



Downtown Bike Network Public Meeting May 14/15, 2018



History of Project



- 10 Miles of bike facilities to build a downtown network
- Design work began in 2012
- Grant awarded in 2014
- Work stopped in 2017





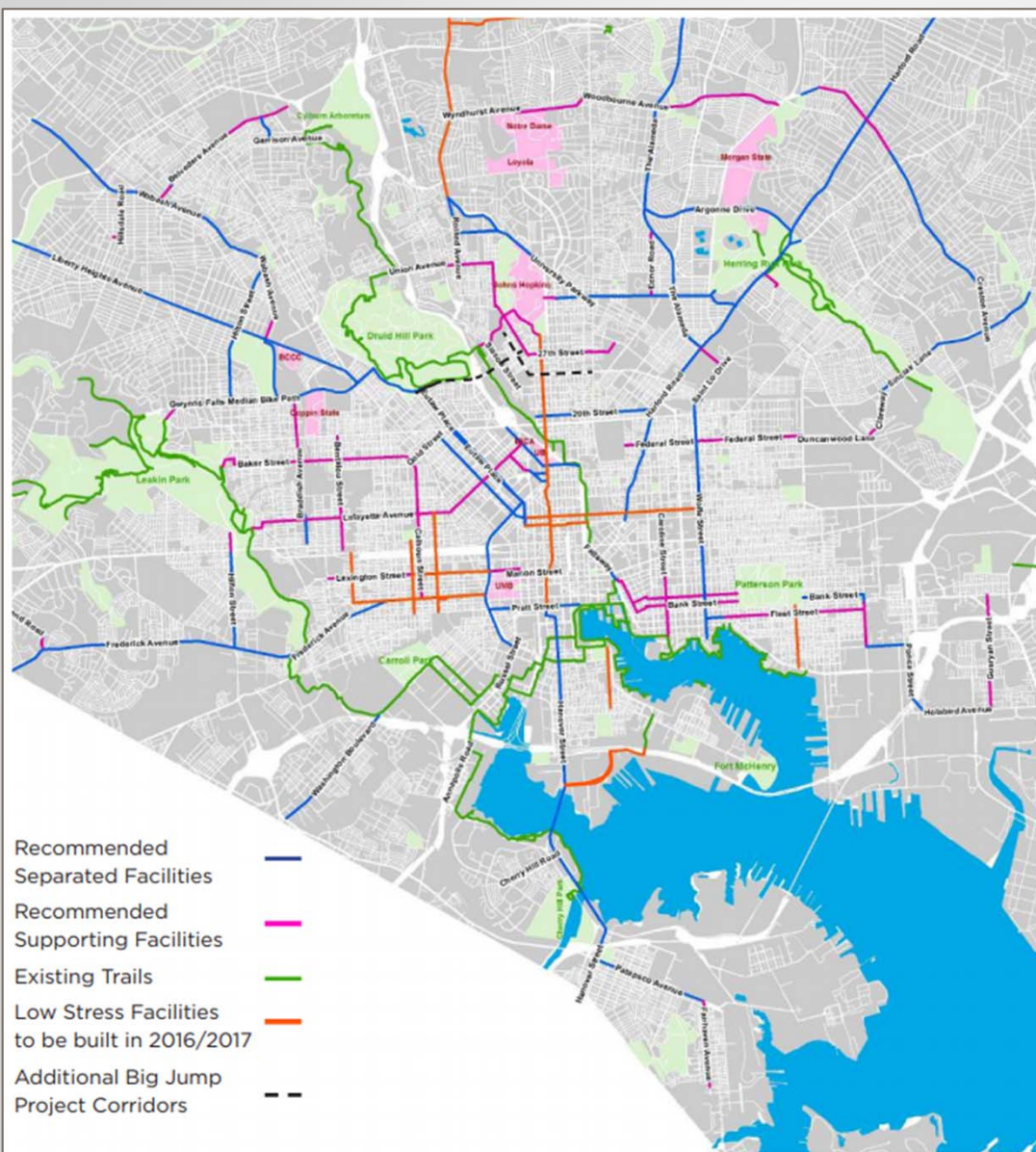
History of Project

- 95% Complete:
 - Maryland/Cathedral Ave
 - Preston St
 - Biddle St
 - Monument St
- Incomplete:
 - Madison Ave
 - Centre St
- Redesign initiated to address BCFD and IFC





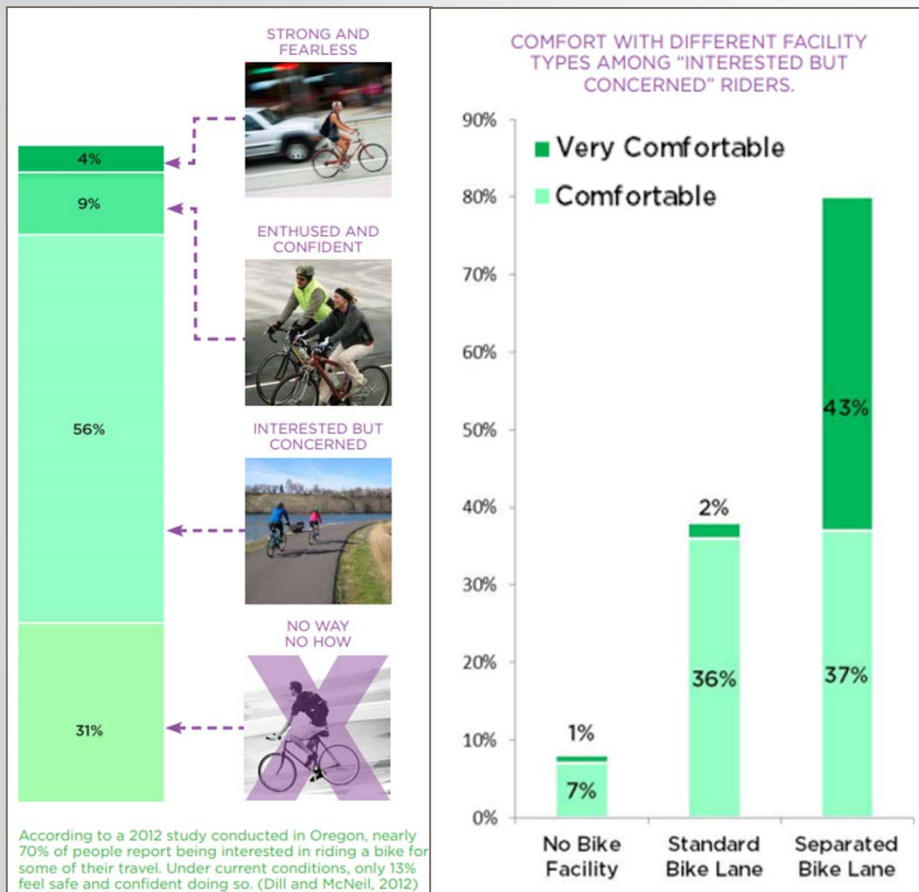
Seperated Bike Lane Network



- Adopted in 2017
- Network of 77 miles of low stress bike facilities
- Provide all ages and abilities access to bicycling
- Connect low stress islands
- Make biking a viable transit option in the city



Seperated Bike Lane Network



- The best available research shows that over half of the general population would like to meet some of their transportation needs by bicycle, but do not feel safe and comfortable doing so due to motor vehicle traffic.
- Protected bike lanes increase safety for all modes of travel and reduce accidents and fatalities



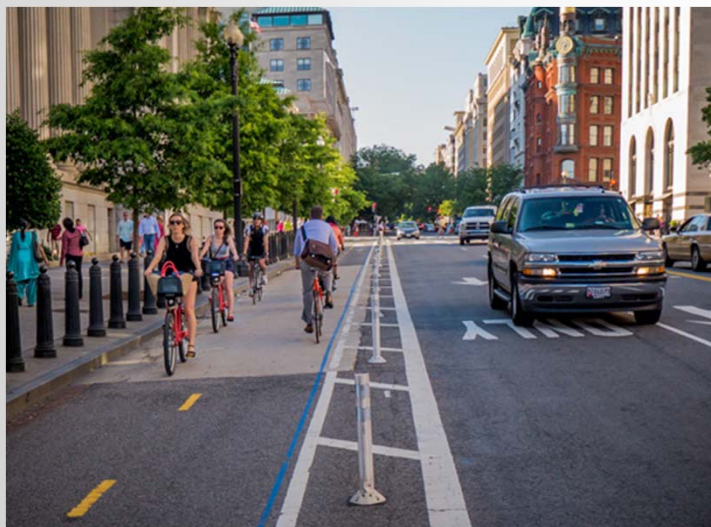
Types of Facilities



Buffered Bike Lane



One Way Cycle Track



Two Way Cycle Track



2018 Redesign

- Druid Hill Avenue/Centre Street/Monument Street
 - MLK Jr Blvd to Washington St
 - Buffered Bike Lane, Two Way Cycle Track
- Madison Street
 - MLK Jr Blvd to Fallsway
 - Buffered Bike Lane, One Way Cycle Track





2018 Redesign

Connects to Existing Low Stress Bike Facilities

- Maryland Ave/Cathedral St
 - Two Way Cycle Track
- Jones Falls Trail/Guilford Avenue
 - Two Way Cycle Track/Bike Boulevard

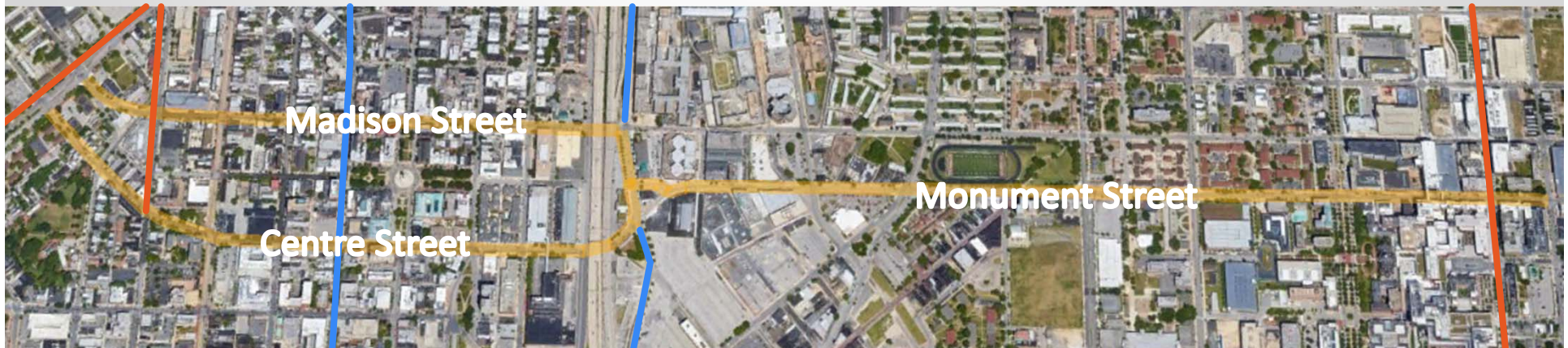




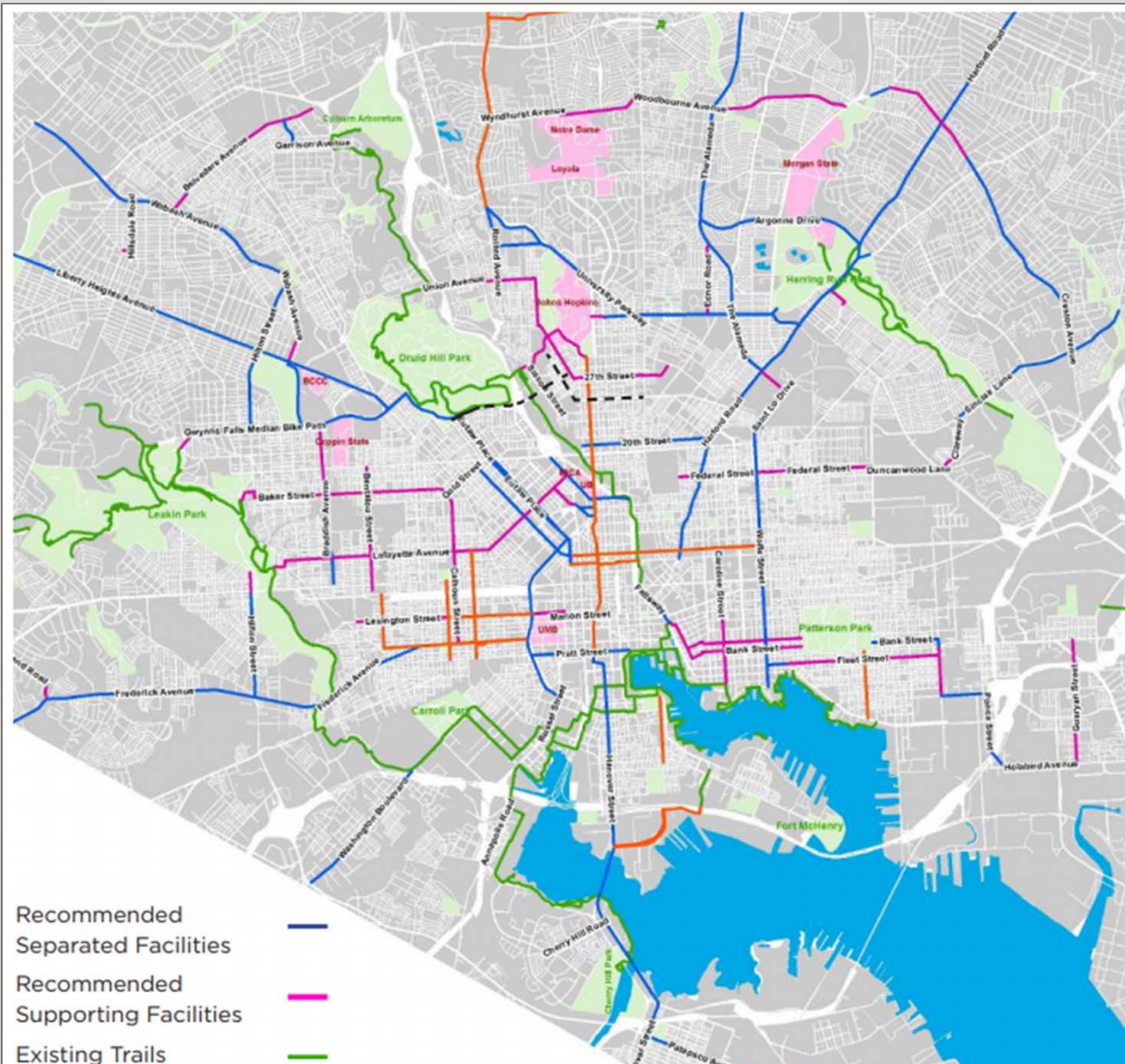
2018 Redesign

Connects to Planned Low Stress Bike Facilities

- MLK Jr Blvd
 - Shared Use Sidepath
- Eutaw Street
 - Cycle Track
- Wolfe Street
 - Cycle Track



Seperated Bike Lane Network





2018 Redesign

Druid Hill Ave – MLK Jr Blvd to N Eutaw St



Buffered Bike Lane
Single Travel Lane





2018 Redesign

W Centre St – N Eutaw St to N Charles St



Two Way Cycle Track
Single Travel Lane





2018 Redesign

E Centre St – N Charles St to St Paul St



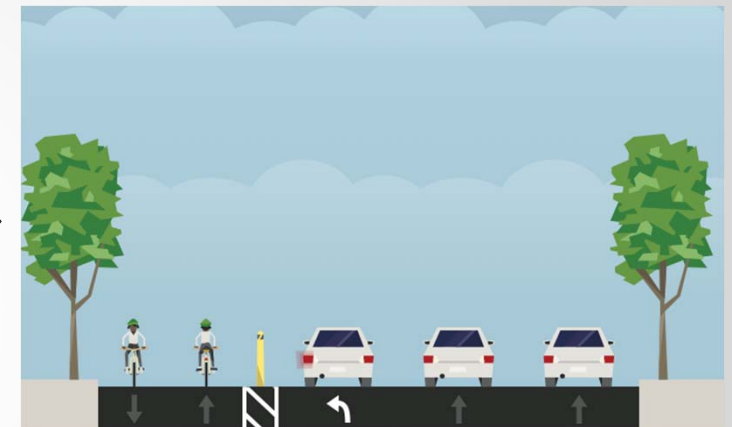
Two Way Cycle Track
Peak Restricted Parking





2018 Redesign

E Centre St – St Paul St to Fallsway



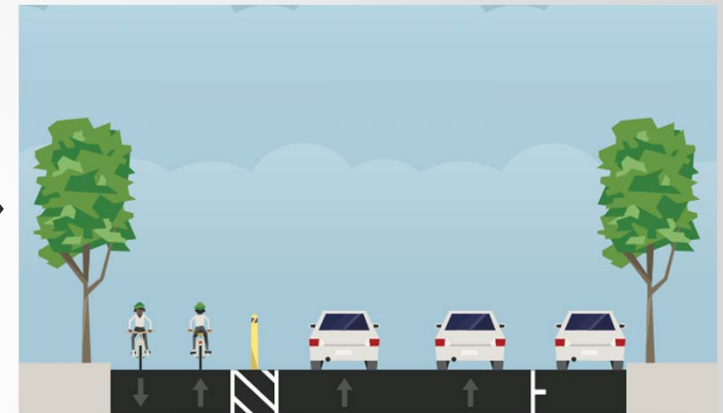
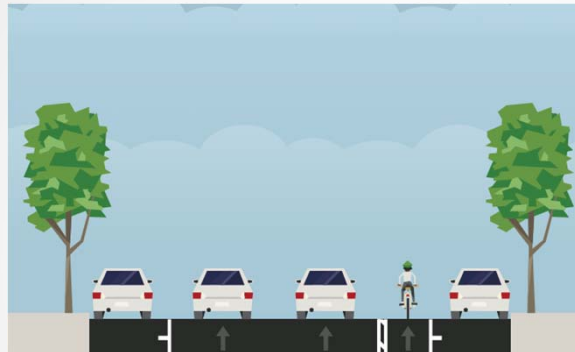
Two Way Cycle Track





2018 Redesign

E Monument St – Fallsview to N Central Ave



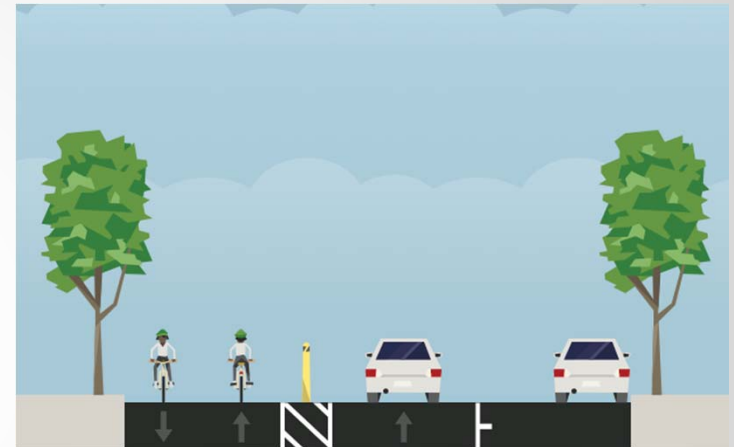
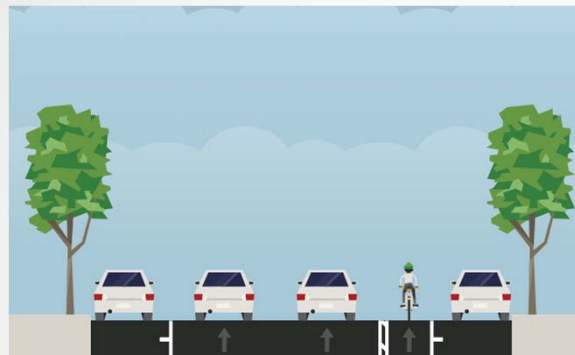
Two Way Cycle Track





2018 Redesign

E Monument St – N Central Ave to N Broadway



Two Way Cycle Track
Peak Restricted Parking





2018 Redesign

E Monument St – N Broadway to N Washington



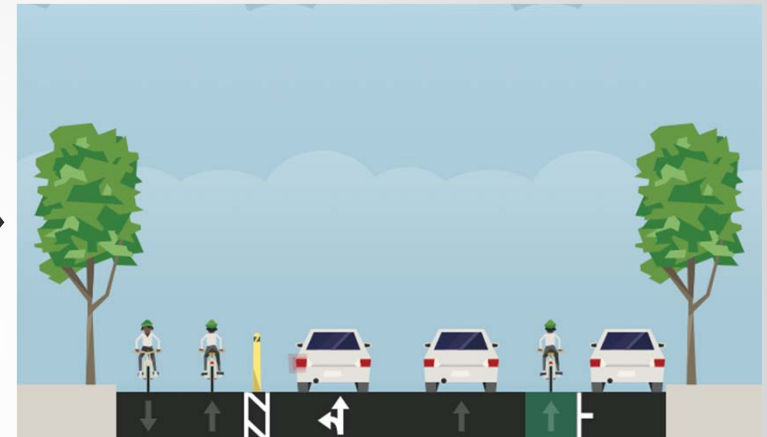
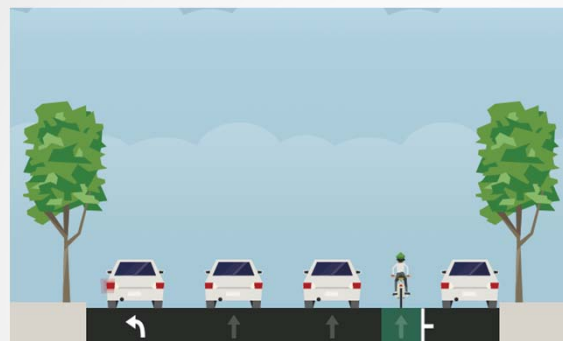
Two Way Cycle Track





2018 Redesign

Fallsway – E Centre St to E Madison Ave



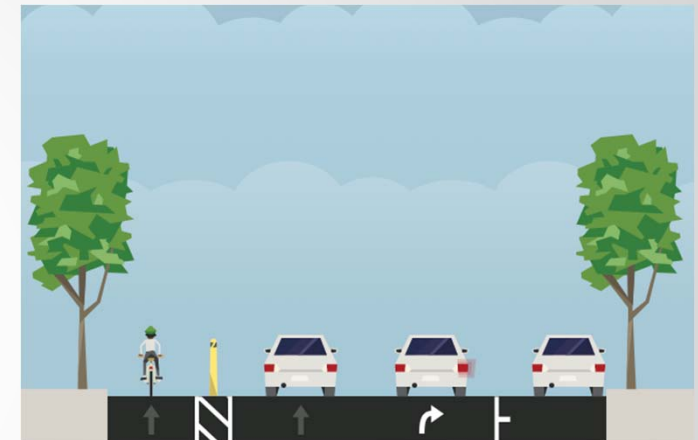
Two Way Cycle Track
Two Travel Lanes





2018 Redesign

E Madison St – Fallsway to N Calvert St



One Way Cycle Track





2018 Redesign

E/W Madison – N Calvert St to N Howard St



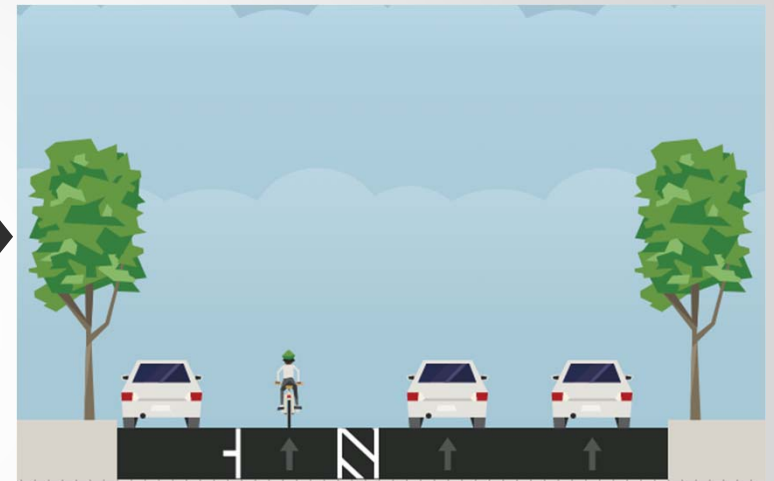
Buffered Bike Lane
Single Travel Lane





2018 Redesign

W Madison St – N Howard St to N Eutaw St



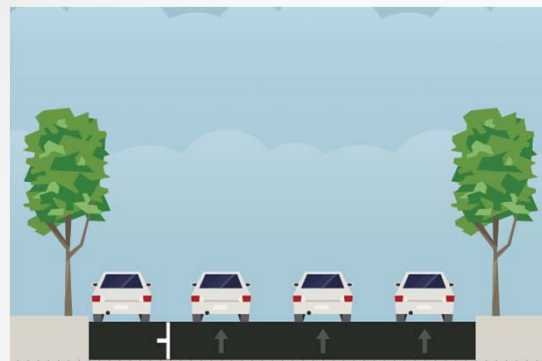
Buffered Bike Lane





2018 Redesign

W Madison St – N Eutaw St to MLK Jr Blvd

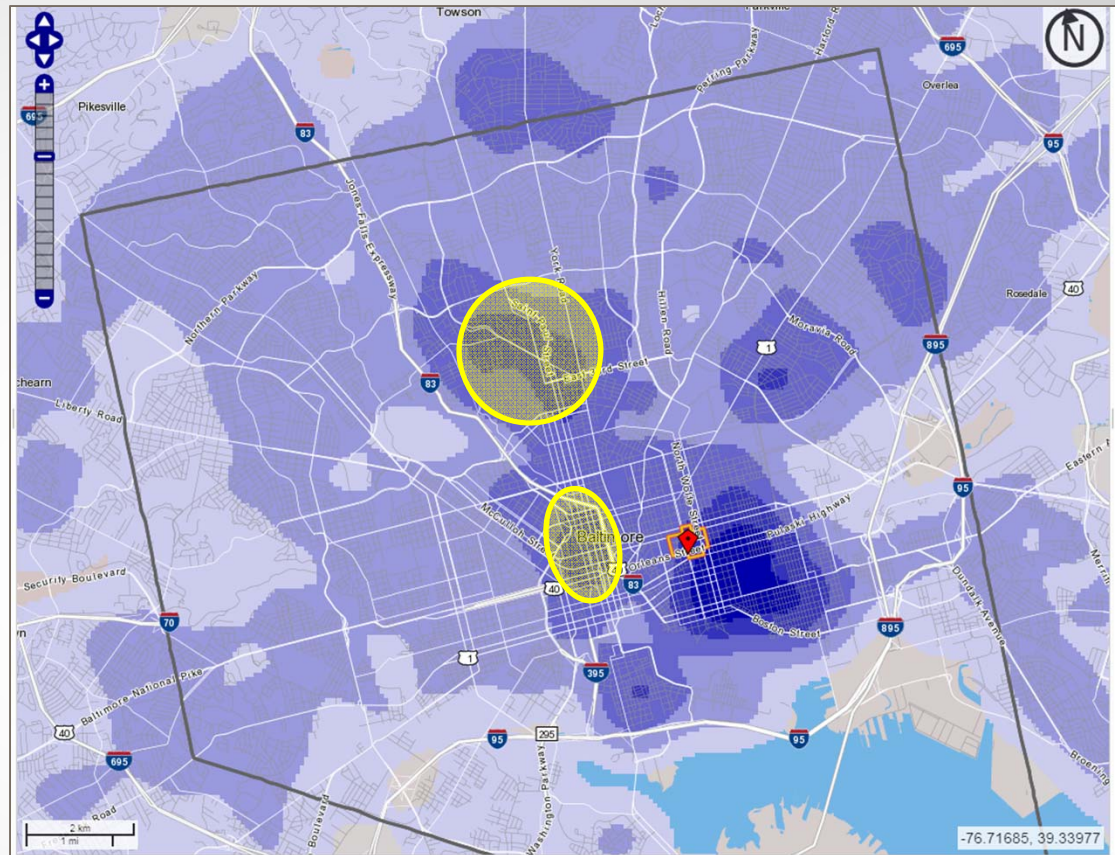


One Way Cycle Track
Two Travel Lanes



Concrete example of potential benefits: JHMI

- An analysis of workers in the area of the Johns Hopkins Medical Institutions shows that over 12,000 employees live within ten miles of work (the smallest radius reported).
- Significant concentrations of these employees live in the Mount Vernon, Charles Village, Waverly and surrounding areas (highlighted).
- Once the separated bike lane on Centre/Monument Streets is completed, most of the estimated 56% of these employees who are “interested but concerned” bicyclists will be able to travel to their job in a “low stress door-to-door” fashion.



Jobs by Distance - Work Census Block to Home Census Block

	2015	
	Count	Share
Total Primary Jobs	21,026	100.0%
■ Less than 10 miles	12,525	59.6%
■ 10 to 24 miles	5,827	27.7%
■ 25 to 50 miles	2,014	9.6%
■ Greater than 50 miles	660	3.1%