out how to connect paratransit services across/ between counties
- Assess how to increase public transit corridors where traffic is most congested
- Conduct a large scale survey of the transportation needs of underserved communities
- Get planning around transportation to be about moving people not cars - too many tools seem to have built in bias towards private vehicles
- Develop a formal process for prioritizing transportation investments in historically redlined areas of Baltimore City
- For plans to be equitable the people who need equity need to be part of the discussion ("nothing about us without us")
- Compensate public participants
- Develop relationships with neighborhood and community associations to make the public comment process more accessible

Following this presentation, ICF conducted an interactive exercise using a Mural whiteboard to elicit ideas from TC members and guests for recommendations to advance equity through four key products: UPWP, LRTP, TIP, and PPP. Feedback will be used to inform final recommendations on these areas for the BRTB.

***[PowerPoint: Equity Scan; Mural Whiteboards]***

## **8. OTHER BUSINESS**

Mr. Janousek mentioned a newsletter that MDOT TSO Office of Planning and Capital Programming sends out, titled "MDOT Federal Discretionary Grants Newsletter". Members can also visit the MDOT IJJA Federal Discretionary [Grant Information website](#) to learn more or sign up to receive future IJJA Federal Discretionary Grant newsletters by sending an email to [MDOTTSOOPCP@mdot.maryland.gov](mailto:MDOTTSOOPCP@mdot.maryland.gov).

The next meeting will be held on June 6, 2023 to be followed by the Congestion Management Committee. Members were asked if they were willing to join at 9 A.M. for a Closed Session to discuss the work scope for several FY 2024 RFPs. Members were amenable to the request.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Cookson made a motion which Mr. Duah seconded. The Technical Committee adjourned at 11:05 A.M. for a closed session.

## 9. CLOSED SESSION FOR RFP DISCUSSION

Mr. Gallihue asked for a motion to open the closed session. Mr. Cookson made a motion which Mr. Duah seconded. The Technical Committee began the closed session at 11:07 A.M.

- **PRG: Stoney Run Trail:** Mr. Kucharek provided an overview of the proposed Patapsco Regional Greenway: Stoney Run Trail segment Request for Proposals (RFP). The Stoney Run trail is approximately 3.5 miles long and extends from a connection with the BWI trail at Stoney Run Road to tie into the Patapsco Regional Greenway: Elkridge to Guinness trail. The majority of the trail is in Anne Arundel County, but there is a small section that is in Howard County.

Mr. Kucharek discussed eight tasks that will be included. The budget for this project is \$250,000. Work is anticipated to take approximately one year from the consultant notice to proceed. Final design and funding will likely come from either Anne Arundel or Howard County, or a combination of the two.

There were no questions from the Technical Committee and this project was unanimously approved to move forward with the RFP.

- **Signal Infrastructure Assessment:** Mr. Bala Akundi provided an overview and schedule for this FY 2024 UPWP task. In 2022, the Traffic Signal Subcommittee of the BRTB was briefed on a project that was done for several jurisdictions in the state to determine the condition of signal infrastructure over time. This study found, in some instances, significant deterioration at some locations over a 5-year period. Local jurisdictions conduct periodic inspections and fix problems as they are identified. However, there does not seem to be a formal methodology/process to prioritize and allocate resources on annual basis. This pilot study will assess current inspection programs across the region, best practices around the US, and field inspections in consultation with signal subcommittee members. An RFP is being developed and will be issued in mid to late May. The study is expected to begin in July 2023 and completed by June 2024.

There were no questions from the Technical Committee and this project was unanimously approved to move forward with the RFP.

- **Post-Pandemic Trends:** Mr. Shawn Kimberly provided an overview of the UPWP task "Post-pandemic Trends in Employment, Commercial Real Estate, Housing Location Choice, and Travel Demand." The pandemic caused or accelerated major changes to how and where people work, with substantial effects upon workers, employment centers, and travel patterns. The purpose of the project is to identify and quantify these changes, and to project and explain their potential longer-term implications – thereby informing land-use assumptions for future forecast rounds and travel demand modeling efforts. The project combines what had initially been two separate UPWP tasks, which are included in this task as two separate phases. The first phase of the project is comprised of employee and employer surveys regarding flexible work arrangements, office space utilization, and shifts in commuting patterns. The second phase incorporates the survey responses and will quantify work-from-home adoption rates across the region, analyze recent changes in

commercial real estate (and the potential impacts upon downtowns), and explore how work-from-home adoption may influence home location choice. An RFP is being developed and will be issued in mid to late May. The study is expected to begin in August 2023 and run through August 2024.

There were no questions from the Technical Committee and this project was unanimously approved to move forward with the RFP.

At the conclusion of the three proposals to be released in the next 30-60 days, Mr. Gallihue asked for a motion to end the closed session. Mr. Duah made a motion which Mr. Diaz seconded. The Technical Committee ended the closed session at 11:37 A.M.

## **ATTENDANCE**

### ***Members***

Steve Cohoon – Queen Anne’s County Department of Public Works  
David Cookson – Howard County Office of Transportation  
Angelica Daniel – Baltimore County Department of Public Works & Transportation  
Luciano Diaz – Baltimore City Department of Transportation  
Kwaku Duah – Annapolis Department of Transportation  
Joel Gallihue – Harford County Department of Planning  
Tavon Hawkins – Maryland State Highway Administration (MDOT SHA)  
Dan Janousek – Maryland Department of Transportation (MDOT)  
Patrick McMahon – Maryland Transit Administration (MDOT MTA)  
Catherine Salarano – Maryland Department of the Environment  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)  
Ken Choi – Maryland Department of Planning

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

Bala Akundi - Baltimore Metropolitan Council (BMC)  
Regina Aris - BMC  
Charles Baber - BMC  
Robert Berger - BMC  
Andrew Bing – Kramer Associates  
Cindy Burch – BMC  
Josh Crunkleton - AECOM  
Rebecca Deibel - BMC  
Haley Eggert - ICF  
Blake Fisher - BMC  
Monica Haines Benkhedda - BMC  
Don Halligan – BMC  
Victor Henry - BMC  
Zach Kaufman - BMC  
Shawn Kimberly - BMC  
Dianne Klair – City of Havre de Grace



Keith Kucharek - BMC  
Todd Lang – BMC  
Sheila Mahoney - BMC  
Anna Marshall - BMC  
Charlene Mingus – BMC  
Daniel Paschall - East Coast Greenway Alliance  
Deborah Price – Harford County P&Z  
Joseph Ross – MDOT Maryland Port Administration  
Eileen Singleton - BMC  
Sherry Steine – ICF  
Darren Swift – MDOT SHA  
Hannah Twaddell – ICF  
Jonathan Wellemeyer