

## RPCL Meeting Minutes 04NOV2015

RPCL Members Present: Kathleen Truelove, Laura Grier, Chris Cortright, Andrew Mariani, Bob Connors, Trish Carroll, Steve Grantz, Rob Hurst, Daniel Motz, Andrew Wolfe, Patti Ephraim, Ian MacFarlane

Brian Kemmet, Mayors Office, Liaison for Northwest District  
Sharon Middleton, Representative

### Cycle Track Discussion

DoT presentation on RP master plan. Paul Goldback, designated as a shave and pave, mill from Coldspring lane to Northern Parkway, 2 inches off. Replacing some curbing, gutter, ADA ramps. After install curb gutter, paving, problems with drainage. Replacing 6-inch gutter to rectify problem. Scheduled to be completed around March 6<sup>th</sup>. Lead walks replaced by end of year. ADA ramp removed at St. John needs to be replaced. Please contact DoT liaison, Kohl Fallin, e-mail [kohl.fallin@baltimorecity.gov](mailto:kohl.fallin@baltimorecity.gov) with questions.

Brian Kemmet, new Liaison for Northwest District, contact info [brian.kemmet@baltimorecity.gov](mailto:brian.kemmet@baltimorecity.gov) 410-913-6767.

Councilwoman Sharon Middleton, made some opening remarks before the discussion regarding the cycle track. She explained that her job is to listen to constituents. There has been constant communication throughout the process, either by her personally or her representative.

There was a brief presentation by Veronica McBeth on cycle track. Cycle track begins at Coldspring and end at Northern parkway. Adjacent to RP schools where kids are seen riding bikes on sidewalk, it will provide safe transport for students. Also for safe travel of adults to and from work. The cycle track includes two travel lanes for cars, parking lane, then a buffer, and finally a bike lane. There has been discussion regarding placing ballards vs flex posts – flex posts made of plastic. Also traffic calming tools for the avenue have been placed as well. Narrowing car travel lane width to 10.5 feet will help to calm traffic.

Comments and Concerns voiced by residents:

- Safety Audit: No road safety audit is incorporated. No trial and error period for the cycle track has been designated. It was suggested that there should be more discussion and data specific analysis and a task force of experts to study this issue. DoT responded that there has already been study by traffic administration of traffic on Roland Avenue. Approximately 14,500 cars traverse these streets. Physically separated track reduces injuries. There have been many meetings related to the cycle track. Every federally funded project required to include bike traffic in Master Plan.
- Flex Posts: Caitlyn Doolin confirmed that there will be 100 flex posts around bump outs. Residents voiced concern that these will cause problems for snow removal, fire emergencies. The city has ordered 300 for maintenance purposes, using approximately 150, 10 ft between them. Purpose of flex posts is to slow the on-going traffic.
- Fire Safety: Lt Steele, firefighter who works and lives in the community voiced concern that the cycle track will affect response time to get to houses on Roland Avenue. Currently, they can use the bike lane when there is too much traffic. It was suggested that there would need to be a response from DoT to find out how this will affect access to the fire hydrants.
- Snow Removal: DoT has capability to remove snow using bobcat shovel.
- Concerns for Car Drivers and Passengers: Voiced concern about drivers getting out of the car. At St. David's Church, narrowed lanes are going to be creating more problems for families getting out of their cars taking children to preschool. Voiced concern that bikes at intersections will not be seen by cars turning.