



# BALTIMORE 2016: THE YEAR OF THE BIKE

**Baltimore City Department of Transportation**

**May 4, 2016**

# OVERVIEW

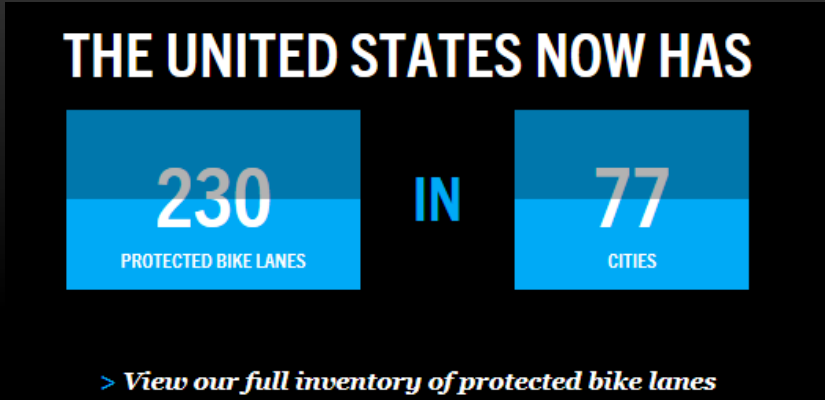
- Why is biking important?
- The Downtown Bicycle Network Project
- What to expect

# SUSTAINABILITY



# SAFETY

- Safety and Comfort is more important than Speed and Convenience
- Protected bike lanes are improving safety for all road users across the country



## FREQUENCY OF BICYCLE AND PEDESTRIAN FATAL CRASHES IN BALTIMORE, 2009-2013

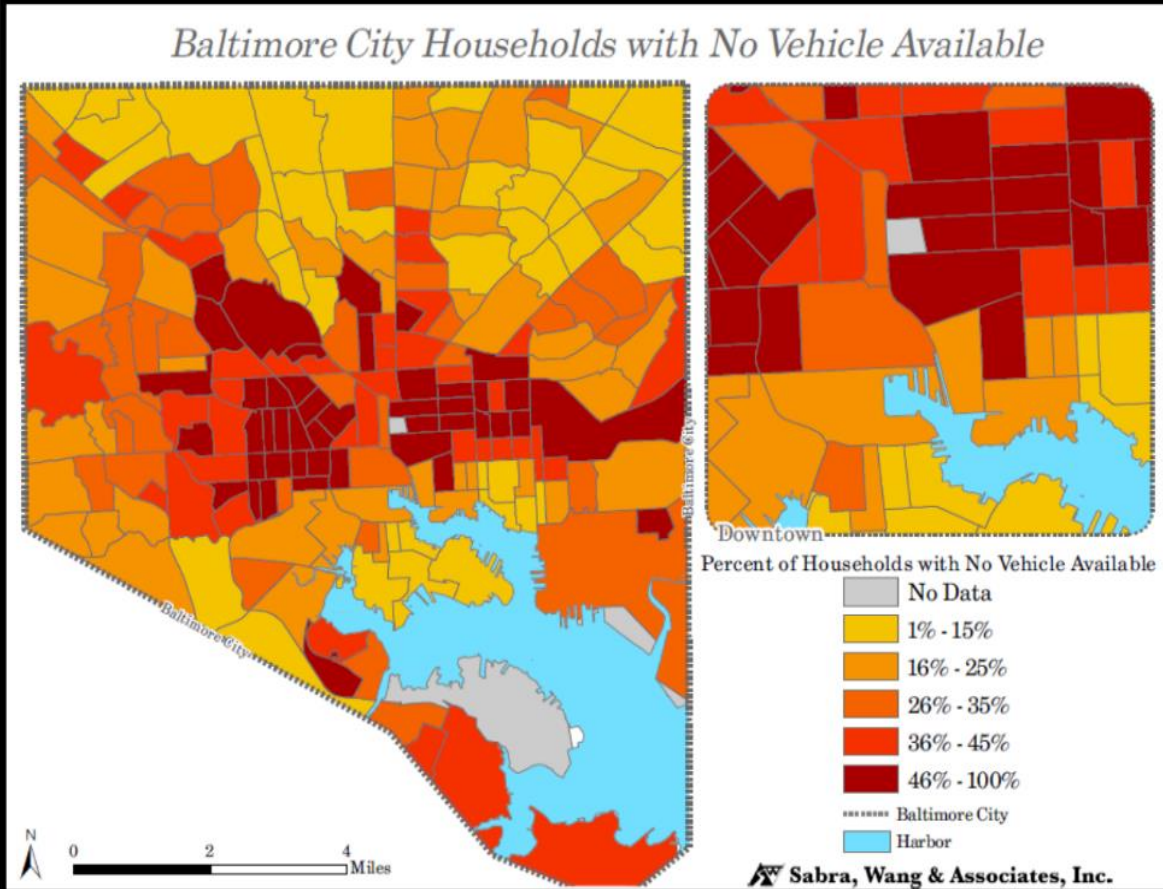
	2009	2010	2011	2012	2013
<b>Pedestrian</b>	16	10	9	6	15
<b>Bike</b>	2	1	0	2	0
<b>Total</b>	18	11	9	8	15

Source: National Highway Traffic Safety Administration, 2015

# PUBLIC HEALTH

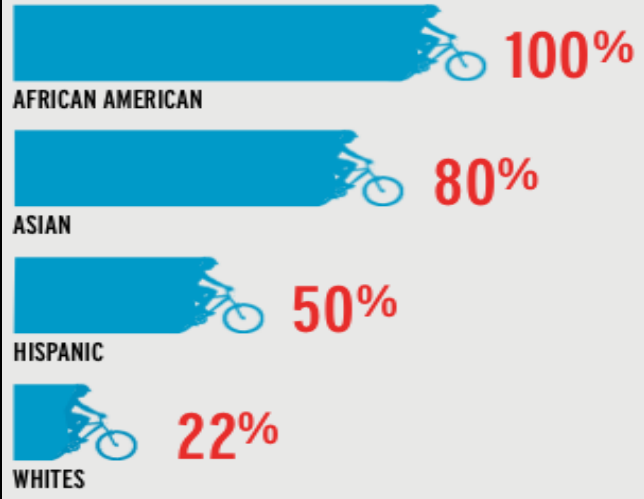


# EQUITY AND OPPORTUNITY



## CHART I:

GROWTH IN THE PERCENT OF ALL TRIPS THAT ARE BY BIKE (2001-2009) [1]



Source: People for Bikes, *Building Equity*, 2015

# ECONOMY



83% of residents near Washington, DC's 15th Street protected bike lane say it's a valuable asset to the neighborhood. <sup>3</sup>

# 11%

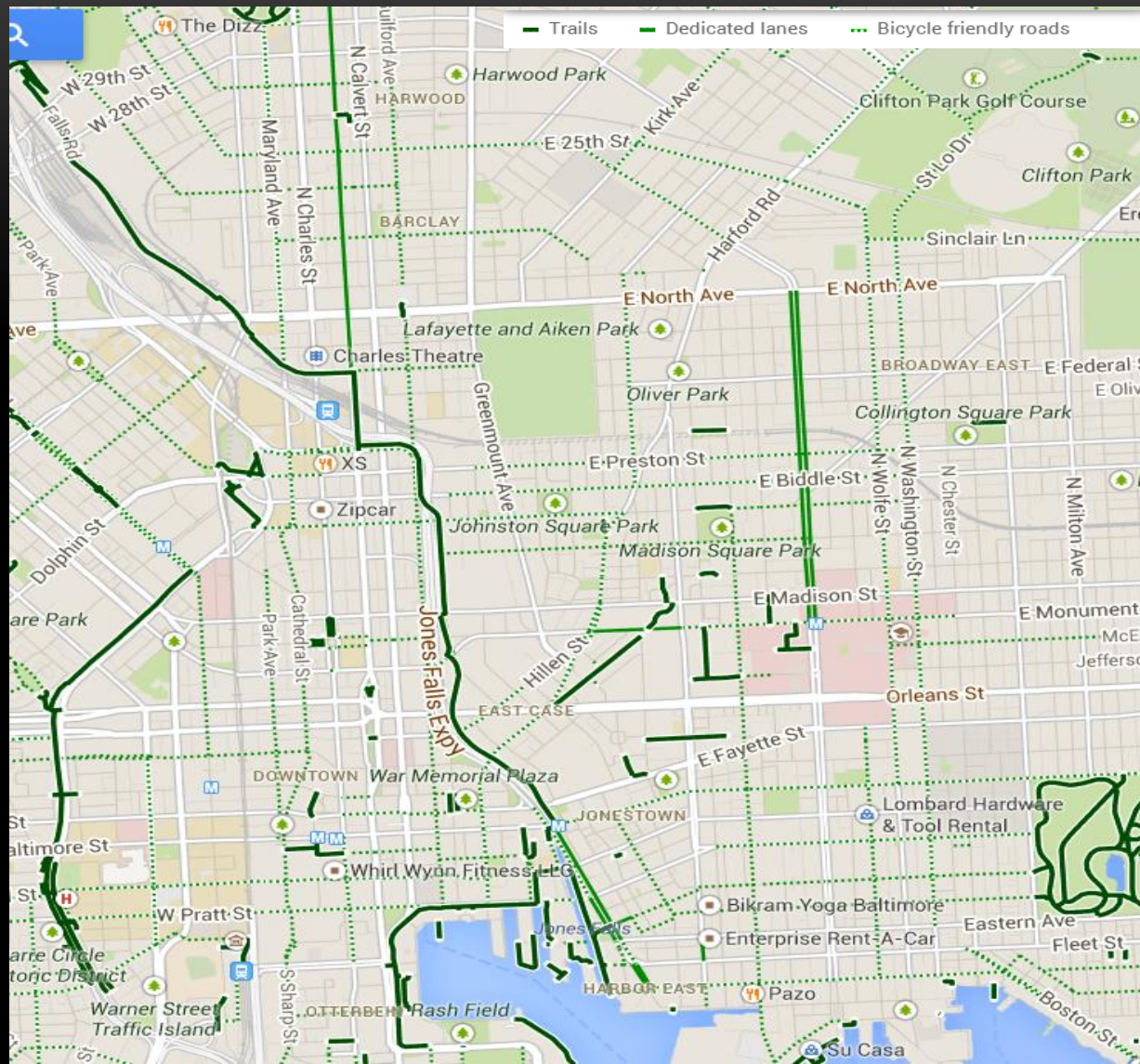
Homes within a half-mile of Indiana's Monon Trail sell for an average of 11% more than similar homes farther away. <sup>2</sup>



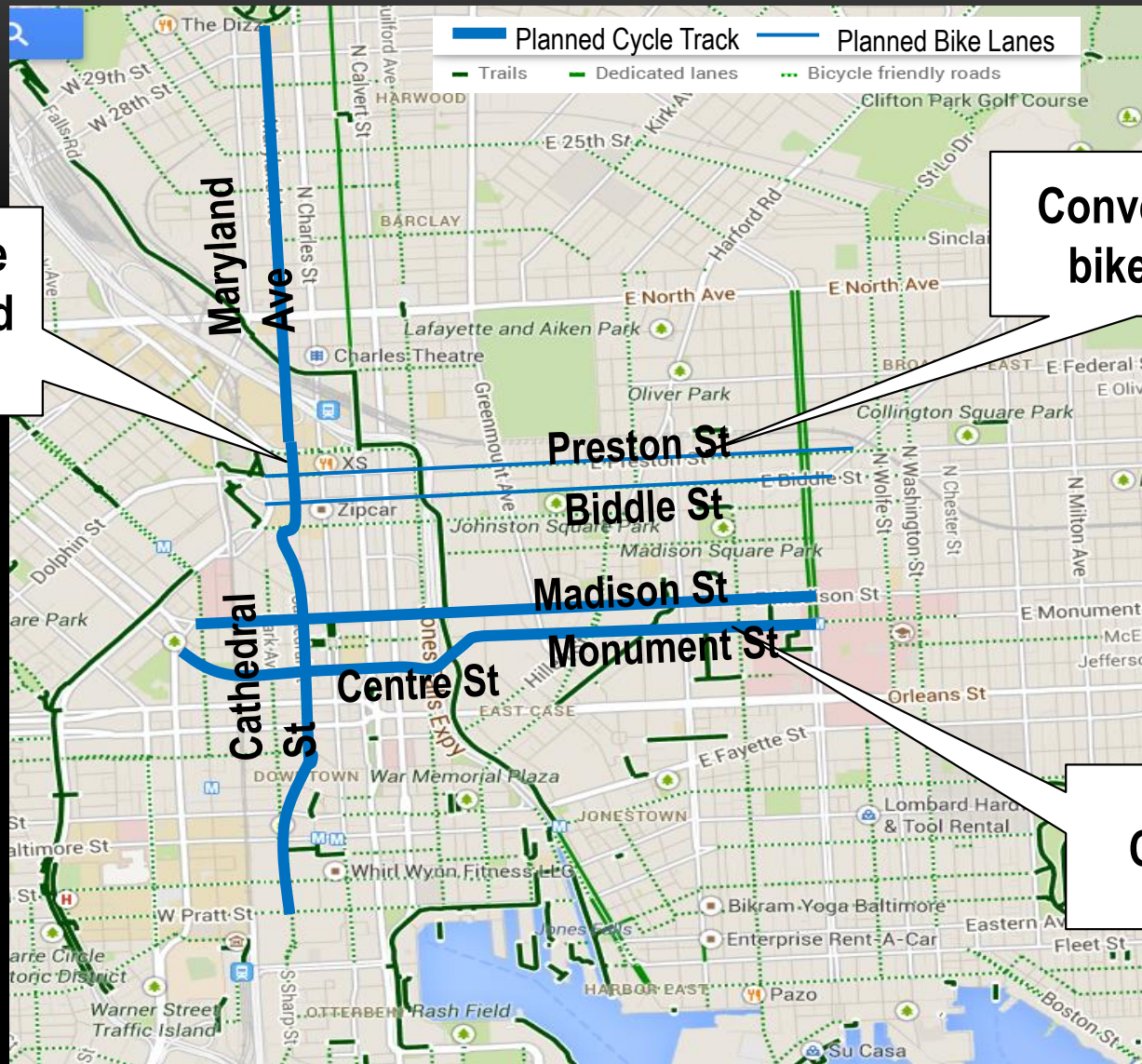
# \$510

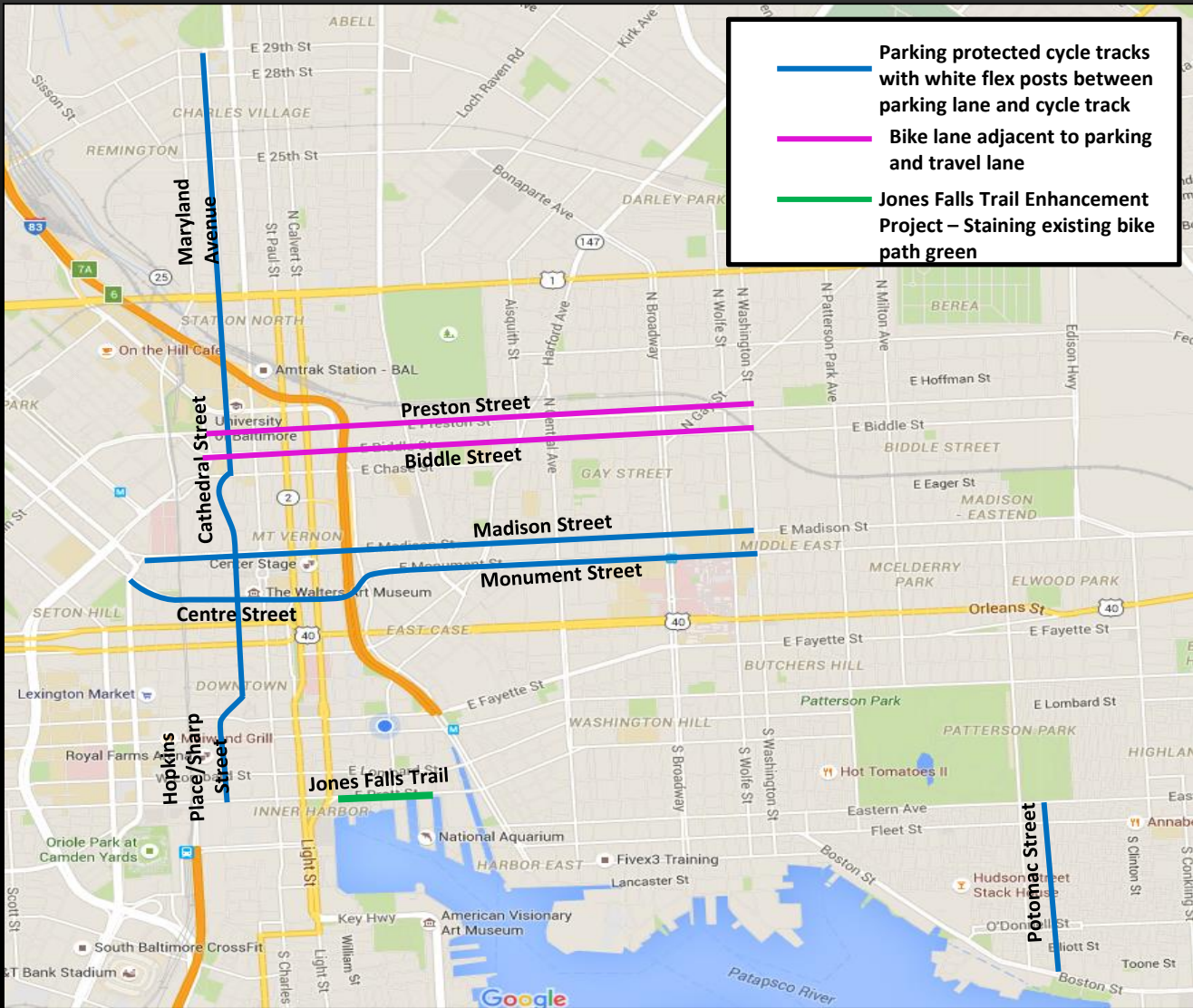
For every quarter mile nearer to an off-street bicycle trail, the median home value in Minneapolis-St. Paul increases by \$510. <sup>1</sup>











# WHY IS THIS PROJECT IMPORTANT?



# WHY IS THIS PROJECT IMPORTANT?

City	Protected On-Street Bike Lanes (Miles)
Chicago	100
New York City	49.3
Washington, DC	6.5
Minneapolis	4.5
Indianapolis	10
Pittsburgh	1.8
<b>Baltimore</b>	<b>&lt;1.0</b>

# THE DESIGN – TWO WAY

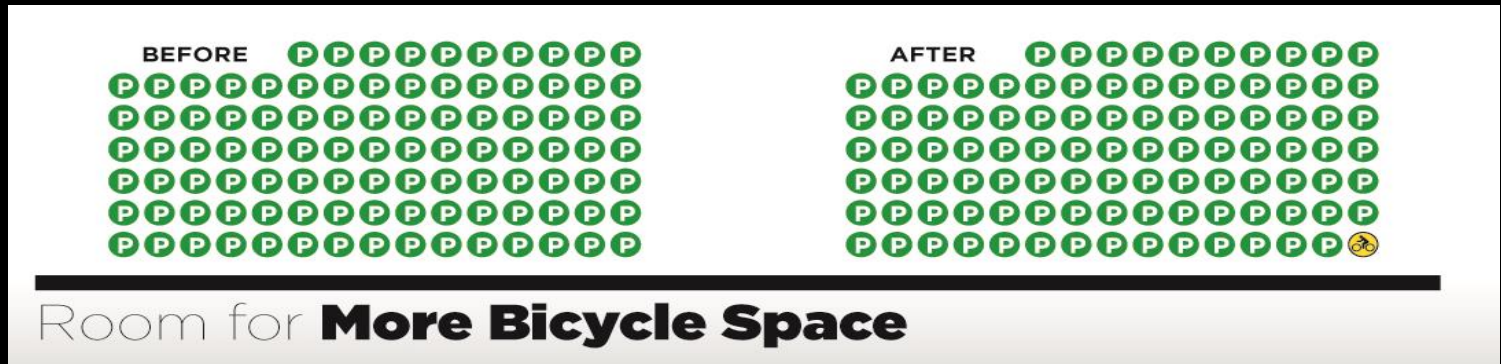


# THE DESIGN – ONE WAY

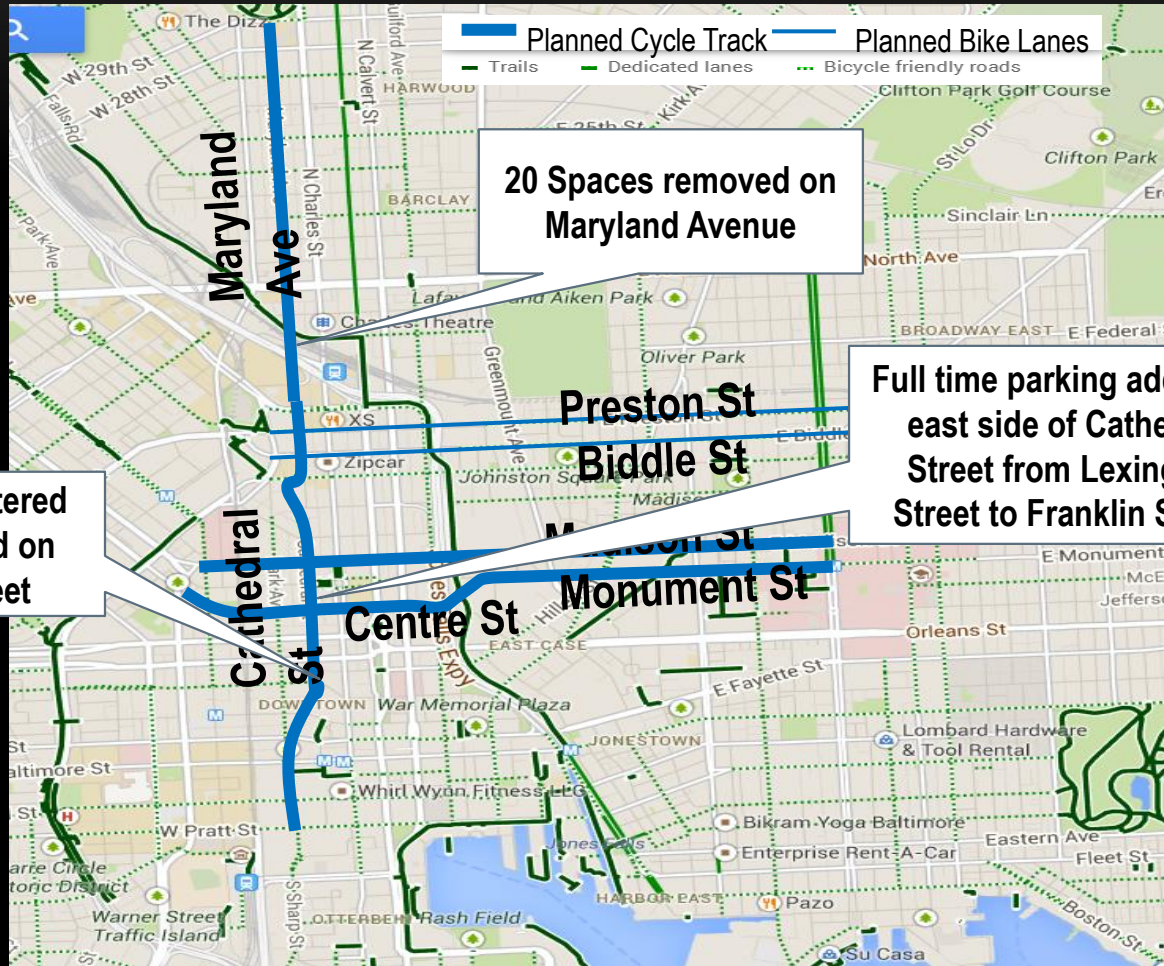


# WHAT CAN YOU EXPECT TO CHANGE? – PARKING ALONG MARYLAND AVE

- Peak hour restrictions to be maintained where they exist today
- Minimal parking impacts
  - Approximately 25 spaces will be removed over 2.6 miles



# WHAT CAN YOU EXPECT TO CHANGE? – PARKING ALONG MARYLAND AVE



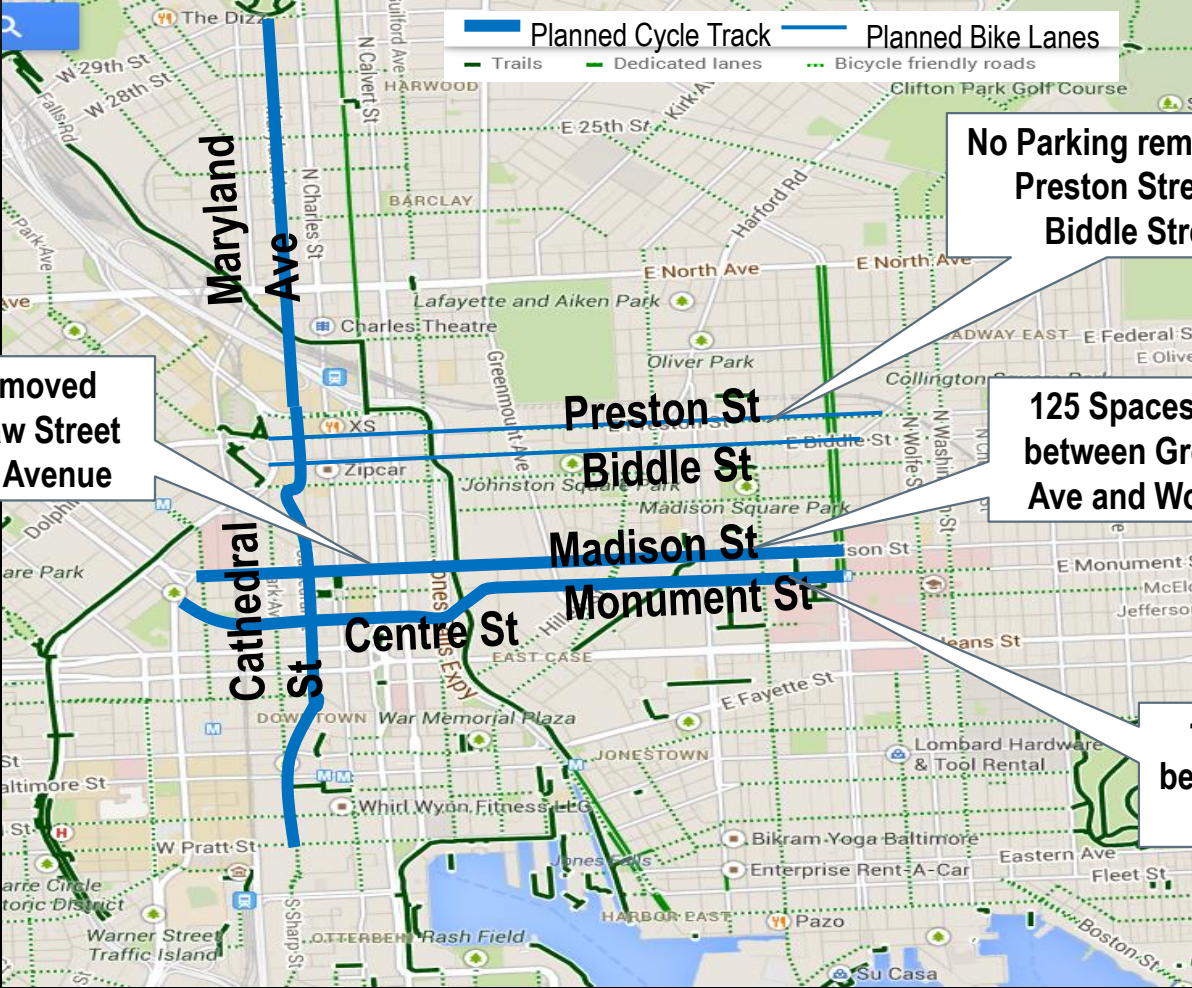
**20 Spaces removed on Maryland Avenue**

**Full time parking added on east side of Cathedral Street from Lexington Street to Franklin Street**

**5 permanent metered spaces removed on Cathedral Street**



# WHAT CAN YOU EXPECT TO CHANGE? – PARKING



# WHAT CAN YOU EXPECT TO CHANGE? – TRAFFIC OPERATIONS ON MARYLAND AVENUE

- Traffic impacts associated with removing a travel lane
- Expectations for congestion
  - North of I-83 – minimal congestion impacts
  - South of I-83 – additional delay during the peak hour
- Additional delay in downtown in a manageable trade off

# DOWNTOWN BICYCLE NETWORK TIMELINE



# QUESTIONS?

Caitlin Doolin

Bicycle & Pedestrian Planner

Transit Bureau

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# PUBLIC/POLITICAL PERCEPTION VERSUS REALITY

- “Everybody drives.”
- “We’re not Europe.”
- “Bikes are dangerous – what happens when a speeding bicyclist hits a pedestrian!”
- “Bicyclist never follow the rules.”
- “My business will fail if no one can drive or park by my store.”



# EVERYBODY DRIVES

## A SHIFT TO CAR-LITE LIFE

The average young person is driving less and biking and taking transit more. <sup>4</sup>

+24%



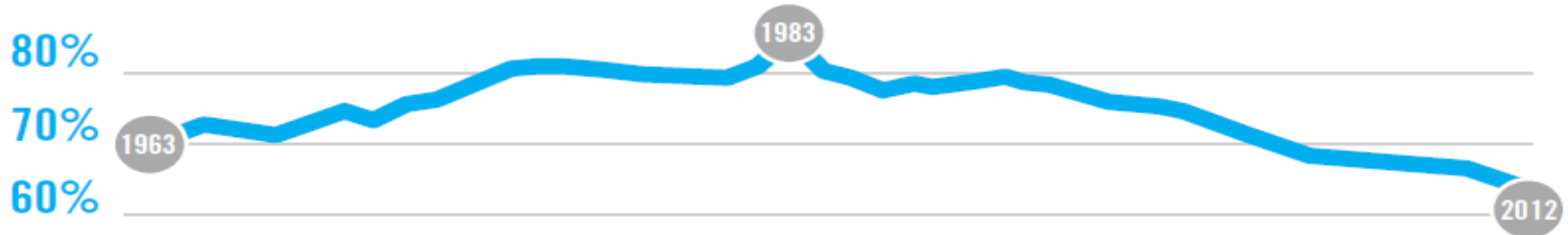
+40%



-23%

## LICENSE TO DRIVE: A LOWER PRIORITY

The percent of people 16-24 with a driver's license peaked in 1983 and is now at its lowest rate since 1963. <sup>5</sup>



# WE'RE NOT EUROPE



Copenhagen, 1964

**“We're not Italians! We don't want  
to walk!”**



Copenhagen, Today

# BICYCLIST ARE DANGEROUS

- “Bikes are dangerous – what happens when a speeding bicyclist hits a pedestrian!”
- “Bicyclist never follow the rules.”

*Which intersection would you wait at?*



Source: Boston Globe



Source: StreetsBlog, Portland, OR



# “MY BUSINESS WILL FAIL IF NO ONE CAN DRIVE OR PARK BY MY STORE.”

## BIKE SHOPPING: SMALLER TRIPS, MORE VISITS

People who arrive to a business on bike spend less per visit but visit more often, resulting in more money spent overall per month. <sup>12</sup>

In Portland, OR, people who traveled to a shopping area by bike spent 24% more per month than those who traveled by car.

Studies found similar trends in Toronto and three cities in New Zealand.

AVERAGE SPENDING  
PER TRIP

\$13.70

Auto

\$10.66

Bike

AVERAGE SPENDING  
PER MONTH

\$61.03

Auto

\$75.66

Bike

## BETTER BIKING, MORE CUSTOMERS

When San Francisco reduced car lanes and installed bike lanes and wider sidewalks on Valencia Street, two-thirds of merchants said the increased levels of bicycling and walking improved business. Only 4 percent said the changes hurt sales. <sup>14</sup>



# POLITICS – VOTING AFFECTS BIKES

- Population in Baltimore City : 621,000
- Surrounding County's Population: 2 Million
- State legislation impacts funding policies and priorities
- 100% of Baltimore's Bike Projects are Federal or State funded

