

The Baltimore City Department of Transportation is pleased to present the final 2015 Bike Master Plan and a summary of the final public review process. The below table provides a summary of all the comments collected from the final public review. The final public review included collecting and compiling comments from the public meeting held in January, the online public review webpage, comments sent to the DOT through email and letters from organizations that presented comments that reflected the review of an organization. For each comment submitted, the DOT also summarized a response and/or how each comment was addressed in the plan. All comments are provided in order by the date of which they were received.

The DOT would like to thank everyone’s participation in the final review process and we feel the detailed consideration of the input provided has made a great document even better. If you have any questions or concerns regarding any of the comments or the responses below, please do not hesitate to reach out to the City Bike Planner, Caitlin Doolin, at caitlin.doolin@baltimorecity.gov.

**2015 Bike Master Plan Update
Final Public Comments
March 17, 2015**

Date	Comment	DOT Response/Address
Comments Provided on Comment Cards from the Public Meeting – January 28, 2015		
1/28/2015	Are there any plans for improving present facilities?	The Baltimore City DOT - Transit Bureau works with the Traffic Division and Maintenance Division to improve existing bike facilities. We encourage residents to use the 311 Service Request to log complaints about inadequate bicycle facilities. You can also email the Bike Planner directly at Caitlin.Doolin@baltimorecity.gov with any concerns you have regarding existing bicycle facilities.
1/28/2015	Please consider not using brick for upgrading the MLK side path. Brick is extremely slippery when wet and quickly gets iced over.	At the moment, the only plans and design for the MLK side path improvements includes way finding signage and upgrading non-ADA compliant ramps. The improvements also call for some basic maintenance rehabilitation of the existing brick. Replacing the brick entirely with a different material is not within the scope of the existing resources at the DOT.
1/28/2015	[What are the] plans for an east-west trail connection?	Baltimore City Parks and Recreation builds, owns and maintains the trail system in Baltimore City. There are several efforts to plan and improve these trail connects. While the BMPU sought to incorporate as much of the trails as possible to reflect how they play into the network, additional details on the trails can be found in the trail master plans in each of the parks. These are available online at http://bcrp.baltimorecity.gov/ParksTrails.aspx .
1/28/2015	Please offer a chance to comment on the plan after the initial comments from this meeting have been incorporated.	The online comment period was open from February 3rd to February 20th. The DOT appreciates all the comments from the meeting and the online public comment period!
1/28/2015	What is the Baltimore City-County joint planning for communities outside of the City biking to the City? Important bike lane does not stop at City border from regional planning.	The BMPU focuses on improvements that need to occur within the City. The DOT, however, recognizes communication with the County is important as more and more bike facilities are built in the County.
1/28/2015	Is the Jones Falls/Western Run Spur going to be built? It doesn't appear to be on the map.	We apologize, it is difficult to see on the map, but yes. The proposed green line blends in with the surrounding green space on Kelly Avenue but the Jones Fall Trail Western Run spur is part of the Phase V construction of the Jones Fall Trail and is included in the Plan.
1/28/2015	I appreciate the efforts being made. Protected cycle tracks are the best when possible. I know it's not you guys, but punitive measures need to be taken for motorist that infringe on cycling lanes (double parking and/or injury a cyclist).	The DOT recognizes increasing the miles of protected bicycle lanes is a priority in Baltimore City. The appropriate facility for each street will be determined based on observed speeds and traffic volumes. The DOT also recognizes enforcement is a huge part of improving bicycle safety. Pages 68 to 69 provide additional information on how the City intends to improve enforcement.
1/28/2015	It looks like you didn't include the Western Run Spur of the Jones Falls Trail along Kelly and Cross Country. Also, be great if we could review and add comments online.	It is difficult to see on the map, but yes. The proposed green line blends in with the surrounding green space on Kelly Avenue but the Jones Fall Trail Western Run spur is part of the Phase V construction of the Jones Fall Trail and is included in the Plan. The online comment period was open from February 3rd to February 20th. The DOT appreciates all the comments from the meeting and the online public comment period!
Comments Provided on the Maps at the Public Meeting – January 28, 2015		

1/28/2015	Page 34: Note on Kelly Avenue in Mount Washington: Is this the Jones Falls Trail Western Run Spur?	It is difficult to see on the map, but yes. The proposed green line blends in with the surrounding green space on Kelly Avenue but the Jones Fall Trail Western Run spur is part of the Phase V construction of the Jones Fall Trail and is included in the Plan.
1/28/2015	Page 34: Like wide lanes on cross country road - sharrows ok	Good to note.
1/28/2015	Page 35: What is the City-County relationship? Close the gaps with additional bike infrastructure connecting to the County (potential) infrastructure (do not stop short at City boundaries).	The Plan focuses on improvements that need to occur within the City. The DOT, however, recognizes communication with the County is important as more and more bike facilities are built in the County.
1/28/2015	Page 35: West Lake Avenue between Roland Avenue and Charles street is very dangerous. The route belongs on Melrose or Wyndhurst.	After further consideration, the DOT has agreed that sharrows on Lake Avenue is not an appropriate or comfortable. Per community input and working with the North Baltimore Safer Streets Coalition, the DOT is currently evaluating other east-west routes through the neighborhood that could provide an alternative bike boulevard route. Thank you for the comment and DOT is looking forward on working to find the best solution with the community.
1/28/2015	Page 35: Lake Avenue is unsafe for bikes	After further consideration, the DOT has agreed that sharrows on Lake Avenue is not an appropriate or comfortable. Per community input and working with the North Baltimore Safer Streets Coalition, the DOT is currently evaluating other east-west routes through the neighborhood that could provide an alternative bike boulevard route. Thank you for the comment and DOT is looking forward on working to find the best solution with the community.
1/28/2015	Page 35: Roland Avenue north of Northern Parkway: cars ignore the bike lane and drive in it. Buffered bike lanes are needed.	The greater plan for Roland Avenue involves converting the current bike lane to a protected bike lane. The resurfacing on Roland Avenue between Cold Spring and Northern Parkway will have a parking protected cycle track. We realize this does not directly address the section of Northern Parkway this comment refers too, but once the cycle track is completed with the resurfacing, the DOT will be working to identify resources to convert the bike lane on the rest of Roland Avenue to a cycle track.
1/28/2015	Page 35: Poplar Hill Road has no sidewalks and the homeowner's park on the street. Very narrow. No room to walk, poor place for bikes.	The DOT agrees, there are no bike facilities proposed in the plan on Poplar Hill Road.
1/28/2015	Page 35: For the route designations: there is a very big difference between these [bike lanes, buffered bike lanes, cycle tracks etc.].	The DOT recognizes there is a difference between the conventional bike lane and protected or buffered lanes. This level of planning effort did not allow for us to look at each street at the detailed level where we can decide whether a bike lane, buffered bike lane or protected lane is most appropriate. This planning document is intended to create a guiding vision for the bike network in Baltimore.
1/28/2015	Page 36: "California Bike Lane" on 33rd Street is incomplete - this leads to confusion.	The Plan maps out 33rd Street as an existing minor route and should be upgraded to a major route with a dedicated facility. The DOT is also looking at implementing alternative routes, such as a buffered bike lane on 25 th Street (See Table 3).
1/28/2015	Page 36: Route on Juniper Road is redundant. Focus on Greenway and Greenmount Ave.	The DOT believes redundancy in the bike network is important; Juniper Road has the potential to create an alternative connection between Charles Village and Loyola University. We do not believe a minor route here will detract from Greenway or Greenmount Ave.
1/28/2015	Page 36: Greenmount bike facilities will help connect communities to Waverly Main Street.	The DOT agrees.
1/28/2015	Page 36: Widen new bike lanes on Walther Avenue	The DOT have had several meetings with the Walther Avenue Traffic Calming Group to address some of the concerns on Walther Avenue. The DOT anticipates adjusting the bike lanes on Walther Avenue so that they are 5 feet wide and have implemented a few other traffic calming measures at the communities request to deter drivers from driving in the bike/parking lane.
1/28/2015	Page 37: Extend bike lane on E 33rd Street at The Alameda for all of 33rd Street.	The Plan maps out 33rd Street as an existing minor route and should be upgraded to a major route with a dedicated facility.
1/28/2015	Page 37: Need a curb cut from Whitman drive to Windmere Avenue	The DOT will consider this when we look at implementing a neighborhood route on Windmere Avenue.
1/28/2015	Page 39: In the Better Waverly area, Waverly Main Street could benefit from bike traffic.	The DOT agrees, bicycle traffic has shown to increase economic vitality and increase patronage on Main Streets like the Waverly Main Street.
1/28/2015	Page 39: Consider a bike lane (main route) on Greenmount instead of a minor route. Could help attract businesses	The narrow nature of Greenmount Avenue makes considering a major route on Greenmount difficult

	and slow down car traffic. Bike lane on old York road may be less necessary because it is generally neighborhood traffic. A treatment more like the one on Guilford Avenue could be more appropriate.	to do while maintaining the parking and a travel lane in each direction. However, the DOT is willing to consider a main route is observed speeds on Greenmount may prove that a dedicated facility is necessary.
1/28/2015	Page 39: Yes, agree with main route designated on E 25th Street.	The DOT has also made a main route on 25 th Street a priority project for implementation of the plan. Please see Table 3.
1/28/2015	Page 42: North Charles between E Lanvale Street and E. 26th Street: Close the gap (of bike facilities) and provide sharrows or some indication of share the lane or traffic calming.	This gap on Charles Street is here because both Guilford Avenue and Maryland Avenue will provide parallel northbound facilities for this section. The Maryland Avenue cycle track will provide a protected bike lane and the bike boulevard on Guilford Avenue is a low volume, low speed street many cyclist use.
1/28/2015	Page 42: Bike lane on 33rd street.	The Plan maps out 33rd Street as an existing minor route and should be upgraded to a major route with a dedicated facility. The DOT is also looking at implementing alternative routes, such as a buffered bike pane on 25 th Street (See Table 3).
1/28/2015	Page 42: Need serious improvements at E. 33rd Street/Hillen Road intersection for bikes.	The Plan maps out 33rd Street as an existing minor route and should be upgraded to a major route with a dedicated facility. The DOT is also looking at implementing alternative routes, such as a buffered bike pane on 25 th Street (See Table 3).
1/28/2015	Page 42: I wish there was some differentiation between bike lanes and cycle tracks on the map.	The DOT recognizes there is a difference between the conventional bike lane and protected or buffered lanes. This level of planning effort did not allow for us to look at each street at the detailed level where we can decide whether a bike lane, buffered bike lane or protected lane is most appropriate. This planning document is intended to create a guiding vision for the bike network in Baltimore.
1/28/2015	Page 42: Traffic calming is needed on Falls Road North of Keswick road (and the Jones Falls trail).	The DOT agrees, this route has been designated as a Neighborhood Route for this reason. Treatments as part of a Neighborhood Route include traffic calming.
1/28/2015	Page 42: Old York road, South of Homestead Street: Cars use this as a high speed cut through road - need speed bumps.	This route is designated as a main route due to the higher speeds. Limiting roadway space to cars has shown to reduce speeds and providing a dedicated space for cyclist can help cyclist use the road more safely. Speed bumps are usually limited to very low volume and low speed streets while other traffic calming measures are more appropriate on other streets.
1/28/2015	Page 43: No loss of parking on Madison Street, E Centre Street and Cathedral Street on the planned main routes in the Midtown area.	Unfortunately, the Downtown Bike Network Project, which includes bike lanes and cycle tracks, will result in the loss of some parking on some of these streets. No parking will be removed on E Centre Street. The cycle track on Madison Street will result in losing approximately 75 spaces between Eutaw and Guilford Avenue and 125 spaces between Greenmount Avenue and Wolfe Street. Monument Street will lose about 18 parking spaces between N. Caroline Street and Broadway to accommodate the bike lane.
1/28/2015	Page 43: At Guilford and Mount Royal bikes have been attacked.	The Plan outlines goals and objectives for enforcement on pages 69 to 70.
1/28/2015	Page 43: North Avenue: will there be a cycle track or bike lane? How?	The Neighborhood Design Center has been working with communities and stakeholders along the North Avenue Corridor on visioning document for transportation along the corridor. At the moment, a dedicated bike facility has been identified as need along North Avenue, but detailed cross sections and engineering study has not been completed.
1/28/2015	Page47: The Catonsville Short Trail Line is missing.	This has been added to the map.
1/28/2015	Page 48: President Street bike lane south of Pratt Street is not safe.	The DOT recently completed a Waterfront Wayfinding and Promenade Access Study to improve bicycle access to the Promenade and Waterfront. One of the main findings of this study is to sign a trail on the promenade and provide safe access for pedestrians and cyclist that would provide an alternative, off street route to President Street for cyclist south of Pratt Street.
1/28/2015	Page 48: Cars are always in the Bus/Bike lane along Pratt Street.	In Table 3, one of the priority projects for implementation identified is to upgrade the bus/bike lanes on Pratt Street and Lombard Street. Several other cities have made these facilities more comfortable for cyclist by adding design treatments like colored paint and physical barriers to reinforce to drivers not to use the lane illegally.

1/28/2015	Page 48: Is the proposed main route replacing the part of the Jones Falls Trail along the Falls way that is on the sidewalk?	No, this was an error. The proposed route here has been changed to existing.
1/28/2015	Page 50: The side path on Eastern Avenue between S Haven and Macon Street is not actually good existing infrastructure.	The side path on Eastern Avenue provides one of the few connections into the Greektown neighborhood across the train tracks. The side path is wide enough on the north side of the street for two way bike traffic.
1/28/2015	Page 50: Sharrows on Holabird (between S. Newkirk Street and Broening Highway)?! What is that going to do?	This route is typically used by recreational, fast paced riders on the weekend when traffic volumes are extremely low. For the purpose of the network and the type of riders the route serves, bike boulevard treatments are appropriate.
1/28/2015	Page 51: Speed enforcement and traffic calming needed along Key Highway.	The DOT has identified dedicated bike facilities on Key Highway as a priority project in Table 3.

Comments provided by Bikemore		
1/28/2015	<p>The proposed bicycle master plan update includes many ambitious and excellent proposals for improving safety and comfort for bicyclists in Baltimore, whether they ride for recreation or transportation. The proposed bicycle facility network, once fully constructed, would allow many thousands of Baltimore residents and visitors to be able to use bicycle-specific infrastructure to access their jobs, schools, grocery stores, favorite restaurants, and social activities by bicycle. The health, quality of life, and local economic benefits of a high quality bicycle transportation network are well documented, and the City should be commended for its plans to implement these measures. However, recent events in our City underscore the fact that it is not simply the presence of a bicycle facility, but also the type of bicycle facility that really increase the safety and comfort of bicyclists.</p> <p>The Master Plan Update includes the possibility of standard bicycle lanes on "main routes," which are often identified to be located on arterial roadways, and shared lane markings, or sharrows for "minor routes." There may be some streets where these treatments are appropriate, but facility selection must be strategic and sensitive to the operating conditions of the street, in order to maximize the safety and comfort of all users.</p> <p>Bikemore's proposal is that facilities with some physical separation be the default preferred facility for streets with 85th percentile speeds above 25 miles per hour. This is the suggested threshold because it is an approximation of the speed beyond which crashes between automobiles and bicyclists or pedestrians become dramatically more likely to result in death or grievous injury. We propose using measured 85th percentile speeds as opposed to the speed on the speed limit sign because of the frequency with which drivers exceed the speed limit.</p> <p>Furthermore, sharrows are only an appropriate choice for local streets, and in conjunction with traffic calming and "bicycle boulevard" measures that keep 85th percentile speeds below 25 mph, or, ideally, closer to 20 mph. It may also be appropriate to use sharrows to connect short gaps between higher quality facilities. This position is consistent with NACTO Bikeway Design Guidelines and emerging research about the safety and functionality of different bicycle facility types.</p> <p>These recommendations will result in the selection of safer, more comfortable facilities, while also allowing for creative solutions in locations where space may be too constrained for a separated bicycle facility.</p> <p>For example: if the 85th percentile speed on a street is above 25 mph even though the signed speed is not, and a separated bicycle facility cannot be accommodated, we would find it an acceptable solution to install the standard lane or a paint-buffered lane in conjunction with bicycle friendly traffic calming measures. In severely space constrained locations, standard painted bike lanes may be acceptable in the absence of traffic calming measures for small lengths of narrower cross section on a street, if other factors such as adjacent parking, driveway conflicts, and door zones are taken into account. Where these compromises must be made, we recommend that Bikemore or other credible bicycle advocacy entities be consulted to help collaboratively develop the safest and most comfortable bicycle facility that is feasible in the space available.</p>	<p>Context sensitive design for Baltimore's streets is a priority the DOT takes very seriously. Baltimore City is a founding City of NACTO and a contributing author to the Urban Streets Design Guide and the NACTO Urban Bikeway Design Guide. The DOT has added an objective to the Complete Streets Policy section on page 63 that would adopt a guideline to design streets based on 85th percentile speeds rather than posted speeds. The objective also outlines bicycle facility design should be sensitive to traffic volumes as well. The DOT feels this will help ensure the appropriate bike facility is designed on a street-by-street basis.</p>

Public Comments from Open Comment Period

<p>2/3/2015</p>	<p>(a) It is reckless to position bicyclist in an environment where "posted speed limits" are taken as legitimately traveled speeds. I would ask that some attention and research be given to actual speed vs posted speed moving forward for any placement of Bike lane/bike sharrows. (the bike lane on Greenspring is a joke, as is most of Walther Ave, and portions of Greenmount coming into downtown). (b) I am hoping for better enforcement of new Bike infrastructure (parking/sitting in bike lane, better understanding of right of way) thereby setting a precedent that the City of Baltimore takes travel by bicycle seriously. (c) I am also hoping for support of infrastructure in the form of better suited 311 choices, the addition of Bike lane, and Bike path would be helpful. Since the city offers removal of cars from alleys and such as a choice, it would be great to have equal choices. The 311 change in my mind never had to do with grates or building "New", but rather a support of what is already in place, just as it is with streets, alleyways and the like. (d) As a member of the medfield community I was also a little surprised to see a few of our streets included on the Bike master Plan, even though no representative has ever mentioned it formally to the Association. My neighborhood traffic committee has been in search of traffic calming in our area, and being included in this would be very beneficial. The neighborhood has been trying to calm speeding along Else Terrace for at least a year via 311 request and direct request to Representatives. I use Else Terrace a lot when I am approaching from Falls road. We have also been trying to specifically calm 41st street speeding (like a hwy), and I have contacted Rep. Mosby about crosswalks and any traffic calming devices. This might be an opportunity to combine what the neighborhood has already been requesting, with furthering Bike infrastructure. Any traffic calming devices on Else Terrace would be welcomed, as would anything that would contribute to slowing traffic for the 3-4 blocks on 41st. BTW A Bike lane on Beuna Vista would be swell between, Union ,and 41st. (I use this everyday also).</p>	<p>(a) The DOT has added an objective to the Complete Streets Policy section on page 63 that would adopt a design guideline to design streets based on observed speeds rather than posted speeds. (b) The DOT agrees that enforcement is an important part of bike infrastructure and safety. There are goals outlined on page 74 that the DOT will strive to have better collaboration with the Police Department on this issue. (c) The DOT has added a goal to the implementation checklist on page 73 that would add a bike-specific 311 request to maintain existing bike lanes and paths. Additionally, storm grates, per the implementation checklist on page 73, were inventoried and mapped last year. We have received grant funding to strategically begin replacing these storm grates. (d) While the DOT cannot specifically commit to projects in the near future on Elsa terrace, 41st Street, Buena Vista and Union Street, these streets do have bike facilities designated. The DOT is happy to work with the Medfield community to develop a plan and identify resources to work on projects that are a priority for the community.</p>
<p>2/4/2015</p>	<p>I would like to see more conventional and buffered bike lanes that have paint, rather than a physical barrier, separating these bike lanes from the traffic lanes. I prefer the standard treatment of placing the bike lane between the parked cars and the traffic lanes. Cycle Tracks are new, and I encourage the City to go slow and see how they work. When there are parked cars, people exiting cars and buses, and many intersections; to be safe the cyclist needs to go slow to avoid collisions. To emphasize the need to go slow, I would like the Cycle Track have a designated speed limit. Also calling a one way Cycle Track (i.e. - Roland Ave) a bicycle lane falsely implies that it's safe for the cyclist to follow the posted speed limit. Unless posted otherwise, the same speed applies to all lanes of a street. I would prefer that faster cyclists not be pressured to use the Cycle Track. Also, the NACTO distinguishes a Bike Lane from a Cycle Track, whether the Track is one way or two. The NACTO states, "A bike lane is distinguished from a cycle track in that it has no physical barrier ... that restricts the encroachment of motorized traffic". NACTO continues, "In situations where on street parking is allowed cycle tracks are located to the curb-side of the parking in contrast to bike lanes". Since the City is relying on NACTO Guidelines, I urge you to follow their Guidelines that distinguish Cycle Tracks, incl one way Tracks, from bike lanes. I hope the City will provide for all levels of cyclists. Although safety comes first, trip time is also important. Requiring a cyclist who would otherwise move at 15 - 20 mph; and up to 30 downhill; to go 10 mph in a Cycle Track would discourage faster cyclists from riding in the City. I would like to see the Bicycle Master Plan help all levels of cyclists.</p>	<p>Accommodating faster and slower cyclist equally is a challenge, but one that can be overcome by having a balanced network. The network mapped out in this plan provides protected and shared facilities where appropriate to create a balanced network that can be used comfortably by all users. The DOT does not anticipate posting bike speed limits in cycle tracks. The DOT was also a founding agency of the NACTO guidelines and have adopted their guidance. The DOT will be using the NACTO Urban Bikeways Design Guide for all bike facilities.</p>
<p>2/6/2015</p>	<p>I support the Plan's default position of placing conventional bike lanes between the parked cars and traffic lanes on arterial roads. Cycle Tracks that put cyclists between the parked cars and curb should only be considered after a detailed engineering study. Cycle Tracks are more suitable for areas with few intersections and no parked cars. And Cycle Tracks require more space and cost more money than conventional bike lanes. Finally, experienced cyclists should have the option to travel at reasonable speeds on AASHTO compliant bike lanes placed on arterials.</p>	<p>All bicycle facilities are determined based on roadway widths, traffic speeds, traffic volumes and parking and traffic capacity. The implementation of all dedicated bike facilities requires engineering study and a case-by-case evaluation. The Bike Master Plan outlines a network main routes which will include a combination of protected bike lanes, buffered bike lanes and conventional bike lanes.</p>
<p>2/6/2015</p>	<p>Comments on The Revised Master Bicycle Plan Routes/Map (2015) for North Baltimore W. Lake Avenue between Roland Avenue and N. Charles Street. This location is too dangerous for a bike lane. Many –at least 30- vehicular accidents have occurred in this section of W. Lake Avenue. In 2014, at least 4 bicycles were hit by cars in separate accidents, and 3 of these bicyclists required EMT transport to the hospital. It may be a common saying in the bicycle advocacy community that bike lanes slow vehicular traffic. However, it is NOT true on W. Lake Avenue. A bike lane has been there for 20 years, and the traffic volume and speed (when not in gridlock) have become worse. There are no destinations associated with W. Lake Avenue in North Roland Park and The Orchards. These Communities are 100% residential single family homes. There are no businesses or other destinations. Lake Avenue is not an arterial</p>	<p>After further consideration, the DOT has agreed that the speeds and design of Lake Avenue is not appropriate for sharrows. The DOT is currently reviewing the alternatives proposed in this comment and are evaluating other east-west routes through the neighborhood that could provide an alternative bike route. Thank you for the comment and DOT is looking forward on working to find the best solution with your community.</p>

	<p>road; it does not connect to highways. It is a two lane street that has intermittent or no sidewalks. The speed limit is 25 mph. These 3 blocks between Roland Avenue and N. Charles Street are used by cars and trucks as a cut-through alternative to Northern Parkway. Traffic abatement has been repeatedly requested. We urge selection of an alternative route that is safer, supports local small businesses, has sidewalks and lower traffic volume, and provides access to the Stony Run Trail. Alternative Locations We propose as one alternative to Lake Avenue: conversion of the far right lane on Northern Parkway to a protected bike lane (also called a cycle track) from Belvedere Square to Falls Rd. This will mitigate the traffic and return the livability and safety of Northern Parkway that existed when Belvedere was widened between Charles Street and Falls Road. Safer Roads for North Baltimore submitted this plan to the Greater Baltimore Committee and the Baltimore City Dept. of Transportation. Another alternative: Deepdene Road to Wyndhurst Avenue to Homeland Avenue to Belvedere Square on York Road. This is a safe, low traffic route that is pleasant and goes directly by the Stony Run stream bicycling/walking Trail. This route has stoplights and crosswalks at all major streets. The Proposed Plan to Allow Bicycling on Baltimore City Sidewalks The proposal to allow bicycle riding on sidewalks in Baltimore City appears to be solely a strategy to limit liability for bicyclists who are involved in a crash while riding on the sidewalk. Since it is now illegal to do so, the bicyclist assumes the liability. On the street, bicycles are considered vehicles and must follow the same rules as all vehicular traffic. Cars must treat bicycles as vehicles and accord them the same space and rights as motorized vehicles. If bicycles are allowed on sidewalks, they will occupy space with pedestrians who cannot be expected to move to accommodate the bicyclist. Bicyclists want to be allowed to use the sidewalk occasionally, when the street is too dangerous. However, such usage will force pedestrians into the same dangerous streets bicyclists are trying to avoid. Many pedestrians are elderly, infirm, and disabled. They push or use wheelchairs, push strollers, hold the hands of toddlers, and walk dogs. Pedestrians may be deaf or blind and may not be able to avoid a bicycle. Children often play on the sidewalk. If a street is too dangerous for a bicycle, improve the safety of the street. Recommendations: Safety Evaluation, Full Disclosure, and Transparency An independent, objective safety evaluation of the planned routes in the Baltimore City Bicycle Master Plan should be performed and the results published. The Plan should then be modified according to the results of the evaluation. In Baltimore, all streets except freeways are available to bicyclists. Bicycles are not limited to using only marked bicycle lanes and routes. The existence of marked, government-designed and constructed bicycle routes implies a reduction in the risk of being struck by a vehicle. Bicyclists have a right to know the risk associated with use of a particular bikeway and how that risk assessment was performed. Community Associations and residents, bicycling advocates, advocates for the disabled, and other stakeholders who care about multimodal transportation in Baltimore should be included in a respectful, open, transparent planning process. Preventing injuries and saving the lives of bicyclists should be the highest priority for the Baltimore City Department of Transportation as it finalizes the Revised Bicycle Master Plan.</p>	
<p>2/6/2015</p>	<p>Maryland Ave cycle track should be extended past Pratt into Otterbein in order to reach South Baltimore. Without this bikers would be left with just a couple blocks of unprotected biking through a high traffic volume and speed area.</p>	<p>The initial cycle track project limits end at Pratt Street. However, the plan shows that Sharp streets should continue into the Otterbein Community as a main route.</p>
<p>2/6/2015</p>	<p>I see that Harford Road is slated for improvement; and that will better connect residents of growing Lauraville and Hamilton with the city itself, great start. What about connecting the residents of those neighborhoods with southeast Baltimore? At this time you would have to go down Broadway, but if someone wanted to go to, say Johns Hopkins Hospital for work (a major employer in the area, or Patterson Park for leisure, or Canton for Dinner, there is no meaningful connection between these areas and NE Baltimore. Can any of these be built the vicinity of St Lo. Drive to Wolfe Street going southbound and Washington Street going northbound? Just an example, but those seem like logical routes.</p>	<p>These connections are important and the proposed routes in the Plan seek to connect all neighborhoods by bicycle. On pages 44 and 49, St Lo Drive, Wolfe Street and Washington Street are identified as proposed main routes to connect these neighborhoods.</p>
<p>2/6/2015</p>	<p>I agree with building greater bicycle infrastructure. I especially support protected bike lanes (with physical separation from traffic) and bike lanes that are wide enough to fully accommodate bikers. I don't support sharrows, which don't appear to have any effect on drivers' behavior. The recent Bishop Cook incident shows how necessary protected lanes are; we need wide and protected lanes to protect people's lives.</p>	<p>Protected bicycle facilities is a priority in the Master Plan and for the DOT. The DOT has added an objective that outlines street design be completed based on observed speeds. This will help ensure appropriate bike facilities are designed.</p>

2/6/2015	I appreciate the city's efforts to enhance facilities for bikers. I would also like to add that I support Bikemore's recommended changes to the plan put forward. Thanks.	In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis.
2/6/2015	Greetings, I would like to fully endorse all of the recommendations put forth by BIKEMORE regarding the 2014 Bike Master Plan. I am an active cyclist in the city as well as a member of BIKEMORE. The recommendations set forth by BIKEMORE reflect all cyclists like myself as well as strategies that will increase ridership. It is essential that the city continue to invest in bicycle infrastructure as part of a multi faceted plan to make Baltimore a more livable city and serve the current residents as well as attract new ones.	In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis.
2/6/2015	I am writing to express that while the Bike Master Plan Update constitutes many important proposals, the changes recommended by Bikemore are important. The BMPU should be brought into accord with Bikemore's recommendations. Separated bike facilities are in most cases the only truly safe option, as so tragically shown by the death of Tom Palermo. Also, I think it is vital that Mt Royal, at least between Fallsway/Guilford and Cathedral, be considered a main route. It much used already by cyclists, and is the most sensible way to get east/west in that part of town. However, it remains under-utilized because it is unsafe as currently laid out. Separated lanes there would be important connectors.	In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis. In regards to Mount Royal, the Mid Town streetscape project, which is anticipated to start construction next year, will construct a two-way, curb protected cycle track on the north side of Mount Royal. Mount Royal is considered a main route both in the Plan and in the construction of the Mid Town Streetscape project.
2/6/2015	Is there a better way to mark the bike lane around the Inner Harbor? The main problem is the section from the WTC east. I usually end up in traffic because the pedestrians can't tell they are in the bike lane. The bricks are all the same color, and no signage at pedestrian eye level. The old bike lane at least had a curb that differentiate the bike lane from the side walk.	The trail facility around the Inner Harbor is a multi-use trail and, therefore, is intended to be shared by pedestrians and cyclist. However, the DOT understands the confusion on the trail, especially when the promenade provides ample pedestrian space. The DOT completed a study that looked at improving promenade access for bicyclist and way finding signage. We are also looking at additional improvements that can help the trail to be used more safely between pedestrians and cyclist.
2/6/2015	For safe cycling in Baltimore City, separate bike lanes are not the answer. Safe streets for everyone -- cyclists, pedestrians, and motorists -- should be the goal. Let's put money and effort toward educating people about sharing the road with cyclists rather than attempting to segregate cyclists, which gives people the idea that we don't belong on the streets. We do. Bicycles ARE traffic.	The DOT believes that it is a combination of infrastructure and education that can improve cycling. Pages 68 and 69 particularly address the concern raised regarding education and enforcement.
2/7/2015	I fully support Bikemore's 2015 Bicycle Master Plan. My husband and I live in Upton and we don't have a car. I bike commute to Canton for work, and he bikes to Leakin Park for his work. We both bike anywhere and everywhere in the city to buy groceries, visit friends, or go to events. Thankfully neither of us has experienced an accident in the 2 years we've lived in Baltimore, but we have had close calls with cars, pedestrians, taxis, and most frightening-buses. Even though speed limits are posted throughout the city, they are rarely enforced or followed. We frequently witness driver's texting, eating, or engaging in other distractions while driving. As bikers, we have to be extremely aware as we are constantly cut off, beeped at, and disregarded by drivers. This plan is an excellent start to a Baltimore City that attracts and welcomes bikers and provides safety features for all of its citizens.	The core of the DOT's intent in adopting the 2015 Bicycle Master Plan Update is to improve bicycle safety in the City through several means. In addition to adding infrastructure, pages 63-64 focus on objectives to improves safety and pages 68 to 69 focus on objectives to improve enforcement.
2/7/2015	I am wondering why the map of current routes shows the promenade from Canton on the east to Locust Point on the west as being a bike route. There are signs at regular intervals along the promenade stating that bikes are not allowed. Is this going to change and the map is inaccurate or is it an older map (before the signs all went up about a year back)? Thanks for clarifying. This would be a good route but I do not use it, given the preponderance of signs outlawing it.	The conflicting signage on the promenade has been brought to the DOT's attention in the past year and the DOT is working with Parks and Rec and the Waterfront Partnership to rectify it. Bicyclist are allowed on all area of the promenade on Weekdays and Saturdays from 6am to 10am and on Sundays from 6am to 11am. Bicyclists and pedestrians are allowed to use the multi use trail around the inner harbor at all times.
2/7/2015	First, a huge thank you to all involved - this plan is amazing. So exciting to see such serious effort to build this infrastructure in our city! Looking at the maps on pp. 36, 37, and 39, here are some spots I noticed along my regular routes that should be planned differently: Lake Montebello area: Add Harford Road underpass connecting Lake Montebello cycle track to the Herring Run trails Add connection from Lake Montebello north along McCallum Drive, connecting through Morgan State University to reach Argonne Road. Connect route along Lake Montebello Rd spur to Harford Road (route to Chesterfield Ave) - this might be unnecessary if the Harford Rd underpass is done well. A long term goal should be to create a trail up through Chinguapin Run and Herring Run north toward the county.	The connections regarding Lake Montebello, Herring Run Trails and Chinguapin Run are overseen by Parks and Rec, who own, maintain and build these trails. There are several efforts to plan and improve these trail connects. The master plans for the trails in each of these parks are available online at http://bcrp.baltimorecity.gov/ParksTrails.aspx . Greenway Avenue is designated as an existing minor route, but as pointed out, there may be an opportunity to improve the route by adding a contra flow lane. Contra flow lanes still fall under the "minor route" designation, so the map has not been adjusted. However, the DOT will take the suggestion under review. The future cycle track on Maryland

	<p>This would be a gem of a trail and connect the region both for commuting and recreation. Jones Falls Trail would be the model. JHU Area: Greenway Avenue between Charles St/University Ave going north to Coldspring Rd: designate as Contraflow bike lanes. This is the safest, widest, low-traffic route North from JHU. Bikers already use it to go both ways. It would be helpful to mark and designate it as such so that other traffic expects it. Connect Wyman Park Rd route to the new Maryland Ave Cycle track (along Wyman Dell). In general, connect routes to the Dell for park/festival access. Bike racks desperately needed at the Dell. JHU entrances are typically not bike-friendly. Work with JHU to connect adjacent routes to campus ingress/egress. Thank you for integrating this feedback. I would appreciate a reply to tell me if these points will be addressed.</p>	<p>Avenue will connect to the existing trail in Wyman Park, the map has been adjusted to how the existing trail. The DOT is happy to work with JHU to make the entrances to the campuses and adjacent roads bike friendly where feasible.</p>
<p>2/8/2015</p>	<p>Greetings, I am writing to support Bikemore's guidelines for the Bicycle master plan and specifically bike lanes that are protected from vehicle traffic.</p>	<p>In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis.</p>
<p>2/9/2015</p>	<p>DRAFT: Great progress! I hope that you would look at the St Paul, Mt. Winans, Lakeland and Westport corridors for possible bike lanes. Mt. Winans has a Gwynn Falls Youth Bike Club and bike lanes could surely facilitate easy on the road for my kids.</p>	<p>The DOT is happy to work with the community and evaluate bike lanes, in more detail, on these corridors.</p>
<p>2/12/2015</p>	<p>I would like to make the following comments on the draft plan. 1. Air quality for cyclists driving on roadways with bus and larger trucks is quite bad. A single heavy truck emits as much pollutants as 25 cars and the penumbra of exhaust extends at least 15 feet from the roadway. To address this issue, I would encourage the city to support alternative routes and parallel paths that move cyclists away from truck traffic. 2. Other than CIP funding, the City must consider requiring developers to provide funding to support cycling infrastructure as part of an additional fee. 3. The City should consider the slope or grade of roadway segments as part of the process used to prioritize route improvements. For example, less experienced cyclists (the ones you want to attract) would avoid the steep grade on East Saratoga Street or possibly the slope on Lombard just past S. Hanover Street. 4. The promotion of bicycling at school needs to include and support actually biking to school. Children in this state are picked up by the police for walking and biking by themselves, so the City needs to address this in their policies across all offices and divisions rather than support something that will have child protective services at the front door of parents. 5. I'd suggest that the plan add that cyclists should consider the use of bells or other signaling devices as part of improving bicycling safety.</p>	<p>Bus-Bike lanes are a common facility used in cities across the country and are effective when used appropriately. We agree that balancing the appropriate interaction between bikes, buses and heavy trucks is important and will strive to separate them when possible. The City has multiple sources of funding, and works with developers and stake holders on becoming partners in increasing those funding sources. Where possible we have considered topography and how slopes may impact less experienced cyclist. The City is working across many division and agencies to support biking and Walking to school. Particularly, the Safe Routes to School program is leading this effort. The use of bells and other signaling devices is part of the education programs promoted in the bike master plan.</p>
<p>Comments provided by the Baltimore Bicycling Club</p>		
<p>2/13/2015</p>	<p>Speaking as President for the Baltimore Bicycling Club, a group of over one thousand Baltimore area cyclists, we very much like the proposed 2015 Bicycle Master Plan. However, we cannot support the Bikemore proposed amendment that makes Cycle Tracks the default bike lane for all city streets with speeds in excess of 25 mph. We think this criteria is too restrictive and would hinder and not help city planners in their decisions as to the best type of bike lane to use for any given street in Baltimore City.</p>	<p>In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis.</p>
<p>Comments provided by the Better Waverly Community Organization</p>		
<p>2/13/2015</p>	<p>The Better Waverly Community Organization (BWCO) strongly believes in the need to establish a more equitable, multimodal transportation system in Baltimore. It is essential that we improve our streets for bicycling and walking. As indicated in the 2015 Draft Bike Master Plan, around 40 percent of Better Waverly residents do not have access to a vehicle (page 4). Our location in the center of the city makes bicycling an attractive option to all of our residents, provided we have access to safe and comfortable routes. We have been disappointed with the pace of change since the 2006 Bicycle Master Plan, which set a worthy goal to install 170 miles of bicycle facilities within three years. Nine years later, Baltimore has only 161.8 miles of bicycle facilities. With cities such as Washington, Chicago, Portland, Minneapolis, and Boston making major strides toward comprehensive bicycle networks, Baltimore cannot afford to fall behind. It is essential that the Department of Transportation (DOT) achieve the 2015 Draft Plan goal of installing an average of 17 miles of bicycle routes per year (page 17). For the citywide sections of the Draft Plan, BWCO concurs with the recommendations of Bikemore, the city's</p>	<p>(a) The DOT agrees that the speeds and traffic volumes justifies upgrading the facilities on 33rd Street from sharrowed facilities to a main route. (b) Bike Boulevards fall within the "Neighborhood Routes" designation and the DOT agree are appropriate for this street. When we identify resources to implement these route improvements the DOT is happy to include BWOC as stakeholders in the design process. (c) The DOT is happy to consider these suggestions once a study is complete. All bicycle infrastructure requires study to determine that the appropriate facility is provided for the street based on several factors including speed, roadway width and traffic volumes. (d) The DOT will determine the most appropriate facility for Loch Raven Boulevard based on further engineering study. For planning purposes, the route designation will remain a minor route.</p>

bicycle advocacy organization. DOT must take care in choosing the facility type to install on what the Draft Plan calls "minor routes." BWCO concurs with Bikemore that facilities with physical separation are made the default facility installed in streets with 85th percentile speeds above 25 miles per hour. Sharrows are an appropriate choice for only local streets, and in conjunction with traffic calming and "bicycle boulevard" measures that keep 85th percentile speeds below 20 mph. This position is consistent with NACTO Bikeway Design Guidelines and research about the safety and functionality of different bicycle facility types.

BWCO has several comments about the facilities proposed specifically for the Better Waverly community: (a) 33rd Street, having a combination of sharrows and off-peak bicycle lanes, has inadequate facilities given both the average speeds on the street and the importance of 33rd Street in the city's street network. BWCO supports the Draft Plan's proposal to upgrade 33rd Street to a major route, and strongly recommends buffered bike lanes or cycle tracks for this route. (b) Homestead Street, already a well-used bicycle route, is an appropriate choice for designation as a neighborhood route, the recommendation of the Draft Plan. BWCO recommends bicycle boulevard improvements on Homestead Street and 32nd Street to better link the heart of the Better Waverly community with bicycle routes on Guilford Avenue, Saint Paul Street, and Charles Street. (c) Old York Road, currently configured as a one-way street with no lane markings, has the potential to become a well-used bicycle route through the Waverlies. BWCO supports its designation as a major route and recommends that DOT study the feasibility of two-way bicycle traffic on the route. (d) Loch Raven Boulevard is not an appropriate street for minor route facilities. Its posted speed limit is 30 MPH and speeds regularly exceed 40 MPH. BWCO therefore requests that DOT designate Loch Raven Boulevard as a main route, with buffered bike lanes and cycle tracks as the proposed facilities.

Public Comments from Open Comment Period (Continued)

<p>2/14/2015</p>	<p>Segregated bicycle lanes – especially two-way cycle tracks - are not without their own inherent disadvantages or hazards including, in part: 1. Promotion of blind conflicts at intersections/arterial junctions and driveways, 2. Routing of bike lanes to the right of right-turning traffic, and the requirement to make left turns from the right edge of the road, 3. Complications resulting from the addition of separate signals/systems for bicycle traffic. 4. Encouraging wrong-way 'sidewalk' bicyclists and pedestrians. 5. Feeds the perception that bikes do not belong on the road. With segregated bicycle lanes, bicyclists become de facto 2nd class road users which erodes educational and enforcement efforts which should be strengthened. 6. Segregated bike lanes provide a measure of 'comfort' for less experienced cyclists, perhaps making them less likely or willing to learn safer methods. I maintain my view that a well-designed roadway system should integrate bicycles and motor vehicles, not separate them. I therefore support the 2015 Baltimore Bicycle Master Plan without the restrictive Bikemore proposal that would more heavily weight separated Cycle Tracks as part of the Plan. Thank-you.</p>	<p>There are design strategies, such as daylighting, that remove blind conflicts at intersections and driveways. There are also design practices at intersections, such as bike boxes and left turn queue boxes which handle right turn conflicts and help cyclist make left turns from the cycle track. The DOT believes that providing protected, on-street facilities will help reduce sidewalk riding, as cyclist will have a safe dedicated space to travel. The DOT also believes providing dedicated on street space, in fact, reinforces that bicyclist belong on the road. Many cities who have aggressively implemented protected, on-street facilities, have seen an increase in cycling both on dedicated facilities and in the street in general. In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis. This will help the City complete street design strategically, integrating bicyclist and motor vehicles where it is safe (low volume, low speed streets) and providing separated facilities where it is not safe or comfortable.</p>
<p>2/14/2015</p>	<p>I do not support the amendment as proposed by Bikemore. As a long time cyclist, I have cycled all around the states and in many countries abroad. I have seen bicycle lanes that are between parked cars and the curbs in Canada and found many reasons not to like them. They place the cyclist out of view of motorists. Motorist making right turns may not see cyclists going straight on the path and cyclist have to negotiate out of the lanes to make left turns. There is also more likely to be debris in separated lanes. Separated facilities for bicyclist have their place and routes or trails for inexperienced riders should be available wherever possible.</p>	<p>In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis. Additionally, when the street does call for protected bike facilities, there are design strategies, such as daylighting, that remove blind conflicts at intersections and driveways. There are also design practices at intersections, such as bike boxes and left turn queue boxes which handle right turn conflicts and help cyclist make left turns from the cycle track.</p>
<p>2/15/2015</p>	<p>needs more protective bike lanes and also for the lanes that is not protective less right hook sections</p>	<p>The DOT agrees that increasing protected and dedicated bicycle infrastructure is a priority where appropriate. This plan provides maps that outline proposed main routes for the city that would make great candidates for protected bike lanes.</p>
<p>2/16/2015</p>	<p>p. 18, table 2. You have "Signed Route" as "Not typically recommended" for Community Main Streets and Neighborhood Streets. I think signed routes are appropriate for these kinds of streets; in fact, the most useful signed routes are those that</p>	<p>After further review, the DOT agrees. This has been changed as "Recommended" in table 2.</p>

direct riders on quiet residential streets that they might not find otherwise. Examples would be the Fort McHenry Route on Battery Avenue and Williams Street, the Greektown Route on Gough and Bank streets, and the Collegetown Network on Pentwood Road and Winston Avenue.

2/16/2015

p. 26:
 I'd like to see an addition like this to "Best Practices" for "Signed Routes."
 "Each Signed Route should be identified on maps and signs with a single, memorable, descriptive name, which will be used in abbreviated form in pavement way finding markers. Examples include the Fort McHenry Route (connecting Fort McHenry and the Inner Harbor), the Greektown Route (connecting Greektown and the Inner Harbor), and the Jones Falls Trail. The name of each route should be used consistently on signs in both directions on the route."
 This would be a change from current practice, which is why I think it would be useful to specify it in the Master Plan. Currently, the Jones Falls Trail, Gwynns Falls Trail and Collegetown Network are signed the same in both directions. However, most of the signed routes have the end destination on the signs. The Brewers Hill and Greektown route signs both say "Downtown" in the downtown direction, which is confusing; if you ride out to Canton/Brewers Hill/Patterson Park on one of the routes, wander around, and then see a sign that says "Downtown," you don't know if it will take you back the same way you came out, or via a different route. The Fort McHenry route signs say "Fort McHenry" in one direction and "Inner Harbor" in the other; a tourist could ride out to Fort McHenry, turn around, see the sign saying Inner Harbor, and not know if that would take them back the way they came, or somewhere else. The route connecting Gwynn Oak and Mt. Washington says Gwynn Oak in one direction and Mt. Washington in the other. We don't name streets or highways this way; the road that has Belair at one end and Baltimore at the other is called Belair Road (and US Route 1) in both directions, not Belair Road going northbound and Baltimore Road going southbound.
 Having a single name for each route would:
 1) Make it easier for bicycle users to make a mental map of the city.
 2) Make it easier to give directions. Let's say someone is at Fleet and Linwood and wants to go to the Inner Harbor and back. Now, you'd have to say "You could go north to Patterson Park and look for signs that say Downtown, or you could go south to Fait and look for signs that say Downtown, but they're two different routes, so when you come back, look for signs that say Greektown if you went from Patterson Park, but look for signs that say Brewers Hill if you started from Fait." It would be much easier to say "Go north to Patterson Park and take the Greektown Route towards downtown, or go south to Fait and take the Brewers Hill route towards downtown. Then return on the same route you took in."
 3) Make marketing and branding easier. How can you promote the bike route connecting Gwynn Oak and Mt. Washington when it doesn't have a single name? Call it the GwynnWash Route, or the Bike Beltway, or something else memorable and catchy. What's the press release going to say when you complete work on the Mt. Washington-Belvedere route, "Ribbon-cutting announced for new unnamed bike route connecting Mt. Washington and Belvedere neighborhoods" or "Ribbon-cutting for Phase II of Bike Beltway"?
 Make it possible for the bike route names to appear on online maps. Google Maps shows bike route names, such as "Gwynns Falls Trail" on the on-street portions of the GFT. This is useful for someone planning a ride on the GFT. Obviously this only works if there's a single name for each route.

We agree with the essence of this suggestion and have added the following guideline to "Best Practices" for signed routes: "Each Signed Route should be identified on maps and signs with a single, memorable, descriptive name, which will be clearly signed and/or used in abbreviated form in pavement way finding markers. Examples include the Fort McHenry Route (connecting Fort McHenry and the Inner Harbor), the Greektown Route (connecting Greektown and the Inner Harbor), and the Jones Falls Trail. The name of each route should be used consistently on signs in both directions on the route."

2/16/2015



The hill on South Road is really steep, so I think most bicyclists will use either Kelly Avenue or the proposed northern extension of the JFT. South Road doesn't have much traffic, either, so the few hardy souls who choose to ride it don't really need bike infrastructure. So I wouldn't include South Road as a proposed Main Route.

We agree the topography is not ideal and there are trail options nearby for riders who prefer to avoid South Road. However, low traffic volumes and the width of the road allows enough room to for the possibility to add either bike lanes in each direction or a buffered climbing lane. With these possibilities in mind, we left South Road as a main route for planning purposes. If the opportunity came to add these facilities we would not want it over looked or precluded by removing it's current proposed designation.

2/16/2015



I know this is a high priority route and it's probably too late to change, but for the Mt. Washington to Belvedere route, I think Melrose between Roland and Sycamore would be a better Neighborhood Route than Lake. Lake has a lot of traffic and parts of it seem to be too narrow to have decent bike lanes on each side, while Melrose has almost no traffic. There's a bike/ped bridge on Melrose between Roland and Charles that's closed to cars, that's one reason there's so little car traffic. The only improvement needed would be a traffic light at Melrose and Charles.

The North Baltimore Safer Streets Coalition brought this to our attention and we have been working with the community to find an alternative neighborhood route to Lake Avenue. We are considering a few options with the community and Melrose Avenue is one of them. We have removed this designation for Lave Avenue and have added this designation to Melrose Avenue for planning purposes in the meantime.

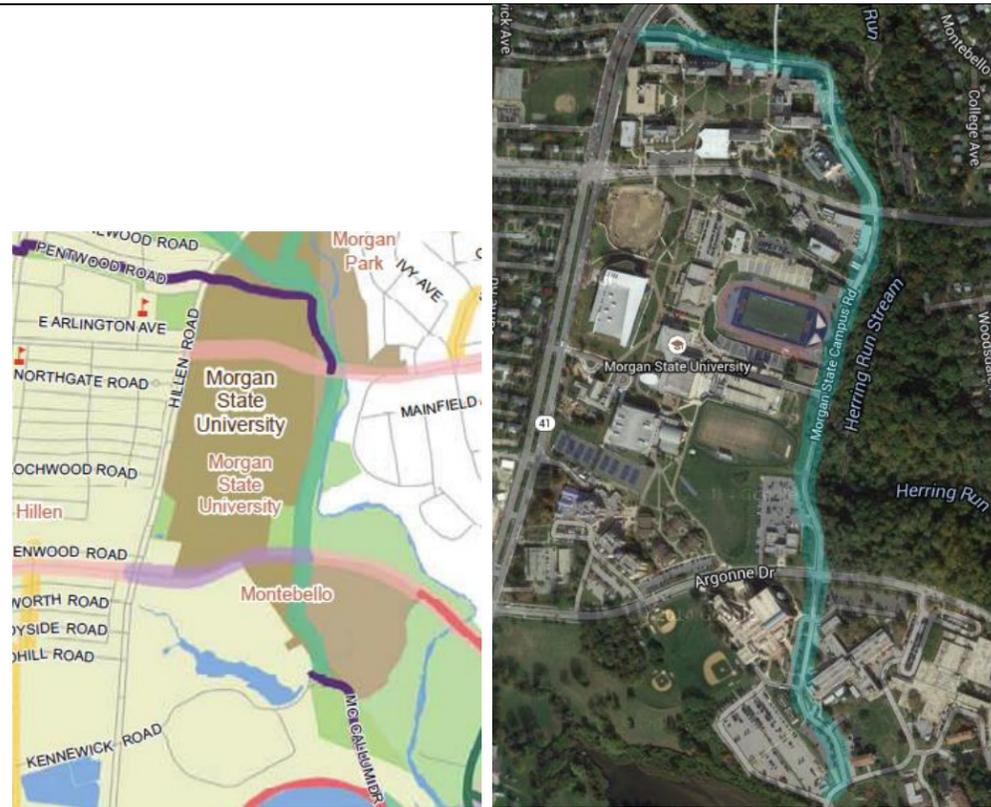
2/16/2015



I think the Stony Run Path is a walking path only, not an MUP. The Friends of Stony Run (<http://stonyrun.org/what-we-do/walking-path/>) calls it a walking path. If that's true, it shouldn't be on the map as a green line here.

This was a mapping oversight, this trail is, at the moment, a walking trail. There are discussions that it could be a multiuse path with some minor adjustments so we have changed it from an existing to proposed trail.

2/16/2015



The map shows a dark purple line in Morgan State connecting Pentwood Road at Hillen to Cold Spring Lane. This route through the Morgan State parking lots does not have bike route signs, except for one at the westbound exit before crossing Hillen, and I think it might even have signs prohibiting bikes in the parking lots. The barriers at the entrances to the parking lot are certainly bike-unfriendly, as they extend all the way to the curb. So it should be a light purple line.

And you have a light green line going from Cold Spring down to McCallum Drive. While there are plans for an MUP in this area, I think they would be down in the valley along Herring Run. The route you've drawn follows quiet campus roads, so I think this should be a light purple line instead. Filling in this gap in the Collegetown Route should be low-hanging fruit, all it needs is permission from Morgan and a few signs.

The dark purple line showing the "existing facility" has been changed to proposed. We kept the proposed trail, but have added a proposed minor route along Morgan State Campus Road as well.



b. You have Windemere Avenue (two blocks north of 33rd) as a proposed Neighborhood Route between Memorial Stadium and Lake Montebello. I ride this route frequently, and I prefer Lakeside Avenue (one block north of 33rd), for the following reasons:

- 1) it's easier to cross Loch Raven and the Alameda on Lakeside, because traffic coming north from 33rd hasn't had as much time to speed up, and southbound traffic is slowing down as it approaches 33rd;
- 2) Windemere has a little more elevation change; it's not much of a hill, but it is noticeable.
- 3) Since there's currently no path connecting Hillen to Lake Montebello, using Lakeside means one less block of riding on busy Hillen.

2/16/2015

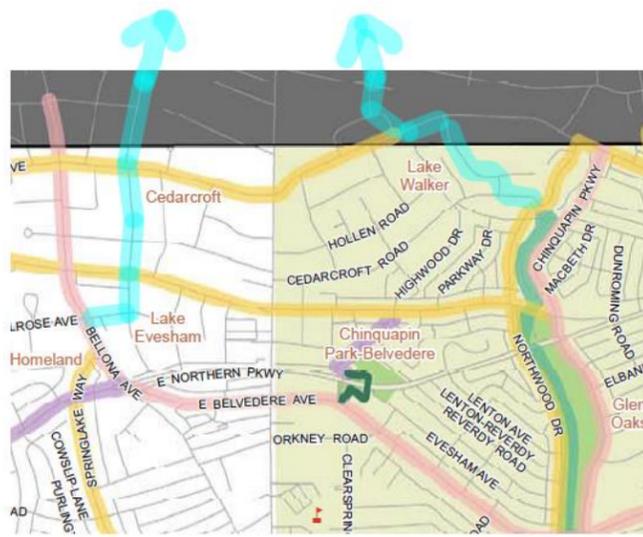


Top: crossing Hillen at Windemere. Bottom: crossing Hillen at Lakeside.

4) In the future, building a short path from Hillen to Lake Montebello would be better at Lakeside, because crossing Hillen at Windemere to get to Lake Montebello, you'll have to go up a steep bank; crossing Hillen at Lakeside, it's pretty flat.

This is a great observation. Windemere was originally chosen because it is a direct continuation of 34th Street. For planning purposes we have added a proposed route on Lakeside Avenue in addition to Windemere Road.

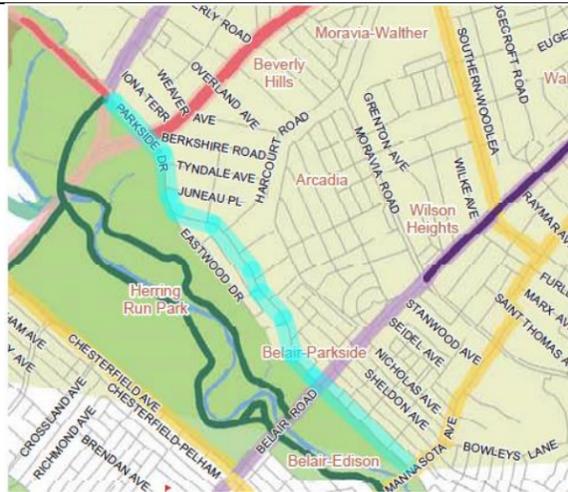
2/16/2015



There's a need for a way to ride between the Charles Village area and Towson, avoiding the horrible York Road. There are streets in the city that could be strung together as bike boulevards (Old York/43rd/Northwood to the east of York, Greenway/Millbrook/Springlake to the west); the main question marks are in the county. If there are some ideas where the Charles Village/Towson Corridor will go in the county, the city's master plan should show where the city's part will connect. For example, if the route in the county is going to be Pinehurst/Heathfield/Osler, then the city's part of Pinehurst should be in the plan. If the route in the county is going to be east of York, then Woodson and Holly in the city might be involved.

The Plan focuses on improvements that need to occur within the City to create a well-connected network within the City. The DOT, however, recognizes better communication with the County is important as more and more bike facilities are built in the County. For planning purposes, we have added the suggested routes as minor routes, but future coordination with the county and the adjacent Baltimore City communities can help better determine which streets in this area are most appropriate to make a connection to key destinations (like Towson).

2/16/2015



I think Parkside Drive (just northeast of Herring Run Park) would be a good Neighborhood Route; it's the best on-street way to get from the Belair-Parkside neighborhood to Morgan State. The MUPs in Herring Run Park are great recreational paths, but for transportation, Parkside is a more direct and less hilly route, with fairly light traffic.

The DOT agrees, the suggested route has been added as a neighborhood route.

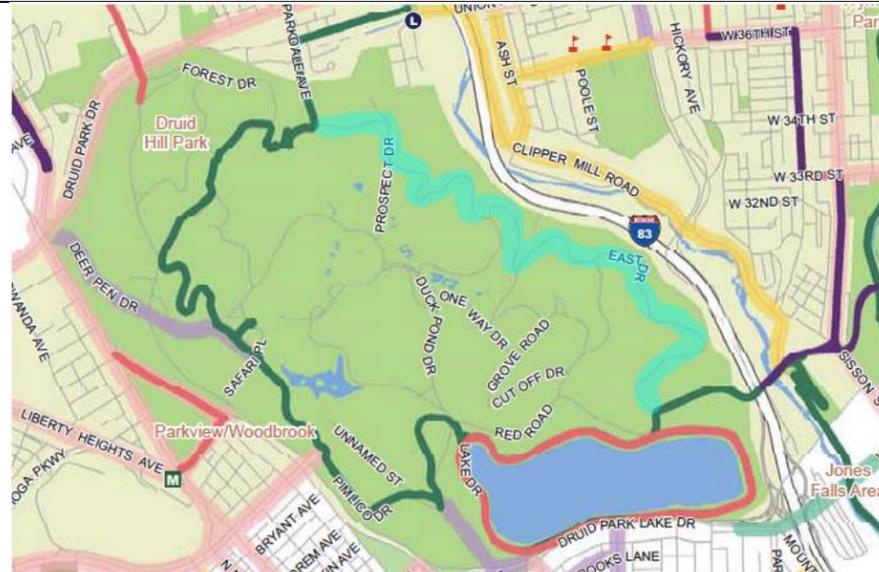
2/16/2015



This would be mostly for pedestrians, but there's a strong desire path connecting Shirley Avenue at Towanda Avenue to Wabash Avenue near Ashburton Elementary, and another one from the Towanda Recreation Center to Wabash Avenue near Edgewood Road (highlighted in blue on the aerial view above). They go under the elevated light rail tracks but cross the freight tracks at grade level. People use these shortcuts because the alternative is to cross the tracks at Cold Spring or Druid Park Drive, which adds a mile to their trip. Two short MUPs here would get a lot of use.

The DOT agrees that a connection here will be useful. For planning purposes, we have added the suggested connections as proposed trails.

2/16/2015



I know you don't want to map every little path in every park, but Poplar Drive/Prospect Drive/Mountain Pass/Red Road in Druid Hill Park are mostly closed to cars (I think Red Road may be open). They get used a lot as MUPs, although I don't know whether that's their official status, or if they're officially park maintenance roads. But they

While we understand these roads would function well as MUPs, they are not regularly maintained or patrolled like other trails due to budget constraints so we do not want to classify it officially an existing trail without that commitment. The loop around Druid Hill Park is a trail, not a main route, so we have adjusted the mapping to reflect this.

make a nice hilly loop with the JFT in the park, and you might want to put them on the map.
[Also], cars aren't allowed on the road around Druid Lake, so shouldn't it be a dark green line, not red?

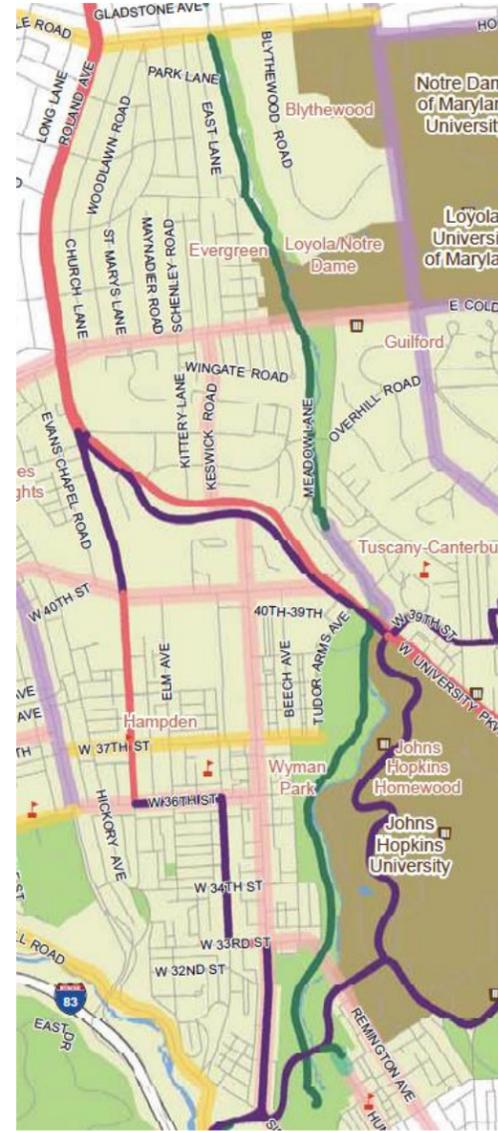
2/16/2015



Can't you count the JFT from TV Hill to Cylburn Arboretum as completed yet, and give it a dark green line?

Yes, this portion of the trail has been changed on the maps from proposed to existing. When these maps were created the trail was still under construction.

2/16/2015



d. I think the Stony Run Path is a walking path only, not an MUP. The Friends of Stony Run (<http://stonyrun.org/what-we-do/walking-path/>) calls it a walking path, and I remember hearing someone at the Baltimore Trail Summit say it was just for walking. If that's true, it shouldn't be on the map as a green line here.

This was a mapping oversight, this trail is, at the moment, a walking trail. There are discussions that it could be a multiuse path with some minor adjustments so we have changed it from an existing to proposed trail.

2/16/2015



Briarclift Road and Greenwich Avenue are currently a signed bike route, so I think they should get a dark purple line, not a light orange line.

Yes, this designation has been changed from a proposed route to an existing minor route. These maps were created before the construction on this route was completed.

2/16/2015



There is no path west of the blue line.

You've got a dark green line going through Dickeyville and on Purnell Drive. I'd love to see the Dickeyville Trail extended parallel to Purnell Drive, but it currently ends at the east end of Dickeyville.

Agreed, this was a mapping oversight. We have ended the trail at Wethersville Road, the location you indicate on the map, and continued it as a proposed trail.

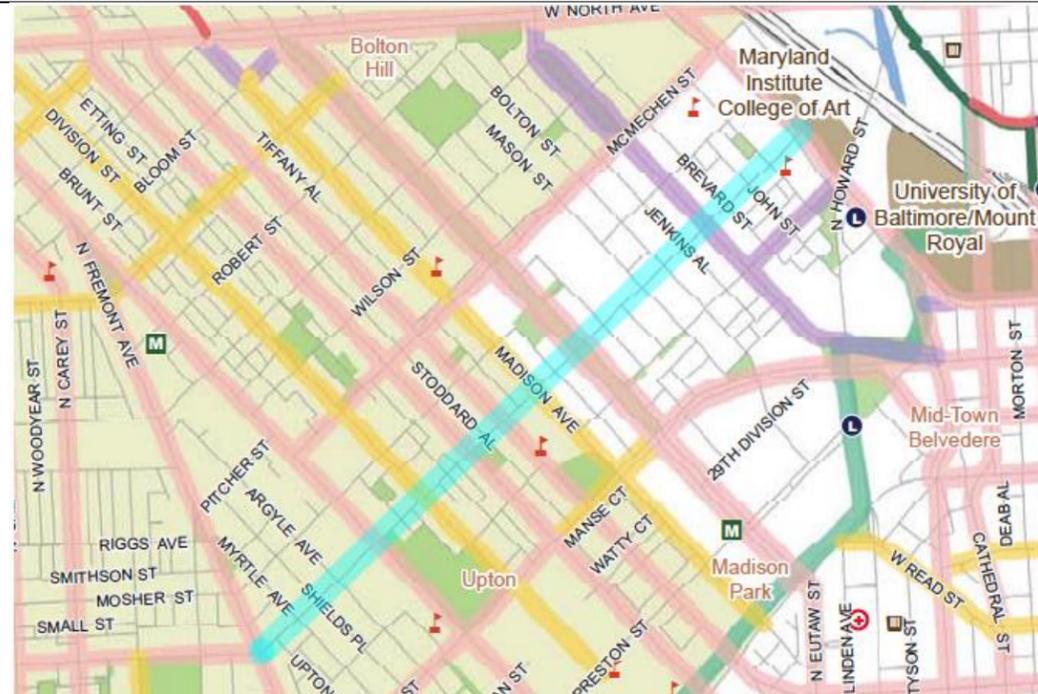
2/16/2015



You have Lafayette Avenue between Braddish and Fremont as a planned Main Route. I'd extend this on the west to include the rest of Lafayette and the bit of Franklinton between Lafayette and Leon Day Park, as this is a great way to get between the Leon Day GFT trailhead area and downtown.

The DOT agrees that a connection here will be useful. For planning purposes, we have added the suggested route as a main route.

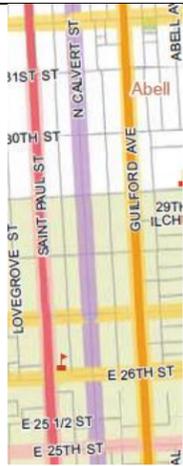
2/16/2015



Lafayette in this section is too narrow with enough parking demand to comfortably make it a no brainer minor route. However, the speed limits on this section of Lafayette are low and with some Traffic calming, the DOT thinks this may make a good Neighborhood Route instead so that the route can continue all the way to North Avenue.

You might want to continue Lafayette as a Main Route from Fremont northeast to Mt. Royal, instead of McMechen. Lafayette comes from West Baltimore, while McMechen starts at Pennsylvania.

2/16/2015



With the lovely Guilford only one block away, I don't know why you'd want to make Calvert a Minor Route; it's narrow and busy.

The DOT can see where Guilford Avenue is a more desired route for most riders. The minor route identified on Calvert Street could help create redundancy and make multiple north-south options through an area with a lot of college students and young professionals. The DOT recognizes a minor route on Calvert Street would be dependent upon other traffic calming measures.

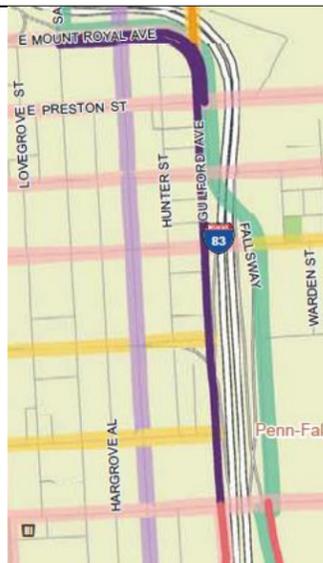
2/16/2015



I think you've got Harford as a proposed Main Route, plus a proposed Trail next to Harford in Clifton Park. Both are fine ideas, but the pink line and green line are overlapping each other and hard to see on the map; they could be separated better.

Thanks for pointing this out, we will try to offset the lines so that they show up better.

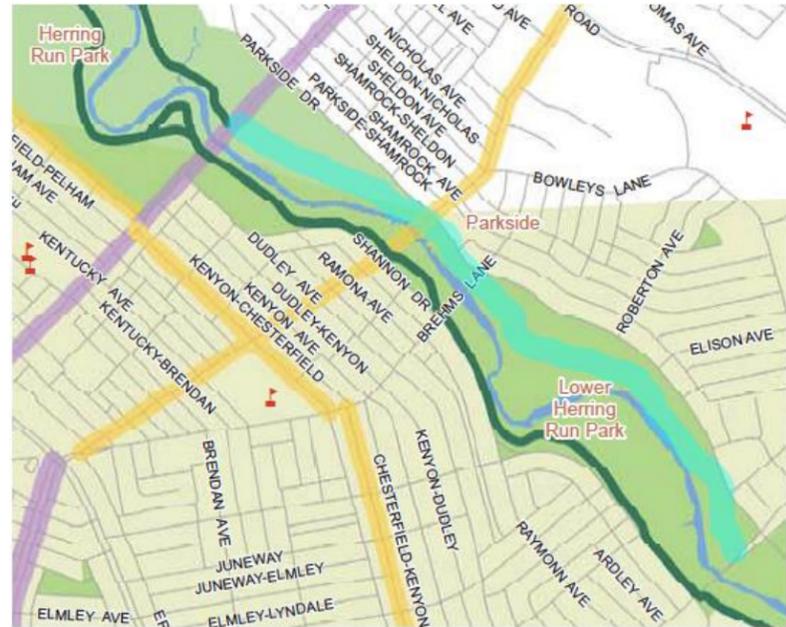
2/16/2015



Isn't the JFT here complete enough to get a dark green line?

Yes, this was a mapping oversight. The trail has been changed from proposed to existing.

2/16/2015



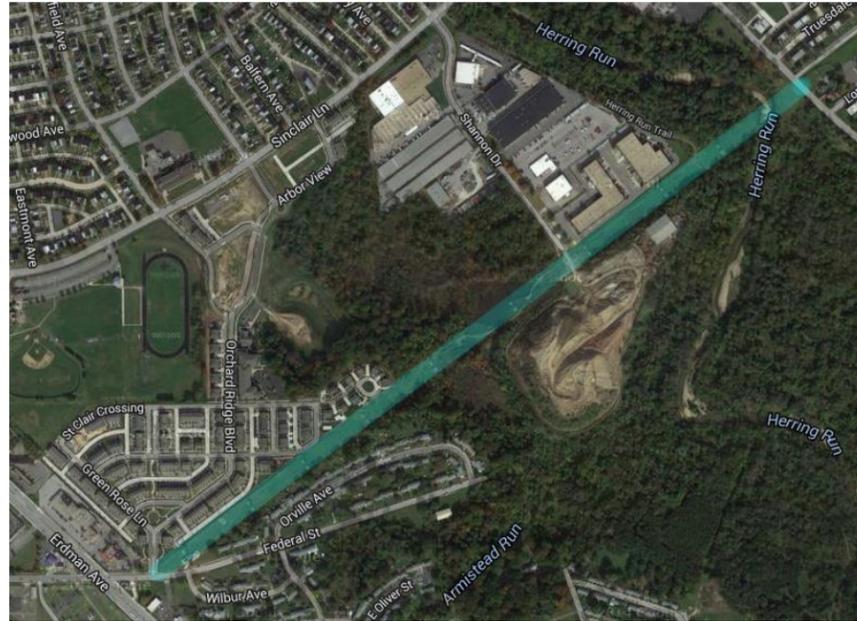
The portion of the Herring Run Trail on the north side of Herring Run is being extended from Belair to Sinclair and is under construction now, so you can add a light green line there.

This proposed trail has been added.

2/16/2015

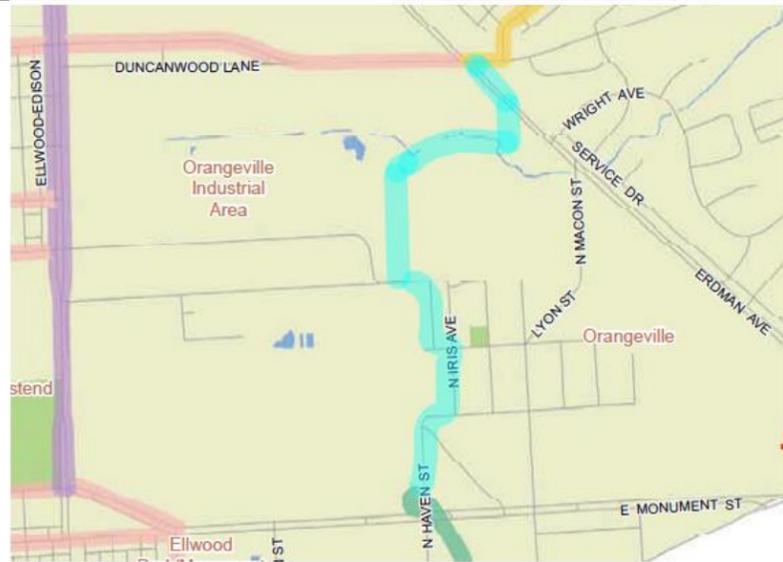


This proposed trail has been added.



Since you're proposing a trail under the BGE power lines going northeast from Herring Run (a great idea), why not extend it across Herring Run and down to Erdman? This would be a great way for people from the Orchard Ridge development and Armistead Gardens to get to the Herring Run Trail and BGE Trail.

2/16/2015

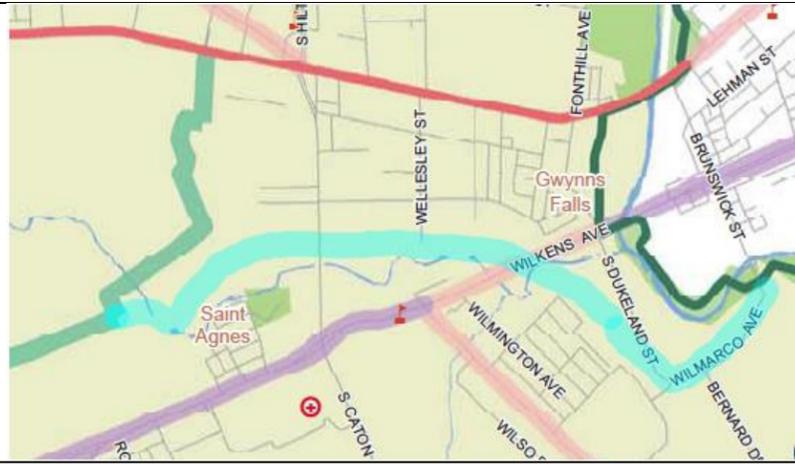


This proposed trail has been added.



Whether or not you extend the BGE Trail to Erdman, it would be great to connect Erdman to the north end of the Highlandtown High Line. The path would go around the BGE substation at Federal and Erdman, then go under the Amtrak tracks via the culvert that carries Armistead Run under the tracks. This stone culvert is about 10 feet high at the center, and Armistead Run is a trickle a few inches deep; a path suspended a couple of feet above the stream would provide plenty of room for the stream underneath and sufficient headspace above. Once under the tracks, the path could follow the BGE line to Chase Street, and then the very quiet streets of Orangeville to the High Line.

2/16/2015



This proposed trail has been added.



Maidens Choice Run culvert. Left: west side; Right: east side. Note bike for scale. The culvert bends in the middle, that's why no light can be seen coming through.

You've extended the Catonsville Short Line Trail from Baltimore County into Loudon Park Cemetery, which is a great idea. Instead of (or in addition to) using the cemetery roads to get to Frederick Avenue, you could have it use the Maidens Choice Run culvert under the Amtrak tracks, then go along another abandoned rail line and connect to the Gwynns Falls Trail via Wilmarco Avenue. The culvert is about 10 feet high at the middle, and Maidens Choice Run is a few inches deep; a path suspended a couple of feet above the stream would provide plenty of room for the stream underneath and sufficient headspace above. The abandoned rail line has bridges over Caton and Wilkins avenues that look to be in good shape.

2/16/2015



Old Frederick Road from Edmondson to Athol has bike lanes (it was rebuilt a year or two ago, so the lanes don't show up in Google street view and other older photos).

This was a mapping oversight, we have added these facilities.

2/16/2015

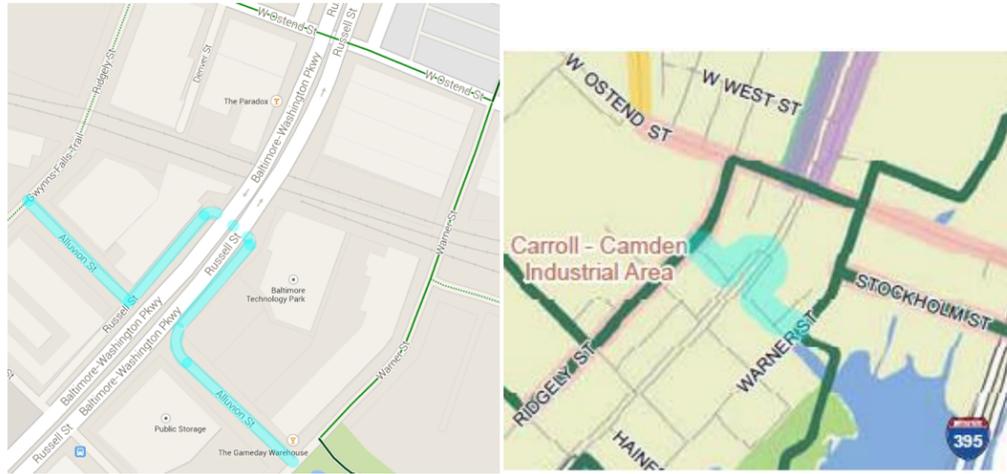


Joh Avenue is a nice way to get across I-95, much better than Caton. In Violetville, it's a quiet residential street. Between Benson Avenue and Caton Avenue it's two lanes in each direction, and I don't think it gets a ton of traffic, so it could be one traffic lane in each direction plus bike lanes plus parking on one side without too much squabbling. I think the two outer lanes are parking lanes, but hardly anyone parks in them, since it's an area of light industry with their own parking lots. On the west end, it could connect to Wilkins via Coolidge and Rock Hill; on the east end, it could connect to Georgetown Road, another quiet street that would make a good neighborhood route.

This proposed route has been added.

2/16/2015

The DOT agrees. Since we are unsure whether it will officially be part of the trail or not, we have designated it as a "minor Route" for the time being. We are happy to work with the Gwynns Falls Trail council on an official re-routing.



Many of us who use the GFT use Alluvion to get between Warner and Ridgely Streets, instead of the official route on Ostend. Crossing Ostend at Warner is kind of scary, as there's not much time between westbound cars on Ostend cresting the overpass and hitting the intersection. At some point I'm going to suggest to the GFT Council that we consider officially re-routing the trail via Alluvion. The abandoned railroad tracks on Warner used to make the intersection of Alluvion and Warner very hazardous, but they've been removed; there are still tracks on Alluvion, but they're pretty easy to avoid. Even if the trail isn't officially rerouted, Alluvion is still a useful shortcut and it would be nice to see it recognized on the plan.

2/16/2015



You've got a proposed path along the Amtrak tracks. I haven't explored this in person, but from aerial photos, it doesn't really look like there's room for a path next to the tracks. I'm not sure what recreational or transportation needs a path here would fulfill; riding right next to the tracks wouldn't be very pleasant, and it doesn't seem like it would connect neighborhoods that need a new connection.

The possibility of this trail is still being explored with the City. For planning purposes we will keep the proposed trail in the plan.

2/16/2015



I think the JFT here is complete enough to get a dark green line.

Agreed, this was a mapping oversight. This has been changed.

2/16/2015



I think the JFT here is complete enough to get a dark green line (and one that is better separated from the light pink line).

Agreed, this has been changed from proposed to existing.



The bike/ped overpass over I-95 between Kane Street and Quinton Street should get a dark green line; it's a very useful bike shortcut.

Thanks for pointing this out, we have added the existing facility.

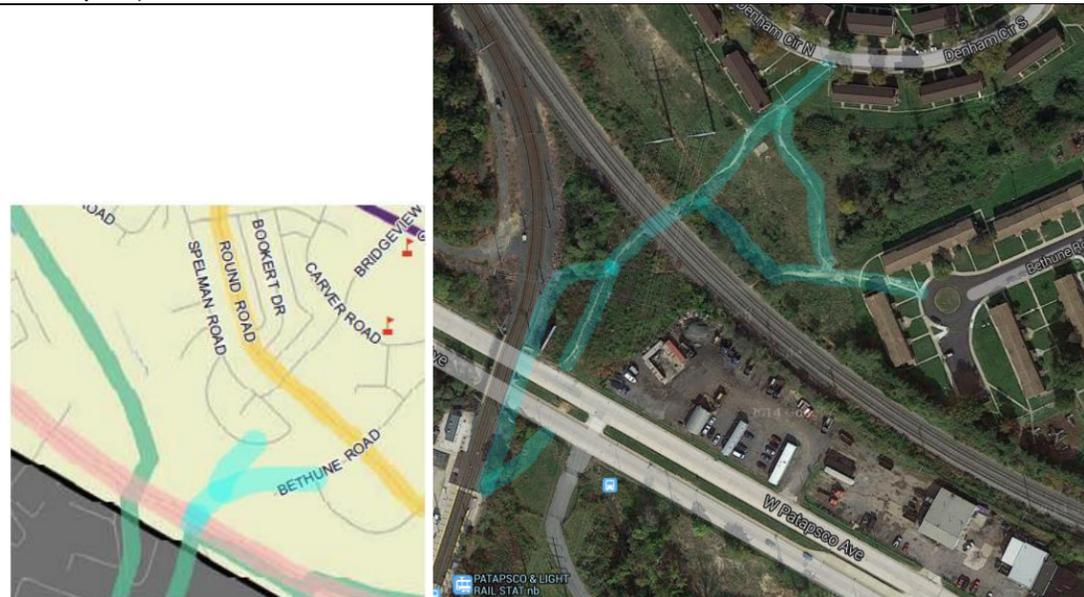
2/16/2015



While I love the idea of the Highlandtown High Line, I'm skeptical about the proposed trail you've drawn on the abandoned train tracks between Kresson Street and Herring Run. I haven't explored it in person, but in aerial photos it just seems really bleak and industrial, squeezed in between the Amtrak line and the freight line, and doesn't go out to where many people would want to go. I think a more practical and more scenic way to get from Canton/Highlandtown/Greektown to the Herring Run Trail will be via the Armistead Run culvert (see my comments on map 12) or Macon Street.

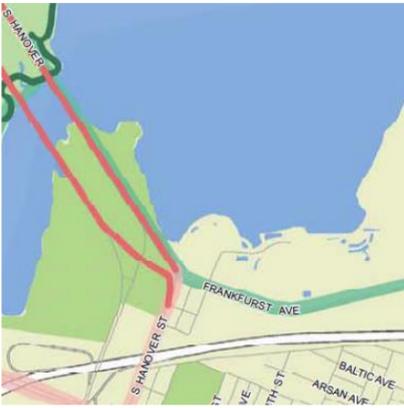
The possibility of this trail is still being explored with the City and Parks and Recreation. For planning purposes we will keep the proposed trail in the plan.

2/16/2015



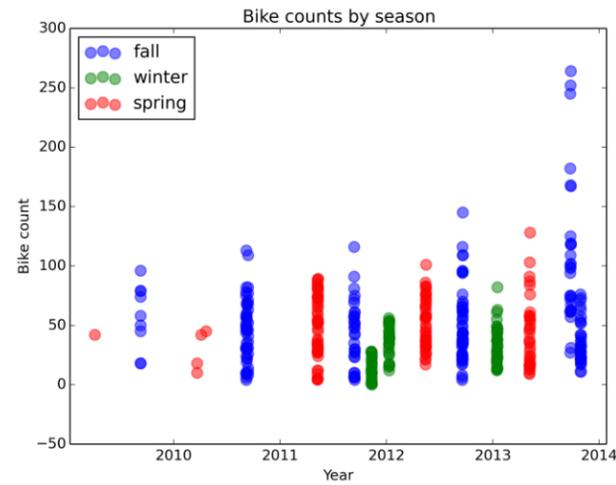
There are a bunch of very heavily used desire paths from Cherry Hill to the Baltimore Heights light rail station and Patapsco Avenue. Many people walk on the light rail bridge over Patapsco Ave. to the light rail station, which is a tragedy waiting to happen; others walk down to Patapsco Avenue to catch buses. An MUP here would get a ton of use, easily hundreds of people a day. If the people in Baltimore Heights object to making it easier for Cherry Hillians to get to their neighborhood, too bad; the entire project could be built within the city limits (by about 20 feet). While this would benefit a lot of pedestrians, it would also be an important link to get to the trail AA County is building alongside the light rail tracks, especially if Baltimore County converts the power line access road in South West Regional Park to an MUP.

This proposed trail has been added.

<p>2/16/2015</p>	 <p>It looks like you've got a proposed side path along Hanover, which would be great; the green line needs to be separated from the red one a little better.</p>	<p>Thanks for pointing this out, we will try to offset the lines to make them more legible.</p>
<p>2/16/2015</p>	<p>p. 57, "Bike Parking" In addition to bike racks at private businesses, maybe add something about the importance of secure, covered bike parking at light rail, MARC, and subway stops, the stadiums, and other major public destinations. And schools, there should be secure, covered bike parking at every elementary, middle and high school in the city. And maybe something about bike parking information should be included in promotional materials. For example, it would be nice if the jury duty notice included a sentence about where to find bike parking near the courthouse; I always feel nervous locking up to some random parking meter.</p>	<p>This is a good point, we have added language that includes adding bike parking at the locations mentioned in this comment – especially for schools.</p>
<p>2/16/2015</p>	<p>p. 65, "Bicycle Route System" I'm a big fan of bicycle routes, but I think descriptive names would be better than numbers, for the following reasons: 1) I think names are easier to remember; the Fort McHenry Route goes between Fort McHenry and the Inner Harbor, while who could remember where City Bike Route 7 goes? 2) Most of the existing bike routes have well-established names (Jones Falls Trail, Gwynns Falls Trail, Collegetown Network) or obvious informal names (Greektown Route, Brewers Hill Route, Fort McHenry Route). Changing these names to numbers, or overlaying a system of numbers on top of them, or having a mix of named and numbered routes, would be confusing. 3) There could be confusion between numbered streets and numbered bike routes; should I cross town on 33rd Street, or Bike Route 33? 4) The state is planning to have numbered bike routes, so it could be confusing if the city has bike routes with the same numbers.</p> <p>Where a simple one or two-character symbol is necessary, such as on bike blazes, each name could be chosen to have a unique one or two-letter abbreviation, such as JF for the Jones Falls Trail and FM for the Fort McHenry Route. This would be similar to the highway labelling system in many western states, where there are numbered state highways, and county roads have two-letter names.</p>	<p>This is a good point and one that we think needs to be further explored as to whether a number system or a clearly descriptive name system or a combination of the two is best. For now we have adjusted the objective to develop a "clearly identifiable route system for users..."</p>
<p>2/16/2015</p>	<p>p. 66, "Adopt-a-Bike-Lane Program" I like this idea, but I think the name is both too narrow, and kind of clumsy sounding. Volunteers would be useful monitoring signed bike routes, bike boulevards, and MUPs, not just bike lanes. And "Adopt-a-Highway" means picking up trash, so people might think "Adopt-a-Bike-Lane" means picking up trash or doing other maintenance, rather than just reporting. People who monitor stream water quality are in StreamWatch programs, so maybe "BikeWatch"?</p>	<p>For the moment, we decided to keep the program name "Adopt-a-Bike Lane." We do not think this will preclude changing it later if "BikeWatch" is deemed more appropriate. Thank you for the observation and the suggestion.</p>
<p>2/16/2015</p>	<p>p. 71, "Nighttime Trail Access Policy" The Objective says "establish a policy to allow bicycle access to trails after dark," then a couple sentences later you say "Trails without lighting should not be open to the public after dusk or before dawn." I don't know why this</p>	<p>The City has safety concerns with leaving unlit trails open at night, more due to loitering and crime. The point, however, that bicycles can use unlit trails similar to cars on unlit highways is a good one, but conflicts with the fact that many parks are not open to the public after dark which many of these trails</p>

	<p>should be; we allow cars with headlights to drive on unlit highways after dark, why shouldn't bikes with headlights ride on unlit MUPs? I think the first objective should be to change the rules to allow bikes on MUPs at all hours, because people use bikes for transportation at all hours and MUPs are often the safest and most convenient route, and they are safe with an adequate headlight. The second objective should then be to add lighting to those MUPs which receive a lot of nighttime use.</p>	<p>run through. We have changed the language stating these as barriers to night time trail access, but identifying that working with Rec and Parks on this policy can help overcome these barriers.</p>
<p>2/17/2015</p>	<p>I ride my bike to work daily and although I have a short commute I am very aware of the issues around cycling safety. I agree with Bikemore's proposal that facilities with some physical separation be the default preferred facility for streets with 85th percentile speeds above 25 miles per hour.</p>	<p>In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis.</p>
<p>2/18/2015</p>	<p>I am a resident of Baltimore City. I live a few blocks from the beginning of the Maryland Avenue Cycle Track. I look forward to that becoming operational. Generally I agree with the Bike Master Plan. I would like to single out my strong argument with its selection of Bike Lanes as the bike facility that is given priority on city streets. (Master Plan, p. 20) Thus I strong disagree with the proposed amendment by Bikemore which wishes to make Bike Tracks the preferred facility on higher speed roads. Keep the Master Plan the way it is in regards to the Bike Lane being the gold standard for our streets. thanks for the good work Ed Hopkins</p>	<p>After further consideration, the DOT agrees that conventional bike lanes are not the universally preferred facility type and this text has been removed. The DOT evaluates the most appropriate bike facility on a street by street basis based on traffic speeds and volumes. In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines guidelines of when sharrows are appropriate and when more dedicated facilities, like the conventional bike lane or the protected bike lanes, are appropriate based on observed traffic speeds and traffic volumes. These will serve as guidelines when determining the most appropriate bicycle facility on streets. This is intended to provide better guidance of the most appropriate facility to implement, but allows for flexibility to use other bike facilities where it is appropriate.</p>
<p>Comments from Johns Hopkins Leadership Initiative for the Environment (LIFE)</p>		
<p>2/16/2015</p>	<p>We are writing in comment of the new Baltimore Bicycle Master Plan as members of the Hopkins Leadership Initiative for the Environment, a graduate student group at Johns Hopkins University. Speaking for our members and the student body of the East Baltimore Campus, we are excited about the improvements to the biking infrastructure proposed in the Master Plan update. President Daniels agrees that he "look[s] forward to watching more of our students, faculty and staff travel safely to our campuses by bike." We feel that the Johns Hopkins community provides a unique opportunity for making Baltimore a more bike-friendly city. Every year in the fall, hundreds of graduate, medical, and nursing students move to Baltimore from all over the country and the world. Many of these students come from places with strong bicycle infrastructures, but choose not to use cycling as a mode of transportation here because of the lagging infrastructure and poor perceived safety. If major bike routes connecting Hopkins to neighborhoods where incoming students choose to live, such as Mt Vernon, downtown, Charles Village, and Canton, are implemented before the class of 2015 arrives, we feel that the bicycling culture in Baltimore could be improved drastically and naturally. By prioritizing the construction of dedicated bike lanes connecting downtown and East Baltimore in particular to be completed by this August, new students may carry over bicycle culture from their previous homes, contributing to big stepping stones to make Baltimore a more bike friendly city. While we recognize this timing may not be possible, we urge the DOT to consider this in prioritizing these routes in the implementation of the master plan. If lanes are not created until late fall, then at least the 2016 arriving students will have such an infrastructure to build upon. The Leadership Initiative for the Environment was started by a group of students who worked to implement a recycling program at Johns Hopkins and advocate for other sustainable practices within the institution. We are excited to continue and expand those students' legacy to work with the city to improve different aspects of sustainability. If you have questions or would like us to help communicate progress and improvements to our community, we are happy to keep an open conversation.</p>	<p>The DOT thanks Johns Hopkins and LIFE for their support and partnership in bike infrastructure. Table 3 outlines several priority projects for implementation, many of which will connect the neighborhoods identified in this comment. We look forward to continue working together to grow biking in Baltimore.</p>
<p>Comments from Johns Hopkins Medical Institute</p>		
<p>2/16/2015</p>	<p>Section II. Vision, A. Why Bicycling is Important, 2. Health (pg 3): This section describes the individual benefits of cycling as a form of exercise, to tone muscles, reduce stress, etc. While framing cycling as having individual benefits may help connect with readers, the bike master plan is written as a guiding document for systemwide changes, and therefore the health benefits of bicycling should also be discussed at the level of the city. Policies related to bicycling and city-wide transportation improvements are health interventions that can act at the population-level</p>	<p>This section has been reworded to provide the more well-rounded health benefit message that is trying to be conveyed here.</p>

	<p>to create healthier communities, reduce rates of obesity, diabetes, heart disease, and other non-communicable diseases. Bicycling is also not without risks of injury and in rare cases death, and it would be useful to elaborate more on the risk-benefit trade-off. Studies in other cities indicate that the health benefits of bicycling outweigh the risks. The following references could provide some insights into these issues:</p> <p>Oja, P., Titze, S., Bauman, A., de Geus, B., Krenn, P., Reger-Nash, B. and Kohlberger, T. (2011), Health benefits of cycling: a systematic review. <i>Scandinavian Journal of Medicine & Science in Sports</i>, 21: 496509. De Hartog JJ, Boogaard H, Nijland H, Hoek G. "Do the Health Benefits of Cycling Outweigh the Risks?" <i>Environmental Health Perspectives</i> 2010;118(8):1109-1116.</p> <p>Rojas-Rueda D, de Nazelle A, Tainio M, Nieuwenhuijsen MJ (2011) The health risks and benefits of cycling in urban environments compared with car use: health impact assessment study. "Calorie consumption is directly correlated with weight, and therefore individuals with higher body mass tend to burn calories at a higher rate. With this in mind, it is an easy way to introduce exercise into one's daily routine suitable to any age, weight, or skill level." These sentences imply that people who eat too much food or are overweight should exercise more, which may not give the right impression. We suggest deleting or modifying these sentences. Exercise has been popularized as a personal solution to being overweight; however, there are deeply ingrained structural issues in our food system (for example, access to affordable healthy food, or ubiquity of sugar in processed foods) and physical environment (lack of access to safe places to be active) that make weight loss very difficult.</p>	
<p>2/16/2015</p>	<p>Section II. Vision, A. Why Bicycling is Important, 4. Environment (pg 4): An additional benefit of bicycling, which we feel should be addressed in this section is the role of bicycling to reduce carbon emission during transportation and thus reduce climate change potential. The link between transportation and climate change is expressed in Baltimore's Climate Action Plan. The Climate Action Plan should be cited in the Bicycle Master Plan, and an effort should be made to harmonize the recommendations and metrics of the present plan and the Climate Action Plan. Climate Action Plan, transportation section: http://www.baltimoresustainability.org/transportation/bicycles</p>	<p>The DOT agrees that this section falls in line with the Sustainability Plan referenced here. This has been added to this section.</p>
<p>2/16/2015</p>	<p>Section III. Current Conditions in Baltimore, A. Cyclists in Baltimore, 1. Types of Bicyclists (pg 9). We suggest removing the "Types of Bicyclists" text and figures because it does not add credible information to the report. Was the survey generalizable to all cyclists in Baltimore? If not, is difficult to compare these findings to the Portland study that used random sampling methods. For example, it gives readers the impression that Baltimore cyclists are less risk averse than Portland cyclists (22% vs 1% strong and fearless in Baltimore vs Portland). Instead, we suggest reporting in a table the demographics of the survey respondents (age, sex, neighborhood) and responses to a few of the questions 9-13. We feel this is a more honest way to represent the data and its limitations. It would be useful to add a sentence about how the survey was conducted, and a sentence about how future survey work can better reach less-well represented sections of the city (looking at the map in Appendix A that is cyclists in East and West Baltimore).</p>	<p>The research on the "Types of Bicyclists", be it the academic work done in Portland or the Survey completed in Baltimore has been imperative to the discussion of bicyclist and how infrastructure can impacts someone's comfort in riding a bicycle and create a mode shift. We have recognized in the text that the survey completed in Baltimore was not a full blown academic study and it is most likely biased due to the audience that likely filled out the survey are interested in biking. We have done some more re phrasing to ensure this is clear. However, we do not feel that because the survey completed has limitations, that it should be omitted completely. Finally, page 7 in Section II part D outlines how the survey was conducted.</p>
<p>2/16/2015</p>	<p>Section III. Current Conditions in Baltimore, A. Cyclists in Baltimore, 2. Ridership Growth (pg 10) The figures for bike counts are flawed and lead to inaccurate conclusions. The x-axis is plotted on an ordinal scale, which is inappropriate for creating trend lines over time because values are plotted side-by-side for all days counted (giving equal weight to all days and not distinguishing the true passage of time). Instead it would be more accurate if the x-axis values were plotted on a continuous scale and seasonal counts should be averaged together, or at least plotted in the same vertical space. Nate Evans provided us the Baltimore City bike count data and we had students produced these figures for a report. You are free to use our plots if you like (with attribution). We can send you a high-resolution image. Our interpretation was that the number of bikes counted, as a whole, has increased every year. There are more cyclists in the fall and spring than in the winter. Counts vary by location from as low as a handful to as high as 250 per 2-hr morning or evening counting period. There have also been more counting events in 2012 and 2013 than in 2010 or 2011.</p>	<p>While we understand the scientific validity of the charts presented by JHMI, and appreciate the offer to use them, we don't feel like they tell the story we are trying to convey to political and agency leaders. The current graphs allow people to see how counts have risen and fallen over the years at specific locations.</p>



Section III. Current Conditions in Baltimore, F. High Crash Areas (pg 14) We suggest providing a table or figure of crash data from 2006 to 2011, broken out by severity of injury and age group of cyclist. This is worth including because it supports text in this section saying that children are involved in more crashes than other age groups. The expanded date range would also cover years since the last master plan was implemented. We have created such a figure using the bicycle crash data supplied by the city. You are free to use our plots if you like (with attribution). We can send you a high-resolution image.

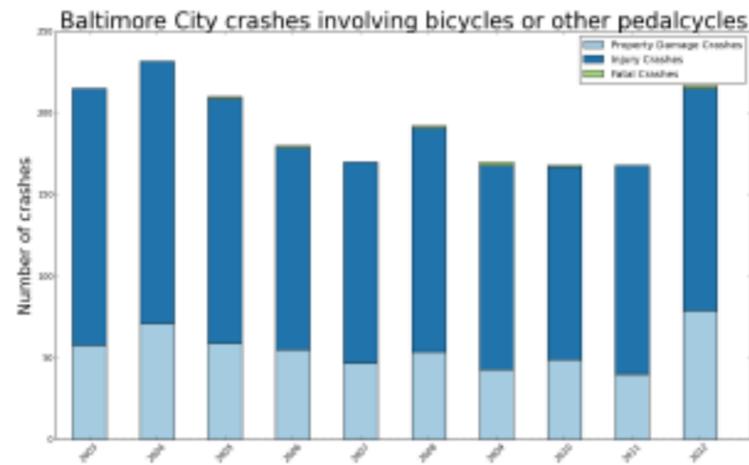


Figure 2: Annual number of bicycle-related crashes by type

2/16/2015

While the DOT appreciates this suggestion, the data range is inconsistent with the mapping and other data provided in the Plan. There is also a table in the mapping that breaks down the crash data mapped by crash severity.

2/16/2015

Figure 2: Annual number of bicycle-related crashes by type
 "More comprehensive crash analyses will be able to look at where, when, and how crashes are occurring, who is involved, and how the crashes can be prevented." This sentence is confusing. Is BDOT recommending more crash analyses as part of this report, or future reports? The figure legend needs to include information about the highlighted road segments (what does each color mean?).

The intent of this sentence is to recommend additional analysis as part of a future report and we have rephrased this sentence to clarify that. The highlighted road segments are intended to better highlight the main roads and help people viewing the maps orient themselves.

2/16/2015

"Fortunately, the rate of crashes has increased at a much lower rate than ridership during this same time period." To make this claim the report would have to provide an actual crash rate based on the ratio of the number of crashes divided by the ridership. If this question cannot be answered with current data or analyses present in the report, it indicates a need for future data collection efforts and analyses geared towards answering this question. Importantly, getting a good handle on the ridership will not only inform policies and interventions to address

The intent of the sentence was to indicate that while ridership has increased over the past five years frequency of bicycle crashes has remained relatively stable compared to the increase in ridership. This indicates that there isn't a likely correlation that more bike riders will result in more crashes involving bicyclist. The level of study in the scope of this study did not allow us to look at this in detail. We have rephrased this sentence to clarify.

	bicycling, but also allow the calculations of rates to monitor crashes over time.	
2/16/2015	“There is a real correlation that the more riders there are the greater awareness and respect for sharing the road at lower speeds can be obtained.” This sentence is confusing. Please consider more carefully what the outcomes for safety in numbers effect are (awareness, respect, lower traffic speeds?).	The DOT has rephrased this sentence to better clarify the outcomes of increasing ridership.
2/16/2015	“Over the course of a trip people transition from one mode of travel to another and are subject to similar hazards caused by unsafe behavior on the road.” We disagree that the hazards are equally felt by all road users. The severity of a crash between a bicyclist and the driver of a motor vehicle is not equally felt.	This sentence has been removed.
2/16/2015	VI. Proposed Policies, D. Culture (pg 65). We suggest adding an objective supporting “Bike Party” or a generic “self-organized large group ride” in the culture section. This is the largest standing group ride in the city and is helping to normalize cycling among city residents. Photos of Bike Party are used in the report in several places as evidence of the popularity of cycling in Baltimore, and ignoring it in the text of the report is a missed opportunity. Consider following up with Tim Barnett who directs Bike Party to identify policies that could support their work	The DOT agrees. We met with Time Barnett of Baltimore Bike Party as well as interviewed leaders of similar self-organized rides in Boston. We have added an objective that seek to better support self-organized rides.
2/16/2015	VI. Proposed Policies, D. Culture, 1. Economic Development (pg 65. Economic analyses are important for securing funding, public support and for policy change. The new bicycle infrastructure planned for 2015 could have economic benefits for restaurants, coffee shops, apartment complexes, and other businesses along the new routes. Consider including an objective to partner with the Department of Planning (Office of Sustainability), another agency, or academic research groups to study the economic impact of cycle tracks in Baltimore.	The following objective has been added under Section VI, Part D, Sub-section 1. Economic Development: “Partner with the Office of Sustainability and/or academic researchers to study the economic impact of cycle tracks in Baltimore”
2/16/2015	VI. Proposed Policies, D. Culture, 5. Promotion in Schools (pg 67). In the text box, consider adding “bicycle repair and maintenance” for Middle School and High School students. This suggestion is consistent with ongoing successful programs in the city, such as the Digital Harbors High School afterschool bike club. https://www.baltimorebrew.com/2014/12/22/students-adults-activists-come-together-around-fixing-and-riding-bikes/	The DOT agrees and have added “Bicycle Repair and Maintenance” as appropriate lessons for Middle and High School ages.
2/16/2015	VII. Implementation Plan and Checklist. Partner with Local Health Organizations (p 75) Consider submitting a draft of this section to the Health Department for their review and input regarding local health organizations to partner with.	The DOT has a good relationship with the Health Department and intends to submit the adopted plan to them and discuss partnering opportunities.
2/16/2015	VII. Implementation Plan and Checklist. In the “Implement proposed bicycle route network” section we suggest adding the following objectives to address gaps in monitoring and evaluation of the impact of the planned improvements. These suggestions for monitoring are consistent with Federal DOT recommendations in the “Mayors Summit for Safer People, Safer Streets” http://www.dot.gov/mayors-challenge Subheader “Monitoring and Evaluation” Objectives: (1) Conduct seasonal bicycle counts at key intersections around the city using volunteer support, consistent with past bicycle ridership counts in Baltimore. (2) During the bicycle count weeks, coordinate with MTA to count multi-modal trips including bicycling (such as bikes on bus racks, locked-up at light rail stops, train stations, metro stations) (3) Install one or more fixed bicycle counters on popular bicycling routes throughout the city (such as on the Fallsway, Maryland cycle track, Inner Harbor, etc). See image below. These fixed counters in combination with seasonal bike counts help not only to motivate riders but also provide data for modeling efforts to track ridership outside of the seasonal counts. (4) Share the bicycle use data and bicycle crash data on an annual basis with CitiStat (5) Produce an annual “State of Bicycling in Baltimore City” report to educate the public and policymakers about progress on the bike master plan, ridership, safety, and education. This report could be produced in collaboration with NGOs, academics or other groups.	The DOT is happy to include a monitoring and evaluation section and the objectives identified in 1 through 4 have been added and are consistent with the approach DOT intends to implement as part of the US DOT Mayor’s Challenge. In regards to objective 5 outlined here, the DOT will already be required to produce this report yearly as part of the conditions of the Plan’s adoption.
2/16/2015	Appendix B (p77-84) Please indicate what is meant by open and closed boxes in this appendix.	This was a PDF/Computing error. This has been corrected.
Public Comments from Open Comment Period (Continued)		
2/20/2015	I'm a long time city resident and cyclist who support the Bicycle Master Plan but oppose the Bikemore Amendment. The Master Plan includes Cycle Tracks. I would like to see Tracks be considered on their merits along with bike lanes and other accommodations, rather than being the default bikeway, as the Amendment does. However, I would like to see standard bike lanes widened, painted green, or buffered with hatch marks - rather than a physical barrier - to keep the bike lanes out of the door zone of parked cars and to make the lanes more visible to motorists. I see	In consideration of Bikemore's comments, the DOT has provided additional language in the plan that outlines objectives that state the DOT will design streets based on observed speeds rather than posted speeds to determine the most appropriate bike facility for the roadway. This will help ensure the appropriate bike facility is designed on a street-by-street basis. Wider bike lanes, painted buffers and green paint are being worked into the City's practice's for designing and building bicycle facilities. The

	improved facilities as one piece of the triangle to improve cycling. Equally important are education and fair law enforcement. Cyclists and motorists need to be taught how to share the road. The police should enforce the law fairly. I sent Bicycle/Pedestrian Coordinator Caitlin Doolin a more detailed email discussing the many challenges of Cycle Tracks, along with my wish for the City to proceed slowly and evaluate.	DOT believes improving bicycle safety is a combination of better infrastructure and better education and enforcement. Additional information on this is handled in the plan; pages 63-64 focus on objectives to improve safety and pages 68 to 69 focus on objectives to improve enforcement.
2/20/2015	Change “accident” to “crash” or “collision”	This change has been done where possible.
2/20/2015	Shift from “bicyclist” to “people riding bicycles” and other similar language emphasizing that people are not their vehicles	This change has been done where possible.
2/20/2015	<ul style="list-style-type: none"> • p. iii <ul style="list-style-type: none"> ○ In the first sentence of the vision, switch “and” to “of” 	This change has been made.
2/20/2015	<ul style="list-style-type: none"> • p. 1 <ul style="list-style-type: none"> ○ Add “it” after “and” in the first sentence of the first full paragraph (not in box) 	This change has been made.
2/20/2015	<ul style="list-style-type: none"> • p. 5 <ul style="list-style-type: none"> ○ Chicago’s bike share opened in 2013, text says “is scheduled to launch” ○ Add text similar to, “With a network of connected streets, dense residential neighborhoods near downtown, and a core of bicycle infrastructure, bicycle use for transportation in Baltimore City could grow dramatically if we see the level of political support and infrastructure investment that Chicago, New York, Washington, Pittsburgh, and other cities have seen over the past several years,” in the last paragraph. 	These changes have been made.
2/20/2015	<ul style="list-style-type: none"> • p. 6 <ul style="list-style-type: none"> ○ In the Philadelphia portion, add “in outer portions of the City” after “Four to six feet was often available next to existing parking lanes.” ○ In the last paragraph, add the following to the end of the last sentence, “but the cities listed here have shown a level of commitment to bicycling that has been lacking in Baltimore.” 	The first suggestion to add “in outer portions of the city.” Has been added. The second suggestion conflicts with the rest of the paragraph. This section is intended to point out cities that are similar to Baltimore in size, government and transportation structure and that, like Baltimore, have recently ramped up efforts to improve biking. The DOT feels Section III, Current Conditions, outlines the state of Baltimore’s current commitment to biking.
2/20/2015	<ul style="list-style-type: none"> • p. 7 <ul style="list-style-type: none"> ○ Under Steering Committee Review switch from “2013” to “2015” or remove the date entirely 	The date has been removed.
2/20/2015	<ul style="list-style-type: none"> • p. 10 <ul style="list-style-type: none"> ○ Note how because of the sporadic nature of bike counts to date, weather on the day of the count can dramatically impact the count and the need to add continuous counters to calibrate short term counts. 	This change has been made.
2/20/2015	<ul style="list-style-type: none"> • p. 11 <ul style="list-style-type: none"> ○ Add the following after the bus bike rack comment, “Bike Maryland and the MTA are now partnering to take Bus Bike Rack Displays to bicycling events and bike shops to help people learn how to use the bus bike racks.” ○ “only folding bikes are allowed on weekday MARC trains” ○ Replace last sentence in 7 to “Protected bicycle parking was added to Penn and Camden Stations in 2013, with nearly 100 spaces available at Penn Station.” ○ Replace the photo of Penn Station bike parking with a current photo of covered bike parking. 	These changes have been made.

2/20/2015	<ul style="list-style-type: none"> • p. 12 <ul style="list-style-type: none"> ○ Add “Family Bike Party rides” to first bullet point. ○ Correct text of mini-circle photo to say “32nd” instead of “22nd” 	These changes have been made.
2/20/2015	<ul style="list-style-type: none"> • p. 13 <ul style="list-style-type: none"> ○ Redraw heat map using trails network (Jones Falls and Gwynns Falls are missing) ○ Add text somewhere in this section stating, “Limited approval of bicycle facilities has resulted in their placement largely in the more affluent parts of the City (especially the Charles and Pratt St. Corridors), resulting in an inequitable distribution of facilities that this plan is working to address.” 	To clarify the point of network gaps, the DOT decided to remove the heat map of existing facilities and replace it with a simple map that outlines the existing facilities and calls out the network gaps. The suggested text on the distribution of bicycle facilities is not entirely correct. We have reframed this text as a callout on this page to include the following “Many factors play into the distribution of bicycle facilities, including existing pavement conditions, funding opportunities, community support and other transportation needs. The combination of these factors has led to bike facilities being concentrated in some communities and gaps in others. This plan works to address those gaps.”
2/20/2015	<ul style="list-style-type: none"> • p. 14 <ul style="list-style-type: none"> ○ “353 reported injuries to people riding bicycles” ○ “Although many bicycle crashes continue” ○ Make more prominent (maybe through a call-out box) the sentence, “Fortunately, the rate of crashes has increased at a much lower rate than ridership during this time period.” ○ “Ghost bikes have been placed in locations around Baltimore where someone bicycling has died due to a collision with an auto.” 	The first, second and fourth suggestion have been changed in the document. The sentence in the third bullet point was rephrased per comments provided by JHMI as well.
2/20/2015	<ul style="list-style-type: none"> • p. 15 <ul style="list-style-type: none"> ○ Add text about the generous state and Federal funding available from MDOT. 	We have added a few sentences about federal and state funding.
2/20/2015	<ul style="list-style-type: none"> • p. 17 <ul style="list-style-type: none"> ○ Need an interim goal before 2030, leaves too much time and flexibility without any clear measuring stick 	We have added a measure to the objective to have added at least 16 miles every 2 years to create a clear checkpoint. This will also coincide when the Mayor’s Bicycle Advisory Commission will do a formal review of the plan and its status.
2/20/2015	<ul style="list-style-type: none"> • p. 18 <ul style="list-style-type: none"> ○ Change Sharrow to “Facility type not typically recommended” for Urban Arterial ○ Change Bike Boulevard to “Facility type not typically recommended” for Community Collector 	There are urban arterials in Baltimore City may be suitable for sharrow or bike boulevard treatments with some additional traffic calming. The DOT has outlined in the Plan that the design of bike facilities will be based on observed speeds and traffic volumes.
2/20/2015	<ul style="list-style-type: none"> • p. 19 <ul style="list-style-type: none"> ○ Bike lane shown in bottom left corner is far too narrow and in door zone 	The DOT agrees, we have removed the rendering.
2/20/2015	<ul style="list-style-type: none"> • p. 20 <ul style="list-style-type: none"> ○ On one-way streets bike lanes should be on left to reduce conflicts with buses and doors. ○ Color bus bike lanes 	These changes have been made.
2/20/2015	<ul style="list-style-type: none"> • p. 21 <ul style="list-style-type: none"> ○ Add a segment on “Floating Bike Lanes” in uses (partially) on 33rd and also on new segment of 33rd Street. Need to paint the solid interior line on those. 	A short segment on floating bike lanes have been added.
2/20/2015	<ul style="list-style-type: none"> • p. 23 <ul style="list-style-type: none"> ○ Next to last bullet, make sure drainage openings are wide enough to also allow for bicyclists to ride through in case of blocked cycletrack (need to be bigger than on Fallsway) 	This change has been made.
2/20/2015	<ul style="list-style-type: none"> • p. 24 <ul style="list-style-type: none"> ○ Bike boulevards are a priority measure and ideal for Baltimore’s street grid, should be given high priorities 	These changes have been made.

	<ul style="list-style-type: none"> ○ Mini-circles should be appropriately sized to ensure deflection to slow vehicles (Guilford circles aren't large enough) and landscaped to improve visibility, community greening, and neighborhood support. Great treatment, use Seattle as guide and implement on all bike boulevards/neighborhood greenways 	
2/20/2015	<ul style="list-style-type: none"> • p. 25 <ul style="list-style-type: none"> ○ Limit use to roads with speed limits of 25 mph or lower ○ Ensure sharrows are placed outside of the door zone, with the center of the sharrow at least 12' from the curb when adjacent to on-street parking. 	These best practices have been added.
2/20/2015	<ul style="list-style-type: none"> • p. 26 <ul style="list-style-type: none"> ○ Trail signage is also useful on on-street trails using bike lanes, sharrows, and cycle tracks 	This best practice has been added.
2/20/2015	<ul style="list-style-type: none"> • p. 27 <ul style="list-style-type: none"> ○ Need better differentiation of spaces using materials, signage, and enforcement to separate people walking and people riding bicycles where possible (predominantly around Inner Harbor) 	This is true. The DOT is looking into treatments that can be applied uniformly to trails at locations like the Inner Harbor to achieve this. We have not detailed this out in this section of the master plan but it is an important element of bike infrastructure we are working on.
2/20/2015	<ul style="list-style-type: none"> • p. 31 <ul style="list-style-type: none"> ○ Add "Copenhagen Left" left turn treatments with small green box on perpendicular street to allow for safe two-stage left turns (would be especially useful at Guilford & Centre) 	This best practice has been added.
2/20/2015	<ul style="list-style-type: none"> • p. 32 <ul style="list-style-type: none"> ○ Need a bike cut through from 34th across Hillen into Lake Montebello 	There was a similar comment about this as well. We have noted it but will not be detailing it in the Plan.
2/20/2015	<ul style="list-style-type: none"> • p. 33 <ul style="list-style-type: none"> ○ 33rd St. speeds and volumes too high to be appropriate for sharrows, better to fully install a floating bike lane here and educate folks about what it is ○ Should be a map on this page showing these priority projects in comparison to existing facilities ○ Need to include more priority projects from the Sandtown, Highlandtown, Gwynn Oak, and CHM areas to address the lack of infrastructure in those areas ○ Should be more bike boulevards in other neighborhoods (maybe those listed above) to take advantage of Baltimore's grid 	Regarding 33 rd Street, we have changed this to provide a parallel route on 25 th Street. We have added a map to detail the existing facilities and the priority projects in table 3. While we recognize the need for bike boulevards and other bike facilities in these neighborhoods, these projects are identified based on existing resources and buy-in. The DOT does not intend to limit itself in continuing to work on projects in these areas in parallel.
2/20/2015	<ul style="list-style-type: none"> • p. 36 <ul style="list-style-type: none"> ○ Need a bike cut through from 34th across Hillen into Lake Montebello 	Similar to above, there was a similar comment about this as well. We have noted it but will not be detailing it in the Plan.
2/20/2015	<ul style="list-style-type: none"> • p. 37 <ul style="list-style-type: none"> ○ Add or clarify a trail connection between Lake Montebello to and across Herring Run just west of Harford Road and east of McCallum ○ Consider a neighborhood route on Grindon Avenue ○ Need to calm vehicle speeds on Southern Avenue to be a "Neighborhood Route" 	The DOT is willing to look at the Trail connection between Lake Montebello and Herring Run, but will need to work through the best location with Baltimore City Recreation and Parks. For this reason, we have not mapped a potential connection just yet. Grindon Avenue is likely a good candidate for a neighborhood route and the DOT is willing to consider treatments to reinforce this. However, we have not mapped this since we have not had the chance to look at in great detail. Neighborhood route treatments will likely involve some sort of traffic calming on Southern Avenue.
2/20/2015	<ul style="list-style-type: none"> • p. 57 <ul style="list-style-type: none"> ○ Bike corral locations need to be immediately adjacent to the destinations likely to be used by people riding bicycles (Charles Village is an example of a site we thought would be good, but is a little too far north) 	We have added language to clarify this important point.

<p>2/20/2015</p>	<ul style="list-style-type: none"> • p. 60 <ul style="list-style-type: none"> ○ Need more text about the significant efforts that need to be made in order to ensure that bikeshare will be accessible to low-income residents, following and expanding on the models from D.C., Philadelphia, and others 	<p>We agree that creating a bike share system that is accessible to low income residents is important and a priority. At the moment, we are working through our RFP and future vendor/operators on the best way to do this. For now, we have provided an additional goal that clarifys that Baltimore Bike Share seeks to be accessible for all residents.</p>
<p>2/20/2015</p>	<ul style="list-style-type: none"> • p. 61 <ul style="list-style-type: none"> ○ Release bicycle crash data (with personal information removed) for analysis by outside parties. 	<p>An objective has been added to make the data more available through mapping data on CityView.</p>
<p>2/20/2015</p>	<ul style="list-style-type: none"> • p. 64 <ul style="list-style-type: none"> ○ Ensure sharrows are placed outside of the door zone, with the center of the sharrow at least 12' from the curb when adjacent to on-street parking. ○ Switch maximum speed limit for sharrows from 30 mph to 25 mph 	<p>We have added language that details out best practices for sharrow placement. We have modified the maximum speed limit to indicate sharrows are not suitable for roads with an observed speeds over 30 mph. This is because the DOT intends to use observed speeds for bike facility design and would still consider sharrows acceptable to use on roads with observed speeds of 28 mph, depending on the context of the street.</p>