



## Legislation Text

---

**File #:** 09-0126R, **Version:** 0

---

\* WARNING: THIS IS AN UNOFFICIAL, INTRODUCTORY COPY OF THE BILL.  
THE OFFICIAL COPY CONSIDERED BY THE CITY COUNCIL IS THE FIRST READER COPY.  
INTRODUCTORY\*

CITY OF BALTIMORE  
COUNCIL BILL        R  
(Resolution)

Introduced by: Councilmember Clarke

A RESOLUTION ENTITLED

A COUNCIL RESOLUTION concerning  
**The Equal Rights for Bikes Task Force**

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

Recitals

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

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

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

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

- Engaging the community to identify pedestrian and bicyclist concerns and develop partnerships;

- Conducting data collection and assessment to determine road user needs;
- Short- and long-term planning and policy-making for the built environment;
- Designing and engineering safe and accessible roadways and pedestrian and bicyclists facilities;
- Educating roadway users about the rules, rights, and responsibilities;
- Building a culture of safety and respect among roadway users;
- Enforcing proper behaviors and use of roadway facilities;
- Improving connectivity and access to transit facilities;
- Evaluating the performance of facilities and policy measures;
- Promoting health and physical activity throughout the community; and
- Finding funding and support to sustain long-term improvements.

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

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

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

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

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

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

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

DRAFT 15APR09     DRAFT 15APR09

dlr 09-0698~intro/15Apr09  
ccres/BikeSafety/nf

DRAFT 15APR09    DRAFT 15APR09

dlr 09-0698~intro/15Apr09  
????  
ccres/BikeSafety/nf