

Meeting Minutes

Attendees (in person): Claire Aubel, Marty Baker, Lara Beck, Eric Brenner, Wayne Clark, Jeff Dunckel, Heather Ersts, Nate Evans, Liz Fitzsimmons, Nathan George, Charles Glass, Scott Hansen, Greg Hinchliffe, Aaron Marcavitch, Melissa Miklus, Jon Morrison, Oluseyi Olugbenle, Erin Penniston, Peter Sotherland, Jim Titus, John Wetmore

Attendees (on conference call): Tanya Asman, Shayne Boucher, Tres Denk, Roy Gothie, Chris Hersl, Kevin Racine, Charles Schaeffer, Fred Shaffer

I. Welcome/Introductions

Liz Fitzsimmons, Executive Director of the Maryland Office of Tourism Development, welcomed attendees to the Office of Tourism building and highlighted some key tourism facts in Maryland:

- 17.3 - Billion-dollar industry
- Industry employs 146,000, equivalent to 2.6 Billion.

Liz Fitzsimmons emphasized the importance of combining transportation and tourism efforts and mentioned the success of allowing cyclists to put their bikes on Amtrak trains in Western Maryland. With this option, people stay longer, spend more, and enjoy biking and walking along the trails. Eric Brenner noted that Amtrak now has the highest number of cyclists along the Great Allegheny Passage, Western MD Rail Trail, and C&O Canal Trails.

II. Approval of Minutes

Eric Brenner, Chair of MBPAC, asked for any corrections to the December Meeting Minutes and received one comment from Jim Titus, MBPAC Member, who asked for the minutes to reflect his question to Jeff Dunckel regarding fatalities and driver's license suspensions. Jeff Dunckel stated that he will get back to the group regarding this inquiry.

No other corrections were raised and the minutes were approved.

III. Legislative Session – Jon Morrison, MBPAC Member

Jon Morrison provided detail on current and potential bills for the 2018 Legislative Session:

- **House Bill (HB)140:** Public Safety – Emergency Medical Services – Bicycle Response Unit (<http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=hb0140&stab=01&pid=billpage&tab=subject3&ys=2018RS>)
HB140 authorizes a county or municipality to establish, by local law, an emergency medical response unit that travels by bicycle to assist with emergencies within the boundaries of the county or municipality
- **HB222:** Cross-filled with Senate Bill (SB) 268: Vehicle Laws – Overtaking and Passing Bicycles, Farm Equipment, Farm Tractors, and Animal-Drawn Vehicles

<http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=HB0222&stab=01&pid=billpage&tab=subject3&ys=2018RS> - Hearings are February 6th in the House and February 8th in the Senate. HB222 authorizes the driver of a vehicle to drive on the left side of the roadway in a no-passing zone to overtake and pass a bicycle, farm equipment, a farm tractor, or an animal-drawn vehicle in accordance with a certain provision of law.

- **HB285:** Department of Transportation – Bike/Ped Access to Public School Study <http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=HB0285&stab=01&pid=billpage&tab=subject3&ys=2018RS> HB285 would require the Department of Transportation to study pedestrian and bicycle access to public schools in the State and make recommendations for addressing the safety concerns identified in the study; requiring the Department to report its findings and recommendations to the Governor and the General Assembly on or before January 1, 2020
- **SB407:** Transportation – Complete Streets Program – Establishment <http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=SB0407&stab=01&pid=billpage&tab=subject3&ys=2018RS>

Bill seeks to establish a Complete Streets Program at the local jurisdiction level that would require the Governor to annually appropriate at least \$1,000,000 in funding for the Program; specifying the requirements for a local government to be designated as a certified jurisdiction

Jon Morrison mentioned that additional Complete Streets Bills will be submitted by Delegate Lafferty, Senator Mathias, and Delegate Leirman.

- Vulnerable Road User (VRU) bill will either be filed in the last week of January or the first week of February. Jon Morrison noted that this bill will model DC VRU legislation.

There was some discussion of the following potential bills

- Parking reimbursements for cyclists on mass transit (Delegate Lewis)
- Contributory (comparative) Negligence Bill
- Additional funding for the Maryland Bikeways Program

Jim Titus asked if speed limits and fines were included in any bills. Jon Morrison mentioned that bills regarding Complete Streets Program will be a step forward in the right direction. Jon clarified that the Complete Streets bill will be directed to the Maryland Transportation Authority (MDTA) but will be applied to all state agencies. John Wetmore asked Jon Morrison to inform MBPAC on how to get involved and when to testify.

There was discussion on the New Nice Bridge. 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. The public may submit comment here: <https://www.surveymonkey.com/r/NewNiceBridge2018>. The deadline for comment on the New Nice Bridge is February 20, 2017. There has not been a response from Charles County regarding ownership and maintenance responsibilities of the old bridge.

IV. Bicycle and Pedestrian Plan Update – Marty Baker, Deputy Director, Bicycle and Pedestrian Access, MDOT, The Secretary’s Office

Marty Baker announced that she has been appointed as the Deputy Director of Bike/Ped Access supporting Assistant Secretary Charles Glass who continues his role as the Director. Marty will also continue to manage the Intermodal Policy and Programs Division, and noted that a major work item for MBPAC’s attention in 2018 will be updating the Bike Ped Master Plan. Stakeholder inputs, agency outreach, and preliminary research had begun in Fall 2017, and have so far lent strong support for many of the goals and objectives in the 2014 Plan. Major inputs were also solicited through the Bike Safety Task Force as well as through the Bike/Ped Roundtable that MBPAC hosted in October. Major points from that discussion were distributed, and will provide strong guidance for efforts to update the plan. She also emphasized the importance of providing input to the broader statewide transportation plan, the Maryland Transportation Plan, and noted that this effort was advancing on a similar timeline to be completed in early 2019.

(See the MTP link to the survey: <https://2040mtp.metroquest.com/>). You can also comment via email to 2019MTP@mdot.state.md.us.

Marty also noted that MDOT is seeking feedback on the goals and objectives from the 2014 BPMP. (Link to the survey: http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/survey.html).

Marty detailed the next steps and 2018 Strategy for the BPMP. See slides below.

Next Steps and MBPAC Inputs	
<ul style="list-style-type: none"> • Next Steps: ◦ Finalize Strategy and Timeline – Web updates ◦ Data Development and Outreach (cont’d) ◦ Attainment Report Advisory Committee ◦ Smart Growth Subcabinet, Land Preservation and Recreation Plan, Statewide Development Plan (A Better MD) ◦ E-mail Blast and Create Listserve ◦ Revise Goals and Objectives 	<ul style="list-style-type: none"> • MBPAC Inputs: ◦ Questions and Feedback on Vision/Strategy ◦ Input on Goals and Objectives: Survey ◦ Help expand the Contact List ◦ Public Meetings and Webinars: Help Coordinate/ Participate ◦ Continual feedback and initiative development at each MBPAC meeting. ◦ MTP MetroQuest Survey



Bike Ped Master Plan – 2018 Strategy

Winter 2018 :

Where have we been and what have we accomplished?

- o Revisit Goals/Objectives
- o MTP Coordination
- o Data Review and Development
- o Trends/Analysis
- o Accomplishments

Spring 2018:

What are the key needs and opportunities moving forward?

- o Data Development/ Analysis
- o Needs/Opportunities
- o Stakeholder Interviews
- o Performance Measures and MTP Coordination
- o Interagency Coordination and Initiatives.
- o Public Meeting #1

Summer 2018:

How to redefine and redirect work around new key initiatives?

- o Draft Elements and Initiatives
- o Statewide Planning Initiative Coordination
 - DNR: LPRP
 - MDP: SDP "A Better MD"
 - Commerce and Tourism
- o Public Meeting #2

Fall 2018:

How do we pull this all together and respond to all the great ideas for a plan submission in January 2019?

- o Release Draft (Sep)
- o Public Review (Oct)
- o Revise (Nov)
- o Finalize (Dec)

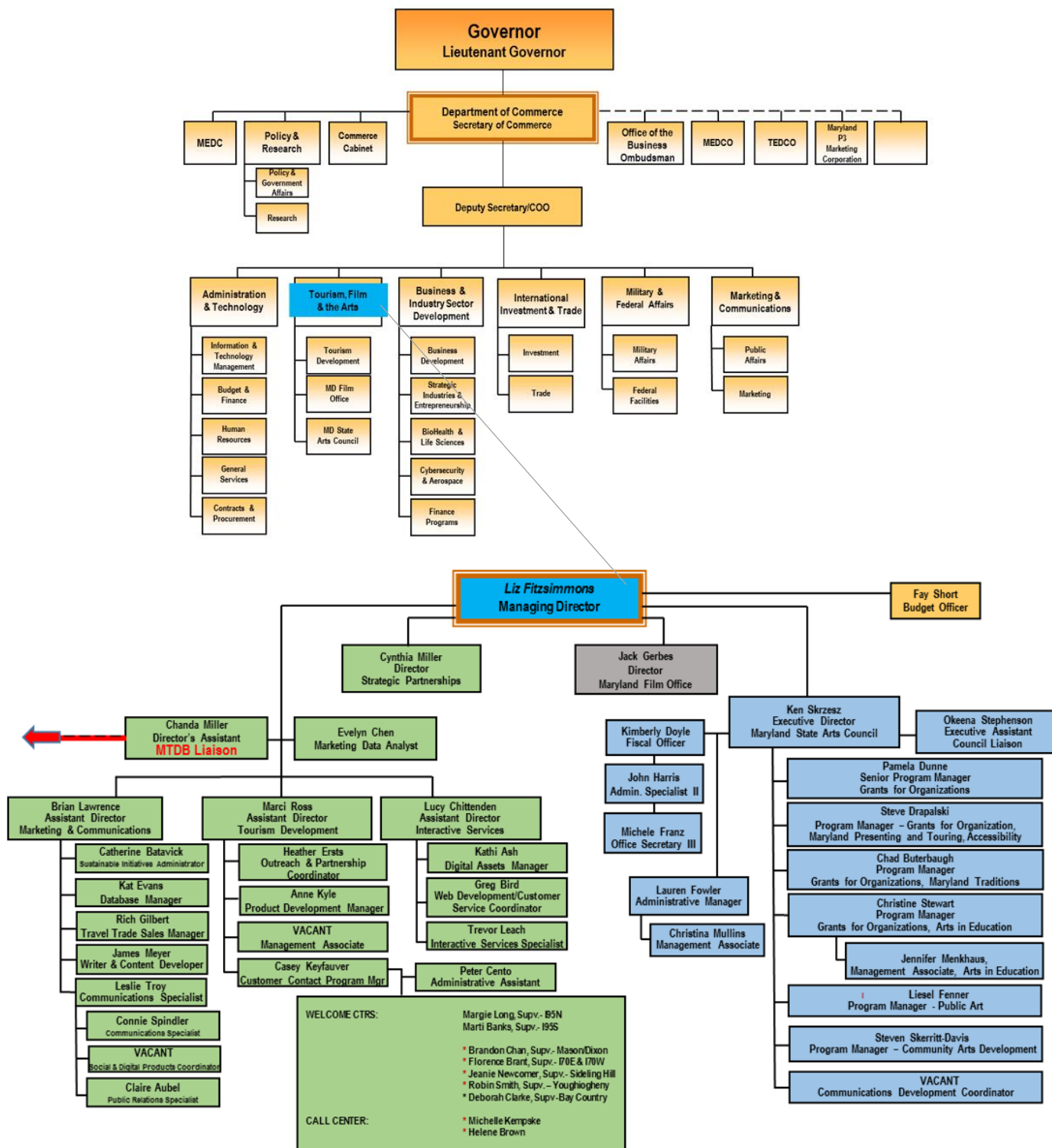


Marty's PowerPoint presentation can be found here:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/MBPAC_BikePedPlanUpdate_Presentation.pdf

Eric Brenner praised coordination efforts around the State such as the Task Force Study, October Roundtable, and 2017 One-MDOT themed-MBAPC meetings and emphasized the importance of combining key initiatives and building partnerships.

V. The Department of Commerce: Structure, Office, Roles and Vision and Maryland Tourism – Heather Ersts, Partnership and Outreach Manager, provided an overview of the structure and mission of the Office of Tourism. She opened the presentation with a video capturing tourism efforts and activities around the State.



The mission of The Maryland Office of Tourism's mission is to "grow revenue to the State through increased visitor spending. More customers. More revenue. More jobs." Heather highlighted some brief facts regarding visitor volume and spending in 2016:

- Maryland welcomed 42.1 million visitors
- Visitors to Maryland spent \$17.3 billion and generated \$2.3 billion in state and local taxes
- Tourism support more than 146,000 jobs
- Employees earned \$6 billion in wages
- Tourism is the 10th largest private sector employer in Maryland.

Heather provided statistics on key tax codes, demographic characteristics, income, where visitors travel to and from, and what visitors prefer to do. She noted that the Office of Tourism provides technical assistance on review committees and partners with MDOT, Maryland Scenic Byways, Heritage Areas, among others.

Jeff Dunkel commented that Maryland is now a part of the NCAA Big 10 in basketball, which is another opportunity to explore.

Some members raised questions about the implications of safety on scenic byways and concerns regarding transit connections to the National Harbor. Peter commented that historic areas are often more concerned with preservation of character than safety considerations, but also noted that most of the character of these roads slow traffic down to 30-35MPH. Heather reiterated the Office of Tourism's efforts to partner with MDOT on review committees to address these issues and support the safety agenda.

See the entire PowerPoint presentation and video here:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/Tourism_More%20Customers%20for%20Maryland.pdf

Videos:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/Tourism%20Video%201.mp4

<https://www.youtube.com/watch?v=dZQWG0m8mMg>

Claire Aubel, Public Relations Specialist, presented on social media efforts in the Office of Tourism. She discussed the importance of social media and how these social channels are platforms for sharing highlights through imagery and first-person accounts. She shared several popular posts on Instagram and Twitter.

The Maryland Office of Tourism needs and wants the help of the MBPAC community to share their photos and experiences when they are out on the road or trails. This is how you can help us sell Maryland as a great place to cycle and hike. Please use hashtags: #visitmaryland and #MDinFocus.

See the PowerPoint presentation here:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/Visit_Maryland_Social_Media_2018.pdf

VI. Other State Agency Updates

Peter Sotherland listed several updates in the State Highway Administration:

- The Transportation Alternatives Program has initiated a new consultant task to look at best practices in the State
- The Pedestrian Road Safety Audit Program will complete audits in 24 existing corridors. These audits will focus on a more strategic approach to address pedestrian safety issues along these corridors.
- There is effort to look into non-legislation recommendations and potential strategies for addressing some issues discussed in the Bicycle Safety Task Force Report.

Marty Baker mentioned that the State Discretionary Grants Workshop will be held in March and will include public outreach efforts to advance the BPMP.

Aaron Marcavitch announced that the Heritage Areas Program approved \$6 Million in funding. He encouraged all to apply for bicycle and pedestrian projects that have clear tourism benefits. The deadline to submit the intent to apply is January 26, 2018.

Fred Shaffer, MBPAC member, announced that MNCPPC (Maryland-National Capital Parks and Planning Commission) has several projects underway including the WB&A Trail study and plans to launch Prince George's County bikeshare around Bike to Work Day in May.

John Wetmore noted that Pepco is now supportive of the Montgomery County bike trail along Pepco's right of way.

Jim Titus expressed his condolences for former MBPAC member, Bill Kelly, who recently passed.

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

Eric Brenner shared the remaining MBPAC dates of the year and the focus for each meeting. The MBPAC theme for 2018 is *Strong Partnerships Around the State of Maryland*.

a. MBPAC 2018 Meetings:

- April 6, 2018 – *Health and Education*
- August 10, 2018 – *Police Enforcement and Data Collection*
- November 9, 2018 – *Planning Efforts in the State*

b. Save the Dates:

- Bike Maryland Symposium – February 13, 2018
- National Bike Summit – March 5 – 7, 2018

Meeting Minutes

Attendees (in person): Marty Baker, Eric Brenner, Jeff Dunckel, Chris Eatough, Heather Ersts, Steve Green, Jack Guarneri, John Hartline, Greg Hinchliffe, Jack Keene, Peter Moe, Jon Morrison, Oluseyi Olugbenle, Erin Penniston, Jon Posner, Nacole Smith, Eileen Sparling, Tom Sullivan, Jim Titus, John Wetmore

Attendees (on conference call): Tres Denk, Nate Evans, Daniel Paschall, Kevin Racine, John Wilson

I. Welcome/Introductions/Approval of Minutes

Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees. He asked for any corrections to the January Meeting Minutes and received none and the minutes were approved.

II. Legislative Session – Jon Morrison, MBPAC Member

Jon Morrison provided an update on bills that are likely to pass and bills that did not.

Passed:

- **HB535/SB407: Transportation – Complete Streets Program – Establishment**
<http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=hb0535&stab=01&pid=billpage&tab=subject3&ys=2018RS>
Bill seeks to establish a Complete Streets Program at the local jurisdiction level that would require the Governor to annually appropriate at least \$1,000,000 in funding for the Program; specifying the requirement for a local government to be designated as a certified jurisdiction.
- **HB744/SB850: Complete Streets Policy**
<http://mgaleg.maryland.gov/2018RS/bills/hb/hb0744t.pdf>
Bill seeks to provide information for MDOT Transportation Business Units (SHA, MVA, MTA and MAA) to adopt a complete streets policy.

Both Complete Street bills have crossed the Senate and House with amendments and are likely to pass.

Did not Pass:

- **House Bill (HB) 1099: Injury of Death of Vulnerable Individual**
<http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=hb1099&stab=01&pid=billpage&tab=subject3&ys=2018RS>
HB1099 seeks to prohibit a person from causing the serious physical injury of a vulnerable individual and seeks to establish penalties such as fines, required courses, and community service hours.
- **HB140: Public Safety – Emergency Medical Services – Bicycle Response Unit**

(<http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=hb0140&stab=01&pid=billpage&tab=subject3&ys=2018RS>)

HB140 authorizes a county or municipality to establish, by local law, an emergency medical response unit that travels by bicycle to assist with emergencies within the boundaries of the county or municipality

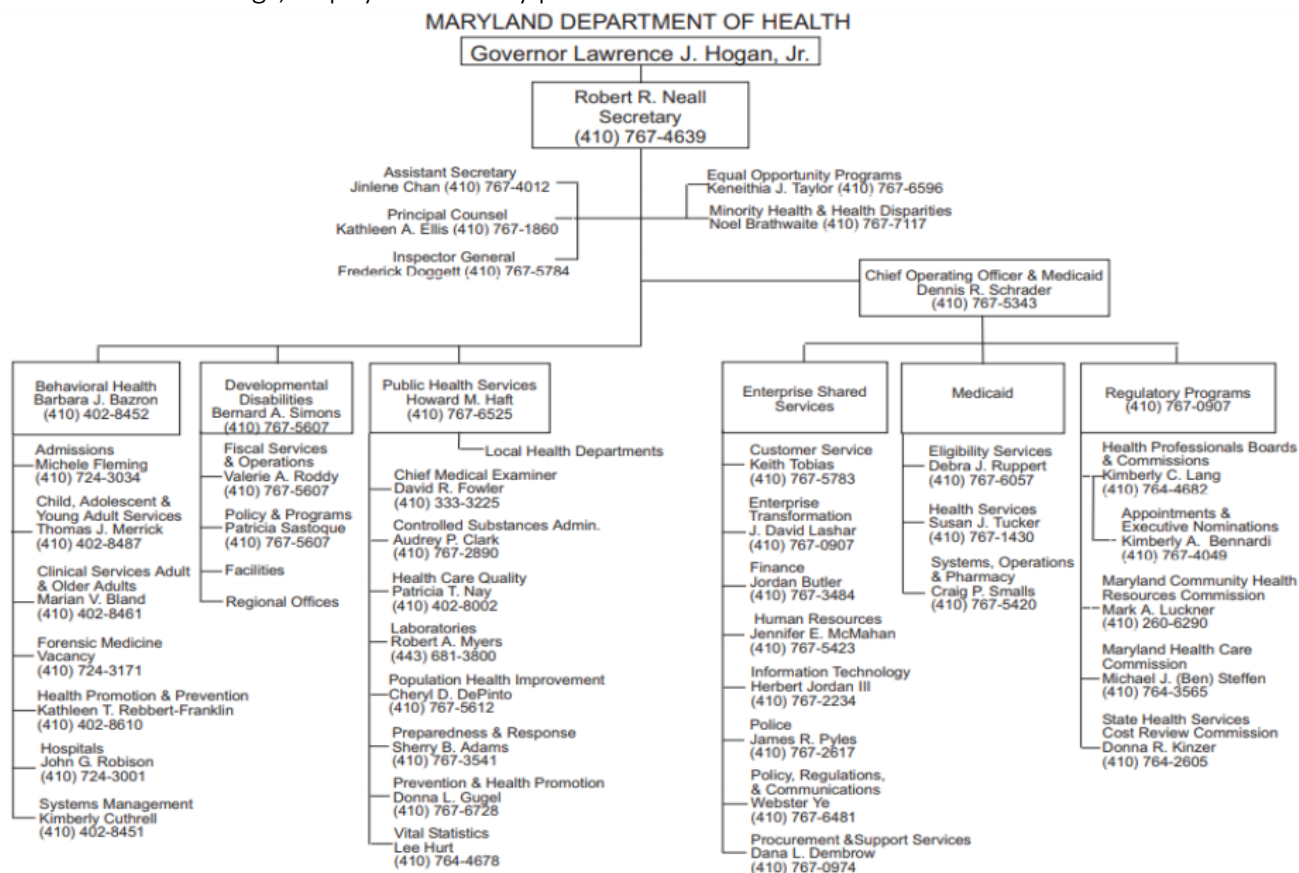
- **HB222: Cross-filled with Senate Bill (SB)268: Overtaking and Passing Bicycles, Farm Equipment, Farm Tractors, and Animal-Drawn Vehicles**
<http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=HB0222&stab=01&pid=billpage&tab=subject3&ys=2018RS> - Hearings are February 6th in the House and February 8th in the Senate. HB222 authorizes the driver of a vehicle to drive on the left side of the roadway in a no-passing zone to overtake and pass a bicycle, farm equipment, a farm tractor, or an animal-drawn vehicle in accordance with a certain provision of law.
- **HB285: Department of Transportation – Bike/Ped Access to Public School Study**
<http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=HB0285&stab=01&pid=billpage&tab=subject3&ys=2018RS> HB285 would require the Department of Transportation to study pedestrian and bicycle access to public schools in the State and make recommendations for addressing the safety concerns identified in the study; requiring the Department to report its findings and recommendations to the Governor and the General Assembly on or before January 1, 2020
- **HB959 Pedestrian Hybrid Beacons**
Unfavorable report because portions of the bill already exist.

A question was raised regarding the Amazon bill and its' affect on transportation projects. Marty explained that the details of the bill are still being finalized.

Eric Brenner suggested for attendees to check the Bike Maryland website for additional details. The latest legislative update can be found here: <https://www.bikemaryland.org/legislative-session-update-2/>.

III. Department of Health (Overview/Bike-Ped Efforts) – Erin Penniston, Deputy Director, Center for Cancer Prevention and Control

Erin Penniston provided an overview of the Maryland Department of Health’s (MDH) organizational structure, vision, mission, and responsibilities. The MDH oversees public health services, including duties ranging from monitoring food safety, disease prevention programs, health screenings, to physical activity promotion.



Maryland Manual On-Line
 Maryland State Archives, 28 February 2018

Maryland Department of Health MO
 chartsstate/16dhhm

Erin noted that walking is the official exercise in Maryland. The MDH holds major events such as Walk Maryland Day (to be held on Wednesday, October 10th) and administers grant programs that support walking initiatives. She expressed concern that data shows the need for increased physical activity in Maryland and shared Call to Action goals for improve walking in Maryland.

John Wetmore made an announcement for Call to Action Initiatives on the Perils for Pedestrians website here: www.pedestrians.org.

Eileen Sparling and Nacole Smith provided details on the 1422 Grant Program, State Ambassador Program, Walkshops, and the Be Active Conference.

Several members raised questions regarding the State’s support of local health departments. Eileen confirmed that the purpose of these grants is to support local health departments like Charles County.

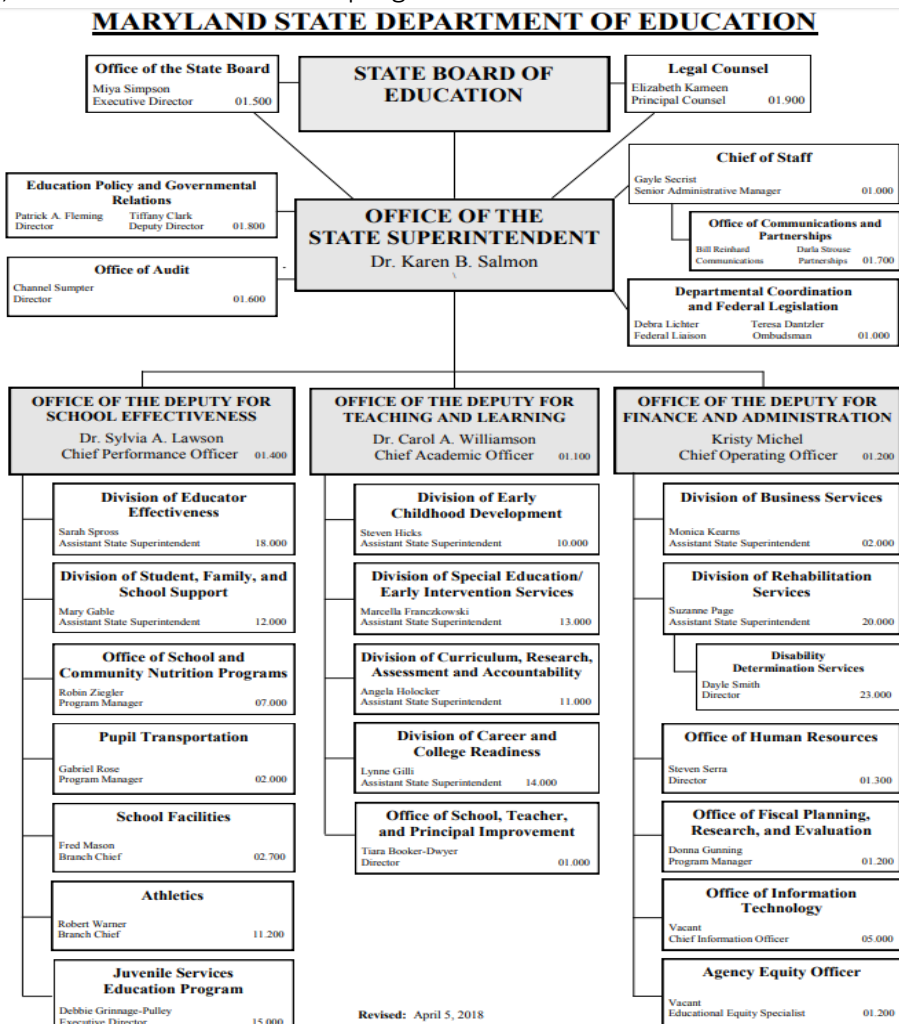
Eric Brenner mentioned the Prince George’s Free Program, which meets every week on trails to promote physical activity and walking. He emphasized the importance of connecting local and county walk efforts, especially with the elderly populations. Marty Bake suggested having AARP partner with the DOH given their interest in physical activity and their recent support at the MBPAC October Roundtable last autumn.

See Erin Penniston’s PowerPoint presentation here:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/4_6_18_Pres1.pdf

IV. Department of Education (Overview/Bike-Ped Efforts) – Chris Hersl, Educational Specialist, Maryland State Department of Education

Chris Hersl provided an overview of the Maryland Department of Education, described the five parts of the Physical Education Program, and described the differences and challenges of regional, local and state education programs.



Chris Hersl encouraged MBPAC members to look out for senate and house bills related to education and ways to support physical education programs. He expressed continued interest in garnering support with legislators and building partnerships with the DOH and Walk MD Day.

Chris answered questions about Board of Education (BOE) appointments. He noted that Board of Education is appointed by the Governor only. Former Governor O'Malley chose not to appoint members, so Governor Hogan selected a majority of BOE appointments.

See Chris Hersl's PowerPoint presentation here:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/4_6_18_Pres2.pdf

V. National Interscholastic Cycling Association (NICA)– Jon Posner, Co-Founder and League Director, Maryland Interscholastic Cycling League

Jon Posner presented on NICA, a youth development organization of over 15,000 student-athletes, 6,000 coaches and 10,000 volunteers. Several MBPAC members expressed interest in supporting the Association and attending NICA events. Jon Posner answered several questions regarding elevation requirements and trail types. He stated that there is no elevation requirement and that the program starts with beginner skills such as getting on/off a bike, braking, turning, etc.

See Jon Posner's PowerPoint presentation here:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/4_6_18_Pres3.pdf

VI. Bicycle and Pedestrian efforts in Howard County – Chris Eatough, Bicycle and Pedestrian Coordinator, Howard County Office of Transportation

Chris updated members on current bike/pedestrian efforts in the County. As the first bicycle and pedestrian coordinator, Chris championed the Bike Howard Master Plan and Walk Howard Plan to generate biking and walking throughout Howard County. He introduced Jack Guarneri, President of Bicycling Advocates of Howard County, who also stressed the importance of bike-ped coordinators and a well-developed bike-ped plan. He spoke on the County's efforts to reduce the number of fatalities along Route 1 including identifying hot spots, types of crashes, creating recommendations, adding infrastructure, including the importance of having events that demonstrate how roads can be repurposed to protect vulnerable users.

See the PowerPoint presentation here:

http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Documents/MBPAC/HC%20presentation%20to%20MBPAC.pdf

VII. 2019 Bike-Ped Plan/State Agency Updates

Marty Baker provided an update on the Maryland Bicycle and Pedestrian Plan efforts including the March 28th Planning Workshop. The workshop included three major planning stations: 1) Goals, 2) needs and opportunities, and 3) existing conditions. Marty reported that the feedback received was helpful and encouraged MBPAC members to check the website for updates. She provided handouts on regional bicycle and pedestrian trends and accomplishments, and the needs and opportunities list generated from stakeholder feedback. She also distributed flyers for the next public meeting to be held on June 7th in Prince George's County Sports Complex from 6 – 8PM.

The same content from the Planning Workshop will be presented on a webinar on April 19th. Members are encouraged to provide comment via the survey link here: <https://tinyurl.com/BPMP-Survey>.

VIII. Other State Agency Updates

Jeff announced that the National Highway Traffic Safety Administration (NHTSA) applications deadline passed. He also mentioned that Tom Gianni is retiring in April.

Heather Ersts reminded members to post images of great areas traveled in the State. The Maryland Office of Tourism needs and wants the help of the MBPAC community to share their photos and experiences when they are out on the road or trails. Please use hashtags: #visitmaryland and #MDinFocus on Facebook, Twitter and Instagram.

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

Eric Brenner shared the remaining MBPAC dates of the year. The MBPAC theme for 2018 is *Strong Partnerships Around the State of Maryland*.

a. MBPAC 2018 Meetings:

- August 10, 2018 – *Police Enforcement and Data Collection*
- November 9, 2018 – *Planning Efforts in the State*

b. Save the Dates:

- Bike to Work Day – May 18, 2018

Meeting Minutes

Attendees (in person): Tanya Asman, Marty Baker, Laura Beck, Wayne Clark, Eric Brenner, Heather Ersts, Steve Green, Laura Hammig, John Hartline, Greg Hinchliffe, Monica Irmiler, Jack Keene, Jon Korin, Jason Lamb, Steve Miller, Jon Morrison, Stanley Newborn, Oluseyi Olugbenle, Daniel Paschall, Erin Penniston, Dominic Scali, Peter Sotherland, Fred Shaffer, Tom Sullivan, John Wetmore, David Zanoni

Attendees (on conference call): Nate Evans, Katie Harris, Erin Penniston, Kevin Racine

I. **Welcome/Introductions/Approval of Minutes**

Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees. He asked for any corrections to the April meeting minutes and received none and the minutes were approved.

II. **Maryland State and Local Police Bike/Ped Efforts** - Maryland State Officers: F/Sgt. Laura Beck and Cpl. Dave Zanoni & Anne Arundel County Officers: Cpl. Dominic Scali and Officer Stanley Newborn

Maryland State and local police officers discussed various topics including how crashes are documented, the types of crashes, officer training, data collection procedures, enforcement of the three-foot law, among others. Below are discussion points and questions raised during the meeting.

Officer Zanoni, also a member of the Bicycle Safety Task Force, explained that a crash must involve a motor vehicle to be legally identified as a crash. Upon arrival to a crash scene, the officer looks for evidence such as roadway conditions, headlight/taillights, weather, clothing of pedestrian/cyclist, among others. He also raised concern with the inconsistencies in data collection procedures at a crash scene. Officer Beck noted that these procedures have significantly changed but improvements and officer training are needed.

What type of training do officers receive?

Every academy training class goes over all types of minor and major crashes. Last year (2017) there were 765 crash investigations involving a vehicle across the State. Of the 765 crashes, 11 were fatalities.

What information do you gather from the driver?

- Signs of impairment
- Reviewing mirrors, possible blind spots
- If the driver shows signs of distracted driving, the officer gets a subpoena for cell phone records
- The driver is not automatically tested for blood-alcohol levels. The officer can test the driver if clues of intoxication are present

What information is collected on the built environment?

- Exact location
- Layout of the crash scene
- Curb uphill or downhill

- Grade of roadway

How is the data recorded?

- Data is recorded in ACRES, which records exact coordinates, and include several drop-down options from road characteristics to
- The report can be 20 – 30 pages

Officer Zaroni noted that officers collected very specific data including coefficient of friction among many other details. Officer Scali emphasized how long it takes to complete a crash investigation, which can take six months to a year and longer when insurance companies get involved.

How does the report mechanism play into how data is recorded? How does it affect how crash systems are taken?

- It's less about the type of mechanism and more important for the officer not to rush supervisor rushes through reviewing.
- The report used to be documented using a carbon copy form with limited options to select from. The reports are now computerized and has improved.

What are some top factors related to crashes?

- Intoxicated cyclists and pedestrians
- Many pedestrians wear dark clothing at night

Several attendees expressed concern that these factors solely blame the cyclists/pedestrians and not the driver. Some noted the danger cyclists and pedestrians face because of vehicular speeds and roadway designs.

Officer Scali provided background on safe passing laws and mentioned that 70% of fatalities result from 3-foot law violations. He noted the challenges of enforcing this law in Maryland and Anne Arundel County, in particular. Officer Scali played a video showing new ways officers can enforce the 3-foot law. Using a patrol officer bike, he demonstrated how the Codaxus device measures three feet and showed how officers give warnings to drivers who violate this law.

One MBPAC member expressed concern with the failed bill that would allow drivers to cross the double yellow line when passing a cyclist. Others noted examples of other states, such North Carolina and Pennsylvania, that have passed laws. There was discussion on the difficulty in changing behavior and the need to redesign roads.

Peter mentioned AASHTO Greenbook's focus on developing different place types based on land use and roadway conditions. He added that the intent of this effort is to inform enforcement and design requirements in each place type.

Marty provided background on the AASHTO Greenbook and its' focus on the land use context and recommendations to engineers and other professionals. Future iterations will include additional layers of analysis.

There was discussion about contributory negligence and using engineering and land use to force behavior. Jack raised the concern of some scenic and road ordinances that prohibit certain engineering solutions. Eric ended this section of the meeting by asking all the officers for general advice to the bike/walk community; below are their responses:

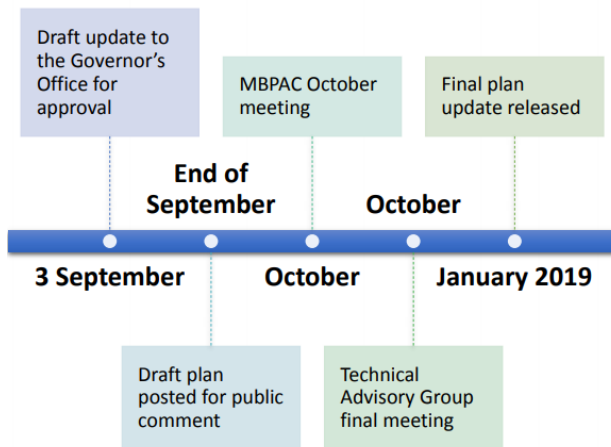
- Important for officers to be a part of the discussion
- Be visible as a pedestrian or cyclist; helpful to have a camera
- Support grant programs that improve engineering, enforcement, and education efforts related to biking and walking
- Advocate for more funding – better training for officers

One MBPAC member raised concern with autonomous vehicles, aggressive driving and enforcement.

V. **Maryland Bicycle and Pedestrian Plan Update** – Tom Sullivan, Transportation Planner/Bike-Pedestrian Specialist, MDOT – The Secretary’s Office

Tom updated attendees on the status of the 2019 Maryland Bicycle and Pedestrian Plan process. Since the last MBPAC meeting, goals/objectives were finalized (see image below), and strategies/initiatives were drafted. Tom highlighted major takeaways from Public meeting 2 and briefed attendees on draft initiatives. The draft plan will be released for public comment in late September (see image on page 4).

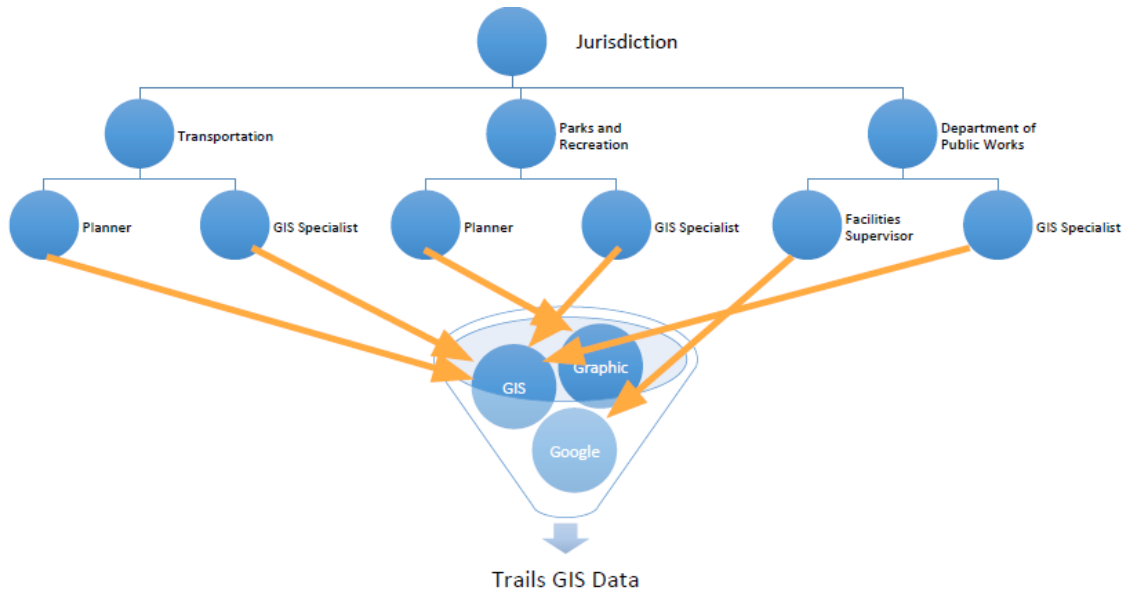
THE GOALS	THE OBJECTIVES	
 <p>1. Connected Networks Enhance Transportation Choice and Multimodal Connectivity through Linked Networks</p>	<p>Objective 1.1 Support the creation, identification, and use of safe lower stress routes for biking and walking for all user groups</p>	<p>Objective 1.2 Improve bike and walk access to, and use of transit facilities across the state</p>
 <p>2. Safety Improve the Safety of Bicycle and Pedestrian Travel through Education, Enforcement, and Infrastructure Solutions</p>	<p>Objective 2.1 Reduce the number of bicycle and pedestrian lives lost and injuries sustained on Maryland’s transportation system</p>	<p>Objective 2.2 Improve the maintenance and operations protocols that support safe access for pedestrians and cyclists</p> <p>Objective 2.3 Improve education, enforcement, and training to support safe driving, biking, and walking</p>
 <p>3. Analysis and Planning Support Efficient and Equitable Planning and Project Development with Data-driven Tools & Innovative Techniques</p>	<p>Objective 3.1 Improved access to data and decision tools to support effective planning for all Maryland communities</p>	<p>Objective 3.2 Local actors receive effective assistance to helping to develop and deliver projects for bicycle/pedestrian infrastructure</p>
 <p>4. Partnerships Build Partnerships to Promote Active Transportation and Strengthen the Health of our Communities</p>	<p>Objective 4.1 More Maryland residents are encouraged to participate in active transportation to meet more of their transportation needs</p>	<p>Objective 4.2 Maryland communities are better equipped to help understand and implement active transportation strategies to achieve health outcomes</p>
 <p>5. Economic Development Advance Biking and Walking as an Economic Development Strategy</p>	<p>Objective 5.1 Expand active tourism in Maryland</p>	<p>Objective 5.2 Expand access to economic benefits of cycling and walking to more Maryland residents and businesses</p>



VI. Capital Trails Coalition (CTC) – Katie Harris, Trails Coalition Coordinator

Katie provided an overview of the CTC, a collaboration of public and private organizations, agencies, and citizen volunteers working to advance completion of an interconnected network of multi-use trails for the Washington, D.C. area.

She also detailed the data-gathering effort with Prince George's and Montgomery counties, Washington, D.C., and other Virginia jurisdictions (see image below). The CTC are looking for trails data with attribution that reflects criteria for network inclusion.



Katie announced that the new Chair of the CTC is Jack Koczela and reminded attendees of the November 15th event focused on plan visioning for trails. There was some discussion on which counties are underrepresented, Fund 88 Bike retrofit funding for trails, and the effects of the Purple Line development on the trail network.



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

- East Coast Greenway - Trail Summit – April 4 – 6, 2019
- Heather reminded all to post biking/walking photos on social media
- Oluseyi passed out flyers for Walk Maryland Day and mentioned opportunities to sign up for a walking leader - Walk Maryland Day – October 10, 2018
- Next MBPAC November 9, 2018 – Planning efforts in the State
- The 11th Annual Cheverly Public Safety Day – September 20, 2018

Meeting Minutes

Attendees (in person): Bill Atkinson, Laura Beck, Eric Brenner, Marly Cardona, Marc Lewis-DeGrace, Wayne Clark, Heather Ersts, Nate Evans, Joe Griffiths, Scott Hansen, Greg Hinchliffe, Patrick McMahon, Karen Mierow, Jon Morrison, Oluseyi Olugbenle, Daniel Paschall, Peter Sotherland, Eileen Sparling, Tom Sullivan, Jim Titus, John Wetmore

Attendees (on conference call): Tanya Asman, Chuck Boyd, Shayne Bouche, Charles Glass, Roy Gothie, Jack Keene, Jon Korin, Kevin Racine, Dominic Scali, John Wilson

I. **Welcome/Introductions/Approval of Minutes**

Eric Brenner, Chair of MBPAC, opened the meeting and welcomed attendees. He asked for any corrections to the August meeting minutes, received none and the minutes were approved.

II. **Maryland Department of Planning (MDP)**

Scott Hansen, Transportation Planner and MBPAC member, introduced MDP staff and provided an overview of the agenda.

Chuck Boyd, Director of Planning Coordination, explained the roles and organizational structure of MDP. He elaborated on the three major divisions (planning services, operations, and the Maryland Historical Trust) and discussed initiatives of the new website – Reinvest Maryland, a guide to accelerating infill and promoting redevelopment and community revitalization. See website here: <https://apps.planning.maryland.gov/reinvestmd/>.

Joe Griffiths, Local Assistance and Training Manager, described a state development plan and outlined *A Better Maryland* objectives and strategies. *A Better Maryland* is an evolving plan that provides a framework to support economic and environmental stewardship. The plan supports collaboration among state and local governments and all other stakeholders, providing resources and tools for the long term economic success of Maryland. For more information on *A Better Maryland*, see <https://abetter.maryland.gov/strategies/>. MDP also provides planning services to regional and local jurisdictions including the review of comprehensive plans and collaboration with the Maryland Department of Transportation to better support local jurisdictions.

Scott Hansen discussed Planning's role in transportation planning based on existing Statutory Authority as identified in Article-State Finance and Procurement §5-402 (h). The Department of Planning reviews transportation plans and programs (i.e. MDOT's Bicycle and Pedestrian Master Plan, Maryland Bikeways Grant Program, Bicycle Pedestrian Priority Areas) prepared by MDOT and regional planning agencies (i.e. BRTB and MWCOG) and makes recommendations regarding the relationship between transportation and planned land use. Planning supports and encourages bicycle and pedestrian planning activities through participation in MPO Boards, Technical Committees, Bicycle and Pedestrian Advisory groups and cooperative forecasting. Planning evaluates proposed transportation improvements and policies to assure consistency between transportation investments and the State Economic Growth, Resource Protection and Planning Policy. Planning also provides advice to local

governments regarding the impact on growth and development of transportation components of local plans, local land use regulations affecting transportation and local transportation improvements. In addition, the Department participates in State Highway Administration's Maryland Transportation Environmental Regulatory Process, which requires that specific Maryland and Federal agencies review and evaluate transportation projects. We encourage and advocate for multimodal transportation, including bicycle and pedestrian facility consideration in major transportation projects (i.e. MD-28/MD-198 and US-301 @ MD-228/MD-5 were two examples discussed). Planning provides tools (i.e. Reinvest Maryland 2.0 toolbox, Transit Station Area Profile Tool, Sustainable Growth Commission Awards) to support local governments revitalization efforts and improve sharing of information between State agencies and the public.

III. Maryland Land Preservation and Recreation Plan

John Wilson, Associate Director, Land Acquisition & Planning, Department of Natural Resources, presented on key themes, objectives, and the project timeline for the Maryland Land Preservation and Recreation Plan (LPRP) Update. The Plan seeks to identify current outdoor recreation and open space inventory, trends, needs and issues in Maryland. The LPRP update will include a strategic plan for sustaining and enhancing outdoor recreation opportunities statewide. The Plan update will be completed in March 2019.

IV. Maryland Bicycle and Pedestrian Plan Update

Tom Sullivan, MDOT Transportation Planner and Bike Pedestrian Specialist updated attendees on the status of the 2019 Maryland Bicycle and Pedestrian Plan process. There is a 30-day public comment period that ends on November 15, 2018. Comments can be submitted utilizing the form posted on the BPMP webpage at: www.mdot.maryland.gov/BikePedPlanUpdate, or emailing comments to: BikePedPlanUpdate@mdot.state.md.us. The final Plan is slated for a January 2019 release.

V. State Agency Updates

Peter Sotherland, MDOT SHA Bicycle and Pedestrian Coordinator, updated attendees on the status of the Maryland Spine Network. He will provide a more detailed update at the January meeting.

VI. 2019 Areas of Focus

Eric Brenner and Oluseyi Olugbenle discussed ideas for 2019 including focusing on supporting local jurisdictions from a regional perspective. With this approach, MBPAC meetings would be held at select Metropolitan Planning Organizations (MPOs) around the State. Members discussed the need to involve counties, particularly, inviting individuals with specific transportation roles.

There was discussion on updating memberships. Oluseyi and Eric work to update memberships in 2019.

Attendees were encouraged to check the website for updates on meetings and the 2019 calendar.