

MBPAC Meeting Minutes

Location: Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, MD

Date: January 13, 2017

Time: 9:30AM – 11:30AM

Attendees:

Marty Baker, Laura Beck, Eric Brenner, Tony Campbell, Thomas Curtis, Alison Flores, Robert Gaston, Heather Ersts, Robert Gaston, Steve Green, E. Scott Hansen, Katie Harris, Deborah Haynie, David Helms, Chris Hersl, Gregory Hinchliffe, Carol Kachadoorian, Jon Korin, Kim Lamphier, Karyn McAlister, Patrick McMahon, Steve Miller, Jon Morrison, Oluseyi Olugbenle, Diane Patterson, Erin Penniston, Kevin Racine, James Titus, John Wetmore, Charles Glass

I. Welcome/Introduction

- a. Eric Brenner, Chair of MD Bicycle/Pedestrian Advisory Committee (MBPAC)

II. Approval of October Minutes

October minutes were approved pending spelling correction of “brown back” lunches to “brown bag”

III. 2017 MBPAC Focus – One-MDOT Themed

- a. Eric Brenner/Oluseyi Olugbenle

The goal this year will be to focus on tangible efforts. Many different groups are represented by MBPAC’s members; this is a good opportunity for more coordination.

Oluseyi Olugbenle is a part of the MDOT Interagency Bicycle and Pedestrian Workgroup, and will be able to facilitate coordination and communication between them and MBPAC.

Meetings will be held at various TBU offices, including SHA, MTA, MVA and MAA. The less formal meetings in between quarterly meetings are good opportunities for interactions with the bike/pedestrian community and improve communication.

IV. Legislative Processes/Updates

- a. Sarah Hoyt, State Legislative Officer, MDOT Government Affairs, was unable to attend this meeting, Deborah Haynie, Federal Legislative Officer, MDOT, provided her update.

Federal

- Congressman Cummings to remain on Transportation and Infrastructure Committee
- Congressman Ruppertsberger & Congressman Harris are on the House Appropriations Committee
- New Congressman Brown is on the House Committee on Natural Resources
- Senator Van Hollen has been appointed to the Senate Appropriations Committee

- Senator Cardin has been nominated to the Environment and Public Works Senate Committee and is the Head Democrat on the Foreign Relations Committee.
- Congressman Delaney is promoting his repatriation bill (introduced during the last session of Congress) to raise money for the Highway Trust Fund and an Infrastructure bank.
- Elaine Chao's hearing for the Secretary of Transportation nomination was on January 11, 2017.
- Transportation measures will not be a part of the President's first 100-day priorities.
- FHWA's suspending approval of rectangular rapid flash beacons in MUTCD.
 - Removed because the MUTCD cannot require something that's proprietary to a single company, and this flash pattern has a patent.
 - Will not affect state MUTCDs.

State – Upcoming Bills

- Senator Zirkin & Delegate Lafferty (Senate Bill 0142/House Bill 0192) are sponsoring a bill to request a Task Force to Study Bicycle Safety on Maryland Highways.
- Senator Manno & Delegate Kramer's upcoming bill
 1. Clarify law and allow bicyclists to ride in crosswalks.
 2. Clarify current state law regarding HAWK lights.
 3. Opening up crash data for public use.
- Delegate Lam is sponsoring bill to prohibit rolling coal and House Bill 00051:
 - Tweaks the definition of electric/assisted motorized device
 - Might be excluding hover boards by requiring steering device.
- Delegate Korman will be introducing a bill to prohibit loading vehicles stopping/parking in bike lanes on state highways.

County & Local Upcoming Bills

- Montgomery County – “Appropriate Speed Bill” bill from Delegate Korman and Moon
 - Focuses on the built environment, speed & appropriate location. Gives county ability to reduce speeds by 5 mph in urban areas (to as low as 15 mph).
- Prince George's County bill: Universal bike education in county schools.
 - Would require bicycle education in PE classes for 2nd, 3rd, and 4th grades.

Members also discussed the need to make data from State Police and the MVA accessible in order to improve analysis in the state.

V. MDOT TBU Reports

- a. Maryland Transit Administration (MTA):
Patrick McMahon provided information on where bicycles are allowed on MTA facilities: folding bikes on all trains, weekend Penn line MARC cars, front racks of local & express buses, Light Rail, and Metro Subway. Patrick described the implementation steps to equip 1/3 of all MARC cars with two bike racks each over

the next year, with the assistance of a FY2017 Bikeways grant. By the fall of 2017, there should be at least 1 bike car on every MARC train. In the future, MTA plans to equip entire fleet with bike racks, with own funding or by seeking additional Bikeways grants. MTA is anticipating that the demand will be greater than the supply for quite a while, and will need to address this issue.

- MTA blog post about the bike racks on MARC passenger cars
- <https://mta.maryland.gov/content/good-news-bike-lovers-who-ride-marc-train>
- Baltimore Sun article about the bike racks on MARC passenger cars
- <http://www.baltimoresun.com/news/maryland/bs-md-marc-bicycle-cars-20170108-story.html>
- Washington Post article about the bike racks on MARC passenger cars
- <http://wapo.st/2huwleo>

Members suggested having bike cars available for weekend trips to West Virginia (out Friday), and special events like BTWD. Members also requested that bike racks be added to private commuter bus contracts during the renewal process.

The MTA will begin construction on installing bike parking at 11 MARC, 16 Light Rail, and 9 Metro Subway stations, with funding from a separate Bikeways grant.

Baltimore Bikeshare launched on October 28th, 2016 consisting of 21 dock locations, five of which are at Light Rail stations. The City plans to add 29 new bikeshare locations in the future, six of which will be at transit stations.

Shared bus/bike lanes for Pratt & Lombard streets, with further expansion proposed over the year. These routes will provide greater east-west connectivity, but primary users will be experienced cyclists. The North Avenue Rising TIGER grant will provide additional miles of bus-bike lanes and six new bikeshare locations.

- The MTA website info about Bus/Bike Lanes
- <http://baltimorelink.com/infrastructure/dedicated-lanes-tsp>

b. State Highway Administration (SHA):

Tony Campbell discussed the launch of the Bicycle & Pedestrian Priority Areas (BPPA) program last August 2016. Eight BPPAs were designated, including six in Montgomery County, one in Prince George's County, and one in Tilghman.

Pedestrian Road Safety Audits (PRSA) had been stalled for a year and a half, but SHA just hired a new consultant to tackle backlog. PRSA processes involve reviewing intersections, crossing patterns, incident areas, etc. An updated report may be ready by the April MBPAC meeting.

MD Bike Route 32 and US Bike Route 11 are being signed.

SHA hopes to have the bicycle map ready by MBPAC's April meeting. SHA senior management, Assistant Secretary Glass, and county transportation and planning departments will all have to review. The map includes local and state roads in addition to trails. SHA has consulted Strava data in the creation of this map.

Action item: MBPAC representatives to alert their County transportation and planning departments, in addition to tourism bureaus, about forthcoming SHA bike map review.

c. The Secretary's Office (TSO):

Marty Baker reviewed the structure of MDOT, TSO, and OPCP. She explained the two priority areas of her Intermodal Policy and Programs team:

Development/Investment/Land Use and Network Integration. She also discussed how MDOT needs MBPAC's assistance in working with advocates and local agencies to ensure bicycle and pedestrian planning is incorporated into local plans & prioritization; selecting sustainable community and BPPA designations; updating Heritage Area plans; and updating the Bicycle and Pedestrian Master Plan (2019). In addition, MBPAC members can do public outreach at local level & with MPOs, and use their expertise to develop local capacities to improve pipeline for Bikeways, TAP, and Recreational Trail projects. MDOT will be doing workshops for these programs in March, one in Cambridge, the other in Hagerstown, and a webinar.

- March 2, 2017
First Workshop: Dorchester Center for the Arts
321 High Street
Cambridge, Maryland 21613
- March 13, 2017
Second Workshop: Washington County Free Library
100 S. Potomac Street
Hagerstown, Maryland 21740

Oluseyi Olugbenle and Diane Patterson presented proposed updates to the MBPAC section of the website and a new Bike-Ped resources webpage.

Action Item: Send feedback to Oluseyi Olugbenle about essential items that would be helpful for you or your constituents to have on the resources webpage.

d. Other State Agencies/TBUs

Commerce/Tourism: A new Destination Maryland guide was published two weeks ago, which has resources for hiking and biking trails.

Maryland Department of Planning (MDP): Scott Hansen is working with TSO on mapping efforts for the Bikeways Program.

Maryland Department of Education (MSDE): In Maryland, DHMH's CDC funded State Police Health Actions (1305) grant provides Comprehensive School Physical Activity Program training and implementation, and MSDE and DHMH coordinate these activities in partnership with local education agencies and local health departments throughout the state.

Maryland Department of Health and Mental Hygiene (DHMH): As part of DHMH's CDC funded State and Local Public Health Actions (1422) grant, all grant partner communities (Garrett, Allegany, Washington, Baltimore City, Caroline, Dorchester, Somerset, Wicomico, and Worcester) are working to establish walking plans and implement related projects during 2017-2018. A draft framework for an action

planning institute to bring together local partners to receive training/guidance from subject matter experts and/or relevant state agency partners to support the development and implementation of these plans has been developed. MDOT and MBPAC member feedback on this training is welcome, and Erin will coordinate with Oluseyi to obtain feedback. The MDOT Interagency Bicycle and Pedestrian Workgroup will likely be a beneficial collaborator for these activities.

There was general discussion about the need for ADA design best practices, rather than minimums.

Members spoke about the need to promote bicycle & pedestrian improvements, potentially on the MDOT website. They cited the example of the Soundwall Removal Project in College Park and the Construction Project of a new north-south trail connection in PG County, both funded through the Bikeways Program.

Members discussed the need to incorporate transportation alternatives in growing immigrant populations in Prince George's & Southern Montgomery Counties.

VI. Dates/Locations for 2017 Meetings

a. Eric Brenner/Oluseyi Olugbenle

- April 14, 2017, 9:30AM, The State Highway Administration, 707 N Calvert Street, 21 Building, Training Room 2, Baltimore, MD 21202
- July 14, 2017, 9:30AM, Maryland Transit Administration, 6 St. Paul Street, 9th Floor Conference Room, Baltimore, MD 21202
- October 20, 2017, 9:30 AM, Location TBD

VII. Upcoming Events

a. Eric Brenner/Oluseyi Olugbenle

- National Bike Summit – March 6-9 in Washington, D.C.
- Bike Maryland Bicycle Symposium – March 8, 2017 in Annapolis, MD
- Vision Zero Summit – March 31, 2017 in Washington, D.C.
- National Walking Summit – September 13-15 in St. Paul, MN

b. Other Updates

Katie Harris, from WABA, spoke about The Capital Trails Coalition, which consists of and private organizations, agencies, and citizen volunteers that seek to create a network of trails within Washington DC region.

Dangerous by Design report came out this week, which analyzes pedestrian safety in U.S. communities.

Meeting was adjourned at noon.

Meeting Minutes

Attendees: Stephen Ashurst, Marty Baker, Laura Beck, Lisa Beck, Eric Beckett, Stacey Beckett, Samantha Biddle, Christy Bernal, Eric Brenner, Aviva Brown, Tony Campbell, Liz Cornish, Robert Gaston, Nathan George, Charles Glass, Luis Gonzalez, Roy Gothie, Peter Gray, John Hartline, Heather Erstz, Carol Kachadoorian, Bruce Kinzinger, Jon Korin, Jon Morrison, Kevin Racine, Gregory Slater, Steve Thomas, James Titus, John Wetmore, Kayla Zalcgendler

I. Welcome/Introductions

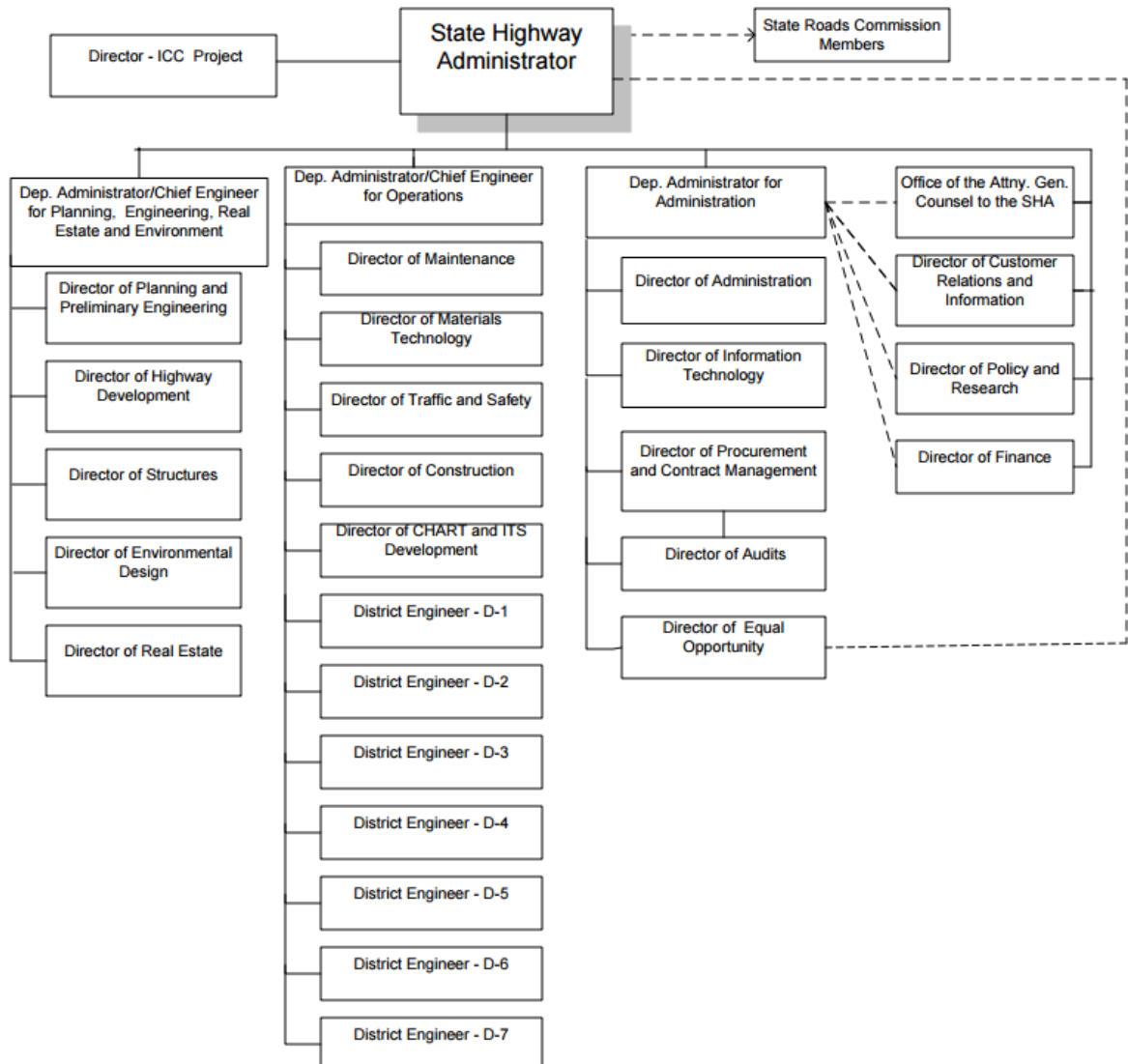
Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees.

II. January Meeting Minutes Approved

III. MDOT – SHA Report

A. SHA Overview

Gregory Slater, State Highway Administration (SHA) Administrator, provided an overview of the structure of SHA. SHA has about 3,000 employees and regulates all numbered routes in the State, including 65-75% of the state’s traffic. See organizational chart below.



Greg answered several questions raised during the meeting.

- *How can we make it easier for the bike community and SHA to work together?*

Greg talked about the need to build better partnerships and create open dialogue between the State, county, and local governments and the bike community. He said that SHA's primary goal was to provide safe transportation for Marylanders. He explained that when the state highways designed decades ago, they were not intended for multi-modal use. Conflicts exist today in emerging urban areas, where major arterials pass through newly-dense areas. Also, with new smart phone technology, drivers are being routed to roads that were not designed for through traffic. Furthermore, our highways were not designed to carry the amount of freight that they handle today.

- *We would like to give SHA credit for the things they're doing, how can we get more data about miles of bike lanes, what projects are under construction, planned and proposed? In addition, people are interested in real-time information, not just plan updates.*

Greg explained that some counties have taken the lead on comprehensive bicycle network planning, and that SHA incorporates that information into their systems to assist with statewide planning. He also discussed how there is a new Transportation Policy Group in AASHTO (replacing the Standing Committee for Highways), made up of chief engineers from six participating states, and it includes a new committee on active transportation.

- *Is SHA using new applications to track bicycle count/mileage data?*

Greg explained that SHA has struggled with having good bicycle count data. Google and Waze use probe based data to track vehicle speed and density. Count data is more useful for bike counts. SHA has an outreach program to start collecting data because of the growing need to understand where cyclists are going.

- *Does SHA hear from Pedestrian Advocacy groups? If so, how?*

Greg responded that the feedback they get from pedestrian groups is not as organized as bicyclists groups and the incidents are more isolated. He said that he tends to hear from them in conversations around specific municipal/urban areas or metro stations.

- *Is it possible to recover shoulders that had been converted to through lanes of traffic, because often these are the only routes between two trails?*

Greg explained that SHA does not have a plan to bring back what was destroyed during the previous generation's expansion of the highway system. He explained that as with environmental issues, it is very difficult to "fix" things that were done before. He explained that with things like the bicycle retrofit programs, SHA is trying to focus on connecting gaps. In addition, there are sometimes opportunities in the resurfacing program, or system preservation programs. If there is sufficient ROW, SHA has tightened some travel lanes to provide more of a shoulder, or provided small trail connections.

- *Is it possible, like in Colorado, where the obesity rate is the lowest in the country, to stipulate that 2.5% of SHA's budget go towards bicycling infrastructure?*

Greg mentioned that if SHA does a resurfacing project and a bike lane is added to a road, that it would not appear in the budget. He explained that Maryland has a pooled fund, as opposed to separating funding by modes.

- *How are bicycle facilities and accommodations incorporated into SHA's resurfacing program?*

Greg said that they look at the County priority letters and the bike plans that they receive. The representative from Hagerstown explained that they send their plans to everyone at SHA, follow up, and build relationships with their SHA contacts. They receive a list of resurfacing projects from their district office, and remind their SHA contacts about bike facility opportunities every summer as SHA prepares its resurfacing plans.

- *How can bike advocates build relationships when certain representatives are not concerned or knowledgeable about bicycle transportation?*

Greg said that if you are talking to a District Engineer, tell them about the problem first and ask them for their advice about how to solve it. Problems and adversarial relationships are created when people come to the Districts with a solution already formed, and try to impose their vision on everyone else.

- *Can you share any advice about how to speed up the very cumbersome and slow moving process to implement additional bike trails and lanes?*

Greg explained that some counties and municipalities got frustrated with the federal process, and that MDOT's grantmaking problems are designed to fill those gaps, but we see that a lot of local governments are struggling to implement projects. Some local departments are more effective in construction projects, but those departments might not oversee developing a bicycle or pedestrian project. The Anne Arundel County representative said that they had to do a lot of work with the County to move on the design work for the Patapsco River Bridge County.

- *How can MBPAC engage more with SHA?*

Greg said that he would like this to develop as a strong partnership and work together on specific projects. We also need your help in working with local governments, providing advice and developing partnerships. Also, Greg explained that sometimes SHA can deliver a limited bikeways project, like providing a shoulder or sharrows, rather than the desired bikeways project, like a cycletrack, due to numerous challenges.

B. Regional and Intermodal Planning Division (see PowerPoint presentations)

a. Bicycle Pedestrian Priority Areas (BPPA)

- i. Aviva Brown explained that these were good opportunities to incorporate bike/ped projects into system preservation work. She also mentioned that they are meant for highly urbanized areas. In addition, there is no cap for the number of grants, but more competitive applications are prioritized.

- C. Pedestrian Roadway Safety Audits (PRSA)
 - a. SHA is working on a task to evaluate and streamline the PRSA program. There was some discussion about the overlap between BPPAs and PRSAs, Samantha Biddle explained that the focus and the structure are different: BPPAs are a planning effort, PRSA's focus on implementation.
- D. Grant Programs – Transportation Alternatives, Safe Routes to School, Recreational Trails, Scenic Byways
 - a. Christy Bernal presented grant program information on the Transportation Alternatives (TA) and Safe Routes to School (SRTS) programs.
 - b. Samantha Biddle presented information about the Recreational Trails Program.
- E. Office of Communications
 - a. Lisa presented on SHA's safety campaign titled "A Bicyclist Could Be Someone You Know".
- F. Office of Highway Design
 - a. Luis Gonzales presented on SHA bicycle and pedestrian funding programs.
- G. Office of Traffic and Safety
 - a. Stacey Beckett discussed approval processes for green paint pavement markings.
- H. Presentation of the Maryland Bike Spine Network
 - a. Tony Campbell explained that the purpose of the map is for both navigation and planning. SHA is working towards regional maps instead of one statewide map. He asked members to provide a list of what layers they would like to add to a digital map and who the data owners are for those layers as part of their comments on the spine network. Printed regional maps will be made available.
 - b. Dorchester provided the Eagleman and Ironman routes, SHA would eventually like other jurisdictions to add their local routes. Department of Natural Resources has trail layers that can be incorporated. Baltimore Metropolitan Council and Washington Council of Governments are also working on layers. The target users are for experienced cyclists, not for families or children for the on-road portions of the spine network.

IV. Legislative Updates

- A. Marty Baker, The Secretary's Office, Office of Planning and Capital Programming
 - a. SB0307 – Passed. Project based scoring system. MDOT is required to develop an experimental model. Work group will be established by the Department of Legislative Services to evaluate the scoring system and provide recommendations by January 2018.
 - b. HB192 – Passed. Task Force to Study Bicycle Safety on Maryland Highways. Mandates that a 20-member task force be created to examine a wide range of

issues concerning bicycle accommodation on highways. The taskforce is required to report by December 2017.

- c. SB 0337 (HB 0527) – Did not pass. However, as announced in their press release of 3/28, MDOT has taken steps to incorporate new pedestrian hybrid signals into the MD Manual on Uniform Traffic Devices and to place enhanced signals on Veirs Mills Road and MD 28 at Leisure World.
- d. SB0925 (HB 0997) – Passed. Provides that bicycles and play vehicles are subject to the same protections and restrictions as pedestrians when lawfully operated on sidewalks or in crosswalks.
- e. SB 0337 (HB 0527) – Did not pass. Would have required that a vehicle driver stop when a pedestrian or bicycle is stopped on a curb or median waiting to cross. MDOT had raised concerns about confusion and safety related to interpreting intents to cross, etc.
- f. HB1079 – Did not pass. Bill authorizes local jurisdictions to regulate the crossing by pedestrians of roadways between adjacent intersections.
- g. HB1456 – Passed. Allows cars to legally pass on the right when overtaking a vehicle making a left turn. Committee members raised concern that adequate safety provision may not have been included. The bill states, however that passing on the right is admissible “only if it is safe to do so” and only if they can do so without leaving the paved surface.
- h. HB0011: Passed. Prohibits intentional diesel emission discharges onto another person or vehicle.

B. Upcoming Events/Meetings

- a. Eric Brenner/Oluseyi Olugbenle, Transportation Planner, MBPAC Staff
 - i. 5/6/2017: Six Pillar Century ride, at Blackwater National Wildlife Refuge, organized by Character Counts Mid-Shore, Inc.
 - ii. 6/11/2017: Ironman 70.3 Eagleman in Cambridge.
 - iii. 6/23/2017: Informal meeting and biking event in Dorchester (mix of tourism and bicycle representatives, discussing Biking and Walking in the Eastern Shore).
 - iv. 9/8/2017: There will be an informal meeting at the Maryland Aviation Administration (MAA).
 - v. 9/2017: Ride for Clean Rivers (formerly Tour de Talbot).
 - vi. 10/7/2017: Ironman Maryland in Cambridge.
 - vii. 10/20/17: Full-day bicycle and pedestrian roundtable with lead advocates and local jurisdictions, in Annapolis. This will be a good networking opportunity.
 - viii. **Next Quarterly Meeting:** July 14, 2017; Host TBU – Maryland Transit Administration and Maryland Transportation Authority, 6 St. Paul St., 9th Floor Conference Room, Baltimore, MD 21202

Meeting Minutes

Attendees: Tanya Asman, Laura Beck, Andrew Bernish, Eric Brenner, Virginia Burke, Nate Evans, Josh Feldmark, Nathan George, Steven Green, Cole Greene, Scott Hansen, John Hartline, Chris Hersl, Meredith Hill, Greg Hinchliffe, Carol Kachadoorian, Jon Korin, Andrea Lasker, Gerald Lynott, Patrick McMahon, Diane Patterson, Erin Penniston, Peter Sotherland, John Wetmore

I. Welcome/Introductions

Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees. He recapped the previous MBPAC meeting, which occurred on June 23rd in Dorchester County and thanked the committee for its participation in the event. Organizers of the meeting from Dorchester County, which included a panel discussion and visit to the Harriet Tubman Underground Railroad Park, reported that the meeting was successful.

II. Bike Map Updates

Peter Sotherland, Acting Bicycle and Pedestrian Coordinator, MDOT SHA, provided an update on the Bicycle Spine Network Map efforts. The update included a general overview of the project for members who may not have been familiar with the project. Peter explained that the map is to serve as a mapping of the spine network of biking routes throughout the state. The main objective of the map is to identify the safety and reliability of the state bike network regardless of road/path ownership. The routes mapped are not provided to connect each local point of interest, but rather to link one local area/town to another and, in so doing, provide linkages to local routes. Those local routes, in turn, provide the connections to local points of interest. It is 'scaled out' to a state context versus detailed local routes. The map will contain two parts, an electronic/online version and a static paper (PDF) version. The project involves partnering with MDOT and the MD Office of Tourism at the state level initially and subsequently working with local jurisdictions.

Peter reported that currently the map project is in the process of collecting comments from local jurisdictions and advocacy groups. The initial deadline for this portion of the project has been extended. The goal is to have the spine network, inclusive of all comments, finalized by mid-fall. The subsequent phase will involve more of the tourism aspect in which the strategy is developed for creating the most effective print map. To this point, Peter reported that the Office of Tourism has broken down regions for which the print maps will highlight and Heather Ersts is leading the efforts from the MD Office of Tourism. The printed maps will be regionally available as hardcopies and posted online as a downloadable PDF. Peter reported that the response to the spine network thus far has been "pretty good."

Peter answered questions raised during the update.

- *Are the comments received during this phase being responded to individually?*

Peter responded that there will be some form of response to every comment. This may not mean that each comment is responded to directly, but rather the map will be incorporative of all issues raised from comments.

- *Jon Korin reported that BMC is currently sponsoring a GIS-biking planning map and asked if the committee was aware of this map and how this map would differ from the spine network map being developed from the committee.*

Peter responded that his understanding was that the map being developed by the BMC was more of a “planning map” and the anticipated audience was more ‘inward-facing’ whereas the spine network map would be more geared toward the public via the MD Office of Tourism. However, with the spine network map would also have an element that will be used for internal, or ‘planning purposes,’ as well. Regardless many of the routes on the spine network will also be on the map generated by the BMC so the committee should be aware of the progress made on the map by the BMC. To this point, the BMC map has received data from several local jurisdictions.

III. Bike Safety Taskforce Update

Meredith Hill from MDOT TSO’s Office of Planning and Capital Programming (OPCP) provided a brief overview of the origin of this taskforce and noted that it came out of legislation and will be staffed by MDOT TSO’s OCP. Peter Sotherland is MDOT SHA’s Administrator designee. The timeline for the report is short as the report is due back to legislatures by December of 2017. Tentatively there are plans for a four-meeting schedule that will look at safety, network, and other critical areas.

Eric Brenner noted the short turnaround time for the task force, and suggested that whatever issues the task force takes on, they try to use their time efficiently (no duplication) as it relates to the October 20 MBPAC meeting with the lead county bike/pedestrian staffers.

IV. MDOT – MTA Report

(See PowerPoint Presentation)

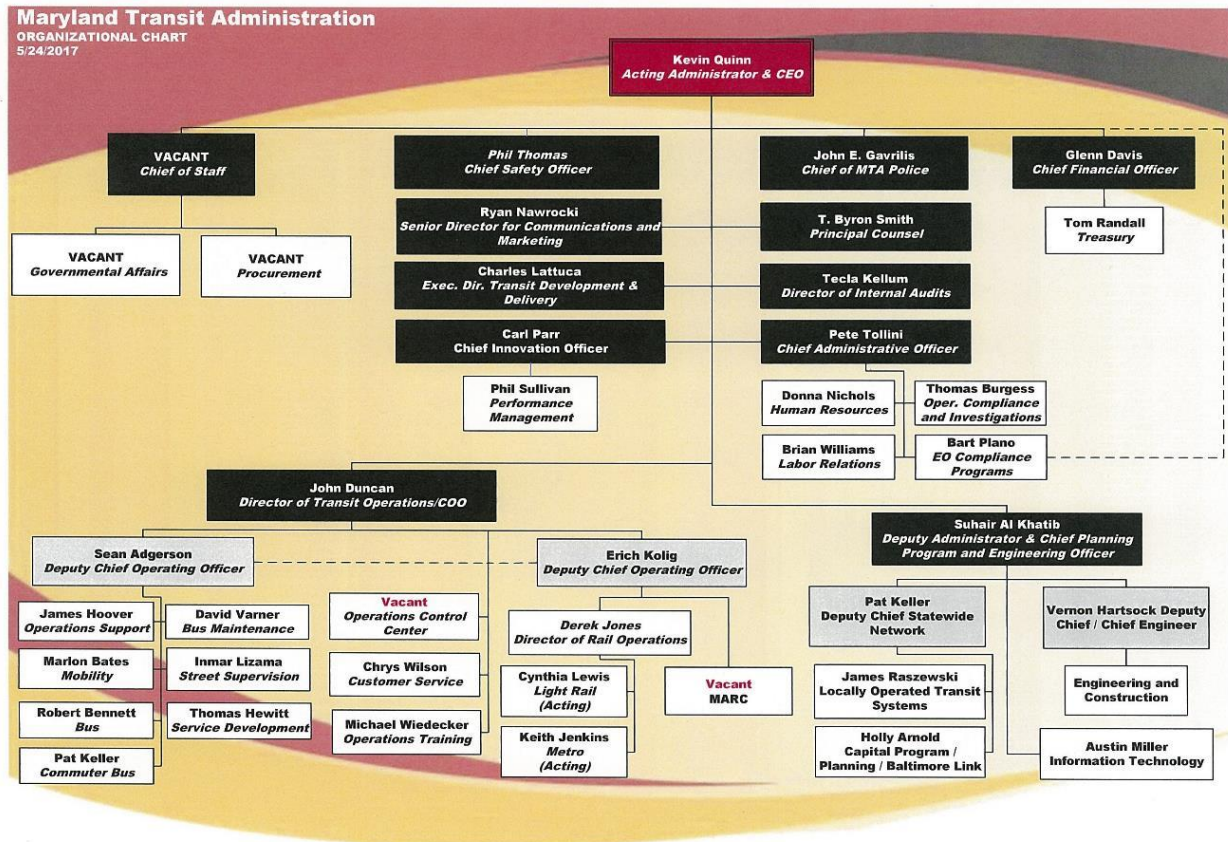
A. MTA Structure, Offices, Roles, Vision

Patrick McMahon, Sustainability Bicycle and Pedestrian Planner with MDOT MTA, provided an overview of MTA’s structure and offices, roles and vision. MTA is divided into an office of planning & programming, an office of service development, an office of engineering, and an office of safety, quality assurance, and risk management. See organizational chart below

B. MTA Bicycle and Pedestrian Efforts

The vision for the bicycle and pedestrian aspects of planning within MTA is for first and last mile connections in a way that can extend the reach of transit. This vision has been aided by allowing bicycles on the Baltimore Subway and Light Rail and through bicycle

infrastructure at many transit stations. Additionally, every bus in the Baltimore region has been equipped with a front bike rack so passengers can attach their bike to the bus. There are around 250,000 regular daily bus riders in the Baltimore region. \$6 million in funding has been secured for five miles of dedicated bus/bike lanes in downtown Baltimore.



C. Baltimore-Link

Patrick provided an overview of the recently-launched Baltimore-Link bus service. Twelve of the busiest routes in the Baltimore region have been assigned a color instead of a number. These routes provide 24-hour service and were mainly derived from previously-numbered routes that largely developed from old streetcar lines. MTA did consider assigning colors to *more* than the 12 busiest routes, but decided to stop at 12 in part due to the fact that it could cause confusion with the lack of disparity among 12+ colors in a palette (similar colors may blur easy branding efforts). The 12 routes also provide suburban connectivity as well as connectivity from all geographical directions radiant from Baltimore City. Patrick explained that the remaining bus lines, which are the numbered routes, are in a system in which the farther you are from downtown, and closer to the I-695 beltline, the number is higher. There is also a clockwise pattern to the numbering

of the bus routes that was designed in a logical pattern, but Patrick admitted that the distilling of this information to the public through over 300 community meetings has not been without its challenges. Given the fact that there are over 250,000 daily bus riders in the region, you cannot easily reach all the bus riders to provide this information. Patrick reported that during the initial rollout of the Baltimore-Link system, MDOT had volunteers stationed throughout the Baltimore region to help answer questions that arose due to the transition from numbered routes to colored routes. Patrick believes that although the transition was recent, more regular commuters are now settling into the system.

D. Bicycle Parking at Stations

Patrick reported that many of the challenges with linking bicycling to mass transit have been with the details of each individual's commute. Different patterns and desires of cyclists at transit stations need to be addressed. Bicycle commuters' preferences vary to include bikeshare, locking bikes at the station by day, locking bikes overnight, and taking their bikes on transit. This range of options can result in wasteful spending if proper anticipatory planning is not conducted. For instance, bike lockers were initially installed at every stop along the Baltimore metro, but these lockers have rarely been used because metro riders can take their bikes with them on the metro. Patrick stressed the need to figure out what the correct profile is for cyclists at each station so resources are not wasted. To this end, MTA is now undergoing a process to identify the stations that need better bicycle parking and target resources to provide covered bike parking at key stations. There are currently 83 MTA stations and 40 do not have bike racks. Patrick noted that MBPAC could help inform preferences of riders for certain locking options at each station.

E. Baltimore Bikeshare

The Baltimore Bikeshare program officially launched in October of 2016. There are currently seven bikeshare stations at MTA rail stations with another six planned. The data is culled from GPS on each bike. Currently the data is coming out in a text file that requires considerable post-processing in Excel and ArcGIS. This initial bikeshare data, representing launch through mid-2017, is currently being analyzed by a bikeshare committee/technical task force and through a grant with Morgan State University. Aggregate-level data is currently provided at the bottom of the Baltimore bikeshare webpage. Theft of bikes from the bikeshare has been a problem. This has occurred despite being anticipated to a certain degree prior to the bikeshare launch. The measures that were initially put in place to reduce theft have been compromised to some extent and a new fix has been developed but has not yet been implemented system-wide. Implementation will require retrofitting the stations and bikes. Patrick did report that the GPS units on the bikes have helped with the thefts to some degree as the stolen bikes have been able to be tracked.

F. Bicycle Access to Rail Stations

Patrick discussed various rail stations that have been recent targets for improved bicycle access. One such rail station is the Warren Road station on the light rail. The area from this station to the southern terminus of the NCR trail is now a priority for improving bicycle access and Patrick reported that most of the street ROW on for this access is state-owned and thus potentially could provide more expeditious implementation of on-the-ground bicycle improvements. In addition, nearly 15% of planning for this area has already been done. The committee pointed out that this area could be a choice location for a future Bikeways application. Patrick noted that MBPAC could help build local support for projects like this and the extension of the BWI loop trail to the North Linthicum light rail station and eventually connecting to shared use paths extending south from Baltimore City.

G. MARC Bike Racks on Passenger Cars

Patrick provided an update on the progress of equipping all MARC trains along the Penn line with bike racks. The target date of fall of 2017 has been moved back to spring of 2018 with the first cars to likely begin installing the bike racks this month. The plan is to install two bike racks on every car and thus, in a typical MARC train, there will be spots available for a dozen bikes (six cars with two racks each). The rollout will be somewhat gradual as the four different types of MARC trains will have racks installed at different times and no public announcement will be made until all the cars on all of the trains have the racks installed. One large concern about this rollout is the anticipation that there will be more demand than space for bikes – at least initially. MTA is working on implementing some sort of pressure-alert system in which a bike placed on a rack triggers a sensor that lights up an indicator outside of the train (ideally in the station) indicating that the rack is being used. This will be helpful to bike commuters to alert them that the racks are full *before* they board the train. Potential for advancing this system to an online app could occur once the initial implementation has been successfully implemented.

Patrick answered questions raised during and after the presentation.

- *To what extent is MTA working with Baltimore City regarding bikeshare?*

MTA has provided more infrastructure, engineering work, and property/location than perhaps initially anticipated. In addition, the siting of bikeshare stations near MTA stations (bus, rail) has required more coordination with MTA, especially in lower income areas, in an effort to connect bikes to transit. In this regard, MTA has acted as an intermediary between the state and the city of Baltimore.

- *How is Bikeshare promoting economic equity or targeting populations who do not typically choose biking as a means of transportation?*

Downtown Partnership of Baltimore City has worked to make some bikeshare service more affordable for qualifying individuals. There is currently a system in place in which monthly

bikeshare memberships are discounted for qualifying individuals (\$3 a month). There is also a system in place to obtain certain bikeshare memberships with cash through the MTA store.

- *May you describe the ongoing funding structure for Bikeshare in Baltimore?*

There is not a lot of funding right now for operating costs of the bikeshare. Most of the funding procured has been capital funding provided for the launch. TIGER grant funding will be providing some additional stations.

- *Where are the new stations planned and how are decisions made for station placement?*

The main question about expanding the bikeshare stations is how to keep the necessary density for bikeshare and still keep the tourism pieces (i.e., the one-time users who essentially subsidize the memberships) in place. Patrick discussed some challenges of bikeshare placement including cross-ownership of property at Penn Station (Federal via Amtrak versus municipal), more 'remote' stations, and the desire to pair stations with infrastructure. Penn Station has been the most requested location for a station.

- *What indication have you seen from local jurisdictions to help secure or maintain bicycle infrastructure? For instance, has Baltimore County evidenced any outward support for improving rail access from the Warren Road light rail station to the southern terminus of the NCR trail?*

Local jurisdictions have offered varying degrees of support for both implementation and maintenance of bicycle facilities. For instance, the side path along Belle Grove avenue in Anne Arundel county has not been maintained very consistently by the county. Ft. Meade has recently opened its facilities to bike commuters in and around the Odenton MARC station by providing bike commuters with lockers. This MARC station has around 500 daily commuters who drive less than two miles by car and thus efforts are being made to make Odenton more transit-accessible and encourage commuters to take other means of transit to the station. Patrick reported that he was not aware of any current advocacy from Baltimore County for implementing improved bicycle infrastructure from Warren Road light rail stop to the NCR trail.

V. Committee Members' Updates

A. Maryland Department of Health (Erin Penniston)

The MD Department of Health is currently working on *Walk to School Day*, which is scheduled for October 4th to coincide with *Walk to Work Day*. This is the 3rd year in a row for this event and the Department is working on messaging and communication for the pedestrian aspects. Last year, the Lieutenant Governor participated in *Walk to School Day* in Annapolis. There are currently no legislative leaders scheduled to participate this year, but the Department is certainly open to involving leaders if approached. Eric Brenner noted that within Washington, DC public schools there is a movement to require students to learn to ride their bikes

- B. Maryland Department of Planning (Scott Hansen)
Bikeways applications are being reviewed along with Bicycle and Pedestrian Priority Areas applications. Scott mentioned that there has been some discussion of placing a bikeshare location at state center and to this end there has been some outreach between MDP and MTA, but to date no station has been planned, in part, due to DGS reluctance to have a station on state ground at the State Center.
- C. Southern Maryland (John Hartline)
The Southern Maryland Bike-Pedestrian Advisory Council Executive Board approved their 7th meeting in March and the meeting occurred in July. For Bike to Work Day this year, this Board provided arm bands and lit bracelets. Bike to Work Day coincided with Senior Day this year and the board purchased lit bracelets for seniors to wear to indicate to the public that they were walking/biking. The Southern Maryland Bike-Pedestrian Advisory Council is also currently working with area restaurants to promote biking home from restaurants in the evening.
- D. Western Maryland (Steven Green)
Taste of Garrett just occurred and there was an accompanying bike ride coincident. It was a success. Western Maryland bicycle interests are working to secure some trail connections including Meadow Mountain Phase II of the Deep Creek State Park.
- E. Prince George's County (Andrea Lasker)
Capital Bikeshare is set to launch in Prince George's county in the Spring of 2018, but they are looking for additional funding from MDOT. Prince George's County also now has a bicycle-pedestrian coordinator, Karyn McAlister.
- F. Baltimore City (Greg Hinchliffe)
Greg provided a brief review of the Potomac Cycle Track case in Baltimore City. The cycle track was installed with a combination of state and federal funding. Subsequently, after pressure from residents along the track, the track was ordered to be removed by Baltimore City Mayor Pugh. The rationale behind the removal was implementation of the international fire code requiring public streets have at least 20 feet of open road space for fire vehicles to turn around. However, this code is generally not followed verbatim in many streets in the city or in other jurisdictions largely because it would force the removal of street parking in many areas and its implementation is not always feasible in older city streets. Prior to the removal, lawyers hired by the local bicycling advocacy group, Bikemore, successfully had the removal stopped by a Baltimore City judge. Currently the status is uncertain with more meetings to occur. Greg reviewed recent news about the Potomac Avenue Cycle Track including information about how state (Bikeways) and federal (TAP) funding may have had to be returned if the cycle track was removed and thus federal and state have had a role in this ostensibly local issue. In addition, the case has received some national press (City Lab). The committee

discussed the applicability of the case for other jurisdictions including Silver Spring, which is planning an installation of several protected bike lanes.

VI. Upcoming Events/Dates/Locations for next meetings

Eric Brenner, Chair of MBPAC, reported that there are two upcoming dates:

- September 8th at 9:30am will be hosted by the Maryland Aviation Administration. The meeting will take place will include a discussion of Bicycle and Pedestrian Efforts at the Airport, BWI Airport and will occur Assembly Room A|B – 3rd Floor of the Terminal Building
- October 20th will be a Pedestrian and Bicycle Roundtable and will require a RSVP. It will be limited to 100 participants and catering will likely be provided by AARP. The location will be the Maryland State Offices in Crownsville.

Meeting Minutes

Attendees: Rick Adams, Tanya Asman, Marty Baker, Andrew Bernish, Bernadette Bridges, Eric Brenner, Jack Cahalan, Annette Fisher, Scott Hansen, John Hartline, Carol Kachadoorian, Jack Keene, Jon Korin, Jon Morrison, Oluseyi Olugbenle, Brian Reidy, Ricky Smith, Peter Sotherland, John Wetmore

I. Welcome/Introductions

Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees.

II. Nice Bridge Update – Marty Baker, The Secretary's Office

In Charles Glass' absence, Marty Baker read the following update received from The Maryland Transportation Authority:

Bicycle accommodations will be a part of the request for proposals MDTA puts out for bid in the coming months. The final determination of the width and the height of the bridge have not been determined at this time. Changes in the plans for the design continue to evolve due to multiple factors. Nevertheless, the commitment remains to include bicycle accommodations on the bridge.

Marty also provided an update on the Task Force to study bicycle safety on highways. She mentioned the success of the first meeting and the substantive discussion between the Task Force members. Staff to the Task Force posted presentations and handouts from the meeting, including crash data and recent legislation. The next meeting was changed to Tuesday, September 26. For more information on the agenda and meeting one, click here: http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Task-Force.html

Committee members raised the following concerns in response to the Nice Bridge update:

Some stated the importance of keeping promises and highlighted the Intercounty Connector (ICC)/ MD 200 as an example and disappointment. There was mention that promises were made but not kept. Others suggested there had been misunderstandings about the logic of this connection on the Virginia side, and emphasized that contrary to some statements, there would be trails on this side of the bridge that helped warrant the inclusion of bridge accommodation. One member reminded MBPAC members of the legislation that passed requiring the consideration of bicycle accommodation on new bridge construction.

Chairman Eric Brenner mentioned a press release in 2016 that signaled the MDTA's intent to include a barrier separated path on the bridge and his hopes to see the project include such accommodations. He expressed the importance of accountability and the need to have both sides work through tensions.

The following questions were answered by Peter Sotherland from MDOT-SHA.

Are there specifications for bike trails on paths?

Yes, SHA has specific design guidelines, but these specifications depend on road characteristics.

Do you use current data to change specifications?

Yes, we use crash data, surrounding land uses, and other assessment measures.

As the discussion shifted to safety, one attendee mentioned the direct correlation between increasing capacity of users and growing safety issues.

III. MAA Structure, Office Roles, Vision – Executive Director, Ricky D. Smith

Ricky Smith, Executive Director thanked members for attending and expressed his appreciation for the mission and purpose of MPBAC. He provided an overview of the Maryland Aviation Administration's (MAA) core values, which spell out the acronym A.P.P.R.E.C.I.A.T.E. He mentioned MDOT MAA's commitment to its' vision statement to "be better" and to seek all opportunities to be better. The MDOT MAA's has five strategic goals – safety, performance, management, customer service, and sustainability.

IV. BWI Indoor Cardio Trail – Jack Cahalan, BWI Special Assistant

Jack Cahalan provided background on the development of the BWI Cardio Trail. He and Annette Fisher helped to develop the Indoor Trail to promote healthy lifestyle options throughout the airport including

- Healthier food choices,
- Hike/bike trails,
- Bikeshare, and a
- Fitness Center.

The BWI Cardio Trail consists of two different loops in the BWI Thurgood Marshall Airport terminal. Both are designated American Heart Association Walking Paths. To walk each loop takes approximately 20 minutes. The Trail is in the shape of the horseshoe and connects to Zagster on the public side. More information on the BWI Indoor Cardio Trail here: <http://www.maa.maryland.gov/en/service/cardio-trail>.

V. Zagster Bikeshare

Jack Cahalan also provided background on Zagster Bikeshare – another initiative to promote healthy living throughout the airport. Bikeshare at the airport started in 2014 and has a total of 10 newly installed self-serve bikes outside the airport, near the BWI Marshall Airport Light Rail stop.

Riders can use the bicycles by downloading the Zagster Mobile App, available for iPhone and Android, or online. To use the Mobile App, riders enter the bike's unique ID number they wish to use, and an access code for the lock box is provided. Riders may use the code throughout

the duration of their rental to lock and unlock the bike anywhere along their trip. Once the bike is returned to the Zagster location at BWI Marshall, the touch of a button ends the rental and releases the bike for the next rider. Primary users include BWI employees and community members. Jack explained the difficulties of traveling and limited shower amenities as key reasons for low airport-passenger ridership.

Jack Cahalan answered the following questions:

Who maintains the BWI Trail?

The Trail is maintained by MDOT MAA, MDOT SHA, and Anne Arundel County Department of Public Works.

Given utility and ROW concerns, is the Trail safer because of it surrounds the airport?

We do not want to oversimplify the safety of the trail, but MDOT MAA is committed to ensuring safety and securing areas in and around the airport.

Why is Bikeshare ridership low among airport passengers?

Zagster Bikeshare was created as an amenity for the community and airport passengers. Many factors contribute to relatively low ridership, including the fact that for security reasons, potential users cannot be provided with lockers to store their luggage while riding. Lack of familiarity with the amenity, as well as lack of shower facilities for users were also factors in low ridership. Cost of rental has recently been reduced to \$2/hour which may make the amenity more attractive for some users.

Who has access to the fitness center recently added by MAA?

The fitness center is only available to those in concourse D and E. There is no connection from concourse D and E to concourse A and B – where passengers board flights. MDOT MAA employees get access to the gym. The MDOT MAA is considering making a connection to concourse C and D. The airport is working on educating and improving awareness of facilities to airport users.

Does the airport make profit from Bikeshare?

The MDOT MAA pays the fee for rentals and the work administered through Zagster for payments and processing. Zagster Bikeshare at the airport is an amenity funded by the airport and not a revenue generator.

Have you considered other locations to expand Bikeshare?

Before bikeshare was installed at the airport, we identified six different locations, including the Observation Park. MARC was considered but inbound and outbound trips make it difficult to expand to MARC stations. Due to safety and several other logistical concerns, MAA has only committed to this location, but are currently exploring expansion options.

Other issues were discussing including luggage accommodation on Zagster bikes (inability to provide lockers for security reasons contributes to limited use of the amenity, and limited bike parking at the airport.

VI. Pedestrian Safety at the Airport and Trail - Bernadette Bridges, MAA Office of Safety and Risk Management

Bernadette Bridge provided a brief update on pedestrian safety efforts around the airport. She emphasized the airport's focus on safety regarding every aspect of the airport including facilities, construction zones, equipment, passenger access, signage, vehicular and pedestrian traffic, among others.

VII. BWI Trail – Jon Korin, Chair, Bike AAA

Jon Korin presented background information on the BWI Trail and current data of pedestrians and cyclists using the Trail. He emphasized the importance of the MOU and shared responsibilities between MDOT MAA, Anne Arundel County, and MDOT SHA. He listed key lessons learned including engaging stakeholders and advocates early and providing connections to recreation, historic, and transportation amenities. He mentioned future plans including improving connections to Patapsco Greenway, extending the spur northward in Linthicum, and completing the Anne Arundel Bike Loop.

VIII. State agency

Peter Sotherland updated committee members on the Draft State Bicycle Map. SHA has received all jurisdictional comments and have already made significant changes. The MDOT SHA is currently in discussion with counties to discuss alternatives and clarify issue areas.

One MBPAC member raised concerns regarding gaps along the ICC. Marty Baker reiterated MDOT's commitment to closing gaps in the State trail network and mentioned the State Trails Plan, which prioritizes connecting trails with on-road facilities.

Scott Hansen provided an update on current efforts at the Maryland Department of Planning. MDP is in the process of developing an outreach strategy for the State Development Plan (formerly called PlanMaryland). Key elements contained within executive order 01.01.2017.18, are that it will be conducted in coordination with local jurisdictions, state agencies of the Smart Growth Subcabinet, the Sustainable Growth Commission and MACO/MML, over the course of two years, and is intended as a replacement for Plan Maryland which was a plan developed under the O'Malley administration.

IX. Upcoming Events/Dates/Locations for next meetings

Eric Brenner reminded committee members and meeting attendees of the following upcoming events:

- a. October 20, 2017 at 9AM in Crownsville, MD:
Full day bicycle and pedestrian roundtable (RSVP required)
MBPAC will host local jurisdictions, advocates, and state agencies

- b. December 8, 2017 at 10AM in Glen Burnie, MD:
Informal meeting at the last host TBU – Motor Vehicle Administration (MVA)
Bicycle and pedestrian activity at the MVA and MBPAC areas of focus for 2018

X. Airport Tour

Members and meeting attendees walked portions of the Indoor Cardio Trail and visited the airport operations center and Zagster Bikeshare Station.

Meeting Minutes

I. Welcome/Introductions

Eric Brenner, Chair of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC), opened the meeting and welcomed attendees to the first MBPAC Bicycle and Pedestrian October Roundtable. Tammy Bresnahan, Associate State Director of Advocacy, spoke about her work with AARP Maryland. Marty Baker, Maryland Department of Transportation, The Secretary's Office (MDOT TSO), explained the mission MBPAC and thanked everyone for their attendance on behalf of MDOT and Secretary Pete Rahn.

II. *What's your legacy?* – Jeff Ciabotti and Carol Kachadoorian, Toole Design Group

The PowerPoint presentation is available on the MBPAC website or by clicking [here](#).

Presentation Topics Included:

- Innovative Bicycle Infrastructure On and Off Road
- Complete Streets – From Policy to On the Ground Projects
- Current Active Transportation Efforts
- How Communities Fund Innovative On-Street Bicycle Infrastructure
- Project Highlights with Strong Advocacy and Jurisdictional Coordination

Attendees raised questions on several topics including: improving cycling visibility, improvements in safety, design, infrastructure, participation, accommodating disabilities, and bicycle level of comfort. Presenters also highlighted innovative ideas such as street naming schemes that conjure pedestrian and bicycle awareness; and image profiles of typical active transportation system users using demographic data, surveys and public meetings. Attendees discussed the purpose of the book *A More Beautiful Question*, in which presenters encouraged the audience to ask more “beautiful questions” (i.e. Why do traffic reports only include motor and transit? What about pedestrians? etc.)

III. State Bicycle and Pedestrian Updates – Marty Baker, MDOT TSO; Peter Sotherland, MDOT SHA

Marty provided an update on the Bicycle Safety Task Force regarding its progress and web presence. She also noted that MDOT is preparing to update the Bicycle and Pedestrian Master Plan, and is seeking feedback on the goals and objectives from the 2014 Plan Marty invited participation in the planning process and encouraged attendees to provide feedback by responding to a brief survey circulated at the meeting, or via the Bicycle and Pedestrian Master Plan website at mdot.maryland.gov/BikePedPlanUpdate. Marty noted that MDOT MTA has been making improvements to accommodate full size bicycles on MARC service. MTA will also be testing the inclusion of bike cars on the MARC Brunswick Line during the weekend of October 27th, so that people will be able to ride bicycles on the C&O canal without using cars to reach it.

Peter introduced himself as the new Bicycle and Pedestrian Coordinator for MDOT SHA. MDOT is seeking comments on the draft for the bike spine network. He encouraged more jurisdictions to apply for the BPPA program to demonstrate the need for this planning tool. In addition, he announced that a new Attainment Report has just been published which includes bicycle and pedestrian metrics.

An attendee noted that the Task Force is seeking recommendations related to legislation, funding, and education.

Marty and Peter answered questions from attendees:

- *When will Bikeways grants be announced?*
Early November
- *Will bicycle and pedestrian facilities be included in the expansions of I-495 and I-270 (Traffic Relief Plan)?*
Bicycle and pedestrian accommodations are evaluated whenever new roads are added or existing roads are expanded. This project is still in the preliminary planning phases so there is no decision regarding bicycle and pedestrian facilities.

An attendee suggested that there is a need to advocate for bicycle and pedestrian accommodation with the Maryland Transportation Authority (MdTA), and raised concerns about bike accommodation on the Nice Bridge. MDOT representatives explained that the MdTA Board is the decision-making body for that process and would determine the level of bicycle accommodation. It was suggested that attendees contact the MdTA Board or the Governor's office to voice their opinion.

IV. *Building a Bicycle Friendly Maryland for Everyone* – Bill Nesper, Executive Director, League of American Bicyclists

(The PowerPoint presentation is available on the MBPAC website or by clicking [here](#).)

Presentation Topics Included:

- What Local Jurisdictions can do to Advocate for Critical Bike/Pedestrian Needs
- How Advocates Can Work with Local Jurisdictions
- Building Bicycle and Pedestrian Political will at the Local Level
- Making an Economic Case for Bike Infrastructure
- National Issues, Trends, Best Practices, MD Assessment and Recommendations

Bill Nesper answered questions after the presentation:

Would the Bicycle Safety Task Force be able to review the League's upcoming Report Card?
Yes, it will be released next week.

It seems like you work well with bike enthusiasts. Is it harder to reach out to the average person who does not identify themselves as a cyclist?

Yes, that is part of the barrier because people see cycling as a sport or a club. It is important to bring it into the mainstream because people do not all identify the same way, and the general public are unaware of the existence of bicycle advocates.

The League has model vulnerable road user legislation on their website, can you speak about this issue?

This is a great mechanism to build a broader coalition on safety, because it presents the opportunity to work with others who are affected such as emergency responders, motorcyclists, etc.

V. Panel Discussion – Common Issues, Similar Solutions

Moderator: Eric Brenner (MBPAC Chair)

Panelists: Liz Cornish (Bikemore), Chris Eatough (Howard County), Rodney Tissue (City of Hagerstown), and Josh Feldmark (Bike Maryland).

Particularly in urban areas, the bike-issues-as-culture-war situation seems to be getting worse. What can all bike policy leaders – including local and state govt and advocate groups – do to improve this situation? What are some concrete examples of successful coordination activity between these groups?

While Chris Eatough worked with Arlington County he mentioned the effectiveness of organizing events all year round. This was an important strategy to build awareness county-wide and discuss how bicycle infrastructure can benefit everyone including non-cyclists.

Rodney Tissue explained that Hagerstown worked with neighborhood groups, and found success with ones that had expressed a previous desire for traffic-calming infrastructure. The city's Bicycle Master Plan was a very helpful tool in demonstrating that new treatments were part of a planned network, and not just being implemented haphazardly.

Josh Feldmark stated that we are trying to shift from a car-centric transportation paradigm, which will inherently produce conflict.

Liz Cornish pointed out that conflict can produce change, and cited the example of Barbara Mikulski's work in Baltimore and in the US Senate. She cited a need to provide leaders with resources to make conflict productive and healthy. She noted that hating bike infrastructure has become a socially-acceptable scapegoat, which has increased the difficulty of their work. She mentioned that while Bikemore's more radical work (lawsuits) has grabbed more media attention, their most successful projects have been providing technical assistance and knowledge to neighborhood groups. She also encouraged everyone to write to their representatives, because this can help politicians realize that bicycle infrastructure is not such a polarizing issue.

Audience questions/comments:

I like the idea of engaging with residence all year round, not just for specific projects. Open Streets is a good platform for this to create a friendlier environment.

Liz responded that events like Open Streets are prohibitively expensive in places like Baltimore city because of permits and the requirement to have a police presence. Chris stated that the permitting process is not so arduous in Howard County, and that the Horizon Foundation has funded and run an Open Streets event each year. He emphasized that health organizations like Horizon are an important partner and resource. Rodney said that Hagerstown has successfully partnered with the city's "Neighborhood First" groups to support events that they organize, such as block parties, to help make the city a better place to live. Josh mentioned that exposure is very important, including simply seeing people on foot or bikes.

Referring to people as "cyclists" is polarizing language. It is easier to engage the general public by talking about people who walk or bike instead of "cyclists." Also, talking about the difference between urban, suburban, and rural issues is a way to divide a group artificially.

One member spoke about how our laws need to reflect the culture we are trying to create. In Colorado, multimodal advocates always look out for one another, would be a useful strategy to employ in our region. Liz said that Bikemore does not have the capacity to tackle a lot of the bigger state issues, but that the combination of crash reports, the negligence law, and the bias that exists is a major barrier in their work. She met with personal injury lawyers to try to get support on changing the law, and they said that we would need to get everyone from every jurisdiction to meet with their lawmaker, and bring everyone in the state together, which would require a great deal of work.

There are certain data points that police are required to collect. What specific elements are missing from the crash reports?

Liz explained that in establishing fault, if the cyclist is incapacitated, the officer on the scene only hears the driver's side of the story, and inevitably the blame is placed on the cyclist. Lawyers and insurance companies use these police reports to prohibit cyclists from getting funding to pay medical bills, which can bankrupt families.

One attendee spoke about how the police can only report what they are told and issue a citation, and that the 'law enforcement at-fault' should be separated from 'legal or insurance at-fault.' In addition, attendees spoke about how the language of the reports emphasize pedestrian contributing factors, like dark clothing, over drivers' faults, like speeding, and that many times there is no crosswalk. Some attendees spoke about the need to train officers.

There was a great deal of discussion about risk and safety. One panelist proposed public education campaigns to encourage cyclists to wear helmets and obey traffic devices. Others said that this was a form of victim-blaming, that gets amplified by the media, and encouraged advocates to write

to their local paper. Liz stated that people take calculated risks because the built environment is not designed to safely meet their travel needs.

Bikes themselves have not changed much for a long time, but technological changes seem to be having a disproportionate impact on current bicycle and pedestrian policy. For example, cell phone distractions, bike share docking (or not docking), electronic bikes, driverless cars, instant crime/crash scene data evaluation, etc. What specific technological improvements should the biking and walking community focus on to make better advancements?

Chris suggested that the growing prevalence of bicyclists riding with cameras could help encourage the general public to drive more responsibly.

Regarding dockless Bikeshare, Liz suggested the need to ensure equity is integrated into policies before private companies introduce these new technologies. In addition, she mentioned a new bicycle bell with a GPS tracker that identifies places of good infrastructure and places of conflict. New technology and GIS presents an opportunity for people on the street to give feedback. Josh stated that e-bikes are a key mechanism to emphasize bicycling as a commute/transportation option. Rodney said that the average citizen might not have access to a lot of technology, and encouraged the use of low-tech messaging options to emphasize safety. Chris mentioned creative safety campaigns and messaging and recalled an example from Arlington stated: “Don’t hit the vehicle in front of you” to help reduce crashes.

VI. Facilitated Discussion Share Out

Discussion leaders shared their notes from the two breakout sessions they led.

a. TOPIC 1 – *Making an Economic Case for Bike Infrastructure – Specifically for Residential, Retail, and Commercial Development*

This group largely discussed both the attraction of talent (employees) and providers (employers) benefitting from bike infrastructure. There is a bit of an endogenous question of whether employees are attracted to employers offering bicycle infrastructure or employers are attracted to employees not requiring larger parking areas and exclusively motorized-transit options. Regardless the economic case can be made from an environmental and monetary standpoint for increased bicycling infrastructure and this point should be increasingly made public to officials. Additional incentives such as tax incentives for transportation-demand management strategies have proven helpful. Attendees to this discussion shared experiences from different employment environments.

b. TOPIC 2 – *Improving Bicycle Efforts in Rural Communities*

This group talked about how it’s helpful to get an expert to help review grant applications before they are submitted. Also, many grants require extensive recordkeeping, but rural areas often lack the staff capacity to handle it. They said that crossing issues are much different in rural areas because often

crosswalks are miles apart, but pedestrians get in trouble for “illegally” crossing the street. It is possible that more crosswalks are needed or that enforcement should be handled differently in these areas. They recognize that the economic development potential for bicycle infrastructure is an important benefit to emphasize. In conducting public outreach for trails, instead of a public meeting with a podium it is better to have stations set up, to help keep the discussion positive. They mentioned that there are issues with bridges and in working with rural county governments.

c. TOPIC 3 – *Not All About Bikes – Promoting Pedestrian Safety at the City, County, & State Level*

This group discussed that while people do not *identify* as pedestrians, virtually everyone walks. In addition, there are cross benefits for planning for both bikes and pedestrians and the same time, the public response is different between pedestrian initiatives and bicycling initiatives and there might be a different reception for a walking trail versus a biking trail. Nevertheless, consideration for biking and pedestrian aspects from the beginning should be emphasized and not be the result of a crash. Additionally, there were discussion about pedestrian “desire lines” and how pedestrians often forge their own path that is shortest and most convenient. A fence in the middle of a median, for instance, will not necessarily stop pedestrians if it impedes an otherwise logical and efficient route. There was discussion about jay-walking – especially in more rural areas – and how mid-block crossings should have more considerations in designing phases. To accomplish this, the suggestion was made that policy ‘decision-makers’ should accompany pedestrians on site visits and/or walk audits. Finally, a bit of a cultural shift needs to occur in that safety over speed should be addressed. “Just because we are going slower, it does not need to take more time.”

d. TOPIC 4 – *Aligning and Implementing City, County and State Plans and Projects*

This group discussed coordinating plans and planning activities throughout various jurisdictional levels. The group found it productive to discuss a few success stories including the Purple Line (coordinated effort in which the County had a role that was clear and this, in turn, helped secure state funding) and the Patapsco Valley Trail Plan (Joint effort among several jurisdictions with key oversight/leadership by the BMC MPO). A commonality that emerged from the success stories was the need for an entity (jurisdiction or planning level agency) to “own” the project and bring it along through leadership and coordination. Another commonality was the need for better communication to align resources and clarify roles & responsibilities. Who is involved in the conversation? Of course, more resources often equate to a need for more money thus ideally – are there ways to get more champions that can bring

along both bike and pedestrian issues and have the resources to share with people along the way? The group also discussed the need to get the business community more involved in bike and pedestrian issues. This is beginning to happen (the example of the Amazon Headquarters Request for Proposal was raised) in that businesses are increasingly recognizing that talent wants transit, bike access, and an intricate pedestrian network. Regarding getting businesses more involved, states and local jurisdictions are increasingly looking to Public Private Partnerships. Finally, the group noted and discussed a new Task Force formed by the Governor for Rural Economic Development. The Task Force is headed by DNR and the Department of Commerce. MBPAC members noted that there should be a good chance to get MBPAC members embedded into it.

e. *TOPIC 5 – Building Bicycle and Pedestrian Political Will at the Local Level*

The group largely focused on the issue of separated bicycle facility and (loss of) parking. The group agreed that a major key for advocating for biking facilities is to emphasize how adding these facilities will result in economic development for local businesses. Ideas that arose from the group to raise awareness for this included a Pilot Day, short-term trial, 1-day/1-week a month, etc. The group noted that it is difficult to convince businesses to add bicycle facilities before you try it. Additionally, with before-and-after data, investments can be quantified. Similarly, the group suggested that local officials should travel to locations where bike facilities are actively working. Alta took leaders in Richmond to the DC area to learn from experience of others. Local businesses and people often have lots of questions and advocates should have answers ready to go and feed them out before they answer their own questions. Another avenue for convincing businesses is to help businesses understand how existing parking is even being used since it may not be being used for local businesses (may not be benefiting them directly). The group also discussed how customers have historically been willing to walk in the right environment even when it is not pedestrian friendly (such as at a shopping mall), but have vehemently objected when even 1 parking space has been removed. Ideas to combat this or raise awareness for this have included overlaying the footprint of a parking garage and visually illustrating that it is not that far of a walk.

f. *TOPIC 6 – Complete Streets – From Policy to On-the-Ground Projects*

This group discussed how it is often the case that a group starts with a resolution that more can be accomplished with complete streets and there is a desire for them to be implemented – at least in theory. The key concept that the destination will be the same, but getting it implemented on the

ground is different. Obstacles and progress in complete street completion are varied, but generally progress is made only when there is a bicycle and pedestrian master plan in place and/or there are existing elements (of complete streets) in comprehensive plans and land use plans. Similarly, when zoning ordinances have *requirements* for complete streets, this has proven to be the ‘teeth’ for enforcement. The group discussed how there is often a big challenge to get Design Manuals updated (often use consultants, look to other jurisdictions for examples/best practices, etc.). The group noted that one of the biggest challenges is getting legislation through at the local level (E.g., getting a new ordinance passed for Baltimore City). Regarding examples in the near future, the group noted that Anne Arundel County has a Complete Streets policy that is getting started and Montgomery County has a couple of new laws getting into place. Prince George’s County has a Complete Streets policy in place near transit. At the state level, the group discussed how there are roles for agencies that do not necessarily have responsibility for the infrastructure, but could advance complete streets. For instance, MDOT MVA could push for more education. MDOT MTA is doing a lot to make their rail transit and bus stations more accessible (e.g., through carrying bicycles), but they do not own the roadways around transit stops. Thus, these agencies should work toward collaborating with locals. The group noted that even law enforcement has a role despite not having any direct control over infrastructure.

VII. Closing Remarks

Each facilitator highlighted major points raised in the facilitated discussions. Eric Brenner reminded attendees about the final MBPAC meeting of the 2017 calendar year to occur on Friday, December 8th at the MDOT MVA facility in Glen Burnie. This meeting will serve as a wrap-up conversation for the year and the initial planning for next year. Attendees were reminded to suggest ways in which the committee can be most useful. Regarding pedestrian issues, Eric Brenner encouraged attendees to identify additional agencies that may want to be more actively engaged within the committee and “think creatively” in order to identify how “my issue fits with theirs” and work collaboratively.

Meeting Minutes

Attendees: Marty Baker, Lara Beck, Christy Bernal, Virginia Burke, Eric Brenner, Jeff Dunckel, Heather Ersts, Charles Glass, Tom Gianni, Scott Hansen, Greg Hinchliffe, Carol Kachadoorian, Jon Korin, Jon Morrison, Oluseyi Olugbenle, Diane Patterson, Erin Penniston, Brian Raines, Peter Sotherland, Jim Titus, John Wetmore

I. Welcome/Introductions

Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees.

II. Approval of Minutes

The minutes for the July 14th, September 8th, and October 20th meetings were approved.

III. MVA Structure, Office, Roles Vision – Jeff Dunckel

Bike/Pedestrian Efforts at the MVA

Jeff Dunckel explained his professional background and presented on the work of the Maryland Highway Safety Office regarding bicycle and pedestrian safety.

The following questions were answered by Jeff Dunckel from MDOT MVA.

What is the difference between Vision Zero and Towards Zero Deaths? Is it just the goal or are the strategies and methodologies as well?

Vision Zero and Toward Zero Deaths are both similar in its approach to reduce the number of bicycle and pedestrian fatalities. While both focus on this goal, Vision Zero has a more local and aggressive policy that seeks to eliminate all fatalities and serious injuries.

How does the bus stop improvement program relate to high incident areas?

In the state of Maryland, a lot of the pedestrian crashes involve transit users. This will be discussed during the overview of emphasis areas. In Montgomery County, we geocoded each bus stop and evaluated them along many different parameters to implement safety improvements.

Other state agencies have to implement many of the recommendations that come out of the MHSO, but can you talk about the direct control that MVA has to improve safety? Has there been any analysis of repeat driving offenders?

Yes, the MHSO does a lot of analysis of repeat impaired driving offenders. It is difficult to capture distracted driving data, we are working with the national study center and using other data sources to identify the nature of these crashes. There has been a lot of new bicycle legislation in recent years, and we are working to identify more opportunities for education in our emphasis areas over the coming years.

Does statute allow or encourage MVA to revoke the driver's license of someone who is at fault in a traffic fatality?

I am not sure but will find out.

Are you looking and the mode share for bicycles and pedestrians? Are the trip or mileage numbers increasing?

Yes, we are but there is a lot of work to do. We use American Community Survey commute data to assess this, and bicycle counts on trails is a way that other jurisdictions are capturing mode share.

Peter Sotherland (MDOT SHA) explained that this is one of the recommendations from the Bicycle Safety Task Force.

What is the difference between MHSO and the Office of Traffic Safety?

Jeff and Peter explained that the MVA is more concerned with the behavioral/culture change aspects of safety, while OOTS is primarily concerned with safety through engineering and infrastructure.

How does this distinction fit in with legislation?

Peter explained that OOTS responded to the yellow line legislation because it affects how the infrastructure would be used. Each office will state their concerns with each piece of legislation, but ultimately it is the Secretary that will decide.

Jim Titus asked Jeff Dunckel about fatalities and driver's license suspensions. Jeff Dunckel stated that he will get back to the group regarding this inquiry.

IV. Task Force to Study Bicycle Safety on Highways

Tom Gianni (MDOT MVA) stated that the Bike Safety Task Force (BSTF) discussed ways to better engage with bicycle advocates on the Towards Zero Deaths initiative. He spoke about the important role that MBPAC can play in developing stronger partnerships at the local level to address bicycle safety, because strong involvement and investment at the local level generates the most effective change. He stated that the MHSO had tried a statewide one-size-fits all safety campaign for pedestrians, but that it wasn't effective because perceptions are very different across the state. He said that the goals and strategies of the SHSP are set in stone, but the implementation part is a living document, and can be updated to incorporate new methods.

Marty Baker (MDOT The Secretary's Office (TSO)) explained that MDOT had received comments on the draft BSTF report from 10 entities, and that the final report will include all comments and a matrix with MDOT's responses. She also addressed a question about public input opportunities in the BSTF. She explained since it was subject to the open meetings act, all materials were provided on the website (including all presentations, notes, and resources) and the public were invited to submit comments via email on the website. Tom commented

that there were several members of the public present at every meeting, and that each meeting concluded with the opportunity for the public to voice their concerns, but that there were very few comments offered typically because the topics had usually been thoroughly discussed by the Task Force members.

Jon Korin explained that the bike advocates, including Bike MD and WABA had meetings or phone calls in between each Task Force meeting, which resulted in a draft list of recommendations that were presented to the full Task Force. He also mentioned that there is movement on drafting legislation based on the Task Force recommendations.

V. MBPAC 2018 Areas of Focus

The committee expressed their appreciation for the 2017 focus on One MDOT and visiting various MDOT transportation business units. There was a proposal to expand that in 2018 to other state agencies.

Scott Hansen (MDP) offered MDP as a future meeting location at mid-year in 2018. He spoke about some potential topics of discussion, including bicycle- and pedestrian-compatible density and bicycle and pedestrian components for MDP's local and county comprehensive plan review process. In addition, he discussed opportunities for more data sharing and collaboration between agencies.

Heather Ersts from the Department of Commerce said that they need MBPAC's help in messaging. She emphasized tourism's importance in generating billions of dollars in tax revenue, that helps provide state funding for bicycle and pedestrian projects. She praised Maryland's incredible trail system, that provides interconnectivity to major metropolitan areas and in rural areas. She pointed out that there is leadership support for this work because the governor has just created an outdoor recreation economic commission. She invited MBPAC members to apply for appointments for this commission, and the application is on this website: <http://govappointments.maryland.gov/>.

One member asked if the October roundtable would become an annual event. There was discussion about whether MBAPC members have the resources to plan this type of event annually.

John Wetmore asked if it would be possible to have a presentation on the 10 largest upcoming projects in the state and how bikes and pedestrians are being incorporated in these projects. He also inquired about the status of the Nice Bridge.

Assistant Secretary Charles Glass (MDOT TSO) explained that the project is being advertised and includes pricing for alternative designs with bicycle and pedestrian accommodations. He also explained that the MdTA board has a fiduciary responsibility, and that they are required to repay the bond holder debt that is incurred when new construction on a project is

undertaken. He explained how projects are prioritized and how the project is paid through motor vehicle toll revenues.

A member explained that prior to MDOT SHA adopting its Complete Streets policy, the Maryland legislature passed the 1996 and 2000 Pedestrian and Bicycle Access 2000 laws, which are similar to complete streets. There was a question about whether these apply to MdTA.

Jon Korin said that there is a Task Force recommendation on this topic. Marty Baker explained that there are multiple lists of all the statutes that pertain to bikes and pedestrians, and the list is updated every time the Bicycle and Pedestrian Master Plan is updated.

There was more discussion around the fact that the old bridge is not being destroyed, and there has been a statement of an option for the responsibility for operation and maintenance of that bridge to be transferred to Charles County, but there hasn't been a response yet.

There was also discussion about holding future MBPAC meetings at counties where high crashes are occurring. Another proposal was to go to MPOs and regional planning councils to clarify how funding is being distributed. Marty Baker stated that BRTB and TPB have bike ped groups, and that WILMAPCO has a non-motorized transportation group. In addition, she clarified that MPOs have a role in selecting projects for the TAP program. Tom Gianni stated that MPOs are required to be involved in the SHSP process.

VI. Other State Agency Updates

Virginia Burke explained that once a year MDOT announces awards from 3 grant programs that are administered separately: Transportation Alternatives (TAP), Recreational Trails, and Bikeways. She explained that this year \$20 million was awarded to 43 projects across the state. She highlighted some of the projects which include the WB&A trail bridge construction funding, bikeshare projects in Montgomery County and Prince George's County, and the Hiker Biker Trail in Somerset County. She said that she brought copies of the full list of projects, and that they are available on the MDOT website.

Eric Brenner requested that MDOT provide a detailed summary of all of the awards in a single document, that included a comparison with prior years, and ideally the MHSO grants. Charles Glass explained that an internal MDOT workgroup is working on this.

Erin Penniston said that every year she contacts jurisdictions that have received these grants. She explained public health grants cannot pay for engineering but can help with coordination and education. She also mentioned that she had spoken with Chris Hersl yesterday about linkages with the Department of Education, including Safe Routes to School.

Scott Hansen explained that MDP is charged by Executive Order 01.01.2017.18, which directs planning to coordinate with local governments and other stakeholders to prepare a revised

State Development Plan ("A Better Maryland") by July 1, 2019. More details can be found on our website <http://abetter.maryland.gov>. Also, several state agencies will be briefed at the 1/10/18 Smart Growth Coordinating Committee meeting. MDP is conducting statewide listening sessions with local jurisdictions to get feedback on planning issues, which could include transit-oriented development, mixed-use development, multimodal transportation, among others. Eric Brenner asked Scott to share the upcoming listening session dates and more information with the committee via email.

Eric Brenner spoke about the need to get missing state appointments filled, and that some citizen member appointments are also missing.

VII. Upcoming Events/Dates/Locations for the next meeting

a. Save the date – first meeting of year: Friday January 26, 2018 - Location TBD

The representative from the Department of Commerce proposed that the first meeting in January take place at the Department of Commerce. The Committee agreed to decide on subsequent dates at the next meeting.