


FROM	NAME & TITLE	David E. Scott, P.E., Director	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	Department of Public Works 600 Abel Wolman Municipal Building		
	SUBJECT	CITY COUNCIL BILL 09-0431		

DATE: April 27, 2010

TO
 The Honorable President and Members
 of the Baltimore City Council
 c/o Karen Randle
 Room 400 - City Hall

I am herein reporting on City Council Bill 09-0431 introduced by Council Members Clarke, Henry, Middleton, Kraft, Young, Holton, Spector, Conaway, Cole, Curran, Branch and D'Adamo.

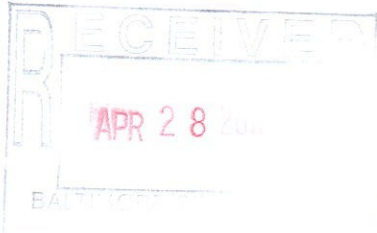
The purpose of the Bill is to require that all City street paving contracts require that drainage grates be installed in a bike-safe alignment; require anyone undertaking a street paving project to install drainage grates in a bike-safe alignment; and generally relating to bike-safe grates on City streets.

The City of Baltimore has 33,000 storm drain inlets which connect to approximately 1,000 miles of storm drain pipes. Traditionally, storm drain inlet grates parallel the curb line of streets. With the continued interest in encouraging bicycle use as a recreational and sustainable activity, efforts have been underway to replace traditional grates with grates that run perpendicular to the curb line, thus preventing the capture of bicycle tires in the grates. City Council Bill 09-0431 would require the replacement of storm drain inlet grates with grates that are perpendicular to the direction of traffic for any City contracts or any general paving projects let for paving or repaving any street, avenue, lane or alley.

In 2008 this Department solicited prices from on-call contractors to determine what it would cost to retrofit storm drain inlets with perpendicular grates. The pricing covered different types of grates that had varying installation costs. In many instances, pavement adjustments are necessary to accommodate the replacement grates. The cost to retrofit can be as low as \$1,200 per grate, but can cost three times as much if extensive digging, brick work and pavement adjustments are necessary. While the Department has replaced inlets with the perpendicular grates, wholesale replacement of the inlets would be cost-prohibitive.

The provisions of the legislation would require the Department of Transportation to make replacement of storm drain inlets a requirement of any City-issued paving or repaving contract. While accommodating such a requirement in a street reconstruction contract would probably not add significantly to the overall project cost, a simple repaving contract could see costs increase due to the pavement adjustments that may be necessary to retrofit the bike-safe

Refers to Transp.



The Honorable President and Members
of the Baltimore City Council
April 27, 2010
Page 2

grates. In speaking with representatives of the Department of Transportation, it is our understanding that the Department does use bike-safe grate replacements as part of their contracts. It should be noted that the provisions in the Bill for general paving requirements [§ 18-11(B)] need to be clarified to fully understand what types of paving activities would trigger the bike-safe grate replacement requirements.

The Department of Public Works defers to the Department of Transportation on City Council Bill 09-0431.



David E. Scott, P.E.
Director

DES/MMC:pat