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- All attendees will be muted upon entry
- Closed captioning will start automatically
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- Visit MBAC website for a copy of the presentation, minutes, and videos of meetings.





Mayor's Bicycle Advisory Commission

July 30, 2025

Commissioner Role Call

Quinton Batts

Representative of the Bicycling Community at
Rails to Trails Conservancy

Sean Becker

Department of Recreation and Parks
Representative at Baltimore City Rec & Parks

Matthew Bleakney

Department of Transportation Representative
(Traffic Engineering) Baltimore City DOT

Sean Burnett

Department of Transportation Representative
(Planning) Baltimore City DOT

Veronica Davis

Representative from the Architectural,
Engineering, or Urban Design Industry at
AtkinsRéalis

Jermaine Jones

Representative of the City Council at City Council
President's Office

Patrick McMahon

Planning Department Representative at Baltimore City
Department of Planning

Sarah McTyeire

Community Representative

Michelle Peralta

Public Health & Wellness Representative at Baltimore
City Health Department



Agenda

1. Welcome New MBAC Commissioners
2. Urban Bikeway Design Guide
3. Project Updates:
 1. Greenspring Resurfacing and Bike Lane Upgrades
 2. Harford Road Cycle Track Extension and Bus Bulbs
 3. Jones Falls Gateway
 4. Washington St Bikeway & Traffic Calming
 5. Big Jump Update
4. Toward Zero Quick Build Projects
5. Micromobility Update
6. Community Updates & Events





Welcome New MBAC Commissioners!



Graham Young

Mayor's Office of Infrastructure Development

Mayor's Office Representative



Lauren 'Bemi' Byrd

No Boundaries Coalition

Community representative from a community typically underrepresented in bicycling and transportation matters



Lt. Charlie James

Baltimore Police Department

Baltimore Police Department Representative



MAYOR'S
BICYCLE
ADVISORY
COMMISSION



Feature
Urban Bikeway Design Guide



Urban Bikeway Design Guide,
Third Edition

What's New in the **NACTO** Bike Guide Updates?

Veronica O. Davis

Former, Vice President of NACTO



Agenda

1. About NACTO

2. Urban Bikeway Design Guide Overview

Chapter 1: Envisioning a bikeable city

Chapter 3: Bikeways

Chapter 4: Intersections

Chapter 5: Maintenance and Operations

1 About NACTO

NATIONAL ASSOCIATION OF CITY
TRANSPORTATION OFFICIALS

NACTO works to make cities and transportation networks safe, sustainable, equitable, and accessible.



2 Urban Bikeway Design Guide Overview

What's new in this edition?



Updated from the
Second Edition

Updated from
All Ages & Abilities

Updated from *Don't
Give Up At the
Intersection*

New material!

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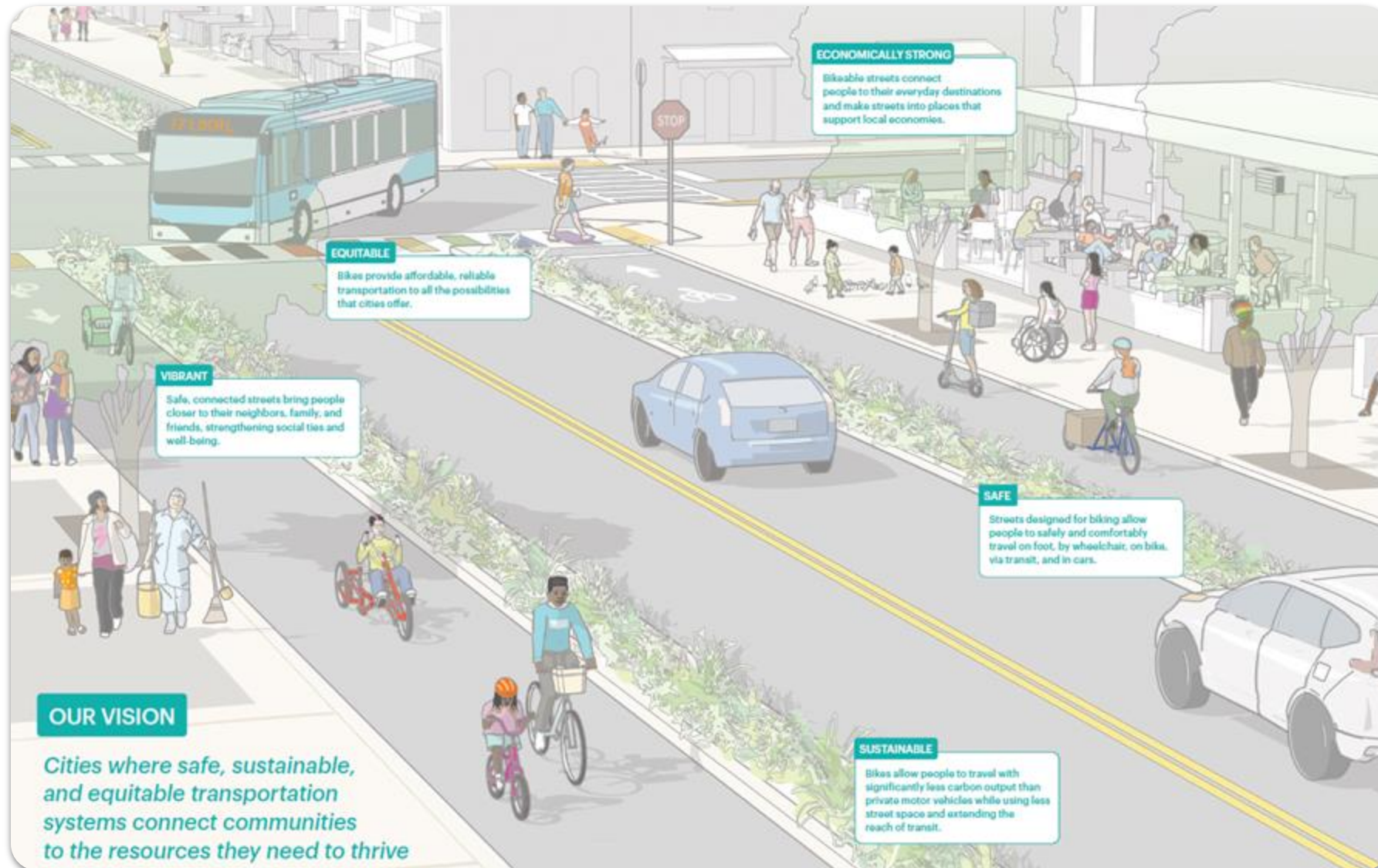
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Chapter 1

Envisioning a Bikeable Urban Future

Invest in a bold vision



Building a bikeable city requires real leadership and strategic investment

1

Organizational capacity

Strong leaders create an organizational structure that delivers high-quality projects at scale and make sure it stays fully staffed

2

Trust and accountability

Strong leaders publish priorities, create transparent decision making processes, and address concerns while showing progress

3

Project Implementation

Strong leaders secure reliable and sufficient funding to implement high-quality, connected, and equitable bike networks

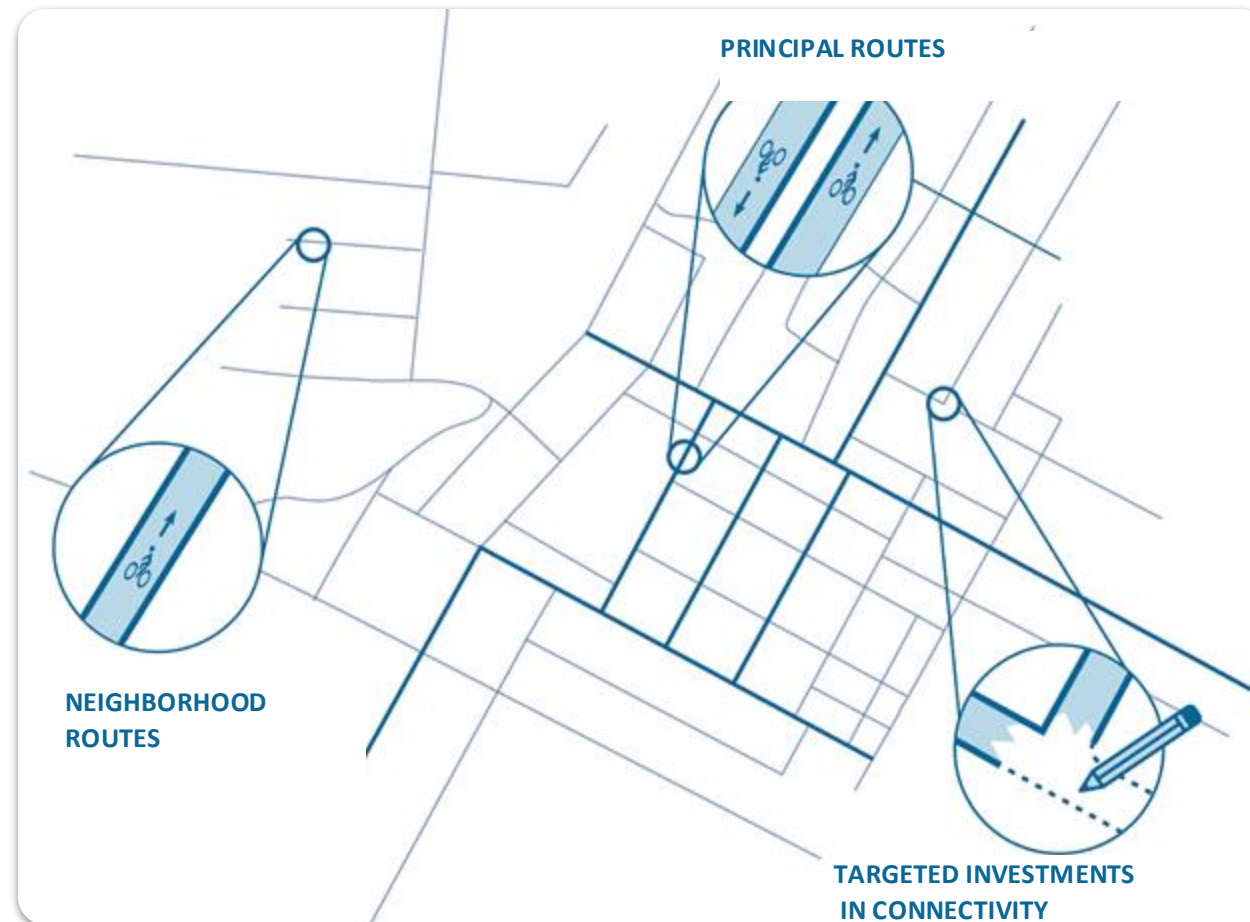
Chapter 2

Planning and Developing a Bikeable City

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Build a Bikeable City

Plan—and implement—a connected, all ages and abilities network



Chapter 3

Bikeways

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Design bikeways for all ages and abilities

- *Build for comfort, not speed*
- *Design for growth in biking*
- *Invest in lasting infrastructure*



Montreal, QC

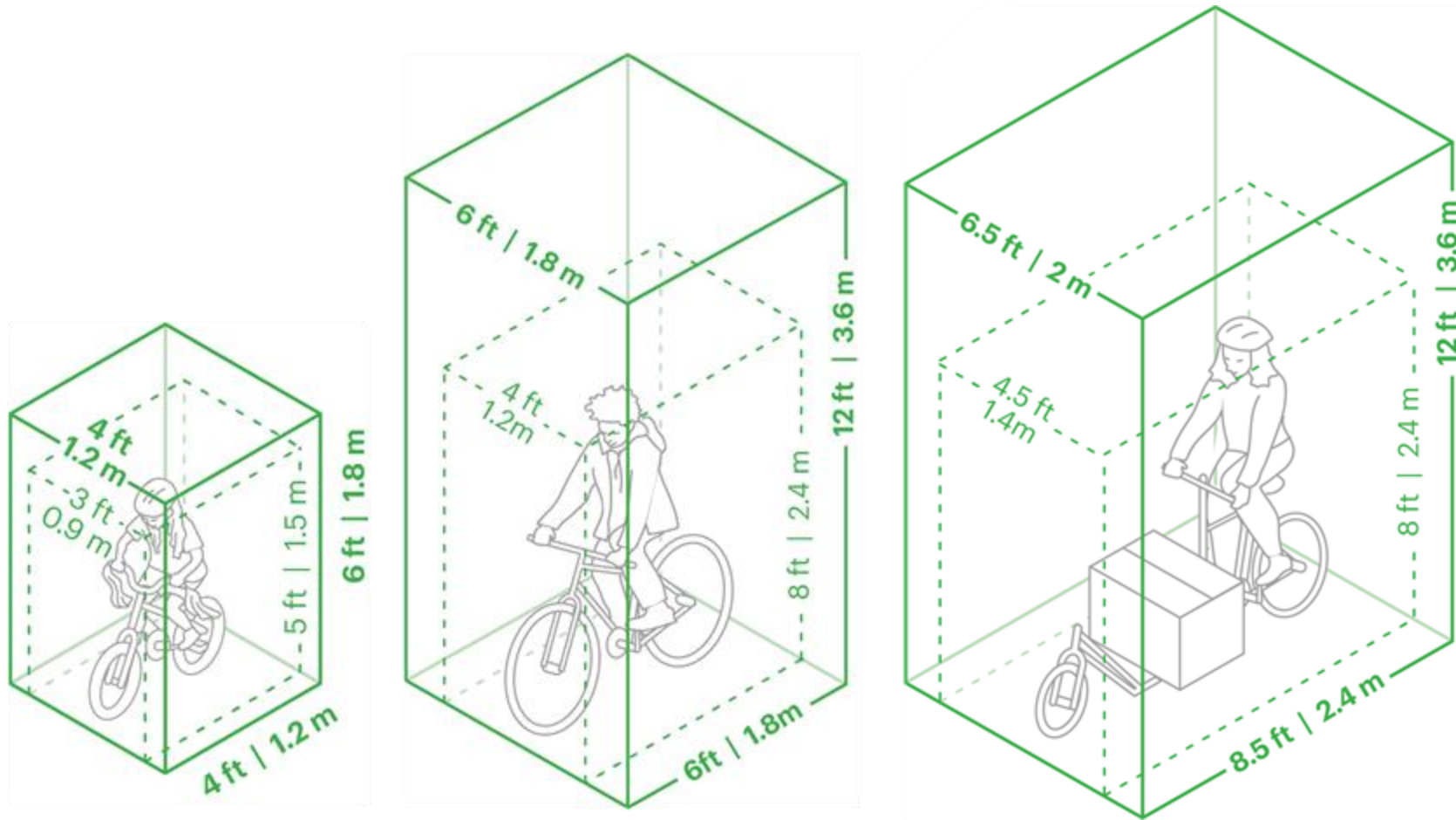
Design bikeways for all ages and abilities

Design controls



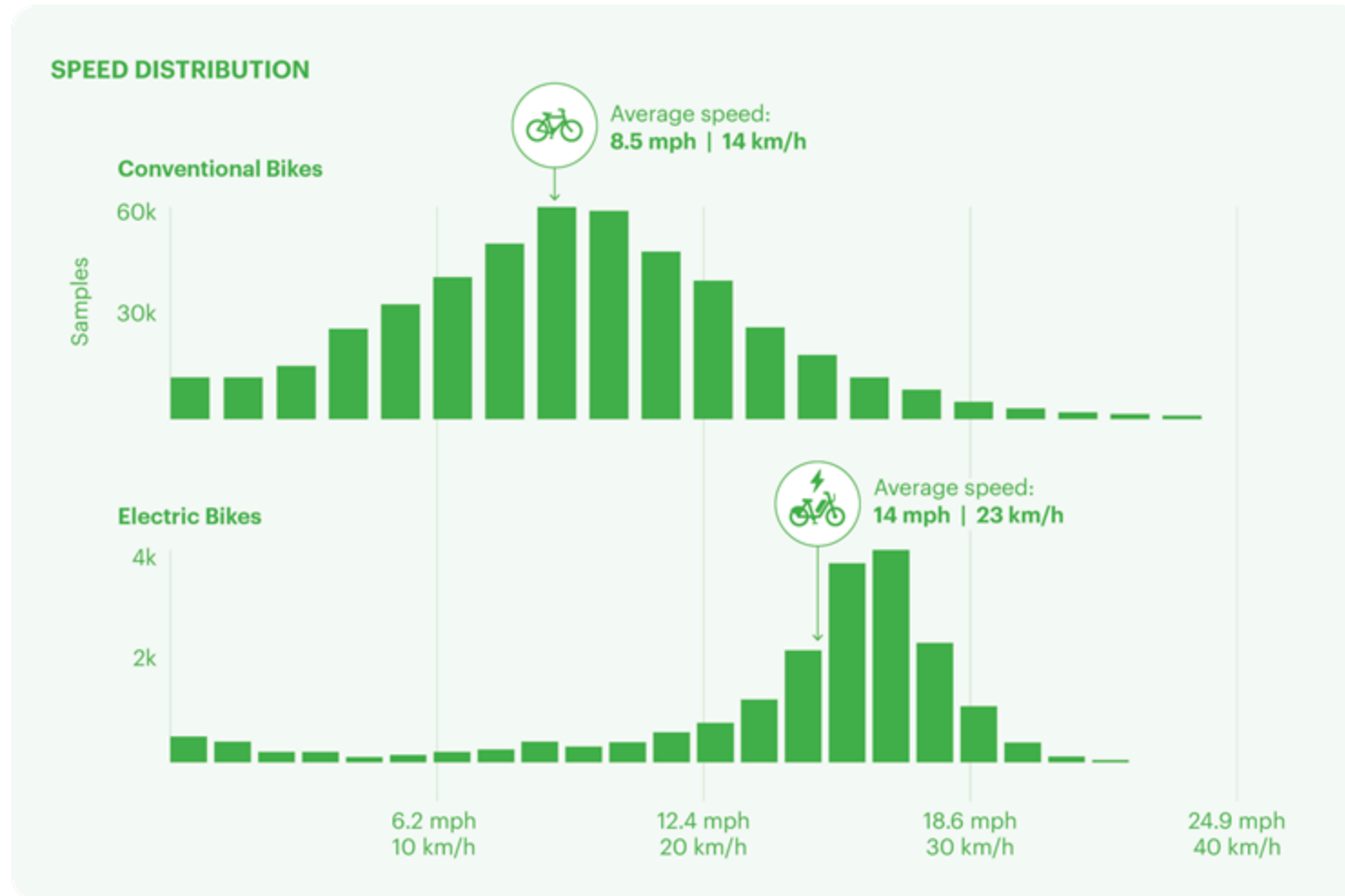
Design bikeways for all ages and abilities

Design controls



Design bikeways for all ages and abilities

Design controls





Now SUSHI

Now SUSHI





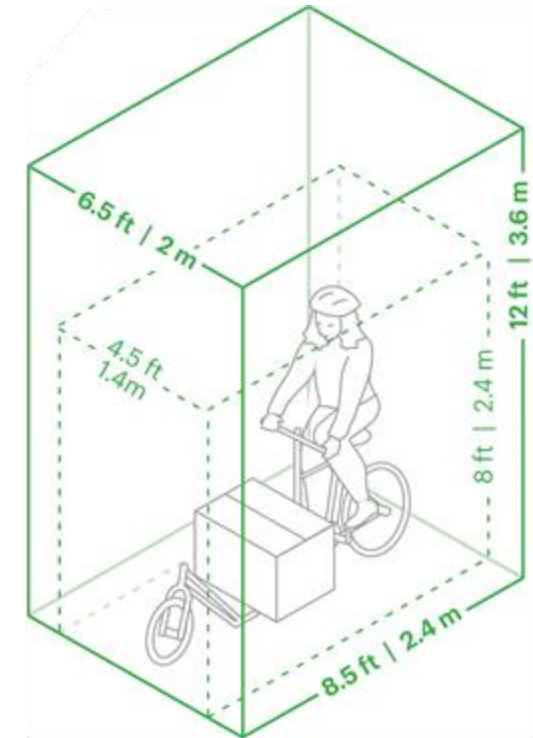
Hamilton, ON

Design bikeways for all ages and abilities

Design controls



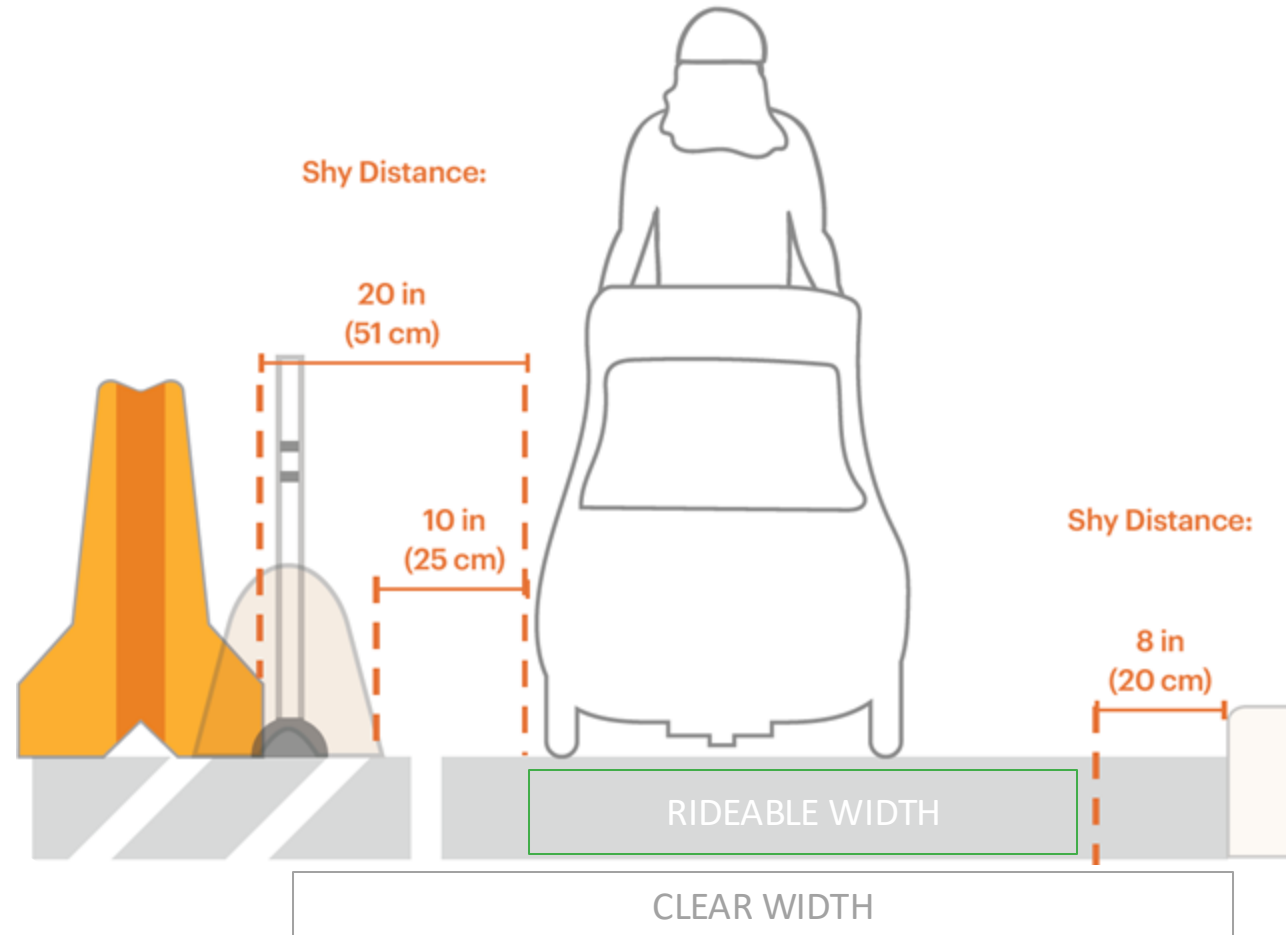
MII RIDEABLE WIDTHS _{RHS}								
Control Device	One-Way Bikeway				Two-Way Bikeway			
	Min*		Pref		Min*		Pref	
Mini Device Widths cannot be less than a typical bike	6 ft	1.8 m	7-8 ft	2.1-2.4 m	8-10 ft	2.4-3 m	11-13 ft	3.3-3.9 m
Typical Bike Device width up to 2.5 ft (0.8 m)	6 ft	1.8 m	7-8 ft	2.1-2.4 m	8-10 ft	2.4-3 m	11-13 ft	3.3-3.9 m
Cargo Bike Device width up to 3 ft (0.9 m)	6.5 ft	2 m	8-9 ft		9-11 ft	2.7-3.3 m	12-14 ft	
Extra-Large Bike Device width up to 4.5 ft (1.4 m)	7 ft	2.1 m	11.5-12.5 ft	3.5-3.8 m	12-14 ft	3.6-4.2 m	15-17 ft	4.7-5.3 m



*Platooning, side-by-side riding, and passing are not accommodated in minimum widths

Design bikeways for all ages and abilities

Design controls





Boston, MA

Credit: MarilynHumphries



Boston, MA

Credit: MarilynHumphries



Manhattan, NY



Manhattan, NY



Toronto, ON



Toronto, ON



Somerville, MA

Credit: MarilynHumphries



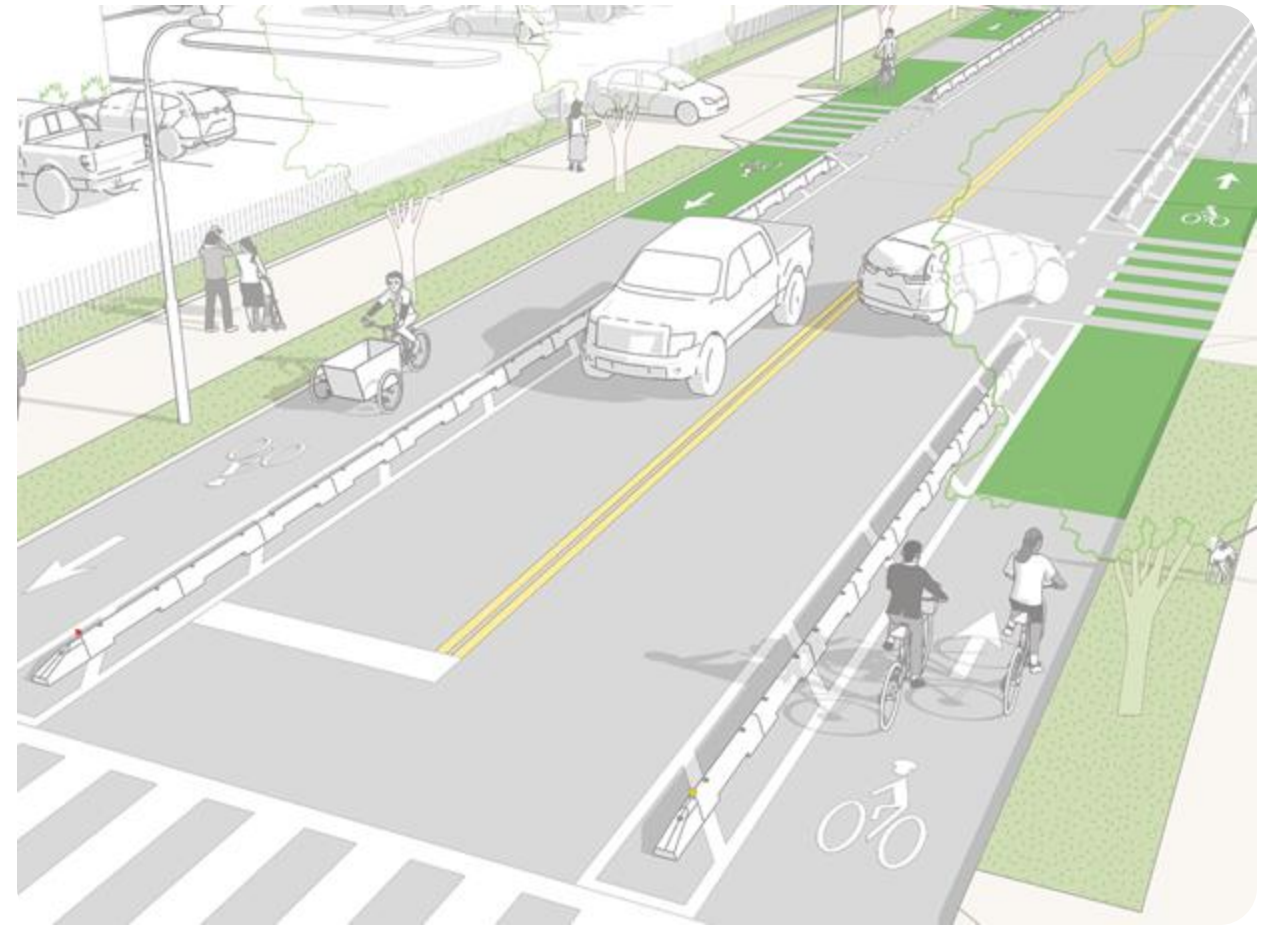
Somerville, MA
Credit: MarilynHumphries

Design bikeways for all ages and abilities

Facility selection

Protected bike lanes are the only type of AA&A bikeway appropriate for streets with any of the following

- High curbside demand
- Multiple adjacent general purpose travel lanes
- Speeds over 25 mph (40 km/h)
- Motor vehicle volumes over 6,000 vehicles per day



Protected bike lanes will attract more users. Design for future volumes.

Parking-protected bike lanes must have a 3 ft (0.9 m) buffer to accommodate the full swing of a car door.

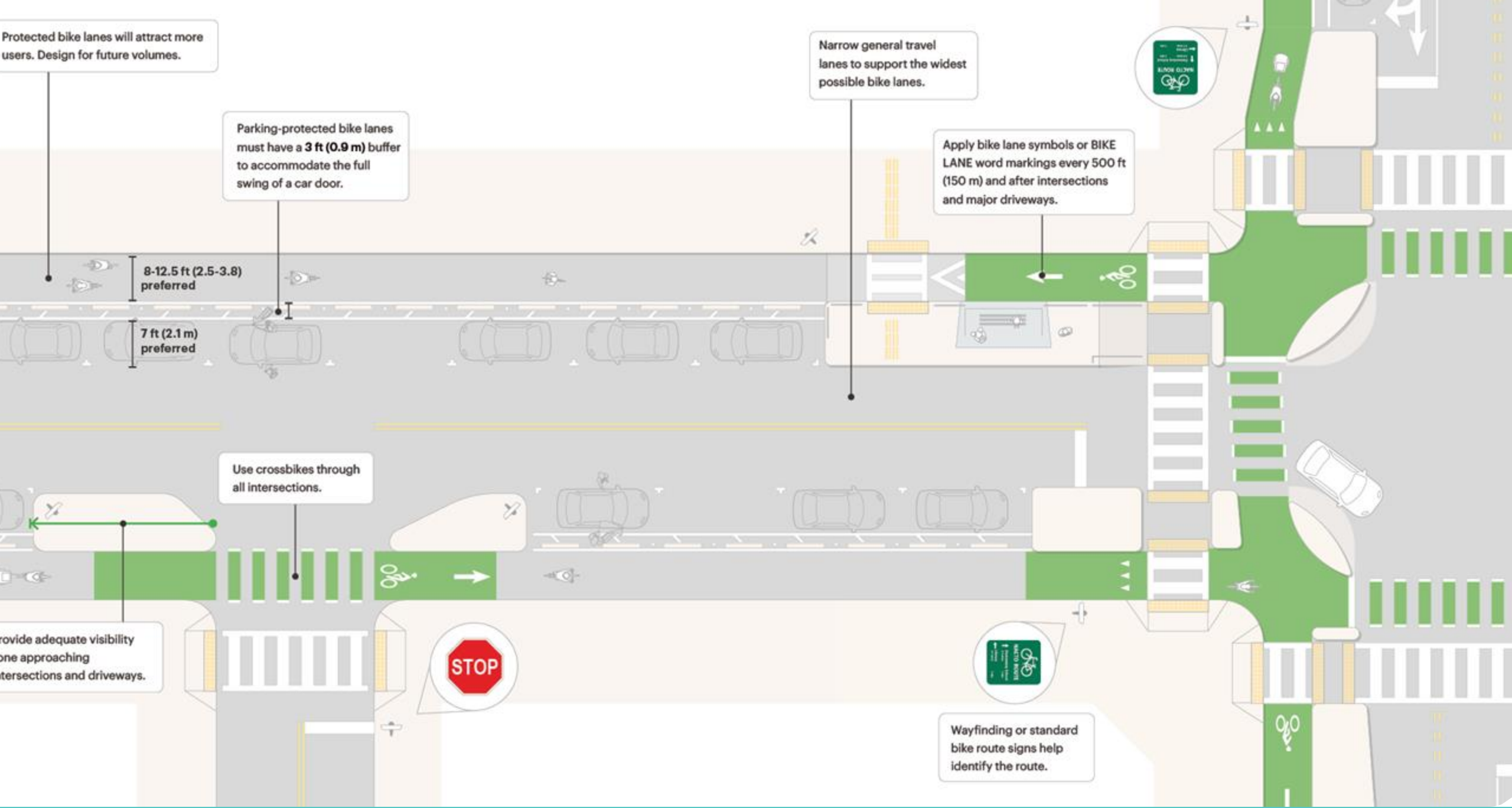
Narrow general travel lanes to support the widest possible bike lanes.

Apply bike lane symbols or BIKE LANE word markings every 500 ft (150 m) and after intersections and major driveways.

Use crossbikes through all intersections.

Provide adequate visibility for those approaching intersections and driveways.

Wayfinding or standard bike route signs help identify the route.



Design bikeways for all ages and abilities

Facility selection

Protected bike lanes are always an option and may be preferred along any street.

Bikeways for low-speed and low-volume streets may be considered where:

- Low curbside demand
- Single general purpose travel lanes per direction
- Low volume and low speed (see table)



GUIDANCE FOR SELECTING ALL AGES & ABILITIES BIKEWAYS

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume per day	Motor Vehicle Volume Peak Hour in Peak Direction
Protected Bike Lane	Any	Any	Any
Shared Spaces	≤10 mph ≤15 km/h	≤ 1,000	≤60
Bicycle Boulevard	≤ 20 mph ≤ 30 km/h	≤ 500 - 2,000	<50-150
Advisory Bike Lane	≤ 20 mph ≤ 30 km/h	≤ 500-2,000	<50-150
Constrained Bike Lanes	≤ 20 mph ≤ 30 km/h	≤ 1,500-3,000	≤ 300
Constrained Bike Lane with Buffer	≤ 25 mph ≤ 40 km/h	≤ 6,000	≤ 600

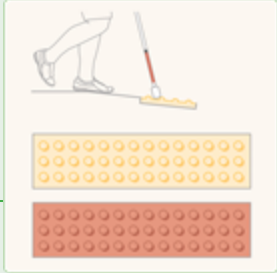


Traffic calming is part of bikeway design

Washington, DC

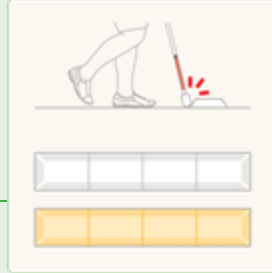


Designing for non-visual navigation



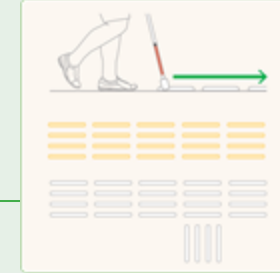
DETECTABLE WARNING SURFACE

Truncated domes warn of a hazard along a circulation path and **will be crossed** when the path is clear and safe



TACTILE WARNING DELINEATOR

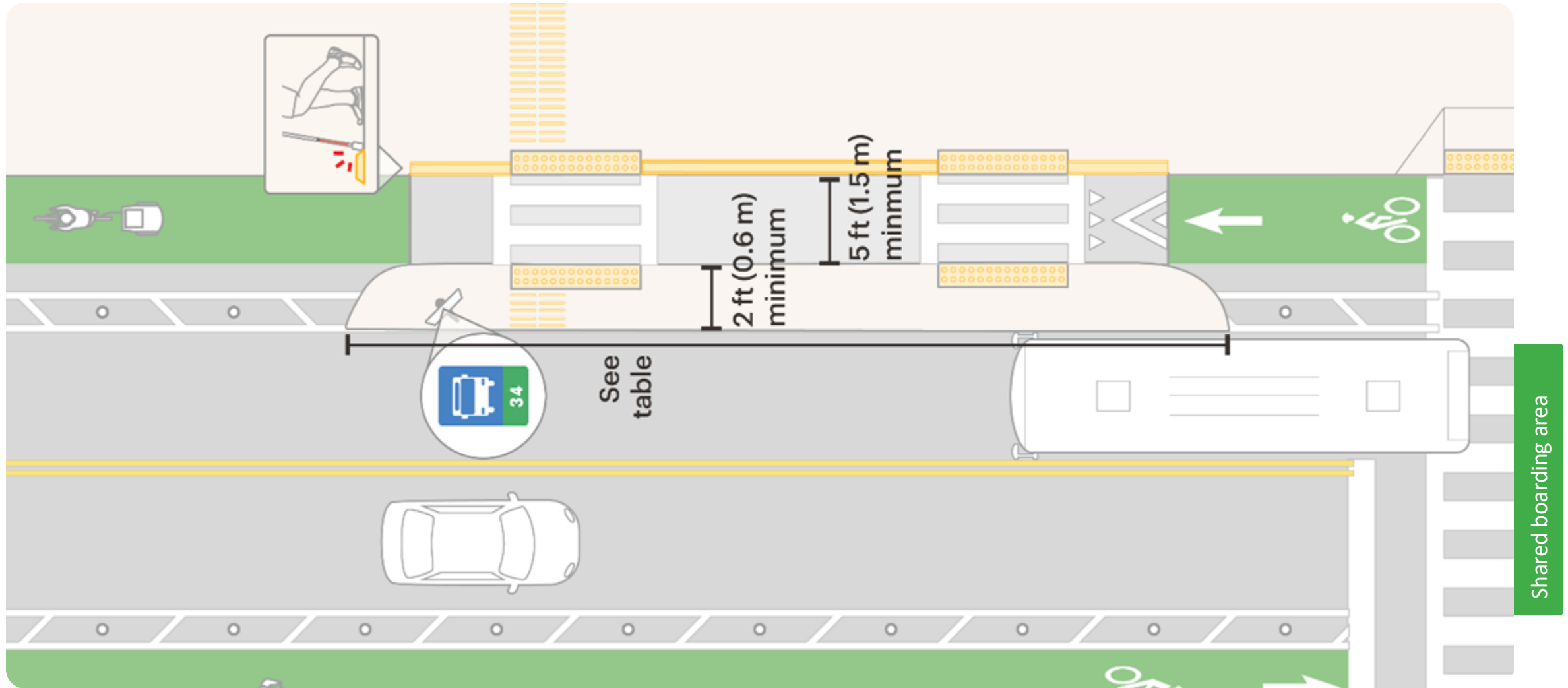
A raised trapezoidal surface that indicates an edge of a sidewalk or pedestrian route warning of a hazard when crossed and **never need to be crossed**



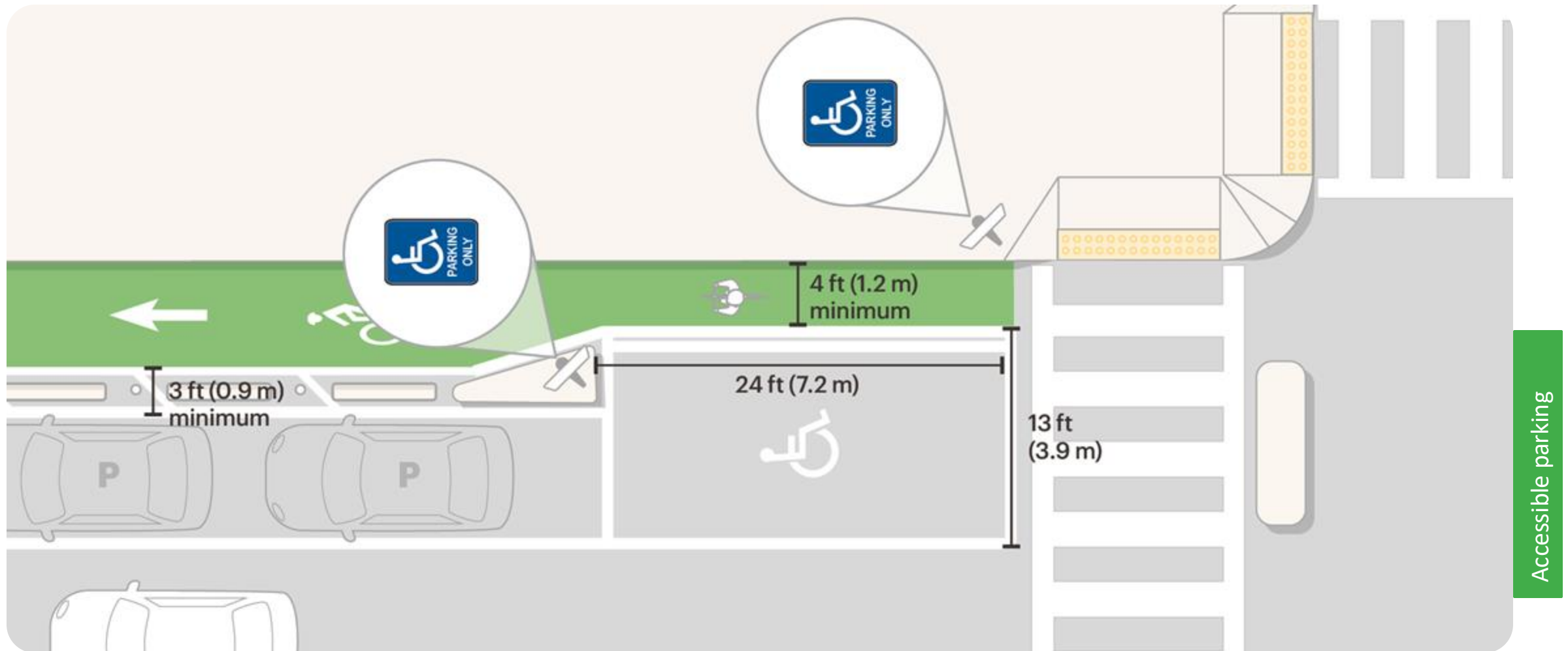
TACTILE DIRECTIONAL INDICATOR

Raised bars indicate a path of travel where pedestrians can follow along either side of a device and may be **crossed without hazard**

Designing accessible and navigable curbsides



Designing accessible and navigable curbsides



Chapter 4

Intersections



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Chapter 4: Design Bikeable Intersections

- *Reassess priorities*
 - *Provide distinct paths of travel*
 - *Slow turns*
 - *Improve visibility*
- Do not expect to eliminate all conflicts**



Austin, TX



- 1 Protected bike lane approach
- 2 Corner island
- 3 Pedestrian island
- 4 Visibility zone
- 5 Crossbike
- 6 Bikeway setback

At intersections with relatively low turn volumes, geometric design tools are often sufficient for mitigating conflicts



At busy intersections, signal timing can separate turning vehicles from people biking, rolling, and walking

Montreal, QC

Chapter 5

Maintenance and Operations

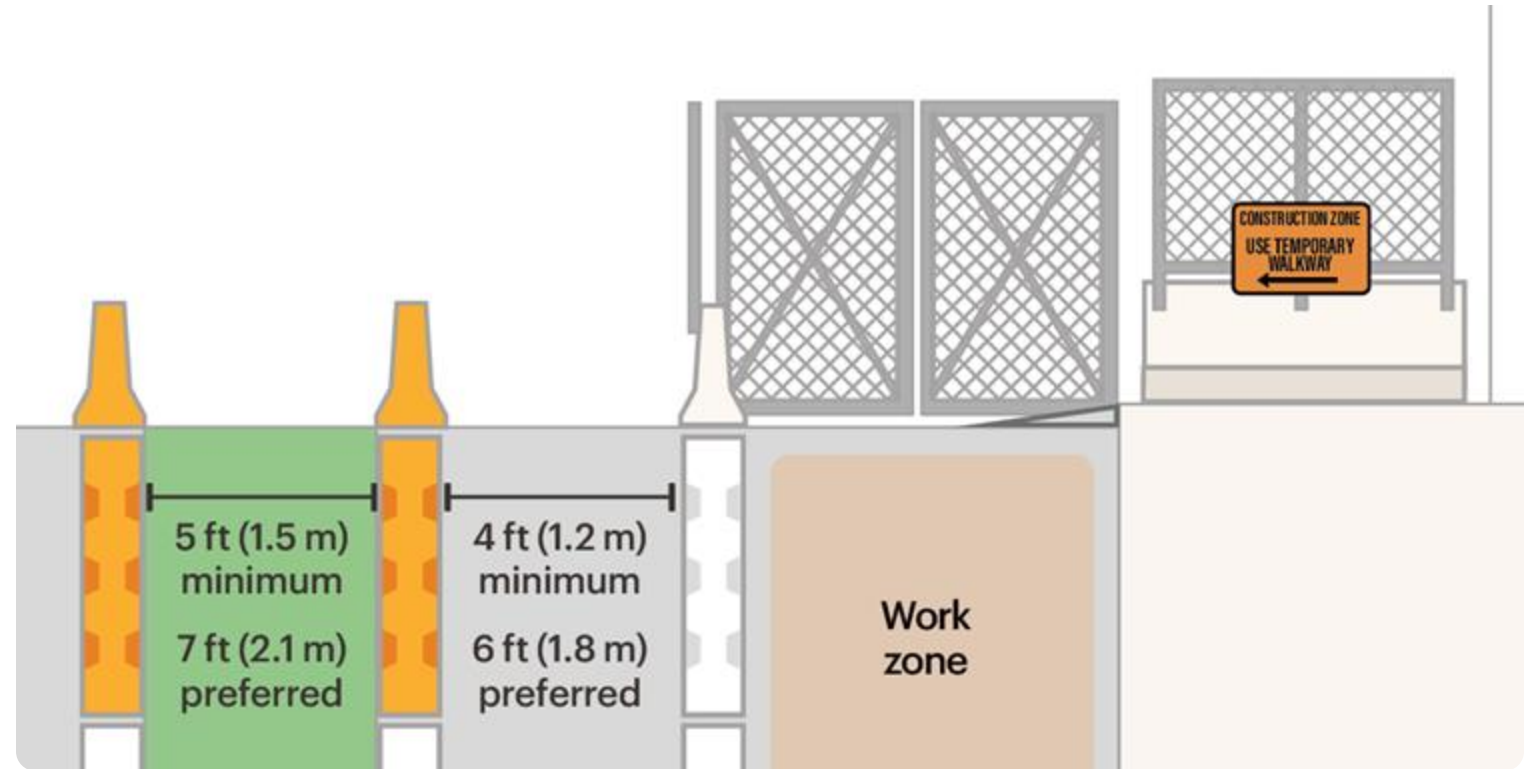
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Keep bikeways clear all year



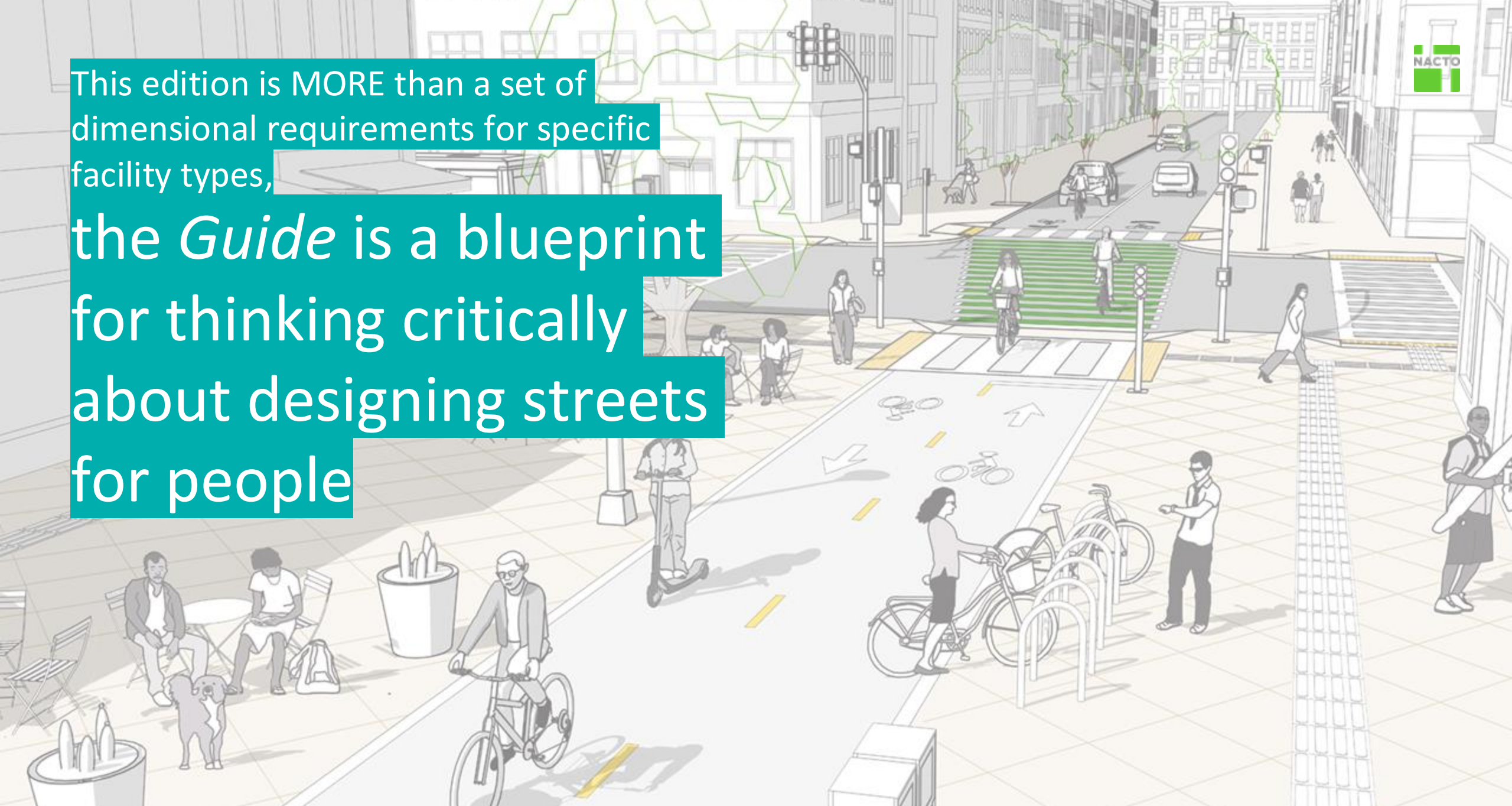
All season maintenance needs attention, but should not be a reason to stop bikeway projects or diminish an All Ages & Abilities design

Keep bikeways operational



Encroachment in the bikeay can create dangerous conditions and weaken the overall connectivity of the bike network

This edition is MORE than a set of dimensional requirements for specific facility types, the *Guide* is a blueprint for thinking critically about designing streets for people



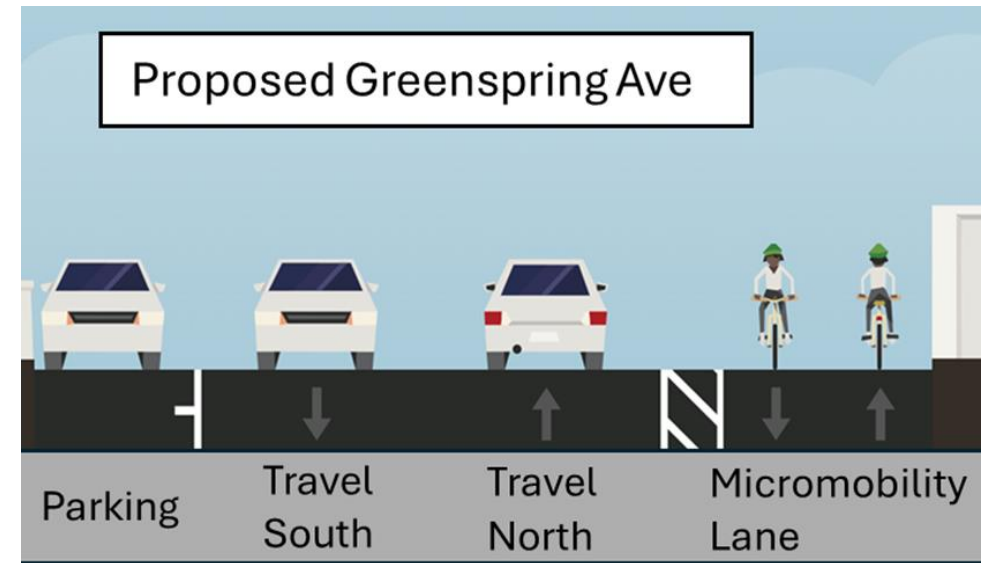


Project Update
**Greenspring Resurfacing
and Bike Lane Upgrades**

Greenspring Ave

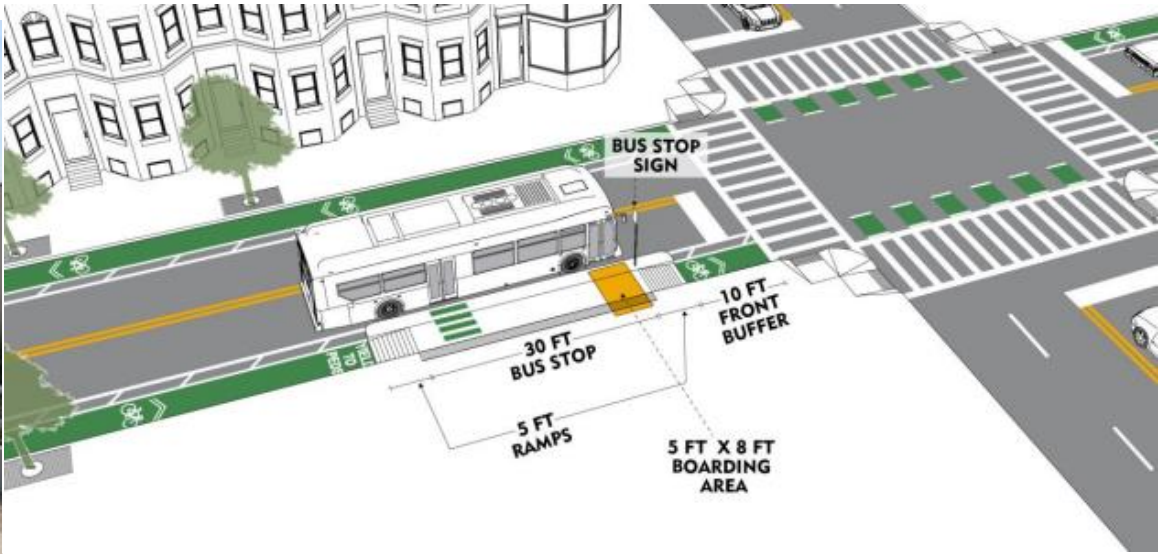
Roadway is being updated to current standards under Complete Streets Law due to resurfacing

- July 8th public meeting held
- Consideration for ADA users
- July – August design and striping
- Addition of bus bulbs 2026

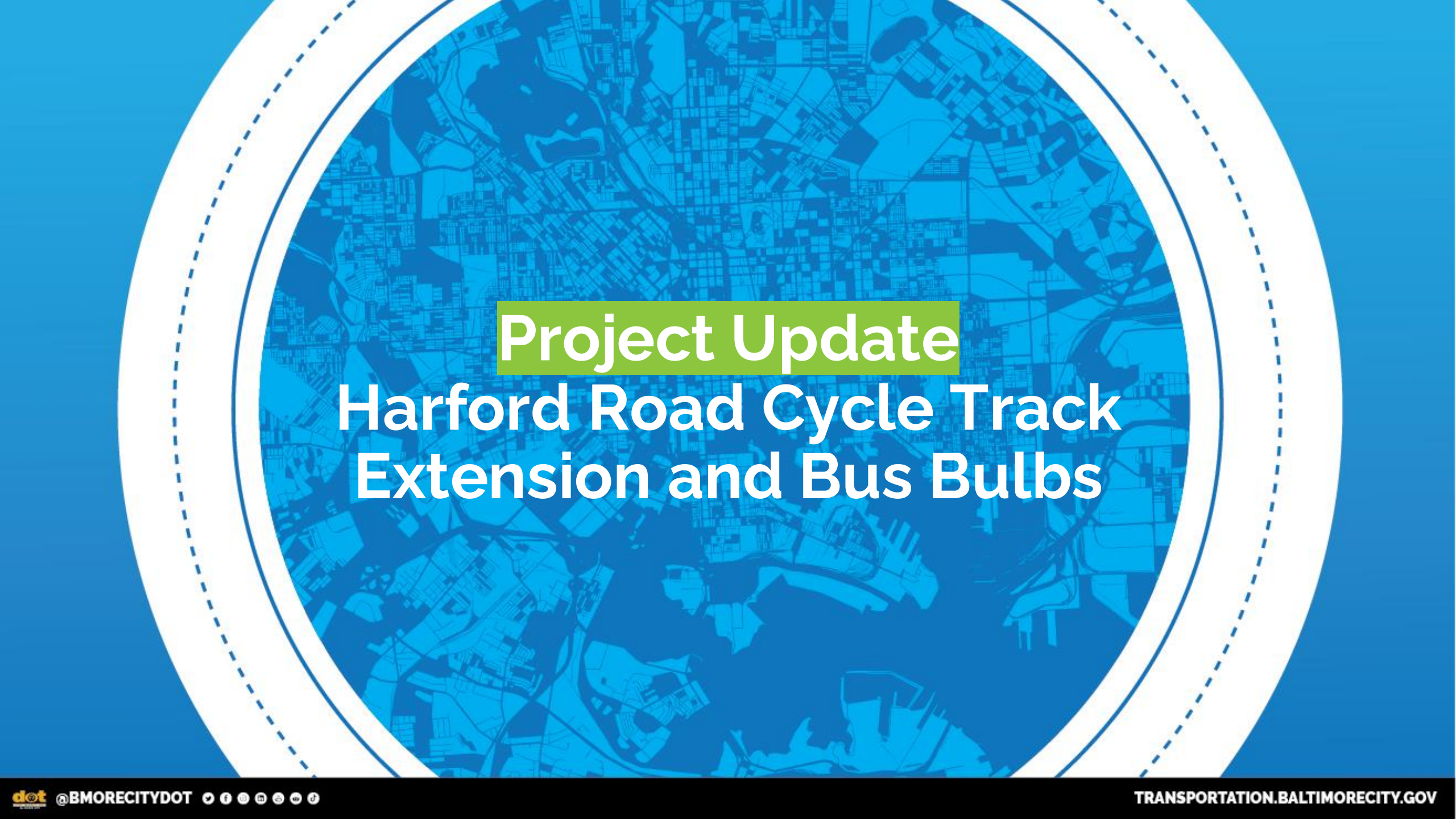


Bus Bulbs

Bus bulbs provide a level boarding area for bus users and eliminate the need for the bus to swerve in and out of the stop and reduce the need to kneel.



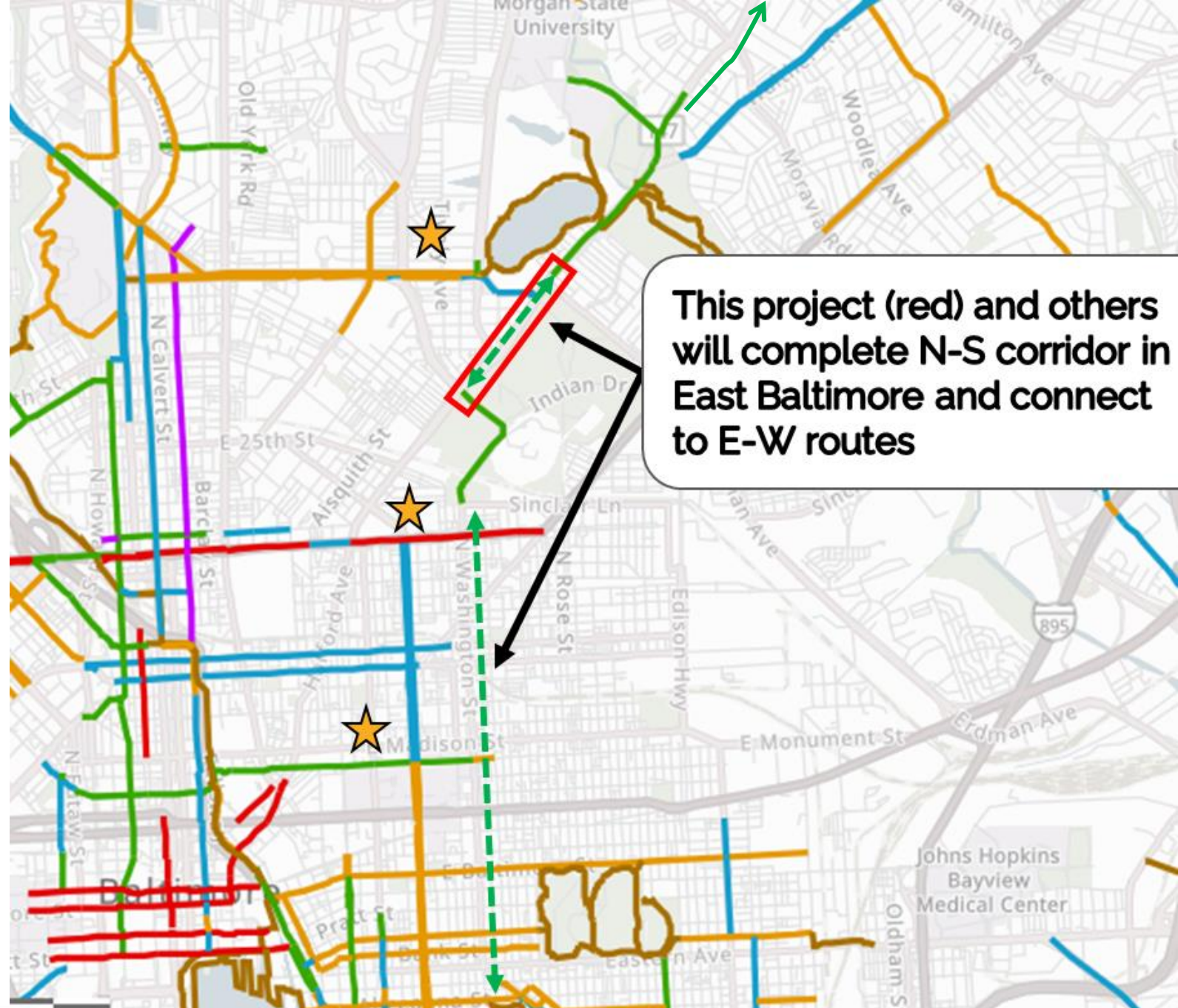
MAYOR'S
BICYCLE
ADVISORY
COMMISSION



Project Update
**Harford Road Cycle Track
Extension and Bus Bulbs**

Harford Road

This project will fill a transportation gap in the bike network along with increasing safety and accessibility along the Harford Rd corridor



Harford Road

- Community Engagement - Summer 2025
- Design - Fall to Winter 2025
- Construction - Spring 2026
 - Include 3 bus bulbs



MAYOR'S
BICYCLE
ADVISORY
COMMISSION





Project Update Jones Falls Gateway

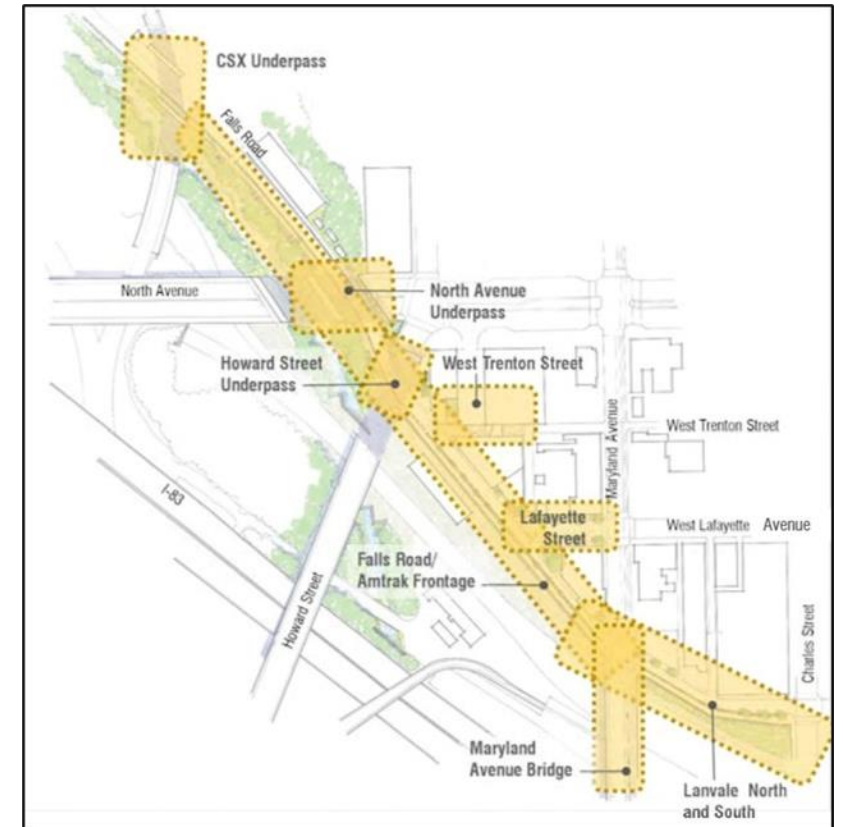
Jones Falls Gateway

2020: Midtown Community Benefits Fund developed the Falls Gateway Master Plan.

Summer/Fall 2025:

- Phase 1: Seek community feedback on the current state of the Jones Falls Trail/Falls Road corridor. (Current phase)
- Phase 2: seek feedback on the proposed design of the trail and roadway.

Spring/Summer 2026: BCDOT will develop the 100% engineering designs.



Project Partners



Jones Falls Gateway

Jones Falls Gateway Project

Construction Scope (anticipated)



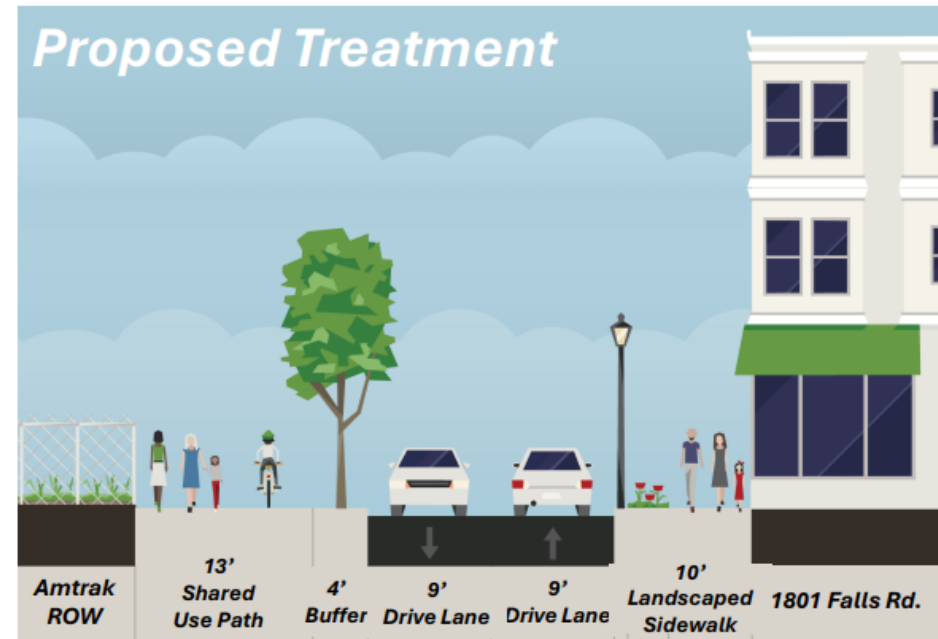
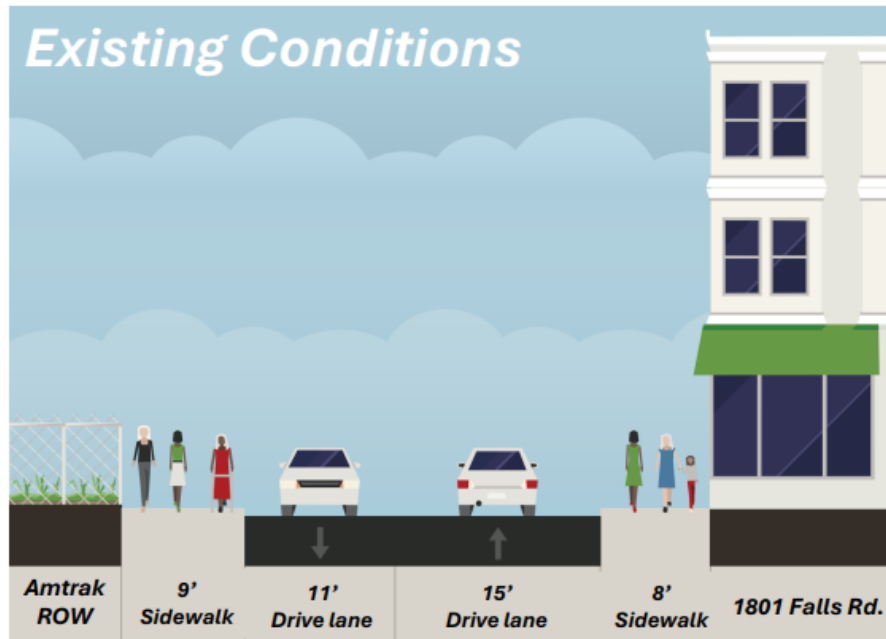
The core element of the Jones Falls Gateway Project is the **construction of a 10 – 13 ft. wide two-way shared use path** along the south side of Falls Rd. between the CSX underpass and Charles St.



Jones Falls Gateway

Potential for Transformation

Alignment at 1801 Falls Rd.



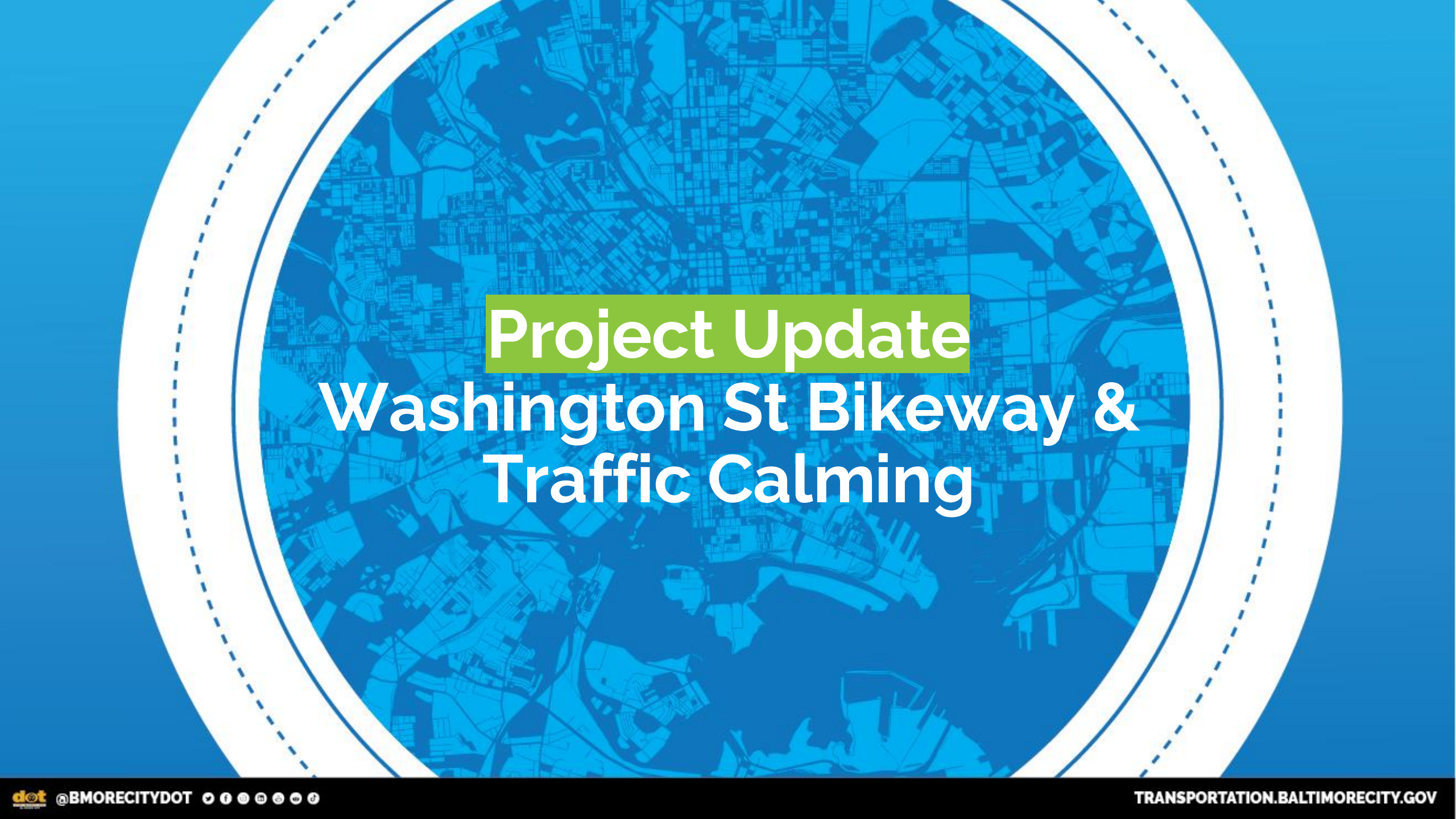
Jones Falls Trail (before)

- No demarcated trail (bikes use sidewalks or roadway)
- No buffer between vehicles and pedestrians
- Extra wide lanes enables excessive speeding

Jones Falls Trail (after)

- Two-way shared-use path provides space for all users
- Landscaped buffer between vehicles and pedestrians
- Appropriate lane widths for appropriate speeds



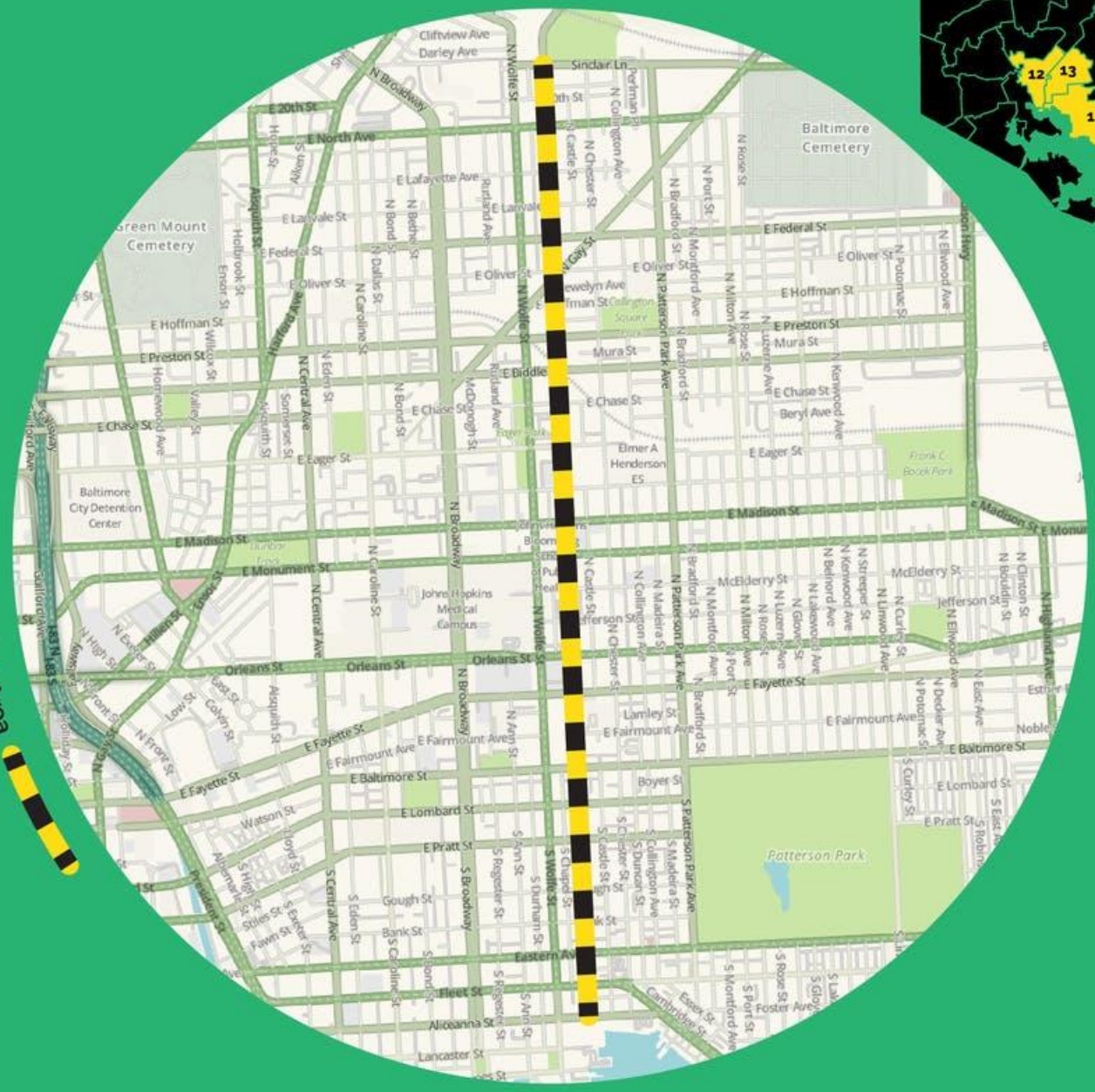


Project Update
**Washington St Bikeway &
Traffic Calming**

WASHINGTON ST BIKEWAY & TRAFFIC CALMING



Project Area



@BMORECITYDOT



STREETSOFBALTIMORE.COM/WASHINGTONST

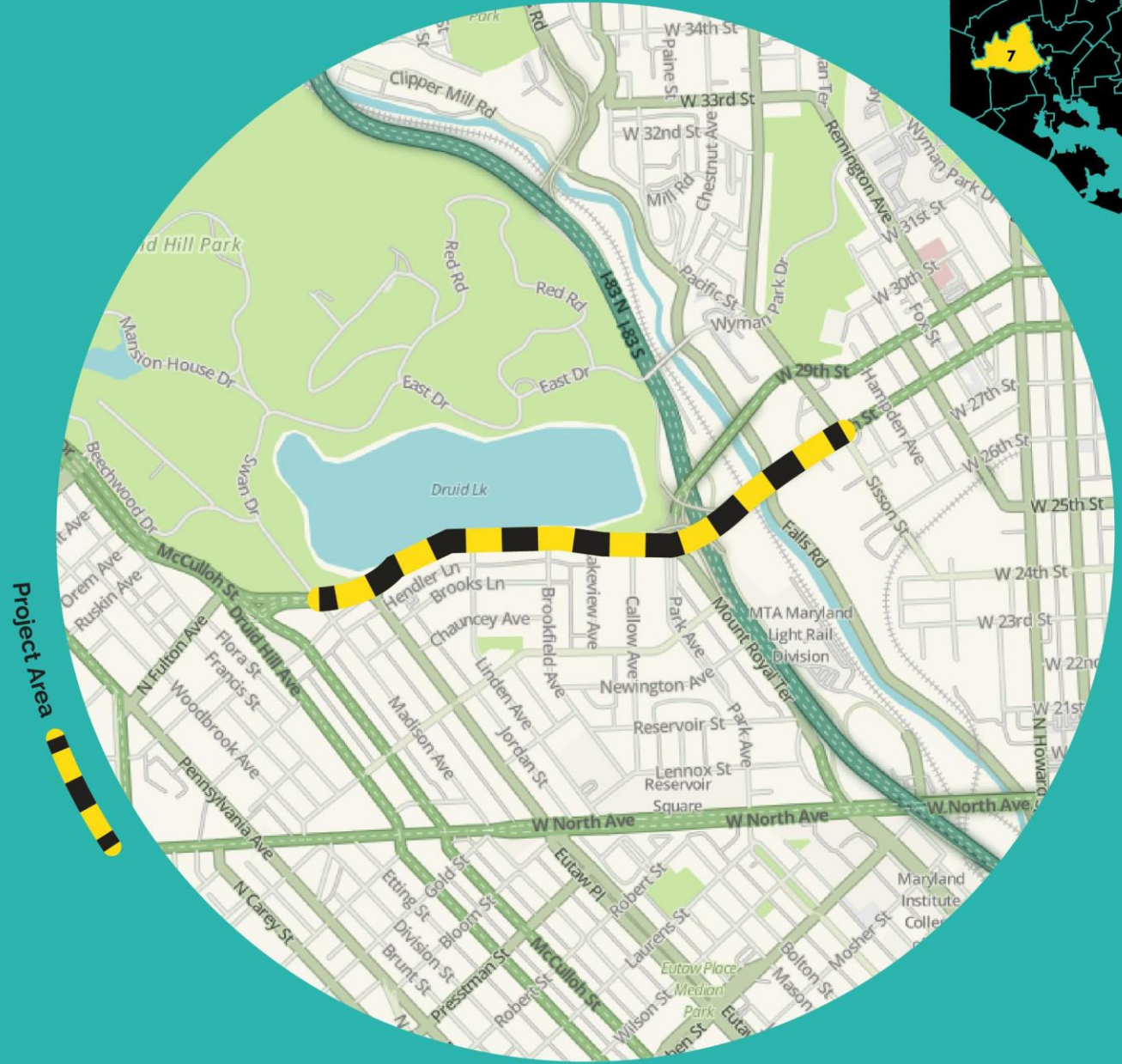


Project Update

Big Jump Update



THE BIG JUMP



Project Area



@BMORECITYDOT



STREETSOFBALTIMORE.COM/BIGJUMP

Big Jump Update



Phase 1 - Construct the Big Jump

Completed - 2018

Constructed with temporary materials including plastic water-filled barriers.



Phase 2 - Maintain the Big Jump

In process - 2025

Replacing the plastic water-filled temporary barriers with semi-permanent barriers.



Phase 3 - Transform the Big Jump

Upcoming - TBD

The Big Jump will be transformed as part of the Restoring Connections to Druid Hill Park project.



Big Jump | Phase 2: Maintain the Big Jump



Phase 2.1 - Install concrete jersey barriers on **west side**

In process – July 2025

Replacing plastic water-filled barriers with concrete jersey barriers.



Phase 2.2 - Install semi-permanent barriers on **east side**

In process

Identifying a semi-permanent material that will work with the bridge structure.




Phase 2.3 - Improve and beautify

Upcoming

Enhancement may include planters, signage, and/or paint.





Project Update
**Toward Zero Quickbuild
Projects**

Toward Zero Quickbuilds: West Side



- **Pratt St**, from Frederick Ave to MLK Blvd
- **Monroe St**, from Baltimore St to Eagle St (potentially Wicomico St)
- Roundabout at **Wilkens Ave, Ramsay St, Mount St**
- **Frederick Ave and Pulaski St** intersection
- Intersections on **Baltimore St**

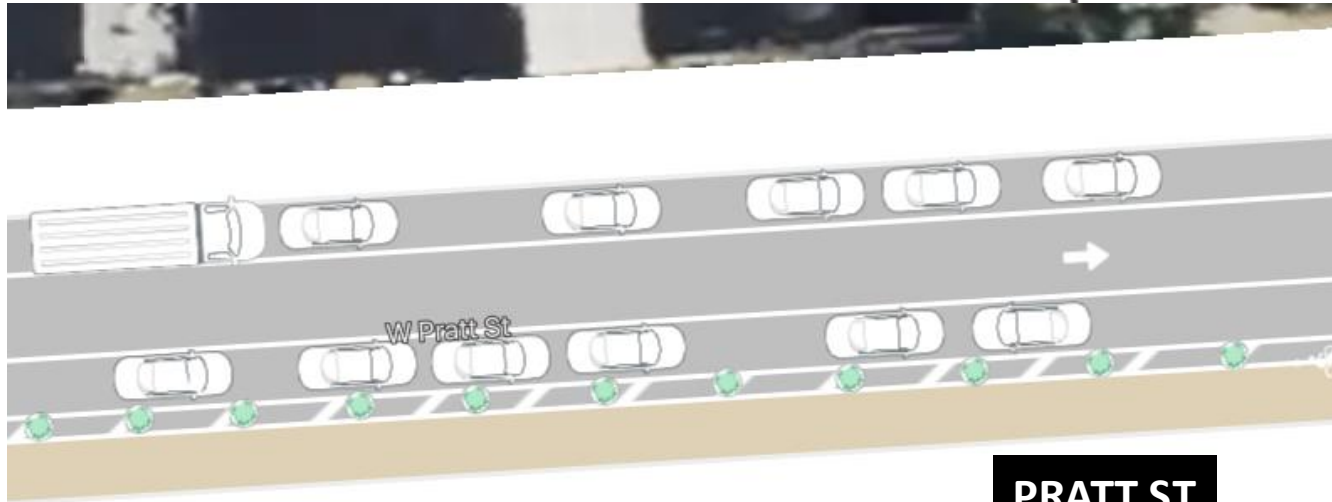
[STREETSOFBALTIMORE.COM/TOWARDZEROQUICKBUILD](https://streetsofbaltimore.com/towardzeroquickbuild)



Toward Zero Quickbuilds: West Side



Possible options incorporating bike/micromobility infrastructure



[STREETSOFBALTIMORE.COM/TOWARDZEROQUICKBUILD](https://www.streetsofbaltimore.com/towardzeroquickbuild)

Take the Toward Zero Quickbuild Project Survey!

<https://www.surveymonkey.com/r/QuickBuild25>



MONROE ST

Toward Zero Quickbuilds: East Side



- **Fayette St**, from Luzerne Ave to Kenwood Ave
- **Jefferson St**, from Patterson Park Ave to Highland Ave
- **Madison St**, from Washington St to Milton Ave. Special focus on Madison and Montford intersection.
- Intersection of **Fayette St, Pulaski Highway, and Lakewood Ave**

[STREETSOFBALTIMORE.COM/TOWARDZEROQUICKBUILD](https://streetsofbaltimore.com/towardzeroquickbuild)



Toward Zero Quickbuilds: East Side

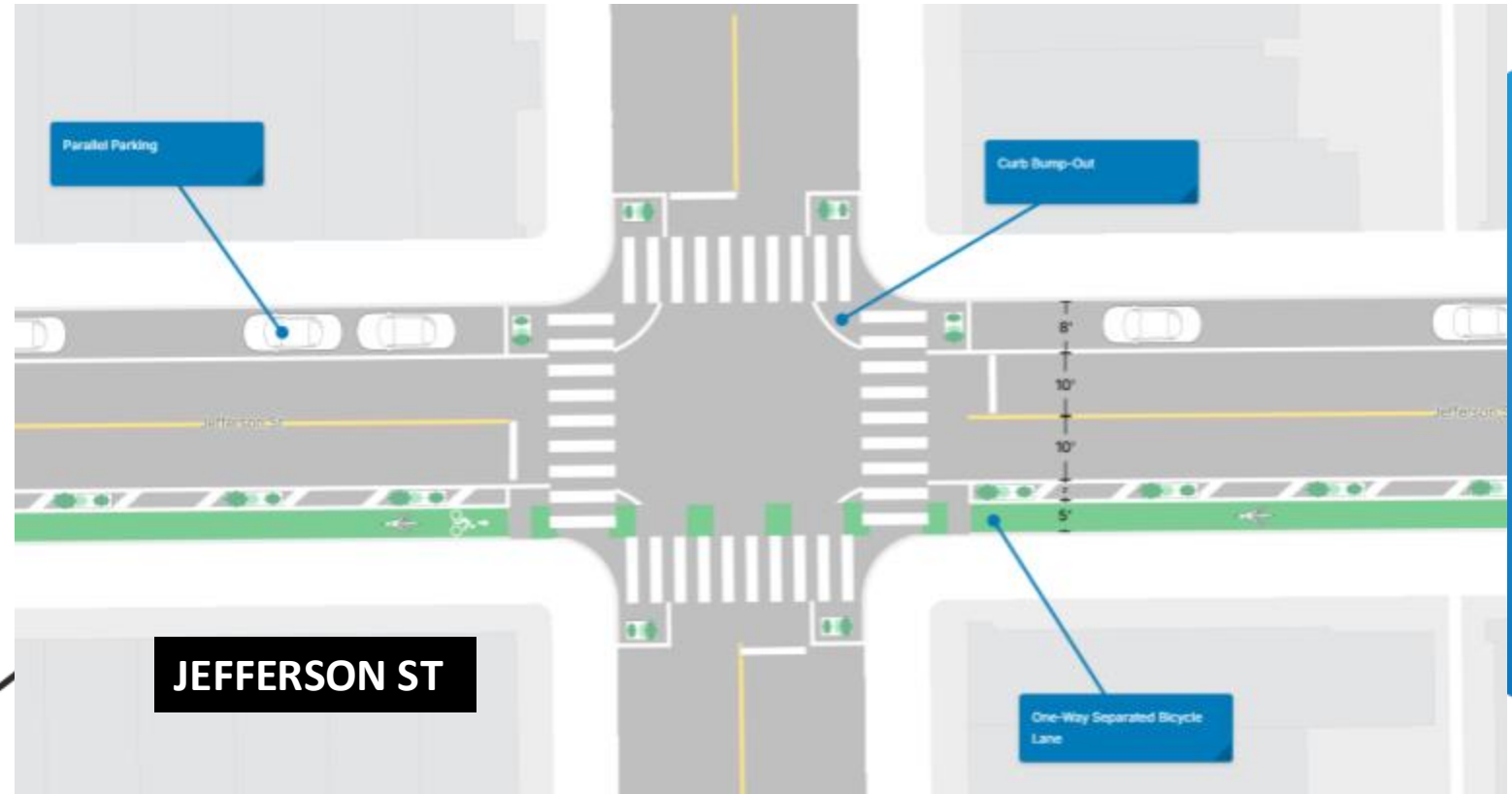


Possible options incorporating bike/micromobility infrastructure

**STREETSOFBALTIMORE.COM
/TOWARDZEROQUICKBUILD**

Take the Toward Zero Quickbuild
Project Survey!

<https://www.surveymonkey.com/r/QuickBuild25>



ALT: Bike boulevard

BALTIMORE VISION ZERO

ACTION PLAN

Take our Near Miss Survey


Take the survey at

streetsofbaltimore.com/VisionZero

PROJECT MILESTONES:

- Communications Brain Trust selected, meetings will kick off in August
- Draft HIN nearly complete, engagement will begin in August
- Internal City working group will begin meeting in August
- External working group will begin meeting in the fall





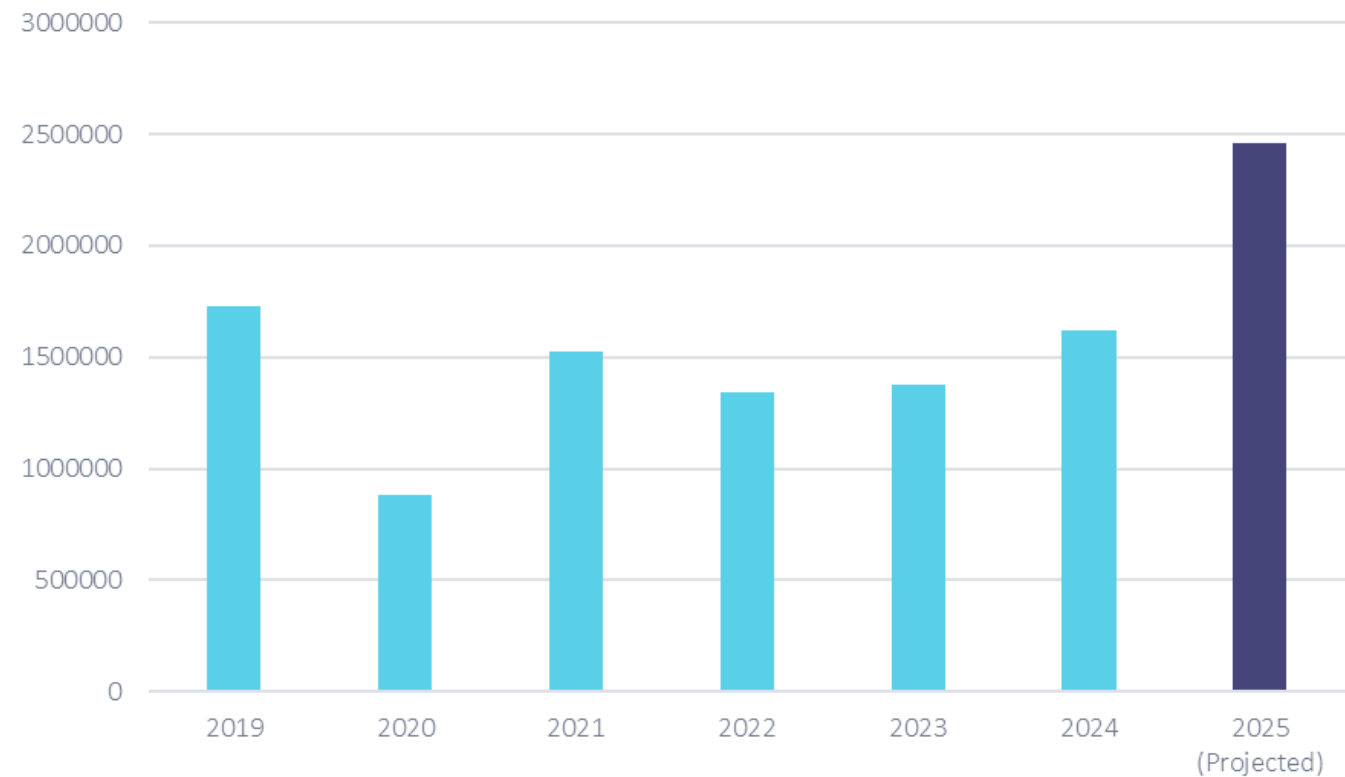
Micromobility Update

Total Dockless Rides Growing: Record Ridership Months in 2025

Rides	Month
292,508	2019-09
292,057	2025-06
260,118	2025-05
247,198	2019-10
238,146	2019-08
237,722	2024-10
226,158	2021-09
220,743	2021-08
219,719	2024-09
217,304	2025-04

June 2025 is the 2nd highest ridership month in program history! May was the 3rd, and even April cracks the top ten.

Baltimore City Dockless Vehicle Trips 2019-2025



ABOUT
10 \$
PER MIN!

SPIN  Lime

ROLL FOR LESS

DISCOUNTED PLANS
80% OFF
FOR E-SCOOTERS, AND E-BIKES
FOR LOW-INCOME RESIDENTS!



YOU NEED:

- PROOF OF ADDRESS (BILL)
- A SNAP CARD, UTILITY BILL, MEDICAID INSURANCE CARD, OR REDUCED FARE CARD

**SIGN UP
TODAY!**



Longtime program goal of a unified access offer achieved!

Thank you to Spin and Lime for committing to an 80% flat discount with no unlock fees limited to 4 rider per day.



@BMORECITYDOT      

TRANSPORTATION.BALTIMORECITY.GOV



Community Updates & Events

Community Updates & Events

- **Bike Breakfast** on 8/1 (9/5) from 8:00-9am at Sophomore Coffee (Bikemore)
- **Bike Party** on 8/29 at 7pm
- **Baltimore Greenway Coalition Meeting** on 9/9 from 6-8pm at Mobtown Brewery (RTC)
- **Mobile Bike Shop** (Bikemore)
 - Tuesdays at Lake Montebello - (close to main entrance), 4-6:30pm
 - Thursdays at Lake Druid - (near the tennis courts, across from the basketball courts), 4-6:30pm



Upcoming Meetings

2025 MBAC Meetings:

- October 29

*All meetings are held on the last
Wednesday of the month from 4-5:30pm*

*Learn more at
transportation.baltimorecity.gov/mbac*





Adjourn



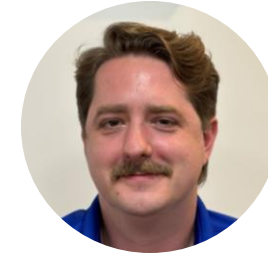
Jermaine Jones
City Council Member
District 12
City Council Representative



Michelle Peralta
Baltimore City Health
Dept.
Public Health & Wellness Rep.



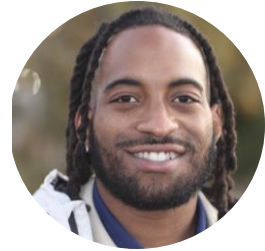
Matthew Bleakney
DOT – Traffic Division
DOT Rep. w/
Engineering Expertise



Sean Burnett
DOT – Planning
Division
DOT Rep. w/
Planning Expertise



Veronica Davis
AtkinsRéalis
Engineering & Design Industry Rep.



Quinton Batts
Rails to Trails
Conservancy
Bicycling Community Rep.



Sean Becker
Baltimore City Rec. & Parks
Dept. of Rec & Parks Representative



Patrick McMahon
Baltimore City
Dept. of Planning
Planning Department Rep.



Lt. Charlie James
Baltimore Police
Department
BPD Representative



Omar Faison
Bikemore
Bicycling Community Rep.



Graham Young
Mayor's Office of
Infrastructure
Development
Mayor's Office Representative



Sarah McTyeire
Community
Representative
Community Representative



Lauren 'Bemi' Byrd
No Boundaries Coalition
Community rep, typically underrepresented in bicycling matters



Big Jump | Maintaining Emergency Vehicle Access



- Maintain a 24' break in the concrete barriers between Eutaw Place and Linden Ave

12' Shared-use path width



- Create a pull off area prior to the start of the bridge near Mt. Royal Terrace