



c/o Baltimore City Department of Transportation
417 E. Fayette Street; 5th Floor
Baltimore, MD 21202
(443) 984-0099

Mayor's Bicycle Advisory Commission

Location: Microsoft Teams (Online)

Date & Time: October 27, 2021, 16:00-18:00

Commissioners in Attendance

LTC Monique Brown (BPD)	Meg Young (DOT)
Jamison Holtz (BPRC)	Terrence Jennings (Mayor's Office)
Matthew Hendrickson (DOT)	Jon Laria (Commissioner)
Austin Davis (DOP)	LaKeisha Henderson (Community)
Penny Troutner (Bike)	Dan Knopp (Public Health)

Minutes

16:00 Introduction of Commissioners and Ground Rules

16:05 Motion to Approve September Minutes – Agreed

16:05 **Community Events Update - Commissioner Young**

(SLIDES 3-6) Discussion on upcoming community events:

- Weekly Events “Are pretty much the same”
 - Lake to Lake and Magical Monday Events moved up half an hour.
 - Friday (10/29) – Halloween Bike Party as returned
- **Commissioner Laria Questions:** What are the rain rules for the Bike Party?
 - **Commission Young Answer:** They still ride rain or shine.
- Saturday, Black People Ride Bikes have an exploratory ride on

Not included in the slides: Black People Ride Bikes- November 4 - touchdown tailgate ride to Morgan State! Thursday, 5pm meet up at lake Montebello

The Lake 2 Lake Event is having votes for art along The Big Jump –

<https://streetsofbaltimore.com/lake2lake>

16:13 (SLIDE 7) Mayor's Office Updates Commissioner Terrence Jennings:

- MBAC Awards and Nominations:
 - There is currently a discussion of 7 nominees, who people have voted for
 - Commissioner Jennings called for volunteers to review and select award winners
 - Commissioner Laria discusses the establishment of hard deadlines in the future, and seconds the search for volunteers from Commission to review and create recommendations for MBAC Awards.



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(SLIDE 8) 16:18 Department of Planning

Updates given by **Jeff LaNuoe** of DOP rather than Commissioner Davis because of illness:

- Requesting Volunteers to review and survey trails. As trails are not only for bicyclists, but as a multi-modal user groups like stroller-users, runners, walkers, dog-walkers, etc.
- November 13th there will be a registration link for review and survey sent, where team will go from Baltimore Zoo survey who is using the trails
- The survey will impact future on how it is designed.

16:21 (SLIDES 9-11) Bike Maps: Commissioner Hendrickson

- Discussion around delays in MBAC master plan, seeking further coordination with Planning
- There is a NEW Bike Map that is updated from 2010 maps (see slides), that maps is updated with facilities where there is going to be a printable.
- **Commission Young comments** that there should also be a story-map, showing routes
- **Commission Hendrickson ask Jeff Lanoué to comment on maps**
- **LaNuoe answers** question from Commissioner Hendrickson on maps:
 - Maps need to show people easiest of maps, and locational and diverse rides classified by what they offer.
 - Opens Discussion of having a map that is changing based on needs the user wants.
 - Should be online easily accessible online through link

Open Period for Comments on Maps

- **Participant Question:** Is there a way we can do a major marking campaign for the New Bike Maps? Like outreach to children, maps
- **Answer (1/2) Lanoué-** Online maps are available. At this time, it is too early to reach out to make an unreasonable expectation to children, parents, etc. Lanoué suggests MBAC should let people know that there of the existing routes and more information is up and coming.
- **Answer (2/2) Commissioner Laria:** It may be too early to talk about physical maps, there should be an easy, useable online map that is downloadable and printable. **Laria makes reference to** comment in chat *"I think signed and sharrowed routes should not be listed on a website or print map. Obviously, we should have them inventoried on the facilities map that the city uses but the public should not even be presented those on a map since they are not safe facilities."* Laria opens up for discussion to come up with different types of routes and tailor that to types of users. Get people focused on doing simple tasks and create "a route library".

Commission Laria suggest that MBAC should get a small group together to create routes and get a template together to create pilot. Jay OConner, Meg Young, and Jeff LaNuoe volunteer.



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16:34 (SLIDE 12) LTC BROWN- BPD

Not in Slides, Open Comment/Question Period

- Updates on school police, has connected people together to have necessary conversations
- Discussion of recovery of shared (Dockless) vehicles has a less direct process to recover when on private property.
- **Commission Young comments** that same BPD training will be used with school police with changes relevant to school police

16:34 (Slides 13-15) Rec and Parks – Jamison Holtz

- Notes it is the last week of Lake Montebello and Herring Run Rides next week.
- Discusses A few rec center rides as a side bar.
- Thanks Bike Collected just finished up maintenance of bike fleet.
- Introduced Ed Wheeling who has more information on the naturalist positions

Ed Wheeling discuss Naturalist Positions Updates. Wheeling says that BPRC has two recommended candidates going back and forth with HR. Hopefully will start in December, January at latest.

Commissioner Laria Question: Could you give a summary of scope of Naturalist position and the possible impact and change?

Wheeling Answer: Wheeling references he came from Prince George's County and wants to bring the same trail maintenance program to Baltimore. Duties include: daily trail inspections and maintenance, trash removal, log clearing, tree clearing, work with capital, work with trail groups, and outreach assistance. Naturalists will have part time help concerning outreach. Naturalists will be working with paid and unpaid trails within Baltimore city, will divide up by sections. Naturalists will also upkeep and place trail markers and waste signage.

Laria then notes several interdepartmental communication issues within the city and hopes naturalist positions will help. Additional discussion around trails and private vehicles. Laria notes that some GPS route private vehicles on park trails mistaking them for a road.

Open Question and Comment Period:

- **Participant Question:** Sent information about Belladrome in Detroit, wanted a response to email about this. Where could we put it?
- **Commissioner Hendrickson Answer:** Will follow up.
- **Commissioner Jamison:** I like the idea, but have to bring other people into the conversation, will definitely be a tourist attraction, but figuring out the location would be hard.
- **Commissioner Young** notes that there is a velodrome in PA



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- **Participant Comment:** The Detroit Velodrome is indoors so we could have full year programming, UCI racing and makes the space available for other functions like parties, roller skating and other health classes.

16:50

- **Participant Comment and Concern:** Participant discusses inspection of Gwynn Falls Trail and notes "It doesn't look good". Unmarked part of the trail and no construction notices: 1) Naturalist will be great to have, and 2) we need to have DPW representation on the commission. It is impassable around Wilkens Ave.
- **Commissioner Laria** asks participant to send photos and a map and mark it. Also, asks for additional clarification if it is a DPW project is blocking the trail
- **Participant Comment:** Two Concrete Blocks are completely missing the trail
- **Commissioner Laria:** Hoping the Naturalist will help in the future. Notes there is a need for someone at DPW in terms communication with MBAC.

16:57 (Slides 16-19) Dockless Vehicles – Meg Young

- Fleet increases in October. 2021 ridership is closer to 2019, which is good. Ridership increases near transit stations
- Working to install corrals around the city. Provided bike and scooter parking to make turning safer to see around the corners
- There is a survey for permits Link for georgraphy policies: [Populus -- Mobility Policies](#)
- Open Period for questions: none

Mentions Dockless Vehicles Meeting on Wednesday 11/10/2021 at 11AM

17:00 Additional DOT Updates

Discussion on Maintenance of Traffic Policy:

- **Commissioner Laria:** Asking for the structure of MOT Policy and whether they are agency by agency or city wide
- **Commissioner Hendrickson:** Depends on who owns the right of way and who is impacted. Notifications system needs to be reviewed
- **Commissioner Laria:** Who is the main person involved?
- **Summary of DOT personnel answers:** MOT is a DOT responsibility. There are conflicting responsibilities at times, but in general, it is a responsibility to approve or deny ROW permits. BGE has a blanket permit for emergencies connected to anything, so they can take action in an emergency, but even then they have to provide a MOT in 72 hours. DOT personnel notes (Image Below from Complete Streets Manual) Modal Hierarchy. Personnel comments that standards need to be translated from top to bottom to stop blocking cycle tracks; an issue personnel is working on within in DOT but needs to be adopted in other agencies.



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Baltimore's Hierarchy of Modes

Citywide Policy Framework

The foundation of this Complete Streets Manual rests on the establishment of a new modal hierarchy framework that prioritizes the safety and accessibility of people as they walk, bicycle, and take transit ahead of single occupant motor vehicles. These travelers are of all ages and abilities and are most vulnerable to severe injuries

and fatalities in crashes. This Manual provides Street Types, street design guidance, and other supporting functions that reflect the City's new modal hierarchy. The Complete Streets Ordinance lists performance measures to gauge the City's success in applying this modal hierarchy to new transportation projects.

The modal hierarchy framework, directed by the Complete Streets Ordinance and supported by this document's guiding principles, informs City decision-making related to funding, project prioritization, transportation planning, street design, traffic operations, maintenance of streets and sidewalks, and enforcement of traffic laws. These impact programs such as capital improvement program projects, sidewalk improvements, street resurfacing, 311 and citizen inquiries, land development, and street and traffic operations. The Project Prioritization and Project Delivery Process sections detail how City decision-making will change to ensure adherence to this framework in these programs.

Baltimore's citywide modal hierarchy—recommended by the Complete Streets Advisory Committee and endorsed by the Baltimore City Department of Transportation—is prioritized as:

1. Walking
2. Cycling / Public Transit / Micromobility
3. Taxi / Commercial Transit / Shared Vehicles
4. Single Occupant Automobiles

While not listed, emergency service providers require special consideration to allow for reasonable and efficient access to destinations in all parts of the City. Similarly, the movement of commercial goods and services will continue to be a high priority for the City, with an understanding that larger vehicles may present challenges within constrained urban environments.



Three of the six guiding principles outlined on page 4 add direction and clarification on the application of the City's modal hierarchy framework:

System Performance

1. Address Safety First

- This principle directs City design engineers to prioritize the safe movement of pedestrians and bicyclists above motor vehicle throughput and delay.

2. Be Accessible by Everyone

- This principle guides City planners and engineers to plan, design, and operate City Streets with all people in mind, ensuring a balanced multimodal approach to the network of streets, individual streets, and intersections. While an individual street within a network may have a modal priority, the design and operation of that street will accommodate all modes of travel. Exceptions convey to the first principle, safety, and thus high-speed movement of people on facilities such as a freeway or heavy rail line will have limited access/crossings.

3. Improve Mobility

- This principle confirms the importance of efficiently moving people and goods throughout the City, but not to the detriment of the safety or accessibility of people traveling via other modes.

Citywide Hierarchy vs. Priority on a Street Section

Baltimore's existing and planned transportation network includes streets with specific modal priorities such as transit priority lanes, light rail, bicycle facilities, truck routes, and freeways with limited access to optimize motor vehicle mobility. Baltimore City's Bicycle Master Plan is a good example of a vision for a variety of future bicycle facilities, in some cases becoming a high priority mode for the street but in other cases designating safe connectivity within limited right-of-way.

In highly constrained urban environments, it is not always possible to provide the ideal facilities for all users' needs. For this reason, a comprehensive network approach should allow for flexibility regarding individual streets' modal priorities. The network approach to multimodal transportation ensures movement by all modes of transport along corridors and areas within the City and assigns modal priorities to individual streets.

Baltimore offers modal options through its multimodal network, but there will be City streets that do not have specific accommodations for all modes, such as neighborhood streets that limit truck access, interstate routes that prohibit walking and bicycling, car-free streets, streets without transit routes, or streets without dedicated bicycle facilities.

(SLIDES 19- Hendrickson DOT Updates:

Updates: DOT THIS MONTH



Task	Partners	Notes
Eutaw Place Concept Development	Study led by McCormick Taylor	Tentative meeting date early November. Final design EOY.
Wolfe/Washington Existing Conditions Analysis	Study led by RKK	Third public meeting tentatively scheduled for winter.
Bush Street Concept Development	Study led by Toole Design Group	Met with Carroll Campden Business Association. Advancing to 65% design.
Bush Street Survey		
Melrose Avenue Construction	DOT Internal	Incorporating into Fall construction schedule. Design edits. Final outreach forthcoming.
Greenway Trail Network – Northern Segments	Study led by RKK	Held first public meeting on 7/22. Developing outreach schedule.
Big Jump Assessment Data Collection/Analysis	Study led by Toole Design Group	Evaluation report released.
Big Jump Relocation		Coordinate DPW with construction schedule.
Middle Branch	DOT Internal; MDOT/SHA	Successful project extension. Choose consultant and execute task.
Rapid Enhancement Plan (REP)	DOT Internal	Bikeways grant award. Prioritize West Baltimore Bike Boulevard.



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- Discussion surrounding Organization of DOT
- In Chart (Above) Lighter Colors on Charts are highlights Commissioner Hendrickson wanted to mention; and, darker highlights are related to grants
 - Washington is the preferred street for connection of cycle tracks. Providing design options, two-way cycle. Wolf to do addition traffic calming treatments options from Public
 - **Discussion around Greenway trails:** Hendrickson notes that DOT held first meeting in July and several smaller meetings, overall schedule is tentatively scheduled for December. Before DOT will have a public planning meeting. Notes priorities of trash pickup, maintenance of trail, but notes that is not a function of DOT and echoes for DPW assistance. For second phase, it going to be different from July meetings. DOT will break it down in 3 separate, consecutive meetings, and will coordinate outreach for those meetings. DOT will have one meeting in the east, one meeting in central, one meeting in west. The 7th 8th and 9th are the dates DOT is coordinating the with the mayors office, but it still only the draft schedule
 - Bush Street—Carroll Park with Bushwick trail—have first concepts with BFD coordination. Continuing outreach for second meeting.
 - Middle branch doing procurement process, in better shape, and have an idea of contractors
 - In the Big Jump, they are trying to do ROW in lake to lake
- Discussion of bike contracts, notes they are working on a plan
- Discussion of Slow Streets outreach to communities to have support
- Discussion of Bike Support Consultant Team and Priority Rankings and Team support
- Another Discussion of Vision Zero and Bike Construction- Talked about Last month
- Notes that “Majority of the contract is centered on quick build type materials such as striping and flex posts. It does include a variety of other items such as:
 - Bicycle friendly speed humps and grates
 - Pot hole repair
 - Curb installation, etc
- Contract is going to expedite ability to get bike projects in the ground.
 - Discussion of Rapid Enhancement Plan Projects (REP). Discussion of Mount Royal Streetscape, Sharp Street, Madison Street, 27th Street REP projects notes that they were discussed last meeting in depth.
 - Putting it in a bikeway more proposals. Notes that annual CIP 500k a year, with award puts DOT additional \$400k nearly doubling capacity of CIP. Thanks to Commission and Partners.
 - Following the vision of Complete Streets and increase in staff capacity.



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- **Participant Question:** Welcomes Melrose being done. In considering Washington being the bed of the North South? Is there a limit to the slope to be considers all ages? 200 block of Washington is steep
- **Commissioner Hendrickson:** That is a good point, we will have to look into it. Will look into the master plan update. We are looking at ease of travel, but we are limited.
- **Participant Comment:** Participant did grad school research related and notes there are data limitations because of availability.
- **Bike Master Plan:**
 - MBAC and DOT working to review and do strategies and consulting with planning
 - Commissioner Laria: By next month, we will have critical steps and process to complete, and figure out what the purpose of it is. Wants to create a plan the has ambition but is meaningful.
 - Commissioner Hendrickson echoes that they want to create a plan that strength the argument, equity, sustainability, and aligning narrative to support.

Open Comment/ Question Period

- **Schedule Concerns:** Commission
 - **Commissioner Laria** - Not logical to have meeting on November 24, move meeting to TBD and will be next week.
- **Participants Concern:** There was a meeting last night from Baltimore South Gateway, concerning grants and needs bike input. Wants to place benches around sculpture Washington BLVD. Remembers name Adam from DOP. Needs to have bike input and participant is concerned with potential ADA issues.
- Commissioner Hendrickson Need to align with other agencies.
- **Participant Question:** North Ave Bike lane and time line? Can something be submitted, in writing concerning immediate issues?
- **Commission Hendrickson Answer:** Update from MTA, 6 months extension, signal work that needs to be done with MDOT contractors and DOT. We are following up, need to put pressure.
- **Participant Question:** Was BPRB (*Mentioned last meeting*) able to help solve school issues and shared rides from youth? Is there any support from or action plan? Can it be a public meeting? Asks for any updates
- **Commissioner Young Answer:** DOT, BPD, Sustainability are doing a training with school police modeled after BPD training with school related. It is sent electronically to do in-service training.