



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

Mayor's Bicycle Advisory Commission

1/29/2025

Held on Webex

Meeting Minutes

Commissioners in Attendance

- Alan Robinson, Mayor's Office
- (Other commissioners are pending final appointment.)

Introductions

Commission Updates

- Filling Vacancies
DOT and Mayor's office are working together to fill open commissioner seats. Seeking to provide an update on commissioner roster at the next meeting.
- 2025 Quarterly Meeting Schedule
 - April 30
 - July 30
 - October 29

2025 Work Plan

Priority projects for DOT Planning Division, focused on bicycle infrastructure improvements. Project information can be found on streetsofbaltimore.com

- Big Jump Phase II
Upgrading the Big Jump Shared Use Path from temporary to semi-permanent barriers.
- Druid Park Lake Drive: "Restoring Connections"
Complete Streets improvements including new separated two-way bicycle lane, bump outs, new crosswalks, new mid-block crossings, and other elements.
- Eutaw Place: Separated Bike Lanes
Separated bike lane on Eutaw Place from Druid Park Lake Drive to West Monument Street.
- **The Greenway**



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- Druid Hill Park to Lake Montebello
Complete design of the multi-use trail from East Drive at Pool Service Drive to E 33rd Street at Hillen Road.
- Boston Street Connector
Complete design of the trail segment along Boston Street between Potomac Street and Conklin Street.
- Jones Falls Gateway
Design and construction of multi-use trail along Falls Road and Lanvale Street from the CSX Underpass to Charles Street. Led by Midtown Baltimore.
- Middle Branch to Inner Harbor
Complete design of the shared-use path from Stockholm Street to Solo Gibs Park. Extending through Otterbein to Light Street and Key Highway.
- Hartford Road Bike Lane: Phase II
Upgrade existing quick-build curbside separated bike lanes, including concrete curbing, medians, hardscaping, and landscaping features.
- Johnston Square: Complete Streets
Design Complete Streets and other improvements along E Preston and E Biddle Streets between the Fallsway and Eden Street.
- Martin Luther King Jr Blvd: Sidepath
New sidepath infrastructure on MLK Jr Blvd from Eutaw Street to Russell Street.
- Toward Zero Traffic Safety Improvements: Quick-Builds
Quick-build traffic safety enhancements at high-crash roadways in the Boyd-Booth, Mount Clare, Union Square, Carrolton Ridge, Milton-Montford, Madison-Eastend, Ellwood Park, and McElderry Park neighborhoods.
- Washington Street: Bikeway & Traffic Calming
Design and construct of a protected bikeway with traffic calming elements on Washington Street from Sinclair Lane to Aliceanna Street.

Baltimore Vision Zero Action Survey

Near Miss Survey is available at streetsofbaltimore.com/visionzero



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Bikeable Baltimore Region Project

In-person and virtual meetings took place in December. Project is currently in the presenting phase. Next steps include feedback review and formulating an implementation plan.

publicinput.com/BikeBaltoRegion

Community Updates

- [Baltimore Bike Party](#)
1/31 at 7pm
- [Rails to Trails Quarterly Meeting](#)
2/25 at 6pm
- [Bike Social Baltimore – Weekly Ride](#)
Friday night, more information at [this link](#)
Pickups in Canton, upper Fells Point, and Federal Hill
- [Annual Bike Maryland Symposium in Annapolis](#)
2/11 in Annapolis, more information at [this link](#)

Public Feedback

- Some riders who participate in bicycling events such as bike rides and parties may be ignoring traffic law and traffic control devices like traffic signals, endangering themselves and others. DOT will connect with commenter to address this concern.
- The Big Jump water-filled plastic barriers are in poor condition, and many are empty. As a result, the barriers move around frequently as a result of factors like wind, exposing users to dangerous and/or inaccessible conditions.
- There is a lack of bicycle infrastructure in Northwest Baltimore, especially for those travelling downtown. This leads to dangerous and potentially hostile riding conditions.
 - There is a low likelihood of bike lane projects being built in 2025; all active projects are under 100% design completion. As such, DOT Planning Division is prioritizing design completion to allow for construction to follow in subsequent construction seasons.
- Crosswalks at Druid Park Lake Drive and Madison Ave were not installed to standard (parallel instead of high-visibility continental design). DOT to follow up internally.
- Several corridors and areas are in dire need of protected bike lanes due to ongoing safety issues, including Belair Road, Curtis Bay, and the northwest portions of Northern Parkway. Speed cameras would also be beneficial along Belair Road.



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- DOT Traffic is aware of and working to address the safety concerns present along Belair Road. No bicycle facilities are planned for Belair Road at this time.
- Government vehicles park on bike lanes on a regular basis, particularly those from Police and General Services. These issues are especially prevalent in some areas like the vicinity of President St and Pratt St.
 - DOT can and does fine government vehicles, though data is not available on the rate of these citations at this time. DOT added around 27 new parking enforcement officers who should be starting in February, which is expected to improve enforcement.
- Bike lanes have narrowed busy roads such as North Avenue and Harford Road, leading to congestion and long waiting times at intersections.
 - Narrowing roadways and slowing traffic are intended outcomes of bike lanes; by doing so, they encourage drivers to exercise caution, reduce speeds, and ultimately prevent fatalities along problem corridors.
- Many drivers speed through bus lanes (in this case, along North Avenue). Many flex posts are broken and in need of replacement, which is ugly and makes separation less effective.