



Mayor's Bicycle Advisory
Commission 01.26.2022

Agenda

1. Approve December minutes
2. Introduce Newest DOT Staff
3. Community Updates and Presentations
 - a. Recurring Community/City Events
 - b. Special Events / Other public announcements
4. Old Business: NAR Update
5. City Updates
 - a. Mayor's Office
 - b. Planning
 - c. BPD
 - d. BCRP
 - e. DOT
 - Dockless Vehicle Update
 - DOT Bike Program CIP Request
6. Miscellaneous Business
 - a. Next meeting is February 23rd



Welcome Allysha Lorber!

New Capital Planning Chief



- Over 20 years of experience in multi-modal transportation planning, urban design, environmental justice, stakeholder outreach, and grant writing.
- Experience in both public and private sector, and have worked in large and small firm environments with agencies and municipalities across the Mid-Atlantic.
- Member of the American Institute of Certified Planners, and a Professional Licensed Landscape Architect.
- Active member and committee chair with WTS and ASLA.

Welcome Patrick M. Patterson!

New Bike Planner for the Transit Bureau



- Nearly 10 years of planning practice at local, county, and federal levels of government across 3 states
- Masters of Urban Planning with a specialization in Active Transportation from Texas A&M University
- Former Senior Transportation Planner with the Montgomery County Planning Department
- Founding member of First Friday Courteous Mass, a group which teaches riders about bike etiquette, bike laws, and different ways to help riders of all ages have a more comfortable trip

Community Events

Recurring Rides & Events:

- Monday Crank Mavens WTF ride: NW Corner of Washington Monument, 7:00pm
- Taco Tuesday Ride: Washington Monument (sometimes joins Lake2Lake), 6:30pm
- Major Taylor Whirlwind Wednesdays on Zwift (virtual training ride) with Black People Ride Bikes (BPRB)
 - Group rides 6:30 for faster groups, 9pm for everyone
- Saturday Coffee Ride: 10am at 32nd Street Farmer's Market

Special Events:

Friday, January 28

Bike Party: Sportsball theme

St Mary's Park, 7:00pm

Tuesday, February 8

Race Pace Baltimore Presents: Biketouring Basics with Rebekka Paisner and Maya Kosok

Race Pace Charles Village, 6:00pm

Submit community events at <https://www.bikemore.net/submitevent>

Bike to Work week dates announced: May 16-22 – It's never too early to recruit your team!

North Avenue Rising

Signal at McMechen and North:

- Increased the Leading Pedestrian Interval to 10 seconds and the walk phase has been set to come up on recall - operating every cycle without the need for pushing the pedestrian button.
- Procuring camera detection and additional ped signals long-term
- Both interim and long-term are improvements on existing conditions

Reopening of protected bike lanes scheduled for mid-February

- Awaiting delivery of flex posts for bridge between Howard and McMechen
- Bike friendly storm grates installed

Mayor's Bicycle Advisory Commission Meeting
January 26, 2022

Mayor's Office Updates

MBAC Awards – Nominations & Awards

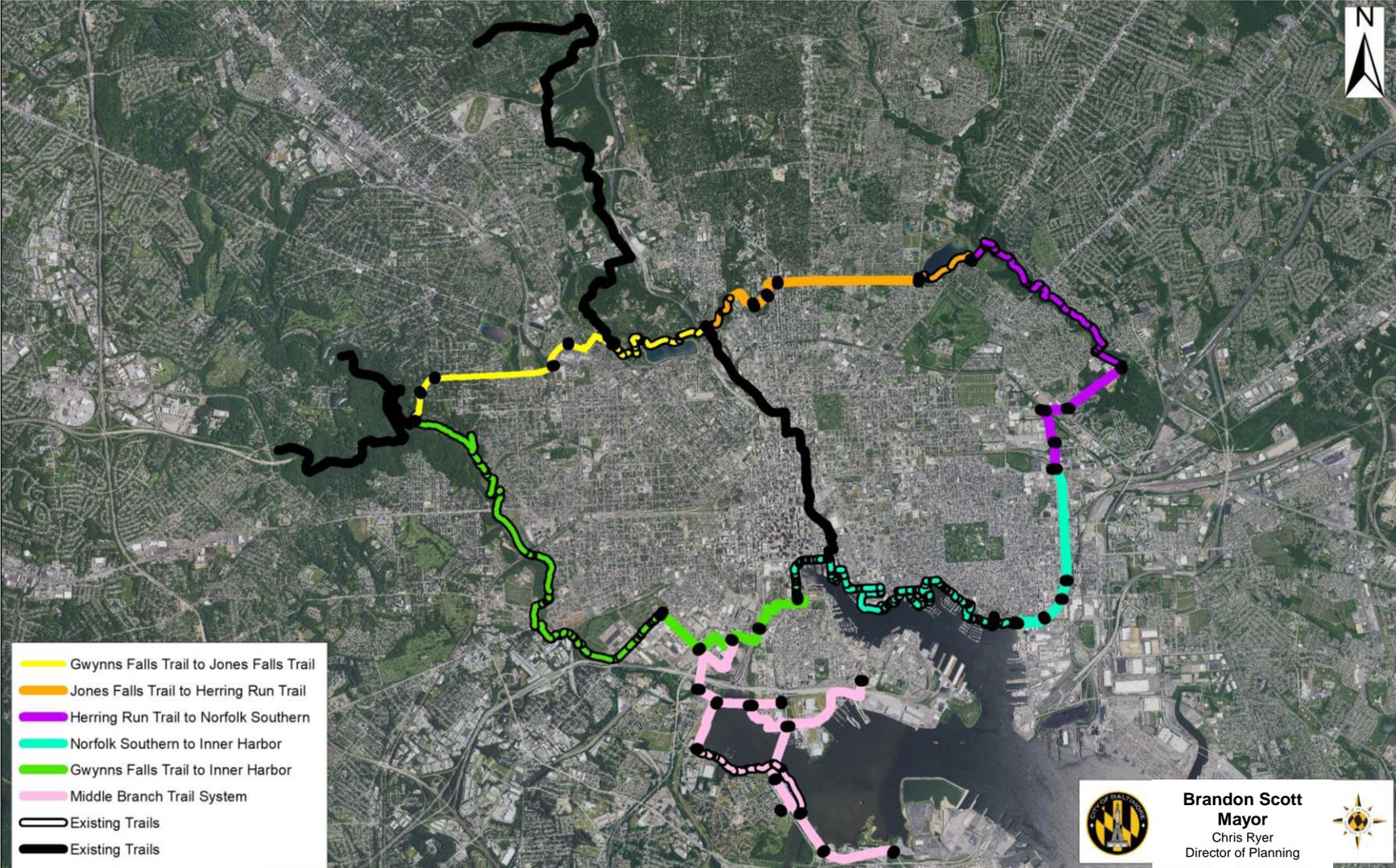
- Awards selection process is complete
- Coordinating Awardee notifications, communications and press with Mayor's Office
- Awardees to be invited and honored at next month's MBAC meeting on February 23rd



THE OBJECTIVE of the mayoral awards is to encourage and acknowledge the efforts and contributions to the Baltimore City Community through biking made by **(1) ORGANIZATIONS, (2) BUSINESS, (3) INDIVIDUALS & VOLUNTEERS,** and **(4) YOUTH.**

Updates: Planning

City Planning: Zoning and Baltimore Greenway Trail Network



Updates: Planning

City Planning: Zoning and Baltimore Greenway Trail Network

January Updates

- The city trail ARPA application has not been approved or denied.
- It calls for extending the Waterfront Promenade trail to the Herring Trail in the east and connecting the Carroll Park as well as Casino District, Stadiums, Convention Center, Arena.
- We were advised to submit an application that would help Baltimore's devastated tourism industry and connect to many jobs hurt during the pandemic.
- Norfolk Southern has responded to the city offer, but we will have to continue negotiations as we are not yet on the same page with price.
- The Locke Insulator site near Port Covington has proposed a new residential development with a waterfront trail.
- The trail as proposed is inferior to the Reimagine Middle Branch specs and we are working to figure out a way to be more proactive with what we want in trail design as opposed to reacting to what we are given.
- This is also relevant to the WestPort site and possibly the Under Armor site. On the positive side, these trails are being built with private sector money.

Updates: BPD

Updates:

- Reporting policy



Updates: Rec & Parks

Updates:

- 2022 Schedule overviews
- Pump Track



BALTIMORE CITY RECREATION & PARKS

BY LAND

Updates: Rec & Parks

2022 Public Bike Program Schedule

- Wednesday's – every other week at Druid Hill Park and Carroll Park
- Thursday's – Lake Montebello rides
- Saturday's – Lake Montebello and Herring Run rides

2022 Rec Center Bike Program Schedule

- Wednesday – Friday's from June-August we will have 3 different Rec Center programs participate in leisurely biking and mountain biking programs along with boating, skating, disc golf, hiking, and fishing.

Last but not least...

PUMP TRACK

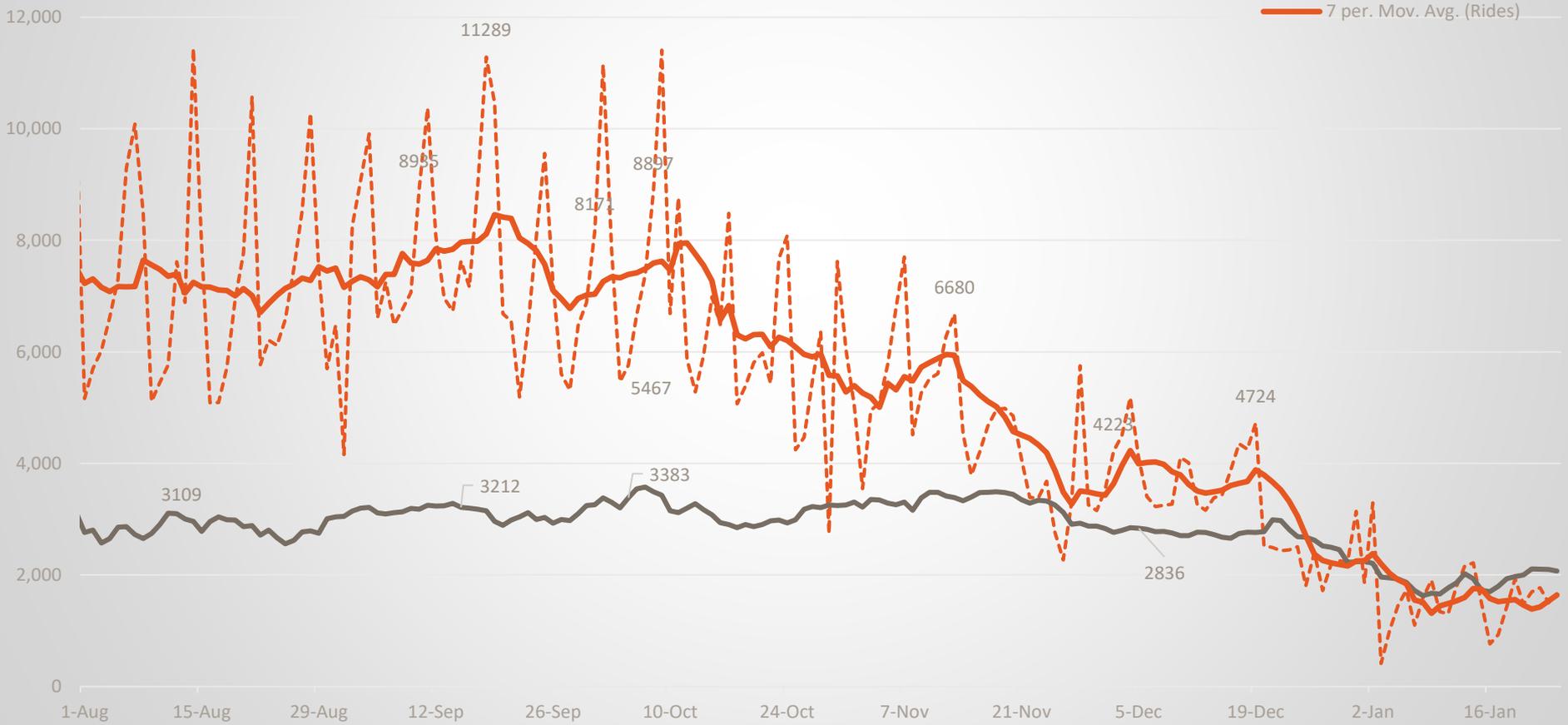
- We are creating a Pump Track intake form that will be sent out via BCRP Community Engagement team. I will share at the next MBAC meeting as well.
- Spring 2022 we plan on having at Carroll Park to coincide with the new bike program and hopefully the BPRB event!



Dockless: Data Updates

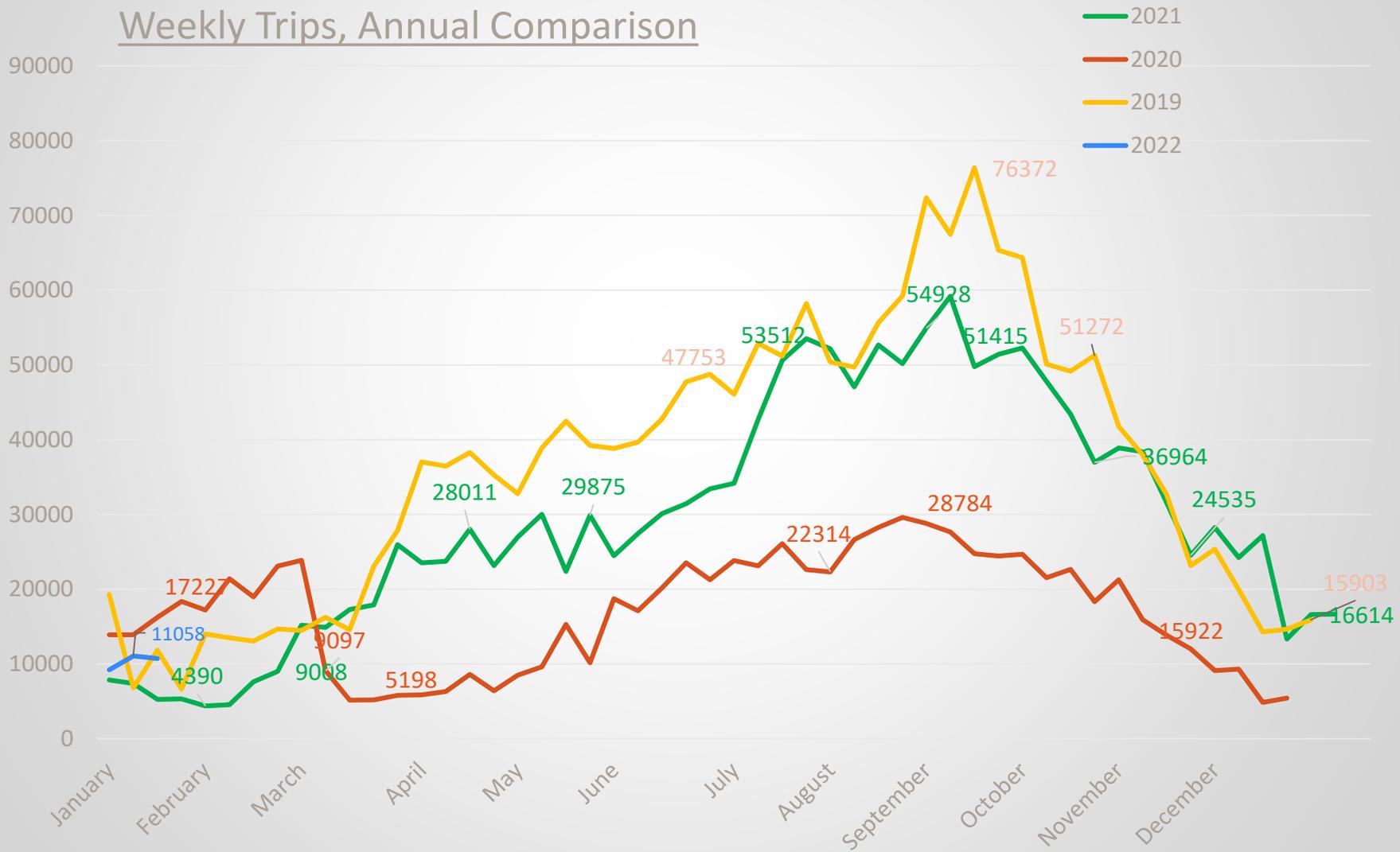
Daily Average Vehicles Deployed and Total Daily Trips

- - - Rides
- Average Vehicles
- 7 per. Mov. Avg. (Rides)



Dockless: Data Updates

Weekly Trips, Annual Comparison



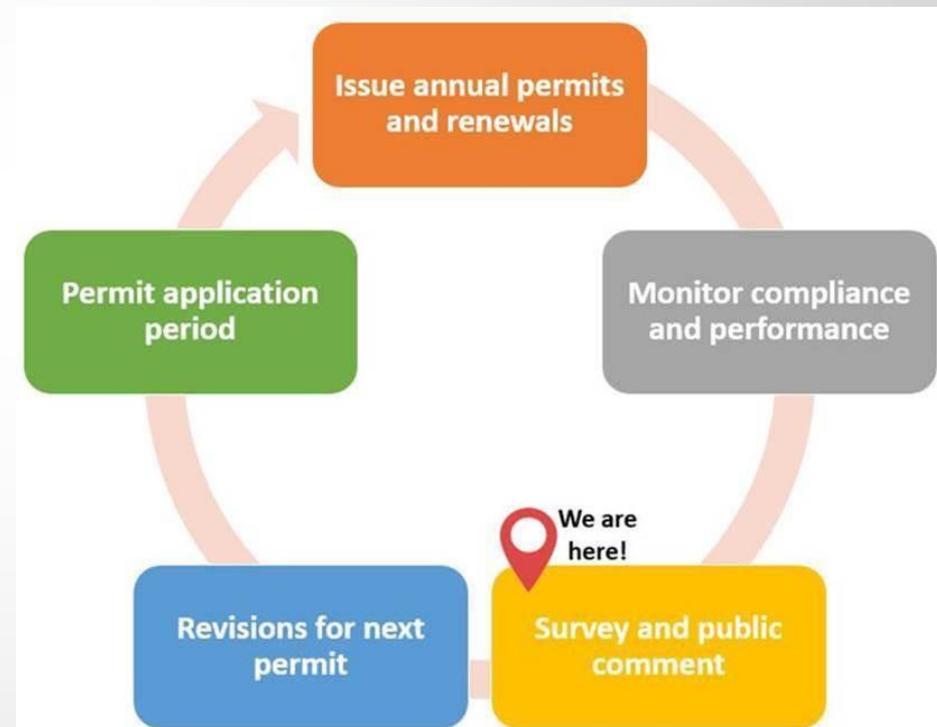
Dockless Updates

Winter Projects:

- Infrastructure priorities and maintenance
 - Green skips and flex posts on cycle track Light Street @ Lee to Conway
 - Deciding on second intersection
- Annual User Survey – Open in mobile apps NOW
- Vandalism response

Policy Updates:

- Six-month update released and online! Over 1 million trips in the second half of 2021
- Annual Policy revisions underway, Dockless Vehicle Committee meetings moving to quarterly
 - April 13
 - July 13
 - October 12
- Please email meg.young@baltimorecity.gov to receive monthly updates from the DVC



DOT Recent CIP Accomplishments (Bikes):



New Bike Infrastructure:

Primary Street	From	To	Lane Miles	Type
Washington Boulevard	Bush Street	MLK Jr Blvd	1.6	Shared Lane
Ostend Street	Washington Blvd	Ridgely Street	1.0	Shared Lane
Lawrence Street	Key Highway	Fort Avenue	0.2	Separated Bike Lanes
Melrose Avenue	Roland Avenue	Bellona Avenue	1.8	Separated Bike Lanes
33 rd Street and Hillen Road	Lakeside & 33 rd	33 rd & 32 nd	0.2	Separated Bike Lanes
Baker Street	Popular Grove St	Druid Hill Ave	3.2	Bike Boulevard
20 th Street	Howard Street	Aisquith Street	1.8	Separated Bike Lanes / Bike Boulevard



DOT FY 2023 Requests – Bikes:

CIP No	Description	Federal	CTB	General	Other	TOTAL
508-019	Citywide Bike and Pedestrian Improvements / Bike Master Plan			500	2,000	2,500
508-102	Bike Master Plan – Eutaw Place			230		230
508-131	Bush Street Cycle Track			315		315
508-122	Martin Luther King Jr Boulevard – Sidepath from Russel to Eutaw			200		200
508-131	Wolfe and/or Washington Corridor Study			200		200
508-158	Central Avenue Bike Facility			400		400



TOTAL:
\$3.845 Million

Updates: DOT THIS MONTH

Task	Partners	Notes
Eutaw Place Concept Development	Study led by McCormick Taylor	Completed Design and submitted to MDOT.
Wolfe/Washington Existing Conditions Analysis	Study led by RKK	Third public meeting tentatively rescheduled for Spring 2022.
Bush Street Concept Development	Study led by Toole Design Group	Met with Carroll Camden Business Association. Advancing to 65% design.
Bush Street Survey		
Melrose Avenue Construction	DOT Internal	Completed striping and purchased signal materials and scheduling installation. Submitted to MDOT.
Greenway Trail Network – Northern Segments	Study led by RKK	Second phase of outreach tentatively scheduled for 3/1-3. Three meetings in various neighborhoods.
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.

Druid Park Lake Drive Study

DPLD Study Project Webpage:
<https://transportation.baltimorecity.gov/dpldcsdesigneffort>
 Public Comment Closes January 17th, 2021

Three preliminary concepts for Druid Park Lake Drive

Single Lane in Each Direction



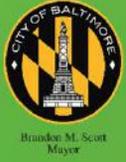
Druid Park Lake Drive Complete Streets Project

Mayor's Bicycle Advisory Committee (MBAC)
Monthly Meeting
January 26, 2022



Brandon M. Scott
Mayor



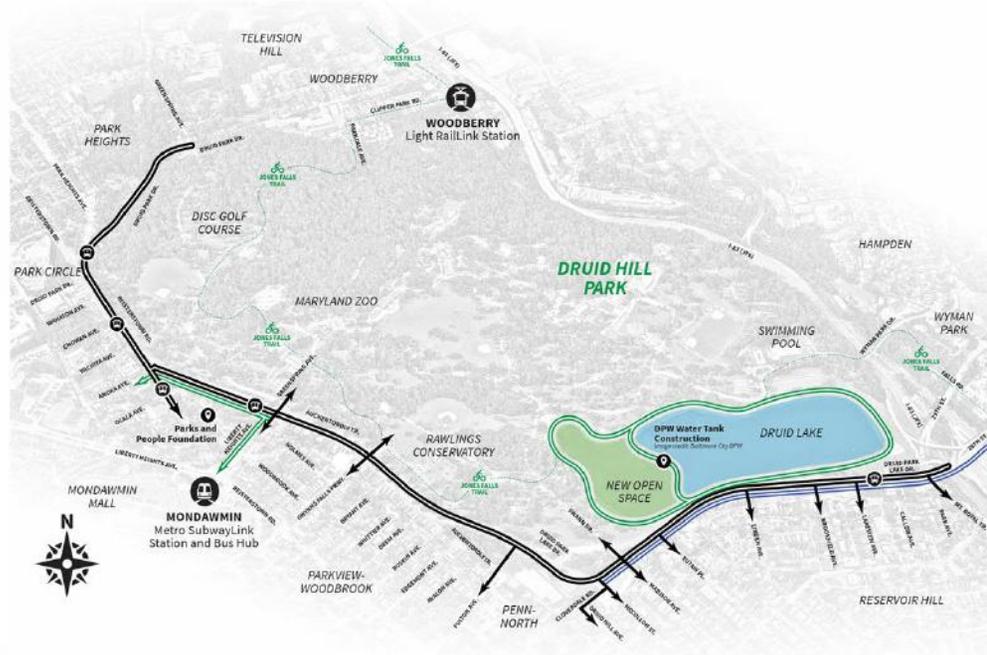


Background

Project Purpose

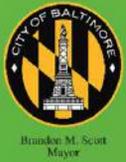
Developing concepts for a safer, more accessible and multi-modal Druid Park Lake Drive

- Safe roadway
- Simpler intersections that are easier and safer to cross
- Accessible sidewalks and shared-use path
- New pedestrian crossing points



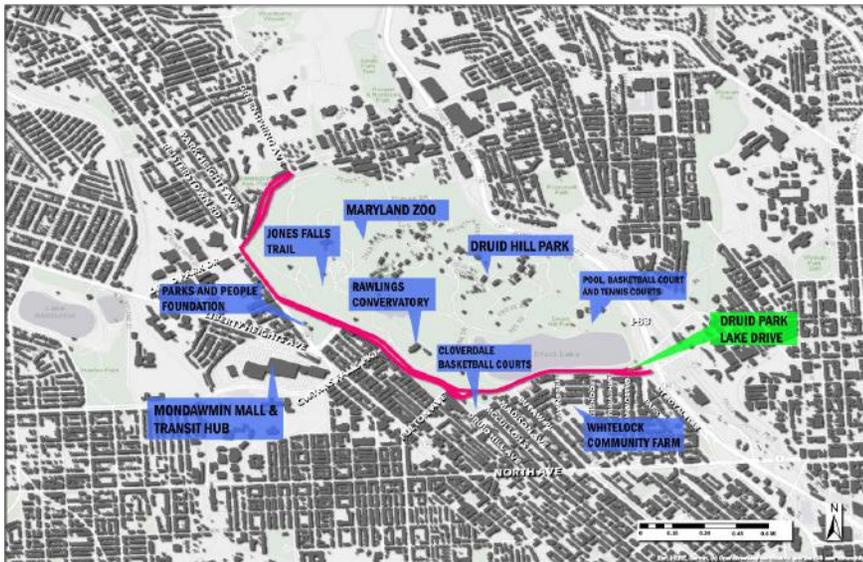
- Separated cycling and micromobility lanes

- Dedicated bus lanes for more efficient transit trips



Background

Context



Druid Park Lake Drive is a two-mile roadway that runs along Druid Hill Park from I-83 to Greenspring Ave.



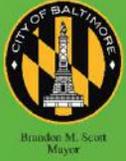
Up to 9 lanes wide



Confusing intersections with challenging pedestrian crossings and no bicycle infrastructure



The Big Jump shared-use path provides safe bicycle access on a portion of the corridor



Background

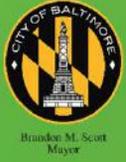
Complete Streets Design Approach

- Complete Streets Manual (2021)
- National Association of City Transportation Officials (NACTO)



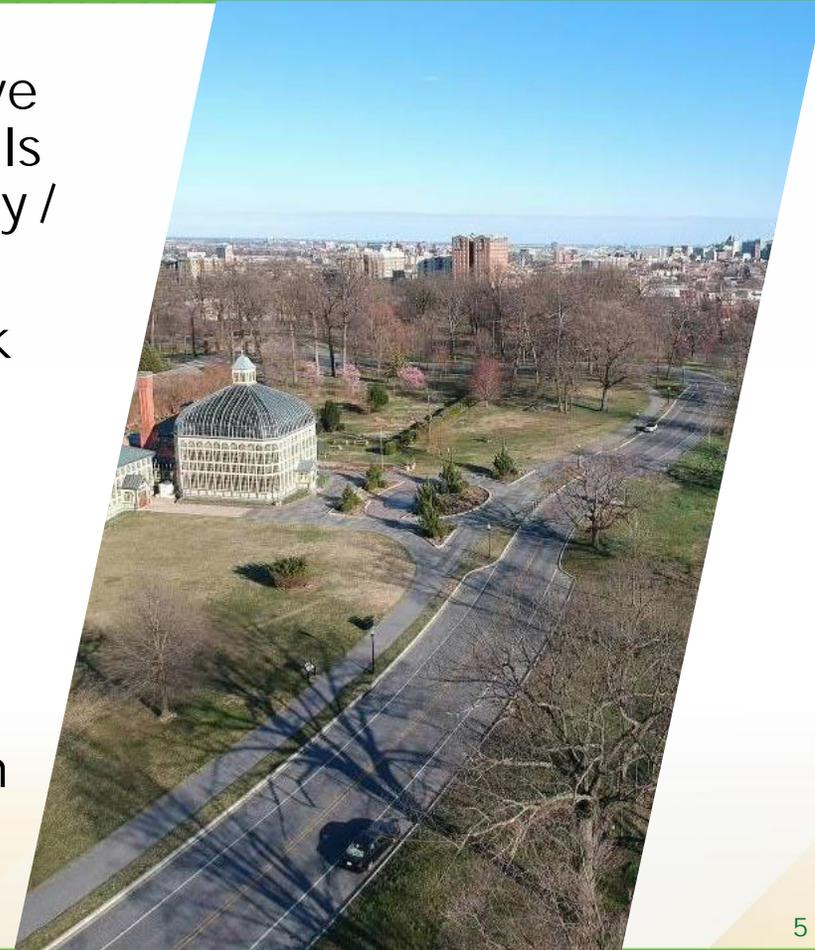
Complete Streets Modal Hierarchy

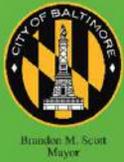




Project Goals

1. Improve safety of Druid Park Lake Drive for all users (i.e., pedestrians, individuals with disabilities, cyclists, micromobility / transit users and drivers)
2. Reconnect neighborhoods to the park
3. Reduce speeding
4. Highlight historic landmarks on the corridor
5. Ensure that the entire corridor is ADA compliant
6. Make the corridor beautiful and green





Community Characteristics



Carless
Households



Personal
Vehicles
Commuters



Transit
Commuters



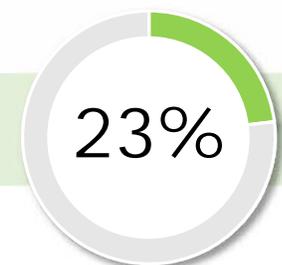
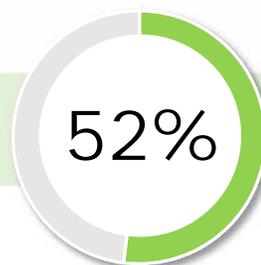
Individuals
with
Disabilities

Within 1/4 mile of DPLD

8,805



Population

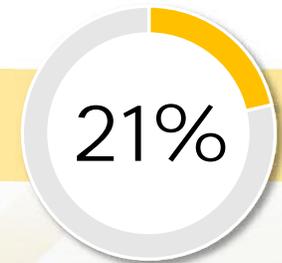
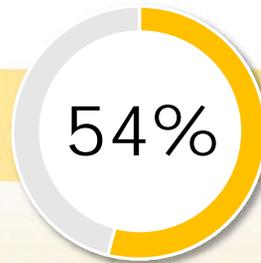
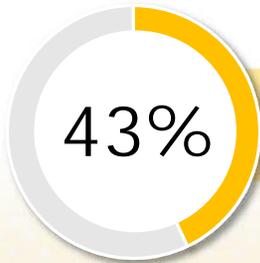


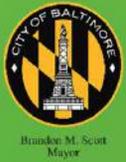
Within 1/2 mile of DPLD

20,804

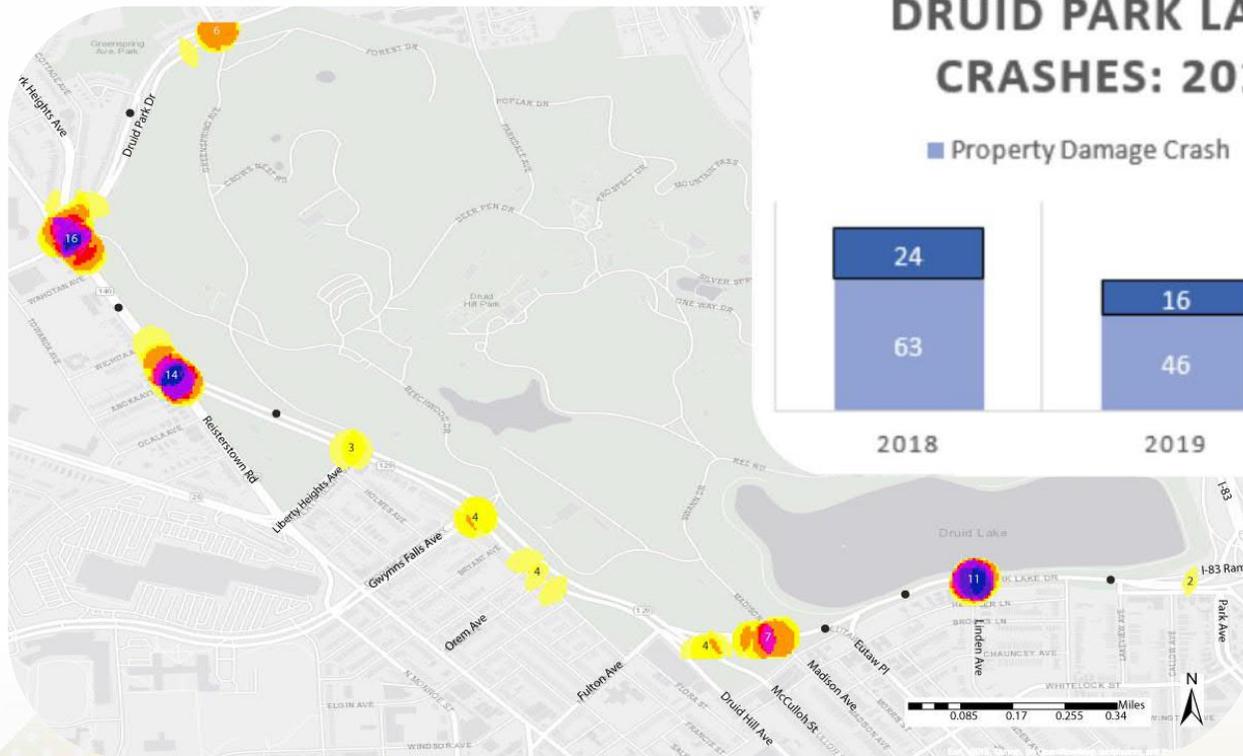


Population



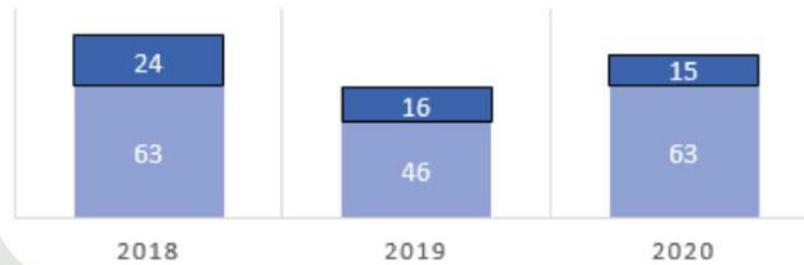


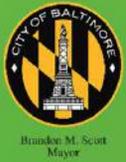
Crash Data



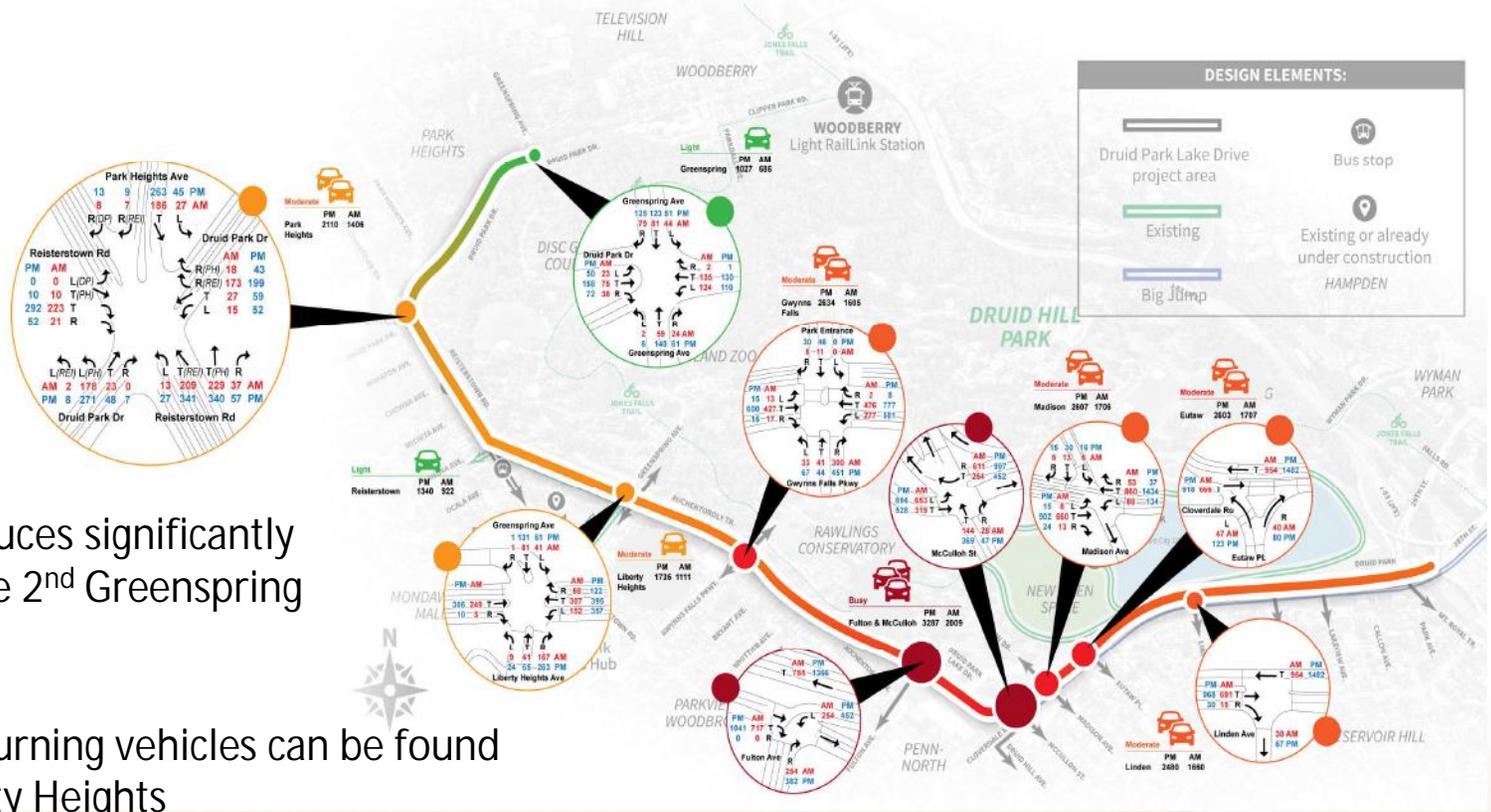
DRUID PARK LAKE DRIVE CRASHES: 2018-2020

■ Property Damage Crash ■ Injury Crash

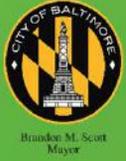




Traffic Analysis



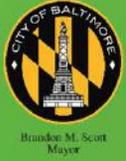
- DPLD Corridor traffic reduces significantly travelling from I-83 to the 2nd Greenspring entrance
- Highest volumes of left turning vehicles can be found at Gwynn Falls and Liberty Heights



Public Engagement

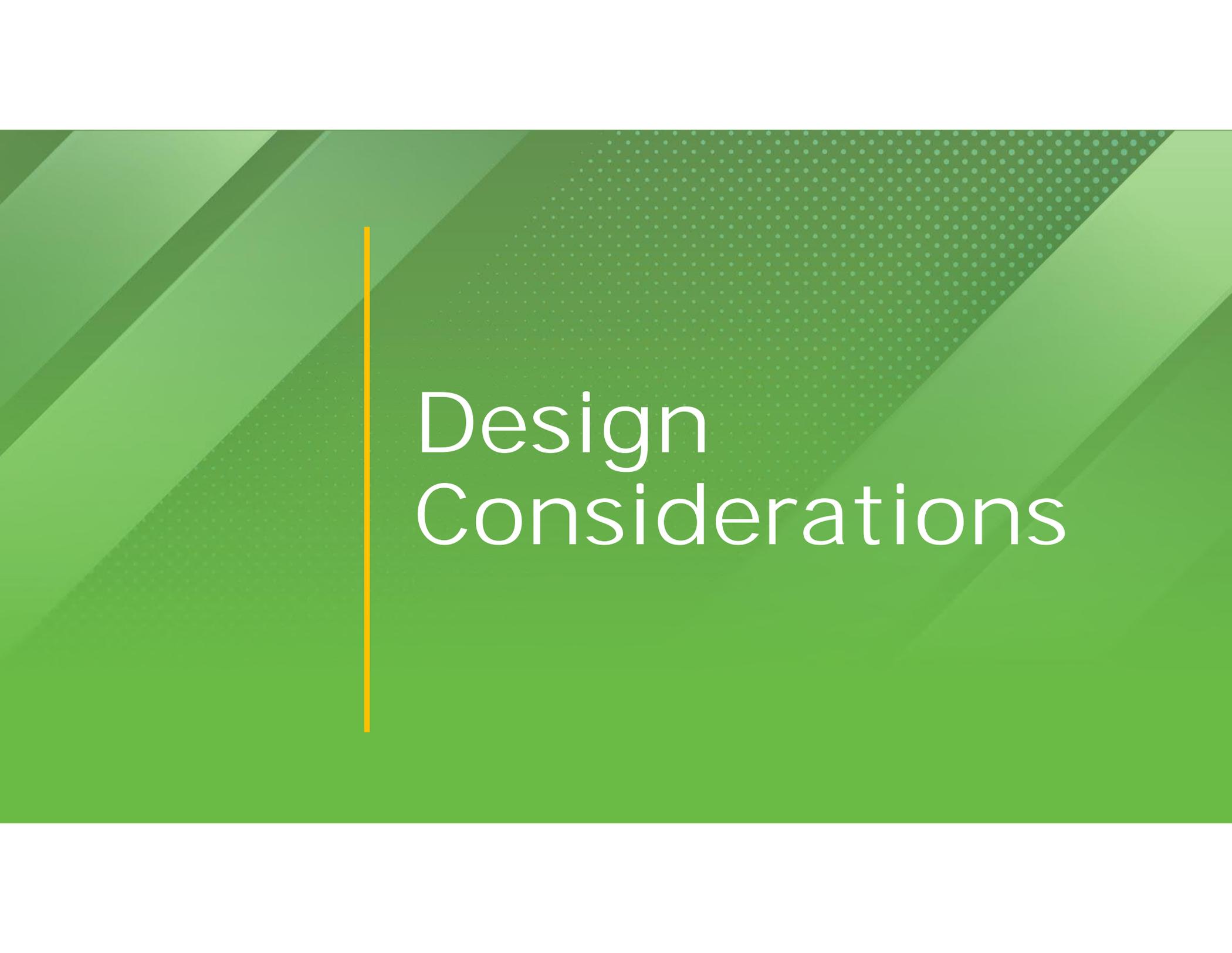
- One-on-one interviews with six community leaders
- Visioning sessions with community stakeholders and partner agencies
- Virtual field tour
- Community meetings
 - Auchentoroly Terrace
 - Park Heights/ Park Circle
 - Garwyn Oaks and Panway
 - Reservoir Hill Association
 - Reservoir Hill Improvement Council (RHIC)
- Two public meetings
- Six Community Pop-ups
 - Druid Hill Farmer's Market (x2)
 - Park Heights Juneteenth celebration
 - Cloverdale basketball courts
 - Druid Hill Park
 - Penn-North neighborhood
- Comment card
 - 959 comments
 - Mailed postcard to addresses within ¼ mile
 - Provided hard copies at libraries and BCDOT building



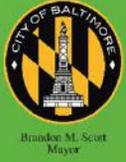


Interagency Coordination

- Baltimore City Department of Transportation (BCDOT)
- Baltimore City Department of Recreation and Parks (BCRP)
- Baltimore City Department of Planning (DOP)
- Baltimore City Department of Public Works (DPW)
- Baltimore City Department of Housing and Community Development (DHCD)
- Baltimore Development Corporation (DBC)
- Maryland Department of Transportation Maryland Transit Administration (MDOT MTA)
- The Maryland Zoo
- City Council Representative (Councilman James Torrence)
- Baltimore City Fire Department

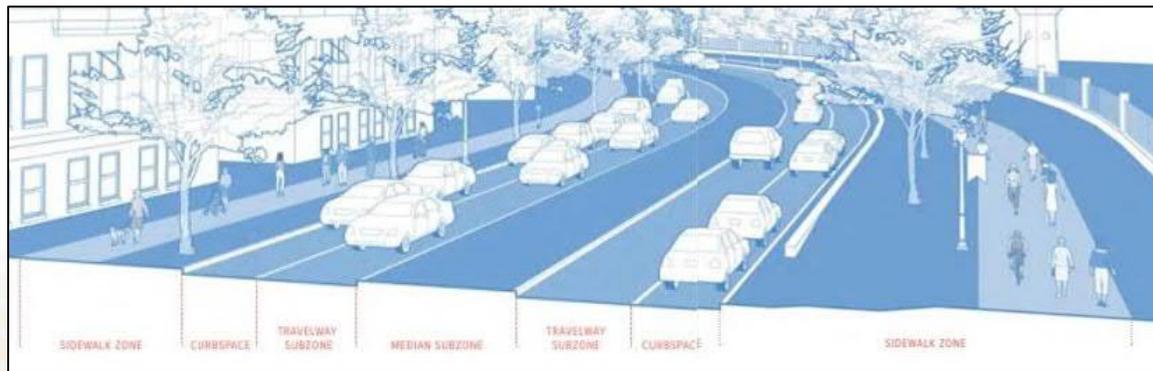
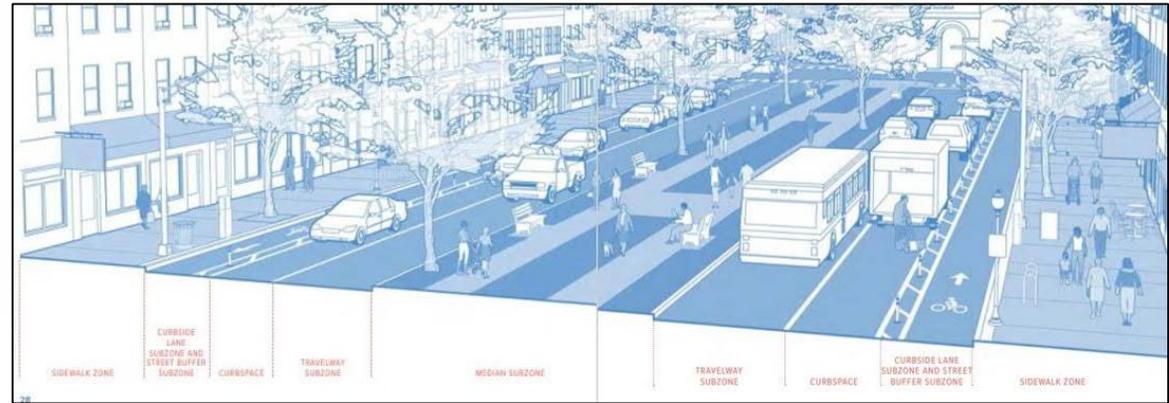


Design Considerations

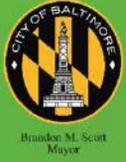


Street Typology

Boulevard
Roadway
Typology



Parkway
Roadway
Typology



Intersection Design



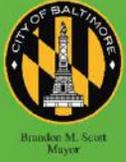
Roundabout



Protected Intersection



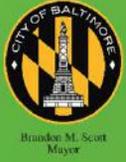
Michigan Left



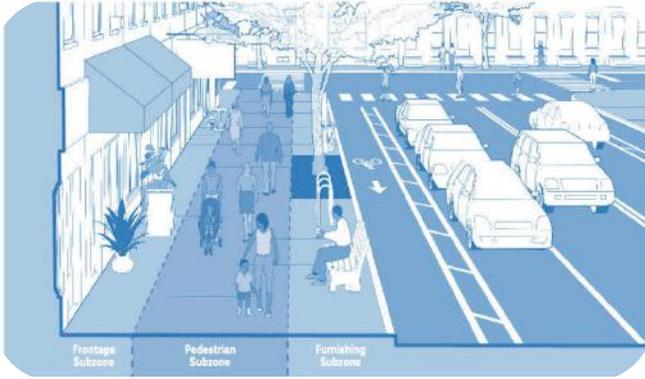
Bicycle Infrastructure

Two Way Cycle Track and Shared-Use Path





Pedestrian Infrastructure



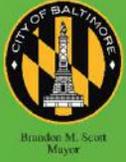
Complete Streets Sidewalk Zone



Raised Midblock Crosswalk



Shared Use Paths



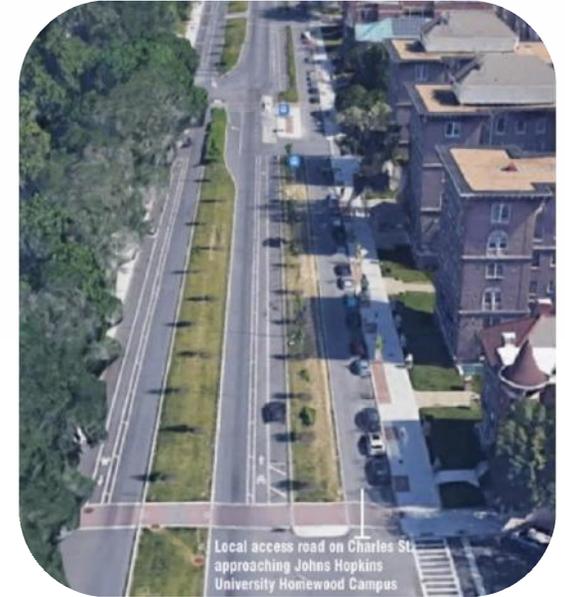
Roadway Configurations



Dedicated Bus Lane



One-Way to Two-Way
Street Conversions



Local Access Road

One Lane
Hybrid
Two Lane

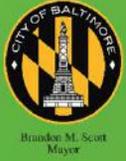
Concept Overview



Current Layout



Up to 8 lanes of traffic
without safe pedestrian
& bicycle infrastructure



Concept Approach

Single Lane Concept

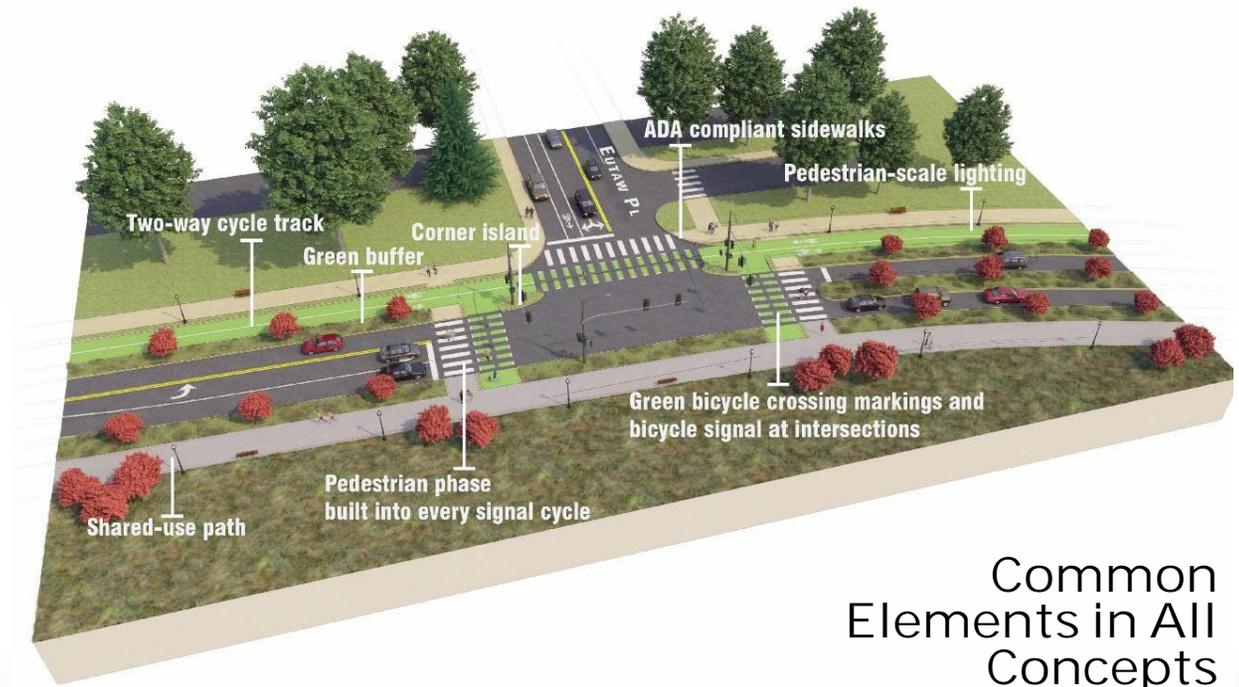
- Single Lane Both Directions

Hybrid Concept

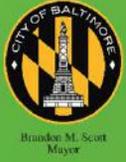
- Two Lanes Westbound / One Lane Eastbound

Two Lane Concept

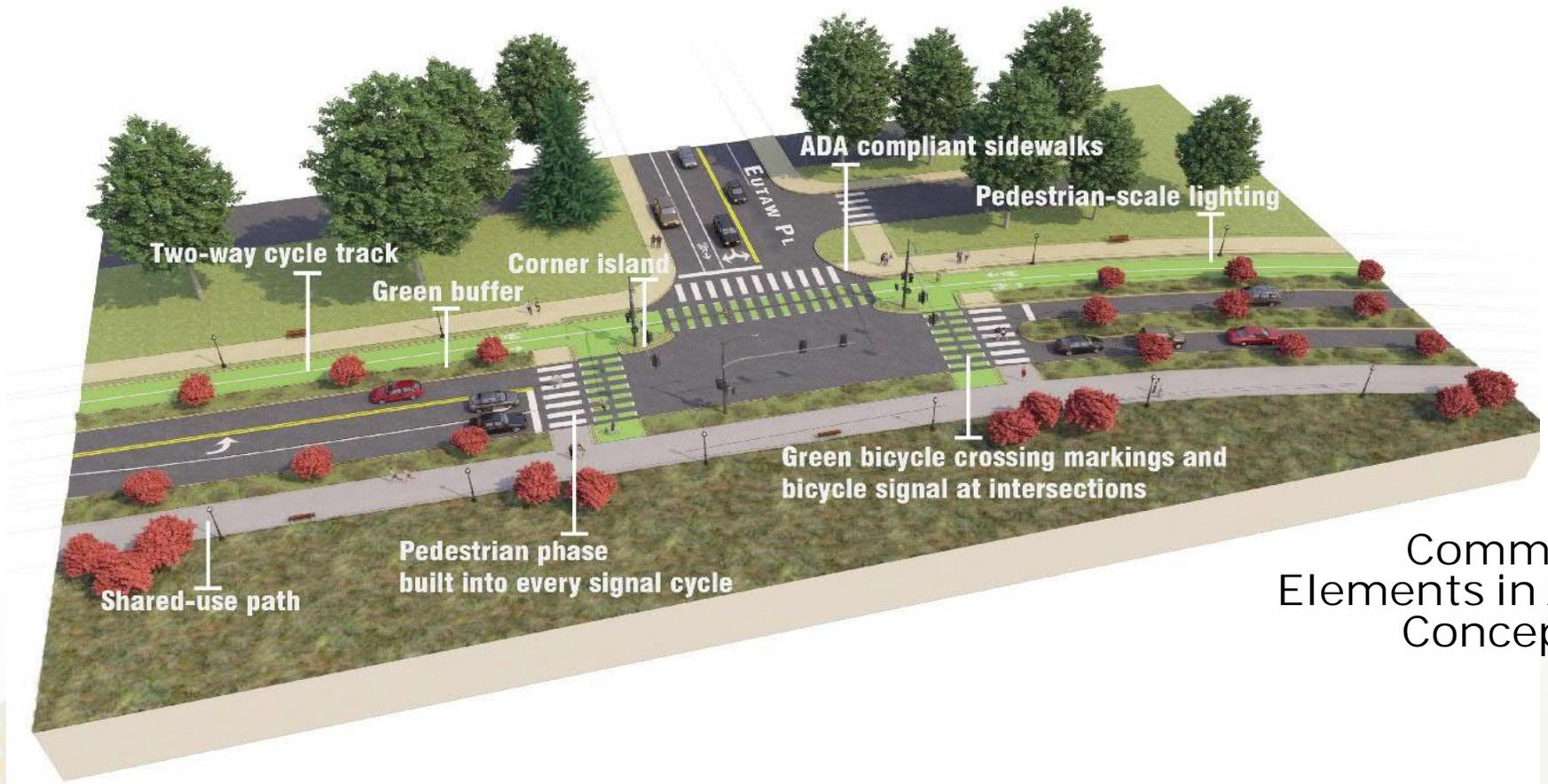
- Two Lanes Both Directions



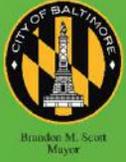
Note: Concept lane configurations account for a majority of the end-to-end alignments but fluctuate throughout the corridor.



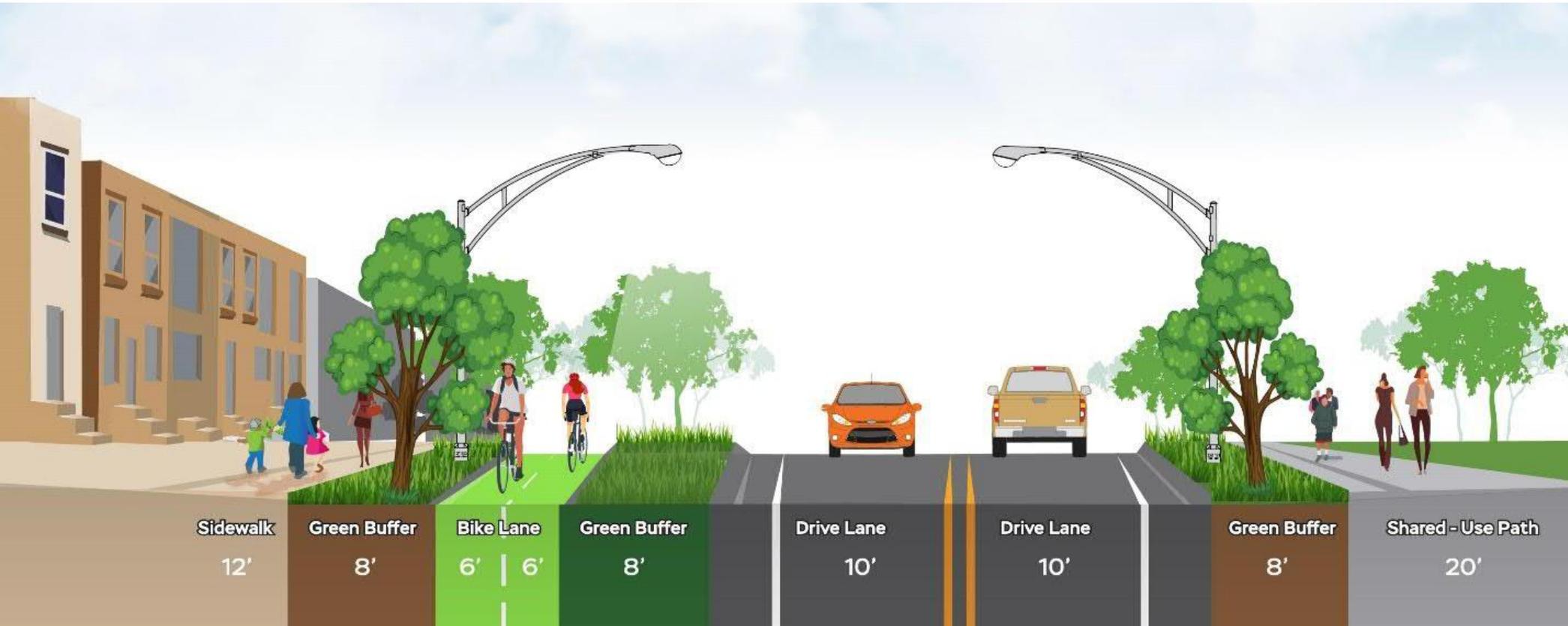
Common Enhancements

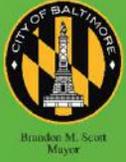


Common Elements in All Concepts



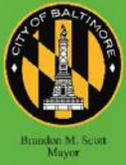
Single Lane Concept - Typical Section





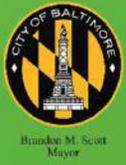
Single Lane Concept- Eutaw Place





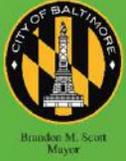
Single Lane Concept - Design Rendering



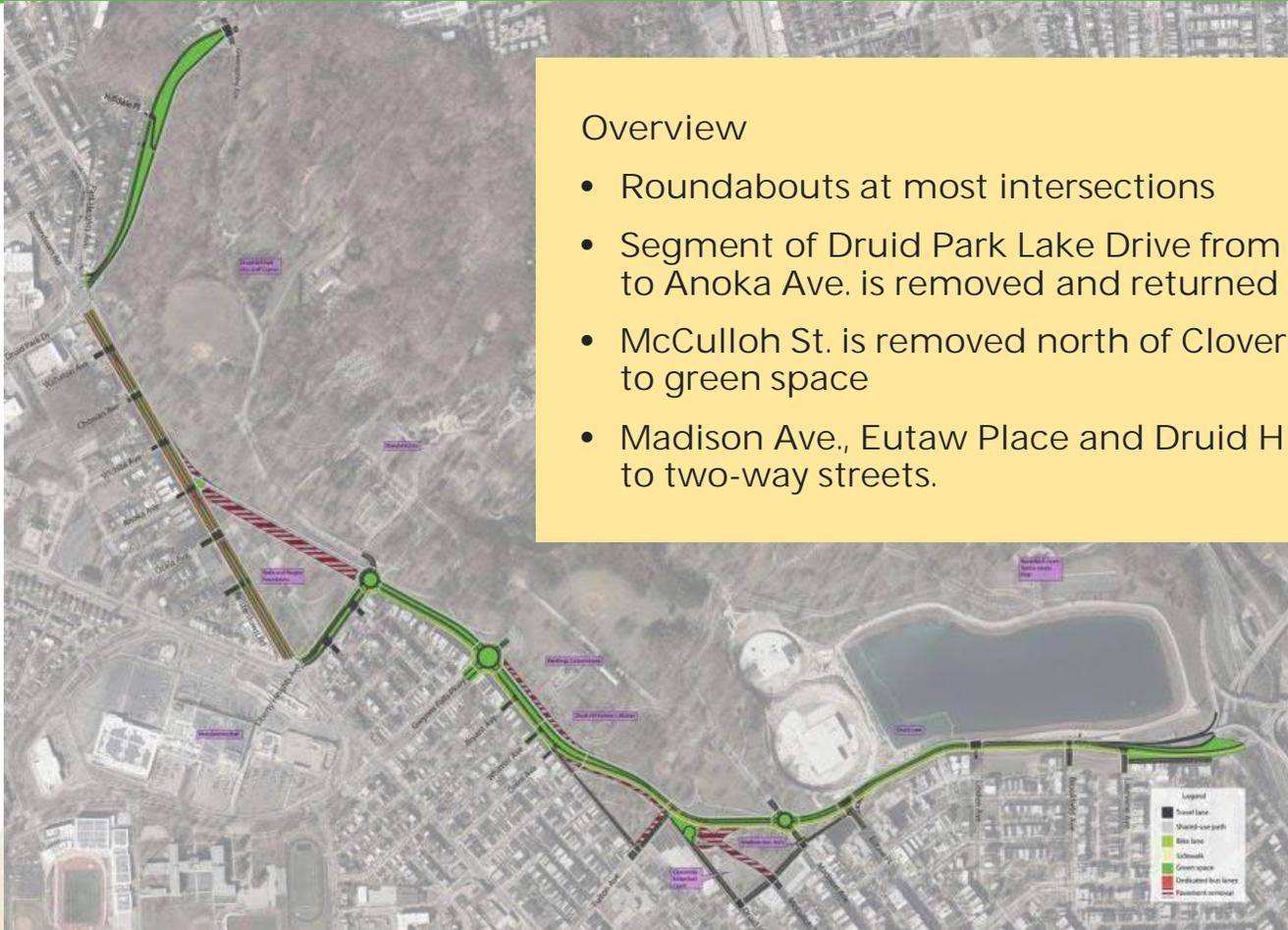


Single Lane Concept - Option 1: Design Rendering



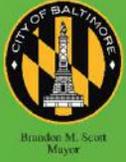


Single Lane Concept



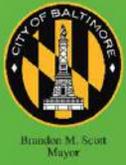
Overview

- Roundabouts at most intersections
- Segment of Druid Park Lake Drive from Liberty Heights Ave. to Anoka Ave. is removed and returned to the park.
- McCulloh St. is removed north of Cloverdale St. and returned to green space
- Madison Ave., Eutaw Place and Druid Hill Ave. are converted to two-way streets.



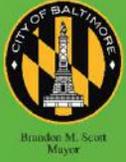
Hybrid Concept - Typical Section





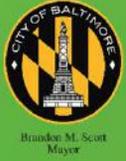
Hybrid Concept: Eutaw Place Rendering



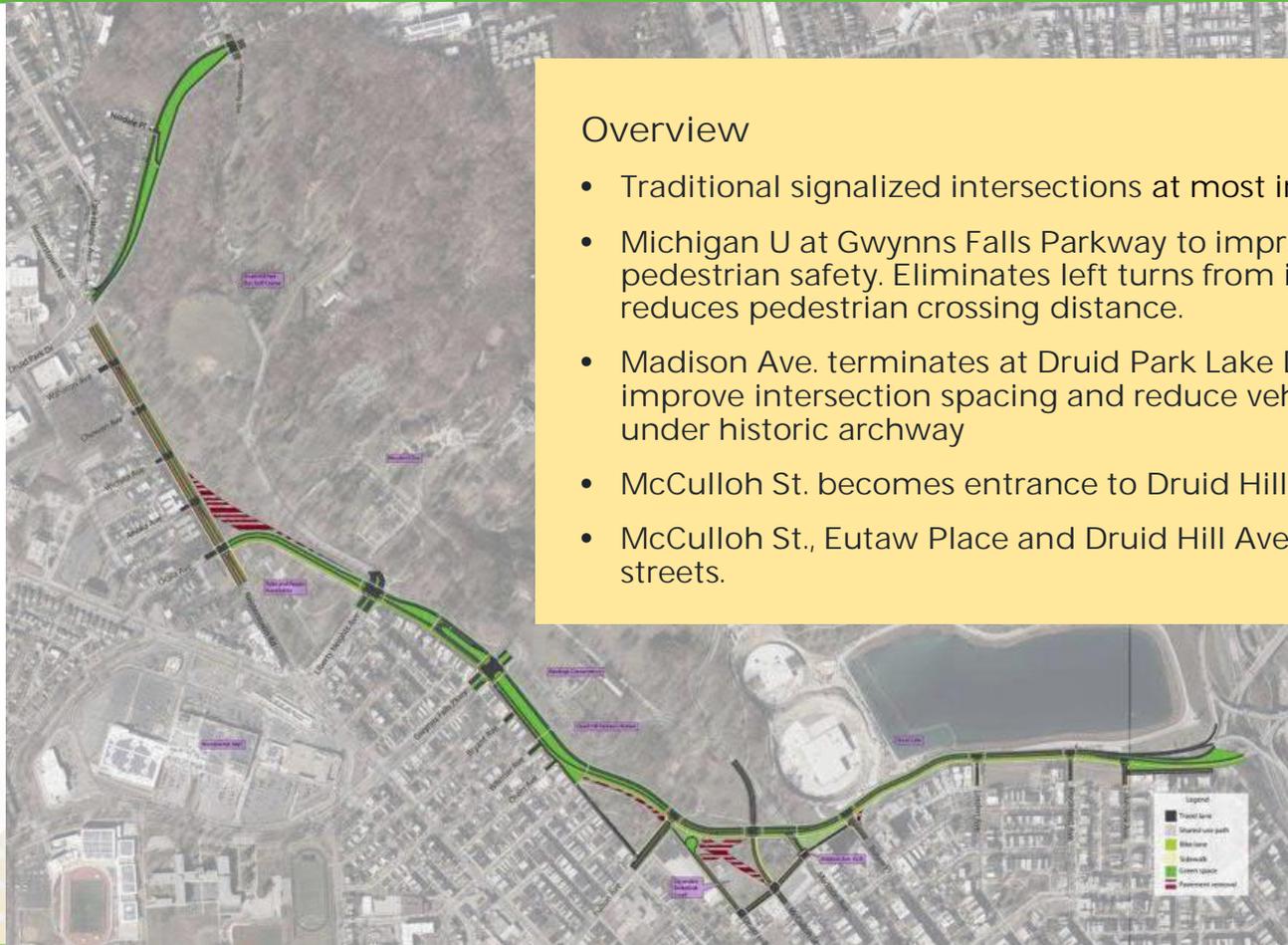


Hybrid Concept: Design Rendering



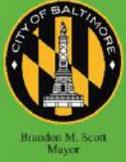


Hybrid Concept

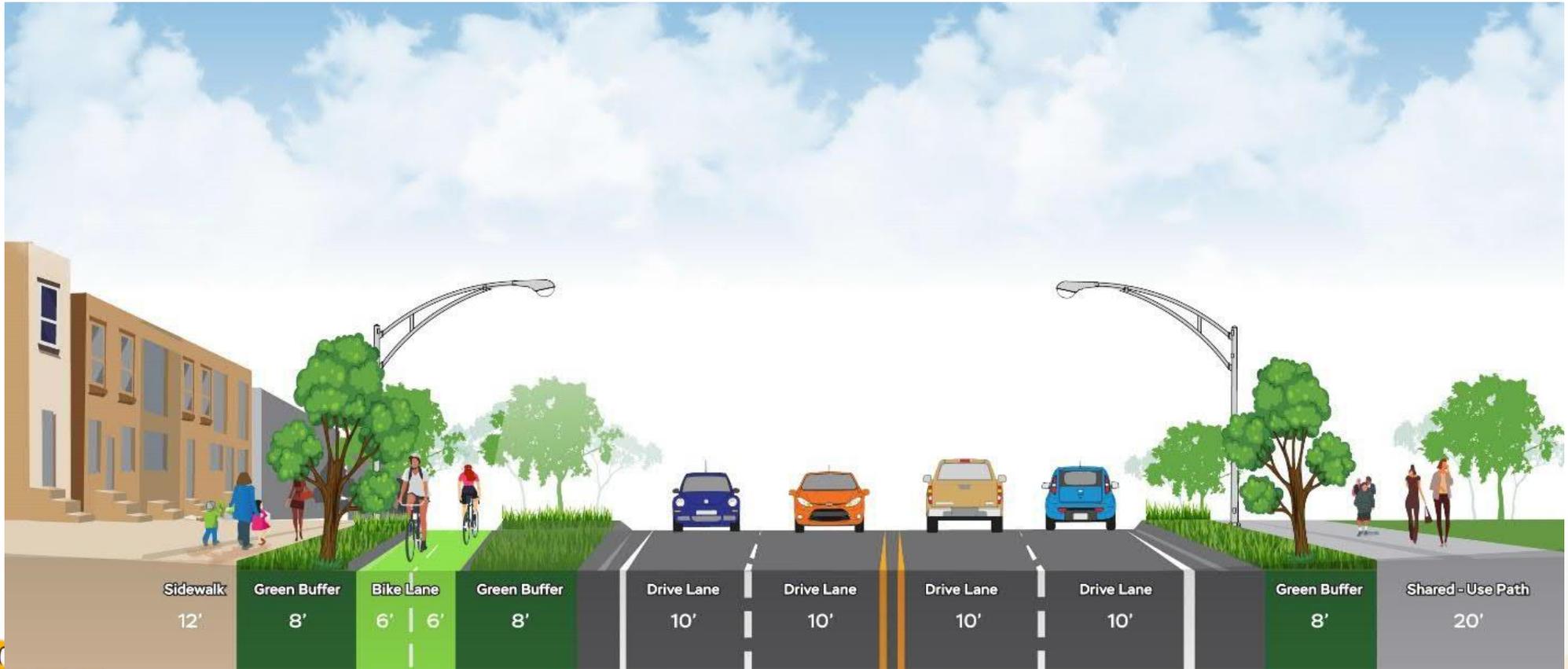


Overview

- Traditional signalized intersections at most intersections
- Michigan U at Gwynns Falls Parkway to improve pedestrian safety. Eliminates left turns from intersections and reduces pedestrian crossing distance.
- Madison Ave. terminates at Druid Park Lake Drive to improve intersection spacing and reduce vehicular traffic under historic archway
- McCulloh St. becomes entrance to Druid Hill Park
- McCulloh St., Eutaw Place and Druid Hill Ave. are converted to two-way streets.



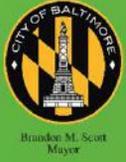
Two Lane Concept: Typical Section



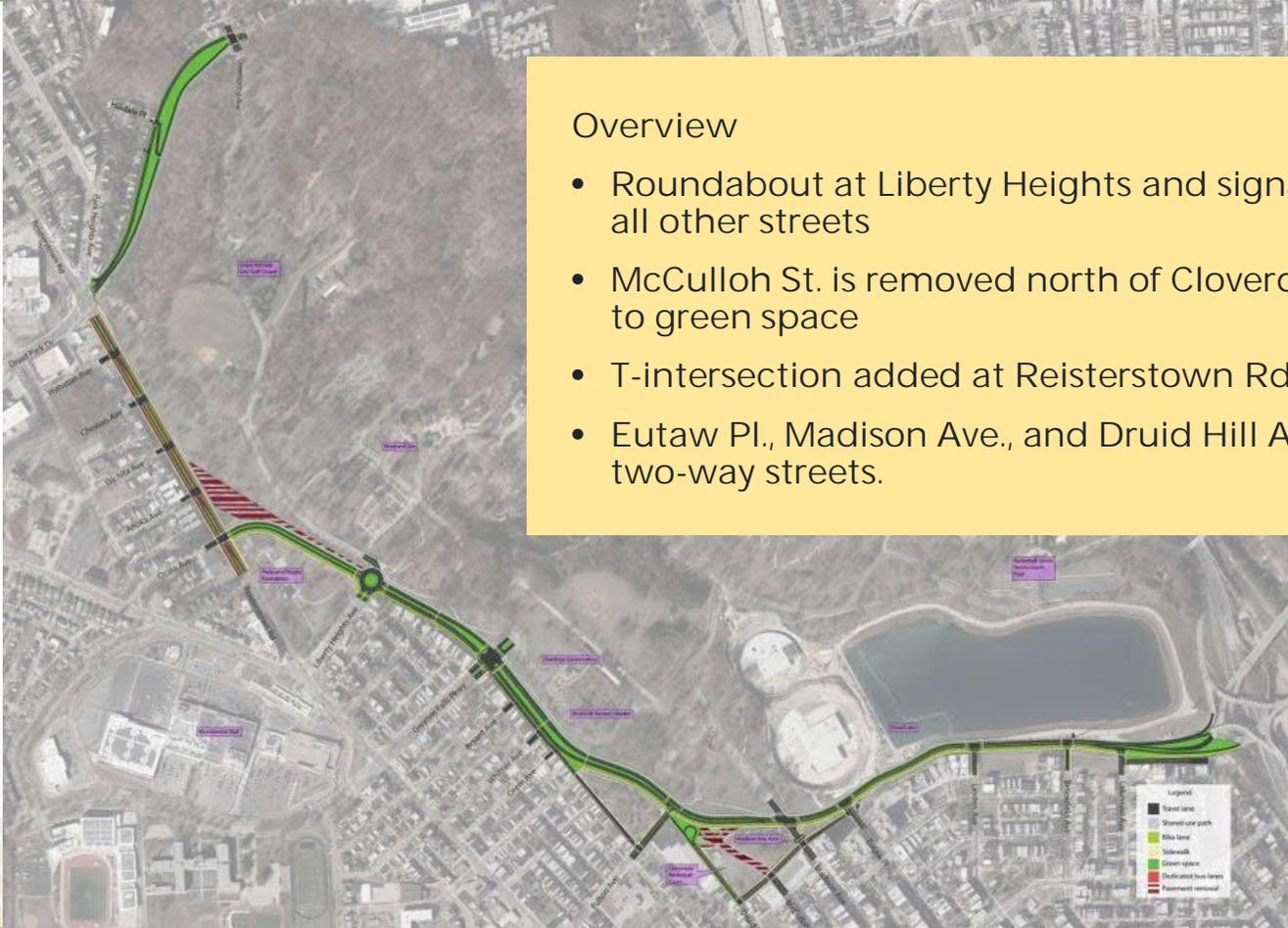


Two Lane Concept: Design Rendering



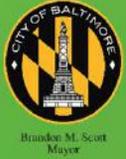


Two Lane Concept



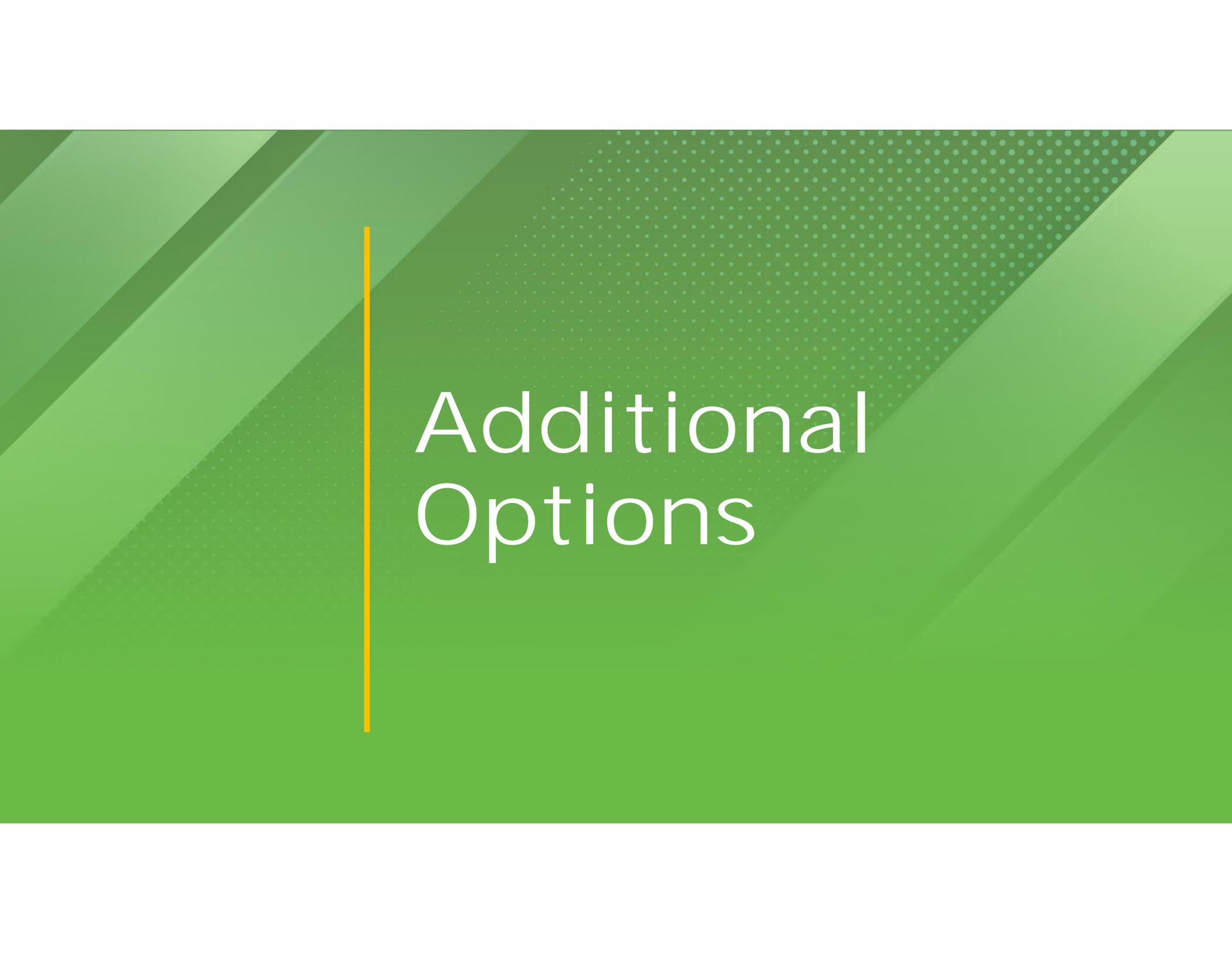
Overview

- Roundabout at Liberty Heights and signalized intersections at all other streets
- McCulloh St. is removed north of Cloverdale St. and returned to green space
- T-intersection added at Reisterstown Rd. to improve safety
- Eutaw Pl., Madison Ave., and Druid Hill Ave. are converted to two-way streets.

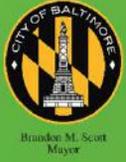


Two-Way Street Conversions

Street	Concept A: One Lane per Direction	Concept B: Hybrid	Concept C: Two Lanes per Direction
Eutaw Place	Two-way	Two-way	Two-way
Madison Ave.	Two-way	One-way	Two-way
McCulloh St.	Two-way	Two-way	Two-way
Druid Hill Ave.	Two-way until far side of Cloverdale Basketball Court	Two-Way until far side of Cloverdale Basketball Court	Two-Way until far side of Cloverdale Basketball Court

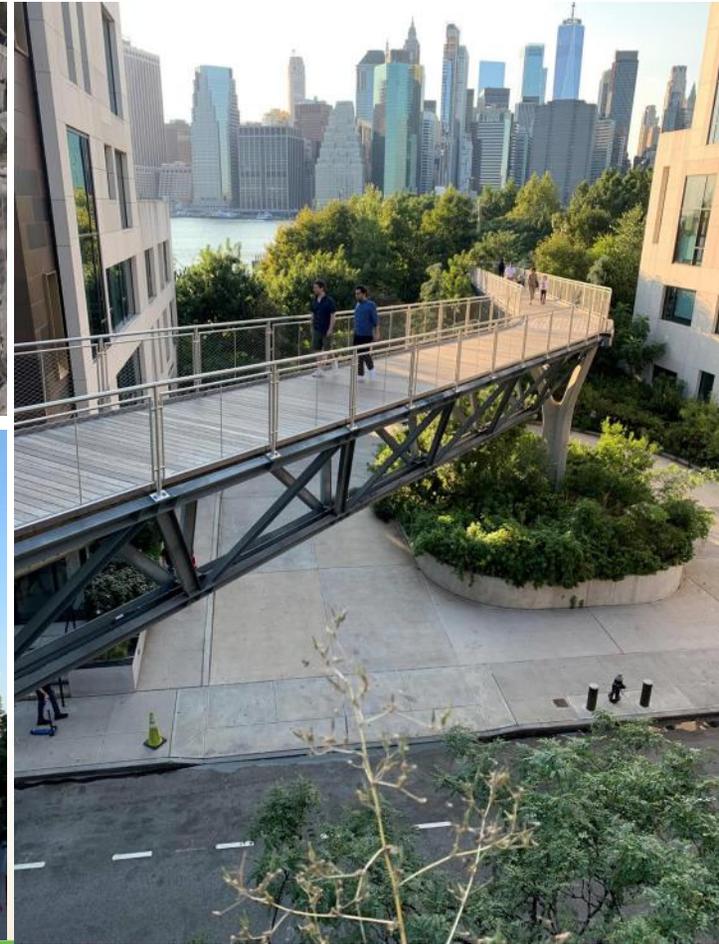
The background features a green color palette with various shades and textures. A vertical orange line is positioned on the left side. The text 'Additional Options' is centered in white.

Additional Options



Option 1: Pedestrian Bridge

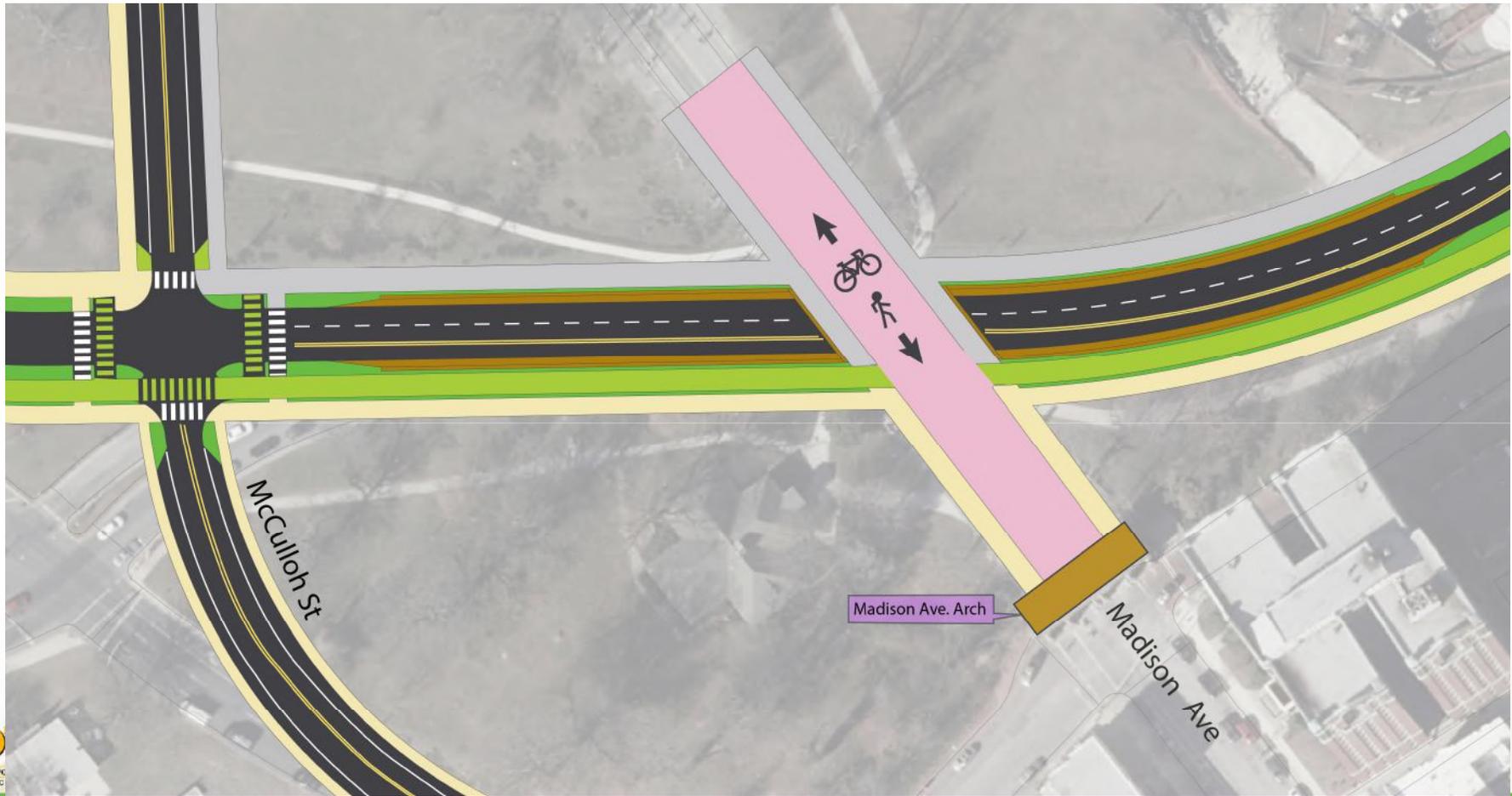
- Pedestrian bridge at Lakeview Ave., which has a steep hill up to Druid Hill Park



Precedent: Pedestrian bridge to Brooklyn Bridge Park

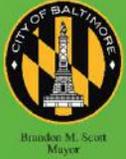


Option 2: Cut and Cover Design



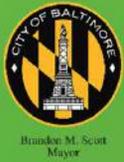
The background is a vibrant green with a complex geometric pattern of overlapping diagonal bands. A central area features a fine, light-colored dotted pattern. A thin, vertical orange line is positioned to the left of the main text.

Measures of Effectiveness



Evaluation: Measures of Effectiveness

- Measures of Effectiveness (MOE)
 - The following table is designed to compare the proposed concepts to one another and to the existing corridor conditions.
 - The MOE table compares the concepts both quantitatively and qualitatively based on their ability to meet the proposed evaluation criteria developed as part of the project's initial public engagement efforts. The evaluation terms include the following:
 - Doesn't or Partially Meets Goals
 - Somewhat Meets Goals
 - Fully Meets Goals



Measures of Effectiveness Chart

Themes	Measures of Effectiveness (MOE)			No-Build Concept	Single Lane Concept <small>(One lane both directions)</small>	Hybrid Concept <small>(Two lanes WB / One Lane EB)</small>	Two Lane Concept <small>(Two lanes both directions)</small>
	Primary Evaluation Criteria	Secondary Evaluation Criteria	Unit of Measure				
Safety	Simplified Intersections	N/A					
	Reduced crossing distances	N/A	Avg. intersection crossing distance (feet)	70-ft	20-ft	41-ft	56-ft
	Reduced vehicular speeds	N/A					
	Ability to maintain current EMS response time levels	N/A					
Accessibility	Increased access for pedestrians, cyclists, carless households & individuals with disabilities	Shared Mobility Lanes	Lane miles	0	1.26 mi	1.46 mi	1.47 mi
		Shared Use Paths	Lane miles	.20 mi	1.81 mi	1.84 mi	1.86 mi
		ADA Compliant Sidewalks	Lane miles	1.94 mi	2.07 mi	2.18 mi	2.29 mi
	Manageable Traffic Congestion	Delay, travel time, queuing	See traffic chart				
		Minimizes diversion to adjacent local network					
	Increases the number of crossings into the park	Signalized	# of signalized crossings	7	6	10	9
		Roundabouts	# of Roundabouts	0	3	0	1
Mid-block crossings		# of Mid-block crossings	0	5	6	5	
Multimodal	Improved vehicular signal progression	N/A	Estimated # of vehicular stops	5	2	3	2
	Intersections with safe bike / ped accommodations	N/A	# of intersections (including mid-block crossings)	0	15	15	15
	Increased transit opportunities	Improved transit accessibility	Linear feet of Dedicated Bus Lanes	0	3,500 LF	3,500 LF	3,500 LF
		Increased stop locations	Opportunity for new bus stops	No	Yes	Yes	Yes
Aesthetics	Increased green space	Landscaped buffers (not including medians)	Lane miles	.81 mi	3.15 mi	3.17 mi	3.30 mi
		Impervious surface removal	Removal square footage	0	498,260 SF	378,790 SF	349,869 SF
		Contiguous park area	Park square footage (additional)	N/A	534,780 SF	78,165 SF	83,335 SF
	Historic elements highlighted	Smaller compacted roadway design					
		Madison Ave. as Gateway to park					

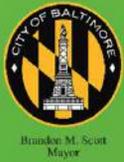
Ability to Meet Evaluation Criteria

N/A

Doesn't Meet or Partially Meets

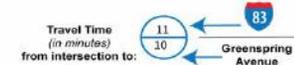
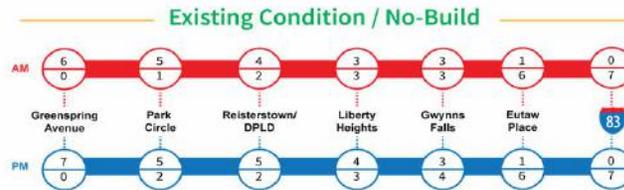
Somewhat Meets

Fully Meets



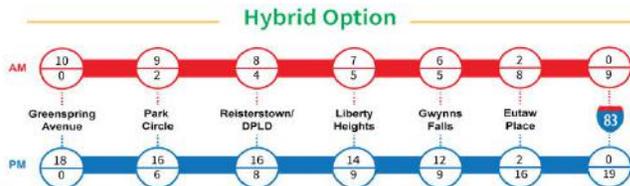
Brandon M. Scott
Mayor

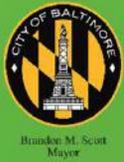
Travel Time - Concept Based Review



No Volume Reduction

9% Volume Reduction





Travel Time - Intersection Based (Reduced)

9% Volume Reduction

Travel Time (in minutes) from intersection to: **Greenspring Avenue**

Greenspring Avenue			
Existing Condition / No-Build		Single Lane Option	
AM 6	PM 7	AM 8	PM 14
0	0	0	0
Hybrid Option		Two Lane Option	
AM 9	PM 14	AM 8	PM 9
0	0	0	0

Park Circle			
Existing Condition / No-Build		Single Lane Option	
AM 5	PM 5	AM 6	PM 13
1	2	2	4
Hybrid Option		Two Lane Option	
AM 8	PM 13	AM 6	PM 7
2	4	2	4

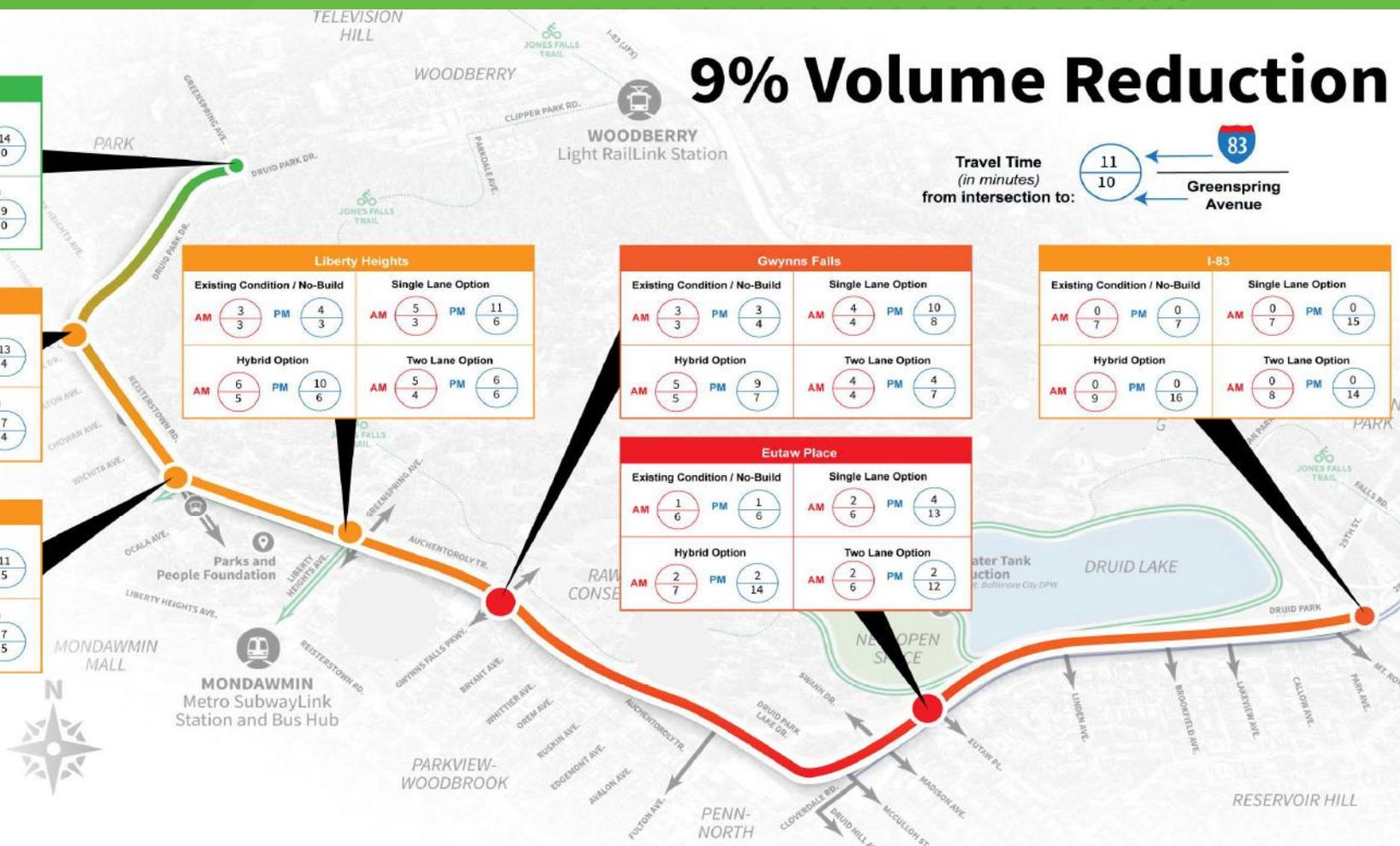
Reisterstown/DPLD			
Existing Condition / No-Build		Single Lane Option	
AM 4	PM 5	AM 5	PM 11
2	2	3	5
Hybrid Option		Two Lane Option	
AM 7	PM 12	AM 5	PM 7
4	6	3	5

Liberty Heights			
Existing Condition / No-Build		Single Lane Option	
AM 3	PM 4	AM 5	PM 11
3	3	3	6
Hybrid Option		Two Lane Option	
AM 6	PM 10	AM 5	PM 6
5	6	4	6

Gwynns Falls			
Existing Condition / No-Build		Single Lane Option	
AM 3	PM 3	AM 4	PM 10
3	4	4	8
Hybrid Option		Two Lane Option	
AM 5	PM 9	AM 4	PM 4
5	7	4	7

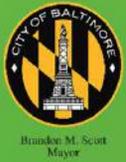
I-83			
Existing Condition / No-Build		Single Lane Option	
AM 0	PM 0	AM 0	PM 0
7	7	7	15
Hybrid Option		Two Lane Option	
AM 0	PM 0	AM 0	PM 0
9	16	8	14

Eutaw Place			
Existing Condition / No-Build		Single Lane Option	
AM 1	PM 1	AM 2	PM 4
6	6	6	13
Hybrid Option		Two Lane Option	
AM 2	PM 2	AM 2	PM 2
7	14	6	12





Public Survey Results



Public Input on Concepts

(as of January 11, 2022)

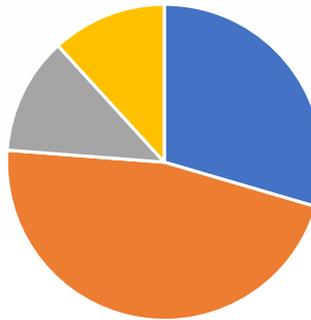
Question 1: Do you prefer the single-lane concept?



■ Yes ■ No ■ Neutral ■ No Answer

Single Lane Concept	
No. of Respondents	440
No. in favor of Concept	319
No. Against Concept	113
Neutral Responses	8

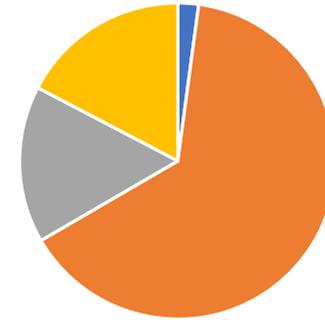
Question 2: Do you prefer the two-lane option?



■ Yes ■ No ■ Neutral/Similar to Current Conditions ■ No Answer

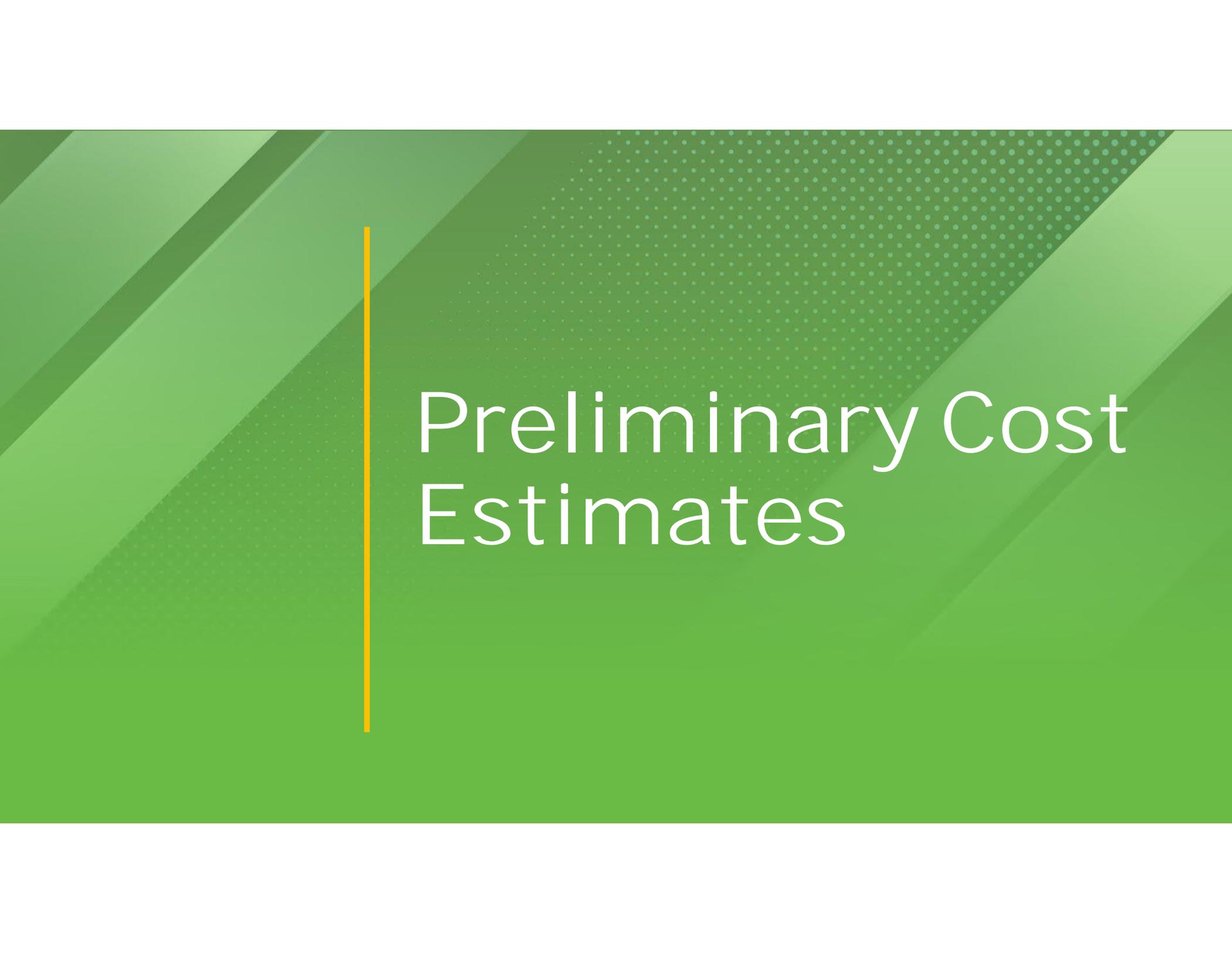
Two Lane Concept	
No. of Respondents	412
No. in favor of Concept	138
No. Against Concept	218
Neutral Responses	56

Question 3: Do you prefer the hybrid option?



■ Yes ■ No ■ Neutral/Second Option/A Compromise ■ No Answer

Hybrid Concept	
No. of Respondents	386
No. in favor of Concept	10
No. Against Concept	301
Neutral Responses	75

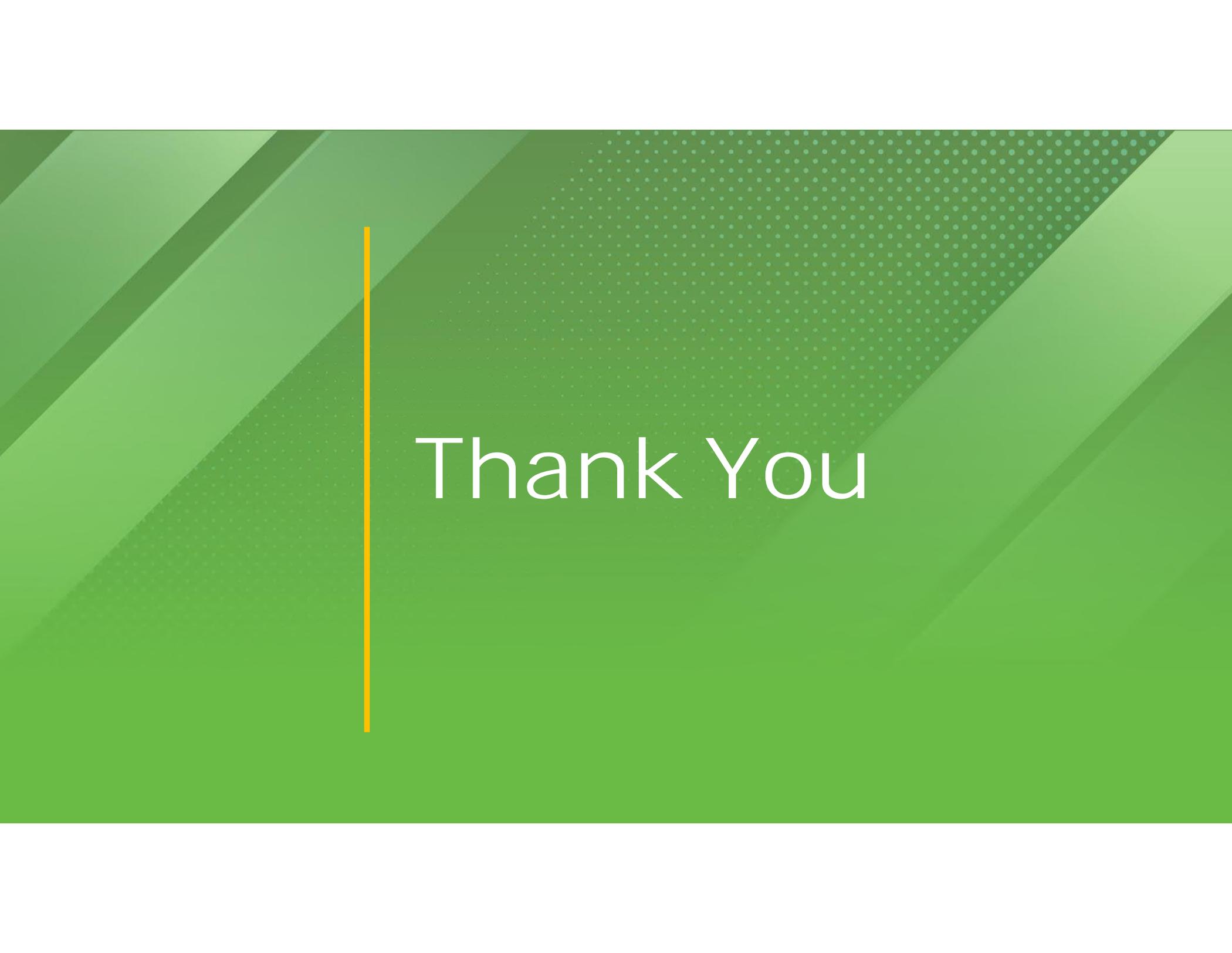
The background is a vibrant green with various geometric patterns, including diagonal stripes and a dotted texture. A thin vertical orange line is positioned on the left side of the slide.

Preliminary Cost Estimates



Cost Estimates

Concept	Cost Estimate – Total Neat Construction Cost
Single-Lane Concept	\$32,176,000
Hybrid Concept	\$31,693,000
Two-Lane Concept	\$28,682,000

The background is a vibrant green with various geometric patterns. There are diagonal bands of different shades of green, some with a fine dotted texture. A single, thin yellow vertical line is positioned on the left side of the slide. The text 'Thank You' is centered in a white, sans-serif font.

Thank You

Miscellaneous Business

Next meeting date is February 23rd, 4-6pm

