

**Baltimore Commission on Sustainability
October 2014 Meeting Report**

Date: Tuesday, October, 2014, from 4-6 pm

Location: 417 E. Fayette Street, 8th Floor

Subject: Commission on Sustainability October 2014 General Meeting

In Attendance: (*Commissioners*) –Cheryl Casciani, Cindy Parker, Miriam Avins, Peter Doo, John Ceikot, Theo Ngongong (for Tom Stosur) (*Staff*) –Alice Kennedy, Abby Cocke, Kristin Baja

Discussion:

City of Baltimore – DOT

BALTIMORE CITY BICYCLE MASTER PLAN UPDATE

- The Bicycle Master Plan Update- History and Overview
- Key Projects and Policies
- Next Steps and Timeline

Overview:

2006: First Bicycle Master Plan Adopted

2012: Update to the Bicycle Master Plan Began

Fall 2013: Began circulation of final draft

BICYCLE MASTER PLAN UPDATE – WHY IS IT IMPORTANT?

- Baltimore is showing trends of increasing cyclist – 65% increase between 2012 and 2013 and over 100% increase since 2000

- Baltimore is in the top 50 large Cities in the US where bicycling is growing the fastest

- Bicycle infrastructure has been imperative to the success of many other transportation systems around the country

- Philadelphia

- Pittsburgh

- Washington, DC

- *34% of Baltimore City residents do not own a car and half the population is under 35*

- Between 2009-2011, 353 bicyclist were injured and 3 bicyclist were in fatal crashes
- Between 2009-2011, there was a bicyclist or pedestrian hit approximately every 3 blocks in the west Baltimore Neighborhoods
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WHY IS IT IMPORTANT TO THE 10,000 FAMILIES INITIATIVE?

- Walkable, bikeable, livable streets are imperative to attracting 10,000 families to the City
- Protected bike facilities across the country has seen ridership increase by over 200%
- Bikeshare has increased patronage in commercial areas of Washington, DC by up to 19%
- Nearly 60% of commuters live less than 10 miles from their work in Baltimore City (LEHD, 2014)
 - “For the first time in over half a century, Pittsburgh is expecting an increase in residents as the number of people moving back to the city grows. Complete streets policies are high on Peduto’s agenda for managing this growth and making the city more attractive.” - Streetsblog USA, September 2014

OVERVIEW OF THE PLAN

- Provides a summary of the existing conditions
- Provides a comprehensive plan for proposed routes and infrastructure
- Proposes policies for a more bike friendly city
 - *The plan’s overall vision is to achieve 253 miles of bike facilities and an 8% mode split by 2028*

NEW BIKE FRIENDLY POLICY SUMMARY

- Waive minor privilege fee for bike racks (Complete- April 2014)
- Adopt bicycle friendly building ordinances
- Develop a formal complete streets training program for Baltimore City DOT Staff
- Encourage enforcement that targets dangerous driving behavior
- Increase public education and awareness of bicycle safety
- Re-instate the Mayor’s Bicycle Advisory Committee

Next Steps

- *Fall 2014: Planning Commission Revisions and Briefing*
- *January 2015: Plan Adoption*

Cindy Parker: Question re: safety and bikes, and bicycle theft.

Answer: need to work closely with Police Department, also provide education

Audience Question: achieving bicycle friendly community – are we going to do this?

Working on it. Want to make the effort. Work with the community and the advocacy groups.

DOT wants to work together to make the changes that are needed. Staff is doing what

Bike Maryland – Nate Evans

- The unifying organization for Maryland bicyclists, advocating for improved cycling conditions through infrastructure, education, encouragement and enforcement
- Unify local bicycle advocates
- 2. Educate public
- 3. Advocate for bicycle infrastructure
- 4. 2% Bicycle mode share
- Sustainability Plan
 - A. Implement The Bicycle Master Plan
 - B. Develop a Bike To Work Program for Baltimore
 - C. Evaluate Creation of a Bicycle Sharing Service
 - D. Expand the Safe Routes to School Program
 - E. Implement ‘Sunday Streets’ Recreational Street Closure Program
 - F. Improve public infrastructure for cyclists and pedestrians
- What Should Baltimore Do?
 - A. Implement The Bicycle Master Plan
 - B. Develop a Bike To Work Program for Baltimore
 - C. Evaluate Creation of a Bicycle Sharing Service
 - D. Expand the Safe Routes to School Program
 - E. Implement ‘Sunday Streets’ Recreational Street Closure Program
 - F. Improve public infrastructure for cyclists and pedestrians

Bikemore

Short Term Goal:

Increase and improve bicycle infrastructure, policies, and awareness to create a safer, healthier, and more livable cycling city.

- Advocate for bicycle infrastructure & pro-bicycle policy.
- Promote everyday riding and increase overall bicycle ridership.
- Promote awareness of [Baltimore Cyclists' Bill of Rights](#) among all Baltimoreans.

Long Term Vision:

- All people—across diverse cultures, races, income levels, genders, sexual orientations, political affiliations, and backgrounds—feel they can cycle safely and confidently in every part of Baltimore, and that they have an important role in Bikemore.
- Baltimore neighborhoods are designed and built to foster biking, walking, and transit.
- Public officials are held accountable for their support of bicycle and pedestrian safety.
- For transportation, recreation and sport, bicycling and walking are viable and safe options.
- City officials and community members recognize the broad diversity of users and uses that our streets serve: recreation, socialization, commerce, community events and celebrations, work and play, in addition to all modes of urban transportation.
- Bicycling and walking are embraced as tools to improve our individual health, as well as the ecological health of our region, the Chesapeake Bay, and the planet.
- Pedestrians and cyclists are a united force in addressing priority health and safety issues, including unsafe traffic speeds and inattentive driving.
- Organizations across the public and private sectors proactively support cyclists and pedestrians as a positive force for the community.
- All road users are educated in how to safely use our streets, and Bikemore is recognized as a community resource for bicycle safety information and instruction.

Bikemore sent a letter to Baltimore City Department of Transportation (BCDOT) leadership, outlining a number of policy changes and infrastructure projects that we would like to see completed by the end of Fiscal Year 2014 (next July 1). We are pleased to report that BCDOT Director William Johnson has agreed to many of our requests, including:

- Dedicating over \$3 million in federal funds to designing and constructing pedestrian and bicycle infrastructure improvements (all by Spring 2014), including:
 - Traffic Separated Bicycle lanes on:
 - [Mount Royal Avenue](#) between Guilford Avenue and McMechen Street;
 - [Maryland Avenue](#), Cathedral Street, Liberty Street, and Hopkins Place between 29th Street and Pratt Street;
 - Standard bicycle lanes on:
 - Dolphin Street between Fremont Street and Biddle Street;
 - Preston Street between Howard Street and Washington Street;
 - Biddle Street between Park Avenue and Washington Street;
 - Monument Street between Fallsway and Washington Street;
 - Madison Street between Paca Street and Washington Street;
 - Centre Street between Paca Street and Fallsway;
 - Walther Avenue between Moravia Road and Glenmore Avenue;
- Launching the city's Bikeshare system (Spring 2014);

- Finishing the Jones Falls Trail, including installation of new bollards along the Pratt Street section, additional signs, and completion of traffic signalization at the intersections of Gay Street and Fallsway, and Preston Street and Guilford Avenue (Spring 2014);
- Implementing the Citywide Bicycle Parking Improvements program, which will place 500 high-quality bicycle racks citywide (Fall 2013);
- Launching an interactive website and social media platform, which will include BCDOT's planning studies, projects under design and construction with alerts and updates (Fall 2013);
- Making available on the city's Open Data site BCDOT's street resurfacing list;
- Developing a Complete Streets policy and design guidelines (by end of 2013).

We thank BCDOT, especially Deputy Director Billy Hwang and Bicycle & Pedestrian Planner Nate Evans, for their commitment to making Baltimore a world-class bicycling city. We look forward to seeing this great list become reality!

Upcoming Events:

- Next Commission on Sustainability Meeting: Tuesday, December 16, 2014, 4PM. 417 E. Fayette Street