

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #23-6**

**ENDORSE APPLICATIONS FOR FEDERAL ASSISTANCE THROUGH
THE TRANSPORTATION ALTERNATIVES SET-ASIDE**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and a representative of public transportation; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act eliminates the Transportation Alternatives Program (TAP) as established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and replaces it with a set-aside of the Surface Transportation Block Grant (STBG) program providing funding for transportation alternatives with a defined set of eligible categories; and

WHEREAS, a portion of transportation alternatives set-aside funding is sub-allocated to metropolitan areas over 200,000 in population to the designated Metropolitan Planning Organizations to conduct a competitive application process for that portion of the state's funding in a manner identical to funding under the prior TAP; and

WHEREAS, the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved criteria for selecting projects as follows: 1) federal program eligibility and goals, 2) state planning goals, 3) regional and local planning goals, 4) health, environmental and community impact, and 5) program effectiveness. Projects will be consistent with the ten federally eligible categories identified for transportation alternatives funds and include: 1) provision of pedestrian and bicycle facilities; 2) safe routes for non-drivers; 3) conversion of abandoned railway corridors to trails; 4) scenic turnouts and overlooks; 5) outdoor advertising management; 6) historic preservation and rehabilitation of historic transportation facilities; 7) vegetation management; 8) archaeological activities; 9) stormwater mitigation; and 10) wildlife management; and

WHEREAS, seven applications for funding from the Surface Transportation Block Grant set-aside for transportation alternatives for the Baltimore region were reviewed utilizing established criteria.

NOW, THEREFORE BE IT RESOLVED that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved the following applications (Attachment 1) for funding with the money allocated directly to the Baltimore region.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its September 27, 2022 meeting.

9-27-22

Date



Sam Snead, Chair
Baltimore Regional Transportation Board

**Applications to the 2022 Surface Transportation Block Grant set-aside for
Transportation Alternatives**

Baltimore Region Urbanized Area	
<i>Project name/limits:</i>	Anne Arundel County Baybrook Connector: B&A Trail to the Gwynns Falls Trail
<i>Project sponsor:</i>	Anne Arundel County Office of Transportation
<i>TAP request:</i>	\$750,000.00
<i>Total cost:</i>	\$900,000.00
<i>Project description:</i>	This project will take an existing 30% design project, completed by the Greater Baybrook Alliance on behalf of Harbor Hospital, for a connection for bicyclists and pedestrians from the B&A Trail to the Gwynns Falls Trail, to full design and construction documents. Four types of infrastructure have been selected as the preferred alternatives to align for the most part with Belle Grove Road through Brooklyn Park. The project will provide sharrows and wayfinding directing users from the Nursery Road Light Rail Station, which is the termination of the BWI Loop Trail Spur, to shared use path on Belle Grove Road. At Belle Grove and 10th it will become separated two-way bicycle and pedestrian on road facility to the Baltimore City line.
<i>Plan goals:</i>	The purpose of this project is to continue the work already completed by Harbor Hospital and their partner, Greater Baybrook Alliance, to complete a bicycle and pedestrian trail or separated facility between the BWI Trail Loop Spur (which connects to the B&A Trail) in Anne Arundel County, to the Gwynns Falls Trail in Baltimore City. Currently the Gwynns Falls Trail runs south from West Baltimore then ends abruptly behind MedStar Harbor. This project will complete the 30% design of the portion of the access in Anne Arundel County. This project will provide safe access for pedestrians and bicyclists living in one of the most underserved portions of the County, many of whom do not own cars and rely on bicycling and walking to get to necessary destinations, such as the Harbor Hospital, the Light Rail Station, the Baltimore Washington Airport, and many other destinations that will be accessible via the B&A Trail connection. Upon completion of the portion in Baltimore City, the trail will ultimately provide non-vehicular access to Baltimore City and the Middle Branch Waterfront, which is undergoing a once-in-a-lifetime development of eleven plus miles of revitalized shoreline that will connect neighborhoods, spur waterfront access, attract new stakeholders, and improve environmental health.
<i>Suggested award:</i>	\$750,000.00
<i>Project name/limits:</i>	Hammonds Ferry School Sidewalk SRTS: north of the Kingbrook Road intersection to south of the Kingwood Road intersection
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	\$495,000.00
<i>Total cost:</i>	\$620,000.00
<i>Project description:</i>	This project will construct a new sidewalk which will connect to an existing sidewalk north of the Kingbrook Road intersection (north terminus) and will end at the Kingwood Road intersection (south terminus). The new concrete sidewalk will be ADA compliant. It will be 5' wide and abut the existing curb, where feasible. It is assumed that there will be no grass strip.

<i>Plan goals:</i>	Pursuant to a request from the Anne Arundel County Public School Transportation the purpose of the sidewalk is to provide pedestrian infrastructure for children within the walk zone of Linthicum Elementary School.
<i>Suggested award:</i>	\$495,000.00
<i>Project name/limits:</i>	Reece Road Sidewalk SRTS
<i>Project sponsor:</i>	Anne Arundel County
<i>TAP request:</i>	\$273,000.00
<i>Total cost:</i>	\$349,000.00
<i>Project description:</i>	This project would construct sidewalk on the north side of Reece Road (MD 174) to connect Meade Heights Elementary School and the new Severn Intergenerational Center situated next to Van Bokkelen Elementary School.
<i>Plan goals:</i>	The purpose of the project is to connect the community to the schools and resources at Meade Heights Elementary School, the new Severn Intergenerational Center and Van Bokkelen Elementary School.
<i>Suggested award:</i>	This project is not recommended for funding.
<i>Project name/limits:</i>	West East Express Trail (WEE)
<i>Project sponsor:</i>	City of Annapolis
<i>TAP request:</i>	\$2,002,000.00 [revised]
<i>Total cost:</i>	\$2,402,400.00 [revised]
<i>Project description:</i>	<p>This construction project focuses on the West East Express (WEE) East Segment and Poplar Trail Improvements. The WEE – East Segment is located between the eastern terminus at the People’s Park adjacent to the Whitmore Garage on Calvert Street in Annapolis, following the historic alignment of the WB&A railroad towards Taylor Avenue (adjacent to the Annapolis Police Station). The second segment is the WEE – Poplar Trail Improvements which extends from Taylor Avenue to Admiral Drive. The improvements will widen the trail from the current width of six feet to allow for two-way trail traffic.</p> <p>The WEE is an equity-oriented trail project along the former WB&A railroad corridor which will connect downtown Annapolis, MD to the Parole Town Center. The trail will become a critical spine for the Annapolis’ alternative mobility network linking diverse neighborhoods– including four public housing communities– to schools, parks, jobs, retail conveniences, cultural facilities, medical facilities, and other destinations.</p>
<i>Plan goals:</i>	The active transportation corridor known as the WEE has been a City priority since the adoption of the Annapolis Bicycle Master Plan in 2011. The route offers enormous potential to carry cyclists to and from the region’s most important economic and job centers in downtown Annapolis and Parole Town Center, providing a real alternative to personal vehicle use, and filling the most critical missing link between the existing B&A Trail and South Shore Trails to create a regional trail loop. The route will also provide connections to a tremendous diversity of communities, businesses, schools, parks, and cultural institutions, which will all be better connected through the completion of the trail. The fundamental goal is to aggregate the benefits for mobility, equity, safety and economic development that this project would bring to the City as well as Anne Arundel County. The increased safety the project offers for pedestrians and cyclists is part of the basis for its success in generating broad interest in alternative mobility.

<i>Suggested award:</i>	\$2,002,000.00
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<i>Project name/limits:</i>	Cecil Elementary SRTS
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	\$300,049.75 [revised]
<i>Total cost:</i>	\$478,699.75 [revised]
<i>Project description:</i>	The Cecil Elementary Safe Routes to School Project seeks to remedy identified safety concerns related to unsafe intersections and speedy drivers surrounding Cecil Elementary School. This project prioritizes ADA enhancements and traffic calming at three intersections (Kirk and Homewood, Kirk and 22nd, and Cecil and 22nd) and one mid-block crossing on Cecil Avenue at the student pick-up location. The enhancements will focus on replacing 24 ADA accessible pedestrian curb ramps and thermoplastic crosswalk installations at these intersections to improve the safety and multi-modal travel to and from school, as well as the area recreational facilities like the Cecil Kirk Recreation Center, pending Cecil Community Park, and after-school childcare center. The ADA enhancements will then be complimented by striped bump outs and flex posts at 22nd and Kirk and 22nd and Cecil, angled parking on Homewood, and an all way stop at Homewood and 22nd to reduce car speeds and improve the traffic calming at these important high use intersections. The construction project will have complimentary programming and marketing to increase safe and healthy passage to and from these community assets.
<i>Plan goals:</i>	Cecil Elementary is a vital resource and neighborhood hub in the Midway community. Even as neighborhood investment has decreased over the past several decades, the school has seen sustained enrollment over the past 10 years- up to over 350 students- including a significant increase from 2017 to 2018. The typical share of students walk to school for elementary and elementary/middle schools citywide (33%) based on BCPS Parent Survey and Cecil parents surveyed this year confirm a similar rate of around 25%, with 75% of BCRP after-school students walking to and from home. However, recent surveys also confirm concerns that parents consider most when preventing children from walking or biking to and from school- those include violence or crime in the area (65%), speed of drivers (50%), and safety at intersections (46%). School officials, parents, and neighbors also noted significant safety concerns, including recent incidents of crashes affecting students and crossing guards.
<i>Suggested award:</i>	\$300,049.75
<i>Project name/limits:</i>	Martin Luther King Jr. Sidepath
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	\$400,000.00
<i>Total cost:</i>	\$480,000.00
<i>Project description:</i>	The MLK Jr. Blvd Sidepath is focused on furthering 30 percent design plans developed in 2019 as part of a Bikeways Network Program Grant to 100 percent design plans. The project itself will transform a 2-mile section of sidewalk on the west side of MLK Jr. Blvd into a shared use path. In addition to providing a safe route to school along a 6 to 8 lane, high speed, high crash corridor that carries 56,000 daily vehicles, the proposed sidepath will also enhance access, mobility,

	<p>and connectivity to bicyclists, pedestrians, people with disabilities, and transit riders.</p> <p>The existing brick sidewalk ranges from 10 to 30 feet wide with a grass, tree-lined buffer between the sidewalk and travel lanes. The project will expand the existing bicycle network by creating an essential link to the existing and planned bike facilities. However, there are challenges that need to be addressed carefully in design. There are several intersections where high-speed turning traffic creates a hazard for people trying to cross the street. The initial designs call for traffic calming measures as well as upgrades to accommodate people with disabilities and meet federal guidelines. Additionally, the existing brick sidewalk is in varying states of disrepair, and the veneer bricks used when it was built have created an unending maintenance challenge. The continuation of the existing design work would seek to upgrade past designs to include repairing the existing surface, adding bike specific crossing treatments where necessary, and designing ADA compliant ramps where they do not currently exist.</p>
<p><i>Plan goals:</i></p>	<ol style="list-style-type: none"> 1. Enable and encourage children to safely walk and bike to school in West Baltimore. 2. Address current accessibility, usability, and ADA compliance issues on the existing path. 3. Provide enough path width so as to be suitable for multiple user types – people walking, using wheelchairs or other mobility devices, riding bikes or scooters. 4. Balance the desire to preserve or enhance the aesthetic and historic value that the current brick provides to the community with the need to create a safe, usable, ADA-compliant path surface. 5. Increase safety at intersections and crossings. The existing brick sidewalk is adjacent to a 6 to 8 lane high speed roadway that carries over 56,000 daily vehicles. Neither the existing roadway, nor the sidewalk provide the level of comfort that encourages the interested, but concerned subset of potential bicyclists. 6. Is feasible for construction and maintenance, from a cost perspective. 7. Address equity and access. The existing facility is adjacent to neighborhoods with low household car ownership and a lack of bicycle infrastructure. The proposed upgrades would facilitate connectivity to the West Baltimore Bicycle Boulevards at Hollins Street and Lexington Street. Further, an upgraded facility would allow people to come down the Martin Luther King, Jr. Boulevard side path and access the W Pratt Street Cycle Track, creating a safer connection between various neighborhoods and high quality bicycle facilities in Downtown Baltimore. 8. Enhance multimodal travel and network connectivity. The path will connect transit-dependent residential areas with major attractors including employment, entertainment, and health care centers along the corridor. In addition to the potential mode share shift associated with separated facilities, the sidepath has the potential to enhance connections to Light Rail and Metro Centers bridging the first and last mile gap.
<p><i>Suggested award:</i></p>	<p>\$400,000.00</p>

<i>Project name/limits:</i>	Patuxent Branch Trail Surface Upgrade: Lake Elkhorn in Columbia to Savage
<i>Project sponsor:</i>	Howard County Government
<i>TAP request:</i>	\$1,820,500.00
<i>Total cost:</i>	\$2,495,500.00
<i>Project description:</i>	This construction project will upgrade the surface of the portion of the existing Patuxent Branch Trail that is currently a dirt and gravel mix to a firm, weather resistant, ADA compliant surface. The Patuxent Branch Trail is 4.6 miles from Lake Elkhorn in Columbia to Savage of which 3.3 miles is asphalt and 1.3 miles is a dirt and gravel mix. The dirt and gravel portion is from Old Guilford Road to Vollmerhausen Road, which is a particularly important section as it provides a crossing under Interstate 95. Upgrading the surface of this portion will provide a key walking and biking connection between Columbia and Savage, usable by people in wheelchairs, people with strollers, and people on bicycles during all four seasons and after rain events. Currently, the dirt and gravel surface is often muddy and potholed and experiences significant erosion and washout into the Little Patuxent River. Howard County's Department of Recreation and Parks has made major efforts to manage erosion in recent years but it has become an impossible task with the current surface. The project will be constructed to develop a high quality trail built to AASHTO standards while maintaining the natural experience and beauty of the area. The project will also make safety improvements to the trail crossing at Vollmerhausen Road including a shifted crosswalk location, pedestrian refuge island and rectangular rapid flashing beacon.
<i>Plan goals:</i>	The purpose of this project is upgrade the surface of the portion of the existing Patuxent Branch Trail that is currently a dirt and gravel mix to a firm, weather resistant, ADA compliant surface. The goals of this project are to improve accessibility (in particular for people with mobility challenges, people with strollers, and people on bicycles), preserve the natural feel of the area, improve safety, protect park resources, minimize environmental impact, manage future maintenance, and enhance sense of place and historic content. The project will allow the trail to operate as a continuous, high quality, non-motorized transportation based corridor from Columbia to North Laurel and the City of Laurel. The project will be constructed to develop a wide high quality trail built to AASHTO standards. Tree impacts will be minimized to preserve the natural experience.
<i>Suggested award:</i>	\$1,820,500.00

Baltimore Urbanized Area		
	Available	\$6,512,687.75
	Requested and Recommended	\$5,767,549.75
	Rollover to FY 2023	\$745,138.00
Aberdeen Bel Air Urbanized Area		
	Available	\$1,257,975.84
	Requested	\$0.00
	Rollover to FY 2023	\$1,257,975.84