

Roland Avenue Cycle Track Fact Sheet



Americans have driven less every year since 2004 and there is a rising demand for better bicycle facilities. This has created a need to implement more cycle tracks to encourage less confident cyclist to feel comfortable on a bike and create better and more equitable access to businesses and communities. The resurfacing project along Roland Avenue from Cold Spring Lane to Northern Parkway provides a great opportunity to add this much needed infrastructure to improve the safety of the street for all users.



Safety and Comfort

Statistically, cycle tracks have shown to improve safety and comfort for not only bicyclist, but for all road users. Research from other cities have seen the following results:

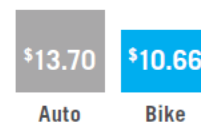
- ❖ Nationwide, cycle tracks are shown to decrease the risk of injury to cyclist by 90%, while bike lanes reduce the risk of injury by 50%.
- ❖ New York City's protected bike lane on 9th Avenue led to a 56% reduction in injuries to all street users, including a 57% reduction in injuries to people on bikes and a 29% reduction in injuries to people walking, as well as an 84% reduction in sidewalk riding.
- ❖ Nationwide, 80% of people who live near a protected bike lane project believe it increased safety on the street.
- ❖ Because they shorten crossing distances, control turning conflicts and reduce traffic weaving, New York City's cycle tracks reduced injury rates for people walking on their streets by 12 to 52%.



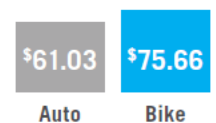
Cycle Tracks Support Local Businesses

Local businesses have found more and more that cycle tracks not only improve access to their businesses for cyclist, but over the course of a month bicyclist actually spend more money.

AVERAGE SPENDING PER TRIP



AVERAGE SPENDING PER MONTH



NYC Case Study

9th Avenue

49% Increase in sales

Rest of Manhattan

3% Increase in sales

Research has also shown that businesses along streets with cycle tracks see an increase in sales versus businesses along streets without cycle tracks. This is because cycle tracks improve the livability and safety of the street for all users. In NYC, businesses along 9th Avenue saw a 49% increase in sales after the cycle track was installed in 2012, while the rest of Manhattan only saw a 3% increase in sales.

Resource: <http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics>

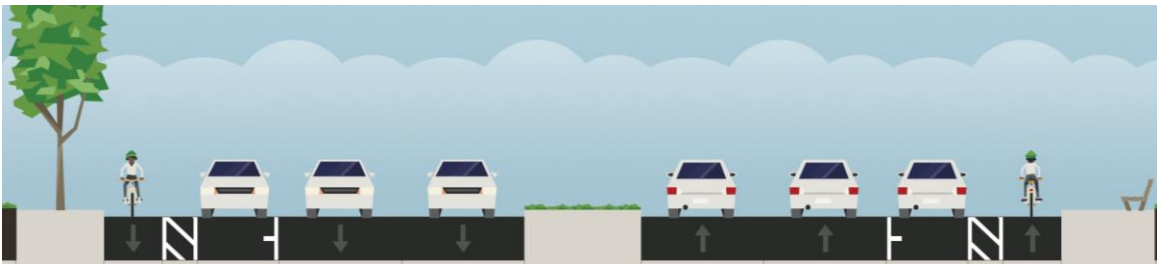
Frequently Asked Questions

Q: What is the source of funds for the cycle track construction? What are the points of inception and termination of the Roland Avenue cycle track?

A: The cycle track construction is funded through federal funds provided annually for resurfacing. Resurfacing projects are an opportunity the Baltimore City Department of Transportation (BCDOT) leverages to add or improve bicycle and pedestrian infrastructure as part of the project. The cycle track will begin at Cold Spring Lane and end at Northern Parkway. In the medium to long term, the BCDOT will seek to extend the cycle track on Roland Avenue from Lake Avenue to University Parkway. The BCDOT is currently trying to identify resources to do this. Per some of the community concerns identified in your letter, the current section of Roland Avenue where the cycle track is being proposed will be adjacent to many of the schools in the area where kids have been observed riding a bike to/from school on the sidewalk. It is also important to point out this infrastructure is not being built solely for the use of children. The cycle track will accommodate cyclist from 8 years old to 80 years old and to make less experienced or more vulnerable adult users more comfortable on a bike.

Q: What will Roland Avenue look like with the Cycle Track?

A: The cycle track will be built against the curb with a 4 -5 foot bike lane, a 2 -3 foot buffer a 7 foot parking lane and then two 10.5 foot travel lanes. A typical cross section of the cycle track is provided below.

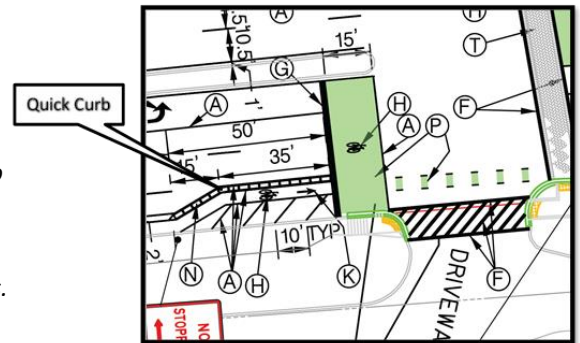


Q: How many parking spaces will be lost on Roland Avenue near the side streets?

A: Approximately 15 spaces will be lost in total along Roland Avenue to accommodate the cycle track.

Q: What steps will be taken to prevent accidents at intersections?

A: The designs for cycle tracks at intersections are developed to enhance the cyclist visibility at intersections more than a regular bike lane. The Roland Avenue Cycle Track will have ‘green treatments’ at intersections to highlight the conflict zone to cross street traffic. The design also has an element called “daylighting” at intersections where the cycle track is brought out from behind the parked cars and made more visible to drivers. At several locations where the right turn volume is particularly high, quick curb is placed between the traffic and the bike lane.



Example of “Daylighting” at Intersections

Q: How can a cycletrack be done in front of the shopping center at Roland Avenue and Deepdene and in front of the schools?

A: The cycle track will have quick curb added to the buffer between the parked cars and the cycle track between Colorado Avenue and Deepdene on the east side of the street. The below cross section provides a visual for what this block will look like. Additionally, quick curb will be used in front of school drop off and pick up zones to keep drivers from pulling into the bike lane when dropping children off at school.

Northbound

Southbound

