

**CITY OF BALTIMORE
COUNCIL BILL 09-0126R
(Resolution)**

Introduced by: Councilmembers Clarke, D’Adamo, Kraft, Henry, Welch, Conaway

Introduced and read first time: April 20, 2009

Assigned to: Community Development Subcommittee

REFERRED TO THE FOLLOWING AGENCIES: Department of Transportation

A RESOLUTION ENTITLED

1 A COUNCIL RESOLUTION concerning

2 **The Equal Rights for Bikes Task Force**

3 FOR the purpose of creating the Equal Rights for Bikes Task Force to work within the Bicycle
4 Master Plan to promote a safety program for 4-wheel and 2-wheel vehicles by clarifying
5 rules of the road for all vehicular traffic, creating a system for monitoring bicycle-involved
6 accidents, recommending bicycle safety initiatives for the City, and encouraging
7 dissemination of information on bicycle safety throughout the City of Baltimore.

8 **Recitals**

9 The National Highway Traffic Safety Administration, using the term pedalcyclists to include
10 bicyclists and other riders of 2-wheeled non-motorized vehicles, tricycles, and unicycles
11 powered solely by pedals, reports that in 2007, 698 pedalcyclists were killed, and an additional
12 44,000 were injured in traffic crashes. Pedalcyclist fatalities occurred more frequently in urban
13 areas (72%), at non-intersection locations (64%), between the hours of 5 and 9 p.m. (26%), and
14 during the months of June (11%) and September (11%).

15 The *Choose Safety for Life* campaign reminds Marylanders that by law, bicycles are vehicles,
16 and bicyclists have the same rights and responsibilities as drivers of motor vehicles – but
17 bicycles are less visible, quieter, and don’t have a protective barrier around them. Motorists
18 should drive carefully around a bicyclist; even a slight mistake can result in death – on average,
19 7 people are killed, and another 650 people are injured in bicycle-related crashes. In Maryland,
20 most crashes occurred during daylight hours between the months of May and September.

21 The Pedestrian and Bicycle Information Center (PBIC), a 10-year-old organization of
22 engineers, educators, law enforcement officers, developers, community leaders, planners, and
23 advocates, finds that at this turning point in history, where concerns about obesity and the cost of
24 health care are exacerbated by rising fuel costs and a growing awareness of the consequences of
25 climate change, a comprehensive solution is needed to make streets safer, more accessible, and
26 more inviting to pedestrians and bicyclists.

27 The PBIC advises that key elements to encourage safe walking and bicycling include:

- 28 • Engaging the community to identify pedestrian and bicyclist concerns and develop
29 partnerships;
30 • Conducting data collection and assessment to determine road user needs;

EXPLANATION: Underlining indicates matter added by amendment.
~~Strike out~~ indicates matter deleted by amendment.

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- 1 • Short- and long-term planning and policy-making for the built environment;
- 2 • Designing and engineering safe and accessible roadways and pedestrian and
- 3 bicyclists facilities;
- 4 • Educating roadway users about the rules, rights, and responsibilities;
- 5 • Building a culture of safety and respect among roadway users;
- 6 • Enforcing proper behaviors and use of roadway facilities;
- 7 • Improving connectivity and access to transit facilities;
- 8 • Evaluating the performance of facilities and policy measures;
- 9 • Promoting health and physical activity throughout the community; and
- 10 • Finding funding and support to sustain long-term improvements.

11 The Baltimore City *Bicycle Master Plan*, prepared by the Department of Transportation in
12 cooperation with the Department of Planning with the guidance and support of the Mayor’s
13 Bicycle Advisory Committee in 2006, was initiated on behalf of the bicycling community to
14 promote and facilitate bicycling as a safe and convenient form of transportation and recreation.
15 The current BMP, one of 3 major efforts since 1978 to facilitate bicycling, seeks to construct a
16 comprehensive network and make policy and procedure adjustments within City government.

17 The Plan is intended to guide Baltimore City in creating a lasting bicycle transportation
18 program by:

- 19 • Mapping out an integrated on-street and off-street bikeway network;
- 20 • Addressing bicycle parking and inter-modal bike/transit integration;
- 21 • Stressing safety education for motorists, bicyclists, and youths; providing an action
- 22 plan for encouragement and enforcement;
- 23 • Recommending transportation and development policy and program changes;
- 24 • Describing new bicycle facilities designs; and
- 25 • Detailing new roadway and trail maintenance management practices.

26 The *Bicycle Master Plan* provides a solid infrastructure upon which the Equal Rights for
27 Bikes Task Force can define and promote a comprehensive safety education program for
28 bicyclists and motorists alike.

29 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BALTIMORE,** That this
30 Body hereby creates the Equal Rights for Bikes Task Force to work within the Bicycle Master
31 Plan to promote a safety program for 4-wheel and 2-wheel vehicles by clarifying rules of the
32 road for all vehicular traffic, creating a system for monitoring bicycle-involved accidents,
33 recommending bicycle safety initiatives for the City, and encouraging dissemination of
34 information on bicycle safety throughout the City of Baltimore.

35 **AND BE IT FURTHER RESOLVED,** That the membership of the Task Force include, but not be
36 limited to, representatives of the Baltimore City Council, the Department of Transportation, the
37 Department of Planning, and the Mayor’s Bicycle Advisory Committee.

38 **AND BE IT FURTHER RESOLVED,** That a copy of this Resolution be sent to the Mayor, the
39 Director of Transportation, the Director of Planning, the Mayor’s Bicycle Advisory Committee
40 and the Mayor’s Legislative Liaison to the City Council.