



## BALTIMORE CITY DEPARTMENT OF TRANSPORTATION

**The Downtown Bicycle Network** solidifies Baltimore's bike network. By creating on-street cycletracks and bike lanes, these improvements connect neighborhoods, employment centers and commercial districts with facilities that enable more people to bike for short trips.

### Why build these bicycle improvements?

To be a competitive 21<sup>st</sup> century city, Baltimore is encouraging shifting short distance trips from automobile use to biking, walking or transit. To promote bicycle use, DOT is developing innovative bike facilities that have proven to encourage biking in New York, Washington DC, Chicago, Indianapolis and many other cities across the United States.

Central Baltimore is the major area of the city without any bicycle facilities. To create a viable city-wide bike network, adding cycletrack and bike lanes to this area will benefit residents and commuters alike. These improvements will create a reliable bike network for the planned bikesharing network.

### What's a cycletrack?

A cycletrack is a one or two way bike lane that is positioned between the curb and a row of parked vehicles. Along with a striped buffer, the parked vehicles provide added protection for cyclists from moving auto traffic which encourages more people to try urban cycling. Cycletracks will be installed on Maryland Avenue, Cathedral Street, Liberty Street and Park Avenue. Improved bicycle facilities, like cycletracks, create a safer environment for cyclists of all ages and abilities to comfortably navigate the city by bike.



*The 15<sup>th</sup> Street Cycletrack in Washington, D.C. (above) is similar to the planned cycletrack for Baltimore where Parked vehicles (left) and a striped buffer (center) provide cyclists 2 layers of separation from moving traffic.*

*(Photo by ASLA)*

## Where will bike lanes be installed?

Bike lanes will be installed on Preston & Biddle Streets from Gay Street to Howard Street; on Dolphin Street from McCullough Street to Howard Street; on Madison Street from Washington Street to Park Avenue and on Monument & Centre Streets from Paca Street to Washington Street.

## How will this affect the streets?

Overall, streets with cycletracks will become quieter with less motorized traffic. Conditions will greatly improve for cyclists and pedestrians alike. The new bike facilities will occupy space against the curb with parking to occupy space currently used as a travel lane. To plan for reduced roadway space for motor traffic, DOT performed a traffic study to anticipate changes in traffic conditions. With minor adjustments in signal timing and parking restrictions, these roadways will operate normally.

## Will any parking spaces be lost?

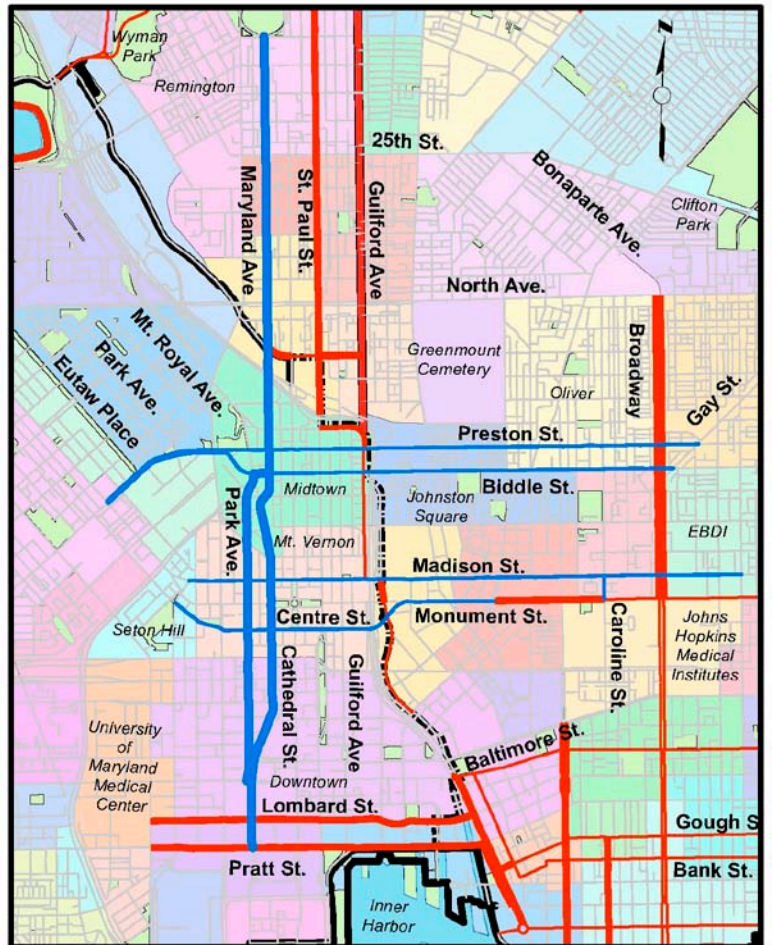
In urban settings, successful cycletracks need parked vehicles to provide an added buffer from motorized traffic. A limited number of spaces will be lost at intersections to allow for proper sight distances between cyclists & motorists. On streets with proposed bike lanes, most peak-hour parking restrictions will be removed allowing full time parking.

## When will construction begin?

Construction will begin in Spring/Summer 2014.

## Questions?

Please contact the Department of Transportation's Planning Division at 410-396-6856 or contact Nate Evans at [nate.evans@baltimorecity.gov](mailto:nate.evans@baltimorecity.gov)



*The map above illustrates how the Downtown Bicycle Network (blue) will connect to existing bike lanes (red).*