



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

Mayor's Bicycle Advisory Commission

4/30/2025

Held on Webex

Meeting Minutes

Commissioners in Attendance

- Alan Robinson, Mayor's Office
- Jermaine Jones, City Council
- Michelle Peralta, Health Department
- Sean Burnett, Department of Transportation
- Matthew Bleakney, Department of Transportation
- Veronica Davis, AtkinsRéalis (Engineering & Design Industry)
- Quinton Batts, Rails to Trails (Bicycling Community)
- Sean Becker, Department of Recreation and Parks
- Patrick McMahon, Department of Planning
- Jed Weeks, Bikemore (Bicycling Community)
- Sarah McTyeire, Community Representative

Introductions

Commission Updates

- Filling Vacancies
The following members have been appointed to MBAC as of the April 30 meeting:
 - Jermaine Jones, City Council
 - Michelle Peralta, Health Department
 - Matthew Bleakney, Department of Transportation
 - Veronica Davis, AtkinsRéalis (Engineering & Design Industry)
 - Quinton Batts, Rails to Trails (Bicycling Community)
 - Sean Becker, Department of Recreation and Parks
 - Patrick McMahon, Department of Planning
 - Jed Weeks, Bikemore (Bicycling Community)
 - Sarah McTyeire, Community Representative

Project Review

- Greenway Trails Network: Druid Hill Park to Lake Montebello 30% Design
Increasing access to parks, expanding mobility, and improving road safety through a 2.8-mile separated trail connecting Druid Hill Park and Lake Montebello. A StreetsofBaltimore project page is forthcoming.



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- Commissioner Comments
 - Patrick M: Are the crosshatched areas at the intersections showing new pervious surface where the medians are being extended?
 - DOT Staff: Those areas refer to pavement or sidewalk removal.
 - Veronica Davis: Are medians being closed to create pervious surfaces?
 - DOT Staff: Will follow up.
 - Jed W: Traffic calming was a potential incentive for many local residents, but there is a lack of traffic calming in the 30% design.
 - Jed W: West side of Charles St (service road) from 33rd Street to Museum Drive has been closed to traffic for 2 years. May not need to build trail infrastructure if closure is maintained.
 - Jed W: For the Wyman Park Drive section, the community favored closing the street over making it one-way. May not need to build trail infrastructure if closure is maintained. Could close it past the ball field to maintain some parking.
 - Jed W: Unsure about switching to the north side of Hillen at The Alameda. Switch should happen at Tivoly Avenue (once it is signalized) as it is a smaller street.
 - Veronica D: New NACTO bikeway design guidelines were released last year. They recommend that bikeways be 11 feet wide, but in some segments the 30% design provides for 8 feet only.
 - DOT Staff: The project uses TAP grant funding and will follow SHA's guidelines requiring 10 feet with 2 feet on each side as a buffer.
 - Veronica D: Where the median is closed, recommending cuts for pedestrians at crosswalks. Raised tables may be appropriate if drainage is not affected.
 - Patrick M: Understands the need to avoid creating traffic impacts on 33rd Street due to the level of transit service; hoping low-impact construction can be used to minimize impact on tree roots in the median.
 - Sean Burnett: Looking at options such as flexipave.
 - Veronica D: Materials like porous pavers add cost and require additional maintenance.
- Community Comments
 - Why is it the trail being moved to the north side of the street at the Alameda instead of Hillen?
 - Sean Burnett: Moving the project out of the median was partly done due to previous design decisions made between councilmember and the community in order to preserve the green space and provide a higher level of traffic calming. Current 30% design does not reflect current conversations about parking implementation.

Project Update



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- Greenway Trails Update: Norfolk Southern
Department of Planning secured a DNR grant and secured federal earmark. Trail will connect waterfront to Herring Run Park and run along railroad corridor.
- Patapsco Regional Greenway
BMC is beginning design of a 1.7-mile trail segment in Cherry Hill to provide all-ages access to a larger 40-mile shared-use trail connecting the Inner Harbor with Sykesville in Carroll County. Phase 1 engagement closed in April with a high level of interest. Community priorities included safety, connectivity with other trails and multimodal infrastructure, and environmental preservation. The final comment period will take place over the winter of 2025/26. BMC will complete 30% design in January 2026.
 - Comments
 - At the Haven and O'Donnell crossing, it appears that Monumental Supply Company (1025 S Haven) is using the right-of-way for their gated yard.
 - Sean Burnett: DOT has not spoke to the property owner. Will have conversations about the legal use of public right-of-way as the design evolves.
 - Are we working with Southwest Area Park to have the gate on Patapsco Avenue open, along with the next gate inside the park to be opened? Right now, those gates are locked tight to keep Baltimore City out of Southwest Area Park.
 - BMC staff: BMC is working with Baltimore County on a shared use path connecting to the light rail station and branching off to Patapsco Ave. BMC has been coordinating with the City's pedestrian improvements to Patapsco Ave. They are pursuing a signalized pedestrian crossing. Additional information can be found on the project page.
- Maryland State Transportation Trails Strategic Plan
Coordinated effort with the Office of Active Transportation and Micromobility. The strategic plan focuses on transportation trails such as shared-use paths and side paths, which accommodate bicycles, pedestrians, scooters, skateboards, wheelchairs, etc. The strategic plan will be a resource for local jurisdictions. Based on previously completed Existing Conditions Report.
- Vision Zero Action Plan
Working to craft a data-driven map of areas of high conflict and injury to guide efforts to eliminate roadway fatalities. Near-miss survey is live at streetsofbaltimore.com/visionzero

Bike to Work with iRide

This year's Bike-to-Work's War Memorial Event featuring City leaders will take place on May 16th from 7am to 10am at the War Memorial Plaza. Several merchandising items will be handed out by event organizers to participants.



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Micromobility Update

More scooters and e-bikes are coming to Baltimore. Lime will add 250 scooters and 100 e-bikes (for a total of 1,750 and 600 scooters and e-bikes, respectively) as a result of compliance with the City's regulatory requirements. Vehicles are showing a consistently high utilization rate.

- Comments
 - Will the Commission entertain having bicycles registered (similar to automotive vehicle registrations)?
 - Sean Burnett: The state is not considering this at this time. We encourage riders to bike safely. The "Idaho stop" bill was not passed; cyclists must stop at all stop signs.
 - Commenter urges that all vehicles on the road should be registered and adhere to the rules of the road. Connected with Senator Hayes, who will pursue studies and research on the issue.
 - Alan R: This will be revisited during the next legislative session.
 - Commenter is lobbying for requirements that bikes are registered and require safety equipment. In New York City, bicycles used for commercial purposes had to be permitted and could be subject to fines. Will push for insurance requirements to be placed on bicycle riders.
 - Commenter disagrees with the previous commenters. How can DOT move away from flex-posts and move toward concrete solutions long-term? Is there data on the maintenance cost of flex-posts? What is being done to move away from them?
 - Sean Burnett: DOT is exploring hardscape alternatives to flex-posts. Design standards are not being altered at this time, but data supports the notion that hardscaping may lead to cost-savings over flex-posts in the long term.
 - Commenter cautions that flex-posts pose a "legitimacy" issue to bike infrastructure, as designs may look haphazard or damaged.
 - Veronica D: Will follow up with DOT with a summary of materials used in Houston.

Community Updates and Events

- Bike Breakfast on 5/2 (6/6, & 7/4) from 7:30-9am (Bikemore)
- Bikepacking 101 Workshop on 5/3 from 10-12pm (Bikepacking Roots)
- Spoke & Word: Tales from the Bike Lane on 5/15 from 7-9pm (Bikemore)
- Ice Cream Ride – Ice Queens on 5/17 from 11-2pm (Bikemore)
- Family Biking Pop-up to "BMA Community Day: Turn Again to the Earth" on 5/18 12-4pm (Bikemore)
- Bike Party on 5/30 at 7pm
- Mobile Bike Shop (Bikemore)
 - Tuesdays at Lake Montebello - (close to main entrance), 4-6:30pm



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- Thursdays at Lake Druid - (near the tennis courts, across from the basketball courts), 4-6:30pm

Public Feedback

- Rash Field project may disrupt bike lanes in the Inner Harbor area along Key Highway. Councilman Blanchard is advocating to minimize impacts on the neighborhood. Additionally, the Pratt Street Improvements project may block the bike lanes along Pratt Street.
 - Sean Burnett: DOT has worked to minimize impact of the project on the bike lanes. The proposed maintenance-of-traffic plan creates a temporary replacement bike lane that protects bicycle users from traffic during construction.
 - Commenter would like to see the maintenance-of-traffic plan.
 - Matthew B: Will work internally within DOT to get a status update on the status of the Rash Field work.
 - Commenter advises that Locust Point and Harborview have been cut off from accessing downtown by the contractor.
- Regarding BMC work, residents may not be aware of the positive benefit that trail efforts are having on their communities. Some communities do not feel that trails will have a positive economic impact or be safe. There should be a data-driven conversation with communities receiving these trail projects. Additionally, doing outreach primarily through internet means may not reach all affected residents.
 - Alan R: MBAC is a forum for disseminating the information residents need to make informed decisions. This will be a topic of discussion at the next committee meeting.