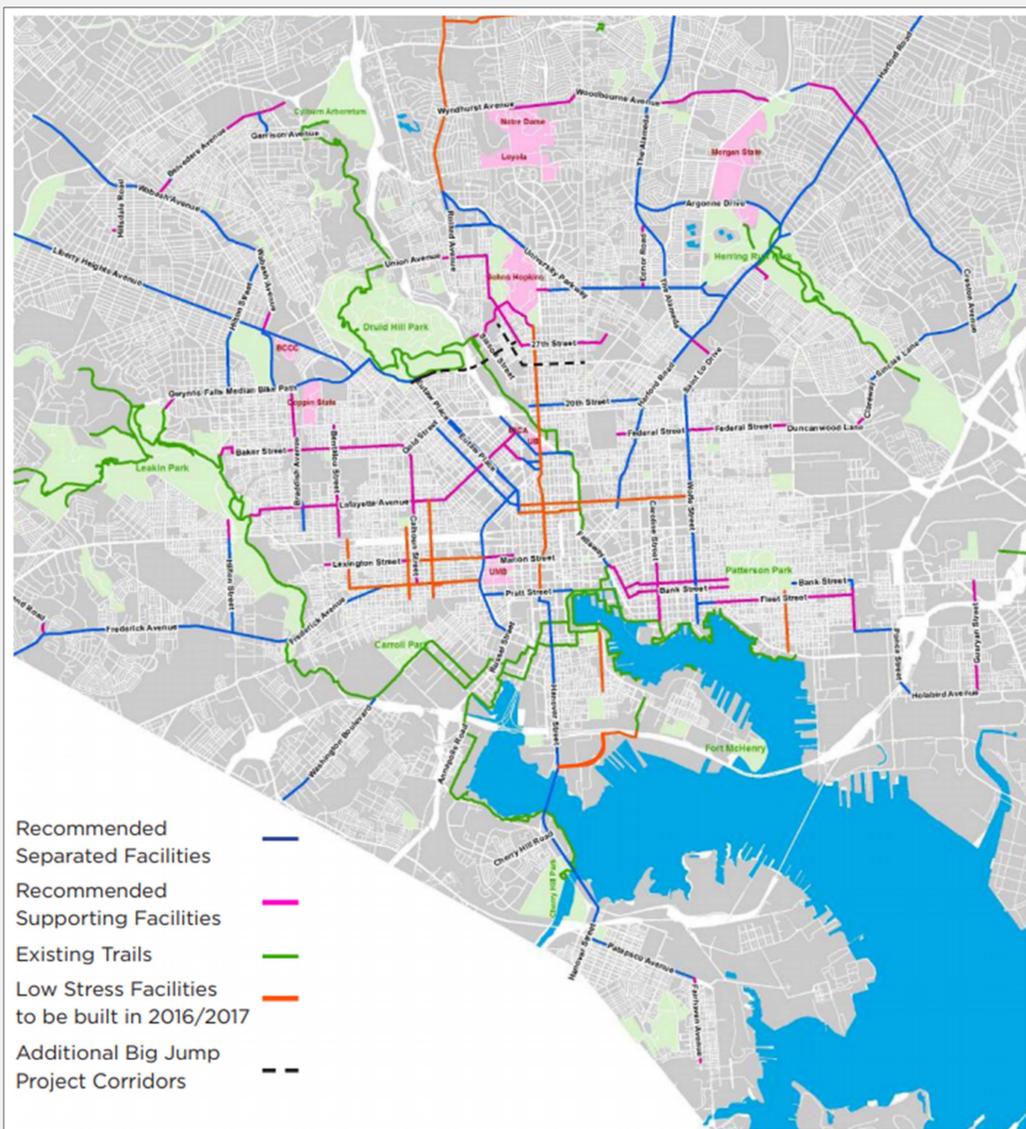
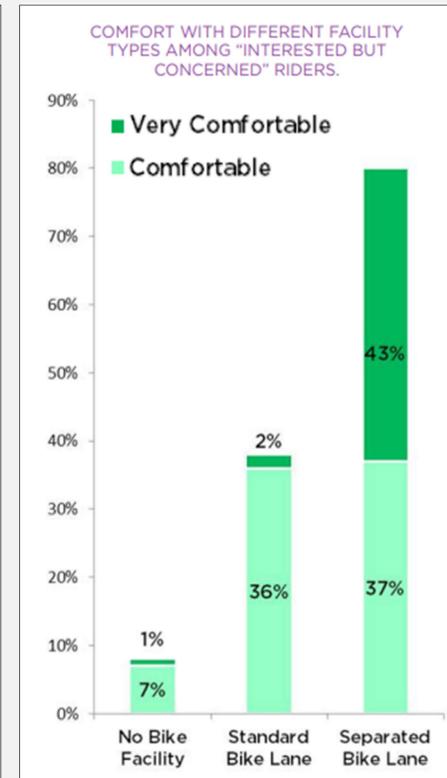
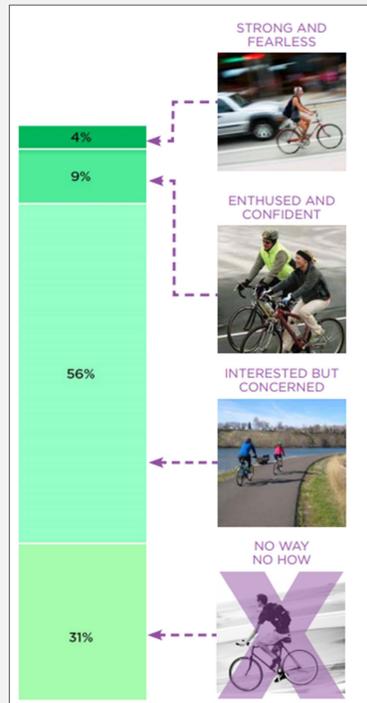


How does this project contribute to a broader vision?

- This separated bike lane will function as the main east-west spine for bike travel into Downtown from Nearby Neighborhoods.
- This facility is the long-planned counterpart to the Maryland Avenue Cycle Track.
- This is the last portion of the already-awarded Transportation Alternatives Grant for the Downtown Bike Network; it is essential that DOT deliver projects for awarded grants to maintain credibility with State and Federal funding sources.
- The Separated Bike Lane Network Plan depends on this connection for future plans to expand safe and comfortable biking into East, Southeast, and Northeast Baltimore.



Who will this project benefit?

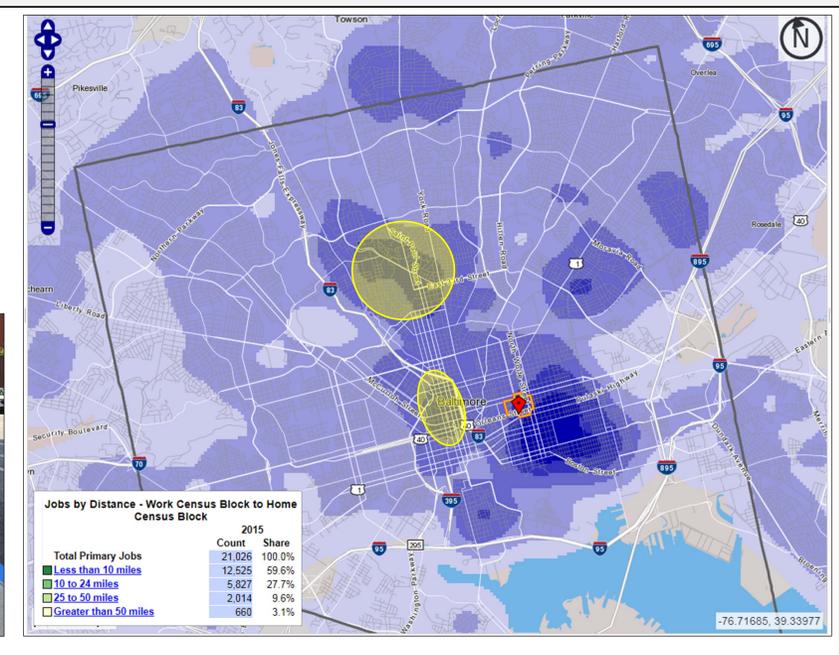


According to a 2012 study conducted in Oregon, nearly 70% of people report being interested in riding a bike for some of their travel. Under current conditions, only 13% feel safe and confident doing so. (Dill and McNeil, 2012)

- 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.
 - These potential bicyclists are represented in the graph at right as “interested but concerned.”
- Research also shows that separated facilities like the one to be installed on Centre/Monument Streets feel safe to these potential riders, while standard painted bike lanes do not.
- Calm, low-volume neighborhood streets also feel safe to these potential bike riders .
- Residents in any neighborhood with calm neighborhood streets or separated bike lanes that connect to this facility will be able to use it for a “low stress door-to-door trip.
- “Low stress door-to-door” is the condition under which “interested but concerned” riders can begin to use bikes to meet some of their transportation needs.

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.
- Despite the current lack of low stress bike connections, bicycle parking near JHMI is already well-utilized.
- Creating this connection has the potential to decrease pressure on parking facilities and shuttle services, and reduce costs for individual employees and visitors to the campus.



W/E Centre Street – MLK Jr Blvd to Fallsway



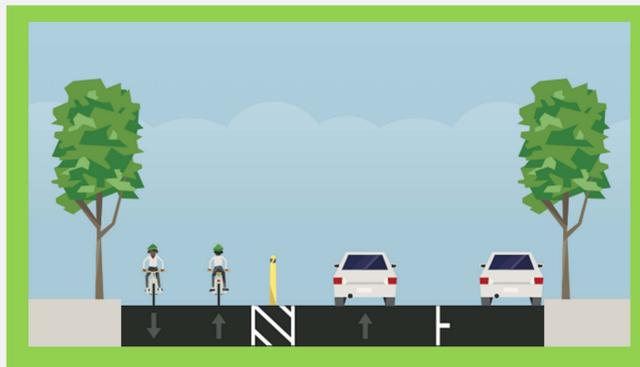
← Buffered Bike Lane (one-way)
 — Separated Bike Lane (two-way)
 ← Separated Bike Lane (one-way)
 — Existing Separated bike lane
 - - Planned Separated Bike Lane

W Centre Street Buffered Bike Lane MLK Blvd – N Eutaw Street



- No changes to parking, loading or other curb uses
- Travel lanes will reduce from two lanes to one lane
- Buffered bike lane will provide traffic calming and increase safety for all road users

W/E Centre Street Separated Bike Lane N Eutaw St – St Paul St



- North side lane becomes two way separated bike lane, accommodations will be made for loading zones
- Protected left turns will be added at conflict locations
- Travel lanes will reduce from two lanes to one lane, peak restricted parking between N Charles St and St Paul St

E Centre Street Separated Bike Lane St. Paul Street - Fallsway



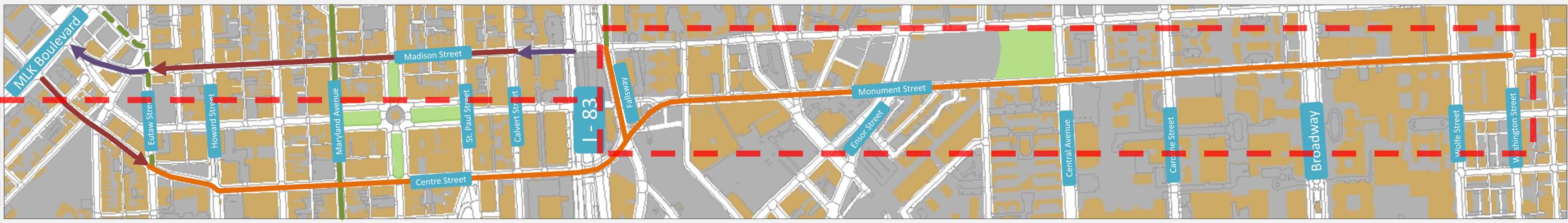
- North side lane becomes two way separated bike lane, accommodations will be made for loading zones
- Protected left turns will be added at conflict locations
- Travel lanes will reduce from three lanes to two lanes, three lanes maintained at Fallsway

E Centre Street Separated Bike Lane Fallsway Intersection



- Two way separated bike lane continues north onto Fallsway
- Transition to E Monument Street two way separated bike lane will occur at Fallsway and E Monument St intersection
- Vehicle lanes become dedicated left turn lane, through lane, and through/right turn lane

W/E Centre Street – MLK Jr Blvd to Fallsway



← Buffered Bike Lane (one-way)
 — Separated Bike Lane (two-way)
 ← Separated Bike Lane (one-way)
 — Existing Separated bike lane
 - - - Planned Separated Bike Lane

Fallsway Separated Bike Lane E Centre St – E Madison St



- West side lane becomes two way separated bike lane
- Travel lanes reduced to through/left turn and one through lane
- No changes to existing conditions on east side lane
- Two way separated bike lane will provide connection to Jones Falls Trail

E Monument Street Connection Fallsway and E Monument St



- Contraflow lane and sharrow on short section of E Monument Street will be used to connect to two way separated facility on E Monument St
- No changes to existing parking, loading or other curb uses on south side lane

E Monument Street Separated Bike Lane Fallsway - N Central Ave N Broadway – N Washington St



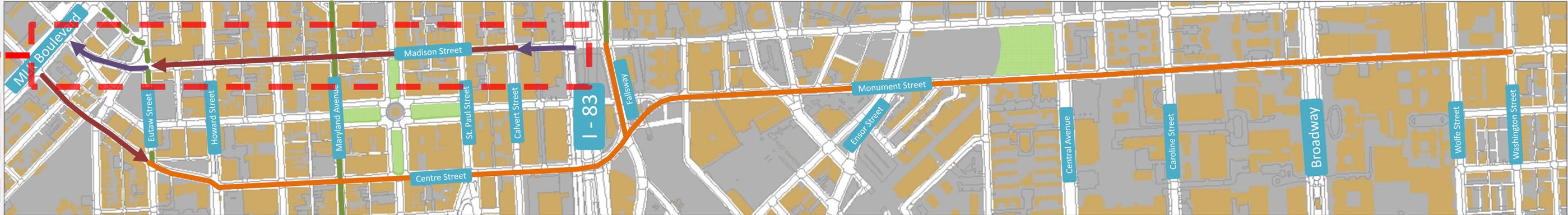
- Northside lane becomes two way separated bike lane, accommodations will be made for loading zones
- Protected left turns will be added at conflict locations
- Travel lanes will reduce from two lanes to one lane, peak restricted parking between N Charles St and St Paul St

E Monument Street Separated Bike Lane N Central Avenue – N Broadway



- Northside lane becomes two way separated bike lane, accommodations will be made for loading zones
- Travel lanes will reduce from two lanes to one lane with peak restricted parking on south side lane
- Travel lane reduction will provide traffic calming

W/E Centre Street – MLK Jr Blvd to Fallsway



← Buffered Bike Lane (one-way)
 — Separated Bike Lane (two-way)
 ← Separated Bike Lane (one-way)
 — Existing Separated bike lane
 - - Planned Separated Bike Lane

E Madison Street Separated Bike Lane
Fallsway - N Calvert St



- West side lane becomes one way separated bike lane
- Vehicle travel lanes become one through and one dedicated right turn lane
- No changes to parking, loading or other curb uses on east side lane

E/W Madison Street Buffered Bike Lane
N Calvert St – N Howard St



- No changes to parking, loading or other curb uses
- Travel lanes will reduce from two lanes to one lane
- Buffered bike lane will provide traffic calming and increase safety for all road users

W Madison Street Buffered Bike Lane
N Howard St – N Eutaw St



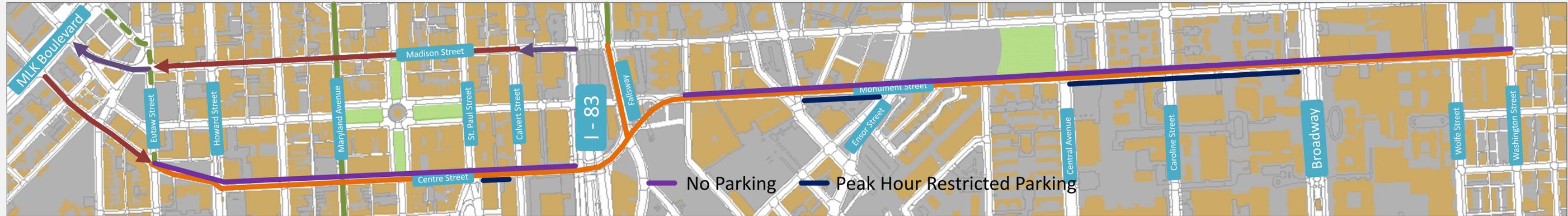
- North side lane becomes travel lane
- No changes to parking, loading or other curb uses on south side lane
- Buffered bike lane will provide traffic calming and increase safety for all road users

W Madison Street Separated Bike Lane
N Eutaw St – MLK Jr Blvd



- North side lane becomes one way separated bike lane
- Travel lanes reduced to two lanes, maintains three lanes at intersection
- No changes to parking, loading or other curb uses on south side lane

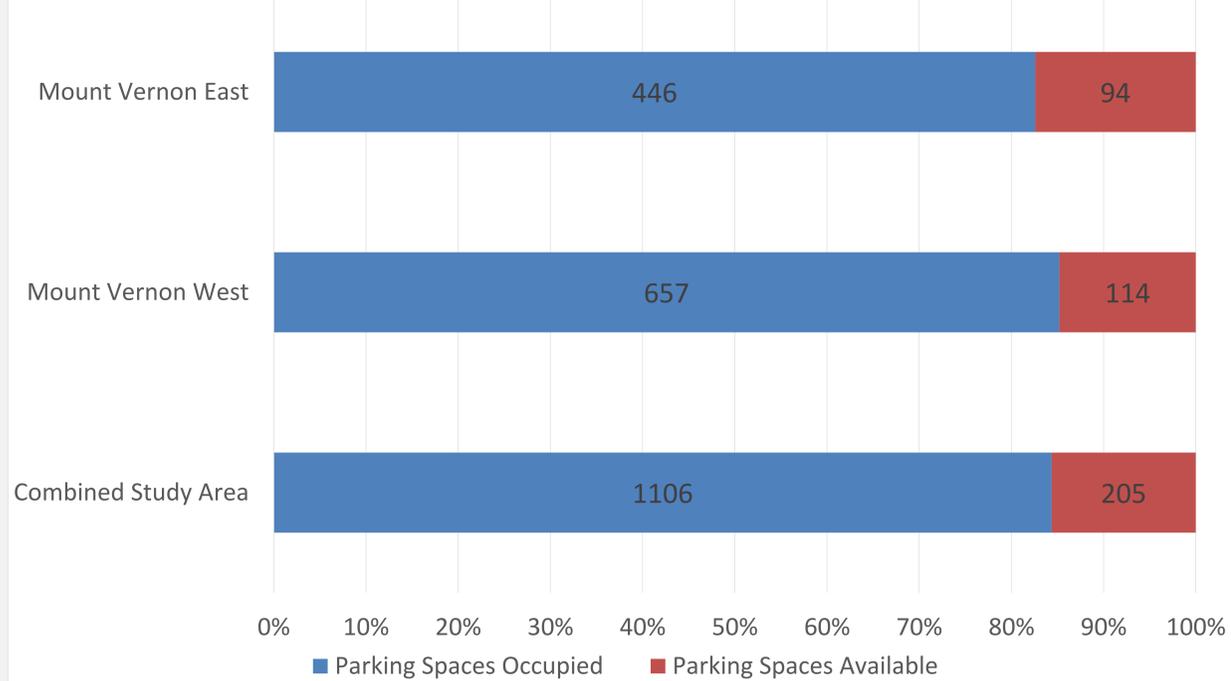
W/E Centre Street – MLK Jr Blvd to Fallsway



← Buffered Bike Lane (one-way)
 — Separated Bike Lane (two-way)
 ← Separated Bike Lane (one-way)
 - - Existing Separated bike lane
 — Planned Separated Bike Lane

Mount Vernon Parking Impact Study

Utilization During Highest Demand Time
E/W Centre Street North Side Parking Removal



- In 2017 a Parking Study was conducted to determine the impact of removing parking between Guilford Avenue and N Eutaw Street on the north side of E/W Centre Street. Taking into consideration that a ¼ mile as a typical walk shed, the study looked at parking availability one block north and south of the two streets. Parking counts were conducted on Tuesday, Wednesday, Thursday, and Friday during morning, afternoon, and evening shifts.
- The study found that the highest demand time, the time with the highest parking occupancy, was Friday evening between 6pm and 8pm. Occupancy during this time period was 80%. With 1,383 potential parking spaces in the study area, 1,106 parking spaces were occupied and 277 parking spaces were available. If parking on the north side of the street was removed, the occupancy rate would increase to 84% and the number of available parking spaces would decrease to 205.
- Recognizing a difference in residential and commercial uses the area was divided into two areas, 'Mount Vernon East', east of N Charles Street, and 'Mount Vernon West', west of N Charles Street. Looking at the same period of time, the study found that with parking removed Mount Vernon East would have an occupancy rate of 83% and 94 available parking spaces while Mount Vernon West would have an occupancy rate of 85% and 114 available parking spaces.
- The study concluded that a two way separated bike lane on the north side of E/W Centre Street would have a reduced impact on parking than the original design for the Downtown Bike Network, which removed parking on both E/W Centre Street and E/W Madison Street, including nearly 100 RPP parking spaces.

The 2018 Redesign removes no RPP parking spaces, removes fewer parking spaces west of the Fallsway than the previous design, and removes mostly underutilized parking east of the Fallsway.