

The Downtown Bicycle Network Project FAQ

Q: What are the project limits of the Downtown Bicycle Network Project?

A: The project includes over 10 miles of bicycle facilities construction, including a two-way, parking protected bike lane on Maryland Avenue/Cathedral Street/Liberty Street/Hopkins Place and Potomac Street, one-way, parking protected bike lanes on Madison Street, Centre Street, and Monument Street as well as one-way bike lanes on Preston Street and Biddle Street. The project also includes staining the Jones Falls Trail Path green adjacent to Pratt Street and the Inner Harbor from Calvert Street to Market Place. More details on the projects can be found at: <http://transportation.baltimorecity.gov/dot-divisions/transit>

Q: What is a protected bike lane?

A: A protected bike lane is physically separated from traffic. These facilities reduce crossing distances for pedestrians at intersections, helps reduce traffic speeds, provides a physical barrier for people on bikes and the sidewalk as well as preserves parking in high demand neighborhoods.



Q: How will parking change?

A: Because the parking lane serves as the protection, much of the parking is preserved for the project. Less than 5 RPP parking spaces are affected in the downtown/Mount Vernon area and minimal impacts are necessary on other streets.

Q: Why are protected bike lanes important?

A: Protected bike lanes are important because they provide physical protection between people on bikes and moving cars. Statistically, protected bike lanes have been found to reduce crashes for all roadway users because they shorten crossing distances for pedestrians, separate bikes and cars and slow traffic speeds down. Building a bike network that is safe and comfortable for all is imperative to increasing bicycle ridership in the City. Many cities have built these facilities and found they are vital assets to improving safety and creating more connected communities.

Q: How is the project funded?

A: The project is funded through a combination of Transportation Alternatives Program Grant funds and local funds.

Q: What is the construction timeline?

A: The proposed timeline for construction is summarized below.

Street	Parking Spaces Removed
Maryland Avenue	15
Cathedral Street	5 (metered)
Monument Street	0
Centre Street	0
Madison Street (East of the Fallsway)	120
Madison Street (West of the Fallsway)	5
Preston/ Biddle Street	0
Potomac Street	10
Total	155

Fall 2016: Maryland Ave/Cathedral St Protected Bike Lanes Complete – continue construction on additional facilities

Summer 2017: Preston St/Biddle St Bike Lanes and Jones Falls Trail Improvements complete

August 2016: Construction Begins and Open House

Spring 2017: Protected bike lanes on Madison St/Centre St/Monument St and Potomac Street Complete

For more information, please contact the Baltimore City Bicycle Planner at caitlin.doolin@baltimorecity.gov or 443-842-9341.