



February 28, 2023

Baltimore City Board of Estimates
100 Holliday Street, Room 204
Baltimore, MD 21202
Sent via email

Statement of Conditional Opposition to SB-23-10373:

Bikemore, on behalf of its 6,500 directly engaged constituents and all vulnerable road users who walk, roll, bike, and wait for and ride transit in Baltimore City, is writing in conditional opposition to SB-23-10373.

We have standing concerns about the Baltimore City Department of Transportation's adherence to the Baltimore Complete Streets ordinance and the Baltimore Complete Streets Manual adopted by the agency and mayor that is codified within that ordinance.

We have inquired if BCDOT's citywide signal retiming plans will be consistent with the guidance within the Complete Streets Manual, specifically the guidance contained in pages 107-177 of the manual PDF and Table 8 on page 109 that specifies shorter timings overall and significantly shorter timings on many of our more neighborhood focused street typologies. We have not received a response to our inquiries.

We believe the Board of Estimates, citizens, and watchdog groups like Bikemore deserve an answer on the intention to comply with ordinance and the specific guidance within the manual before something as large as a \$4.5 million agenda item is approved.

To be clear, we believe a major signal retiming strategy is warranted. If executed correctly, a citywide retiming strategy can dramatically improve vulnerable road user safety, driver compliance with signals and signage, and maintain orderly traffic flow. But if we continue on a path of longer cycles that encourage speeding and induce scofflaw driving just to speed traffic, it will not only violate our law but cause harm to our most vulnerable residents.

If the guidance in the manual is to be followed, we support this agenda item. If it is not, we oppose it. If you have any questions, please feel free to reach me at jed@bikemore.net

Sincerely,

Jed Weeks
Interim Executive Director