

## **Roland Avenue Cycle Track Frequently Asked Questions (FAQ's):**

### **What is the purpose of the Cycle Track Committee (CTC) and how will the community be made aware of your work?**

Our committee was formed by the RP Civic League (RPCL) in Spring, 2016 to interface with the Baltimore City Department of Transportation (BCDoT) on issues of community concern related to the cycle track. In the last year, we've met monthly to outline these issues, reviewed published standards and walked every block of Roland Avenue between Cold Spring Lane and Northern Parkway to chart our observations. Recently we've also consulted experts to validate our findings. Progress reports have been given verbally at monthly RPCL meetings and documents posted on our webpage. In November, 2016 and February, 2017 we held a community progress meetings. An online survey was conducted over the winter and a dedicated email address was set-up for constructive criticism and comments. Our goal is to provide a final report with recommendations to the RPCL Board in the spring of 2017.

### **1. Why was Roland Avenue selected for this new type of bike infrastructure?**

This concept was introduced in 2010 by a resident of Roland Avenue during a transportation charrette as part of the Greater Roland Park Master Plan (GRPMP) process. The Master Plan (pp. 2-20) includes "study and design a cycle track on Roland Avenue". Initially the City's Transportation Director declined support, but during the repaving of Roland Avenue in 2014-2015 his successor revisited the decision. BCDoT presented the concept and the RPCL Board voted to approve the concept on January 7, 2015 during a regular monthly meeting. Please visit [www.rolandpark.org](http://www.rolandpark.org) for a link to the GRPMP and a more detailed chronology on our Committee's webpage.

## **2. Why is it called a “cycle track” instead of a “protected bike lane”?**

The term "cycle track" was created to describe a new type of bike infrastructure located on a public street but separated from motor vehicle traffic. More recently the Federal Highway Association (FHWA) has started to use the term "separated bike lanes" to include the cycle track design and others. When a physical barrier is included, the term "protected bike lane" has also been used to describe this design.

## **3. When will debris and leaves be cleaned from the track? How frequently can we expect cleaning to occur?**

In November, 2016 a thorough cleaning of the Cycle Track was completed. DPW has recently initiated a citywide program including Roland Park. Cleaning is scheduled the first Wednesday of the month for the odd side of Roland Avenue and the second Wednesday of the month for the even side of Roland Avenue. Sweeping will occur between 8 AM - 4 PM, please be sure to move your cars accordingly. The DOT has stated they will use the “mad vac”, a small street sweeper designed to fit between the parked cars and the curb, at least once a month to thoroughly clean the entire cycle track.

## **4. When will more speeding enforcement begin to take place?**

RPCL has requested speed enforcement of Major Gibson, Northern District Police Department, who has instructed officers to do so as frequently as they can. With reduced staffing levels this is not a high priority, but we continue to ask at every opportunity. The city's speed camera program is scheduled to return in 2017 with mobile units to be used on Roland Avenue.

## **5. Who has the right of way in the Cycle Track?**

According to the BCDoT cyclists have the right of way mid-block in the Cycle Track. At intersections pedestrians have the right of way. All users of Roland Avenue and the Cycle Track should be cautious in areas where they may encounter people using different modes of transportation.

## **6. Where should I report damage to my car?**

Always report damage to your car by filing a police report, call 911 or 311. In the event of a hit and run please call the BCPD. Although a report will not be issued you are asked to get the responding officer's name and badge number. We have been told by the BCPD this information will be sufficient when filing a claim with your insurance company. We also ask you to report ALL accidents to the CTC. Hit and run accidents, involving motor vehicles, will not be compiled in city data but we would like to track the information [cycletrack@rolandpark.org](mailto:cycletrack@rolandpark.org).

## **7. Why are cyclists still riding in the traffic lane instead of the cycle track?**

Maryland Law requires cyclists to ride in dedicated bike LANES when present and clear. The Roland Avenue Cycle Track is technically considered a bike PATH, which under Maryland law, are optional to cyclists

### **8. How can I best refute a parking citation I believe was unfair?**

Be sure to photograph your car in its parked position at the time of the citation to serve as evidence. The official process for contesting each citation is explained on the citation, it includes appearing in small claims court. A lawyer is not required, but may be helpful. The Parking Enforcement division will ticket cars parked in the cycle track or in the buffer. Ticketing is at the discretion of the officer. If your vehicle is too large to fit in the parking lane and you are ticketed, you can contest the ticket. While we can't provide any assistance please let us know if you've received a parking citation by email [tickets@rolandpark.org](mailto:tickets@rolandpark.org).

### **9. Will the excessive/incorrect signage be addressed?**

The Cycle Track Committee has noted, to the best of their ability, excessive and incorrect signage. We will be presenting this to the BCDoT in hopes they will address all our concerns. Several signs on the corner of Deepdene and Roland were already removed last fall.

### **10. I heard businesses on Roland are negatively affected by the cycle track. Is this true?**

The Cycle Track Committee has been in touch with local businesses and we remain committed to working with them. The local businesses have communicated to us that they have lost revenue since the Cycle Track was installed. We have asked for data to support this trend but, as of yet, have not received it. Supporting local businesses is important to the community.

### **11. When can we expect to see changes made if they are going to be made?**

The city will not consider any changes until after June, 2017. The city has made it clear they want to make all agreed upon changes at one

time, not in a piecemeal fashion, in collaboration with the RPCL and our committee.

**12. When will the City's 6 month review be complete?**

Residents and users of Roland Avenue can expect the surveys and data collection to start anytime after January, 2017 and continue through June, 2017.

**13. Is the Cycle Track Committee making safety improvement recommendations?**

The CTC has walked the entire 4 miles of our cycle track and documented specific areas that could be easily changed to improve safety for cyclists, drivers and pedestrians.

**14. Is the Committee working to reclaim some of the lost parking?**

On our "walking tours", the Cycle Track Committee identified several places along Roland Avenue where parking spaces could be reclaimed. We will share this information with the city.

**15. Maryland Avenue was reduced to one traffic lane from two for their cycle track, is that a possibility for Roland Avenue?**

The city completed a traffic study to determine feasibility of the "road diet" on Maryland Avenue, which would be needed here as well before further consideration. Many have raised concerns that school traffic would make the option impractical, while others support it south of Wyndhurst for residential traffic calming.

## **16. Have local schools been asked for feedback?**

The Cycle Track Committee proactively sought engagement and feedback from leadership at Roland Park Elementary Middle School, Roland Park Country School, Gilman and Bryn Mawr. Each school responded generally and those responses will be considered along with other feedback.

Mr. D'Ambrosio, the principal of Roland Park Elementary Middle School, has indicated that he supports any effort to reduce car traffic on Roland Avenue. He hasn't seen a big reduction yet or an increase in student bike use, but is hopeful that will occur. He stated he observes people using the cycle track, and he believes traffic has slowed on Roland. Mr. D'Ambrosio has heard mixed reviews from parents regarding the cycle track installation.

St. David's Preschool has been very involved in providing feedback to the City, the RPCL, and to the CTC. St. David's has asked that the cycle track be moved away from the curb on its block, to accommodate drop-off and pick-up of very young children.

Additional follow-up with school parents and/or student users may next be sought by the committee.