ROLAND AVENUE CYCLE TRACK

Building Innovative Facilities for a Multimodal Future

Baltimore City Department of Transportation

June 11, 2015
OVERVIEW

The Project

Protected Lanes and Why They Are Important

The Design

What to Expect

Timeline
THE PROJECT

• Resurfacing on Roland Avenue between W. Coldspring Lane and Northern Parkway
• Restriping to provide a parking protected bike lane
TYPES OF BICYCLE FACILITIES

Source: Alta Planning & Design
WHAT IS A PROTECTED BIKE LANE AND WHY ARE THEY IMPORTANT?
TYPES OF CYCLISTS

- No Way, No How: 31%
- Interested but Concerned: 9%
- Strong and Fearless: 4%
- Enthused and Confident: 56%


Photo Source: Brian O’Doherty via Baltimore City Bike Master Plan
APPROPRIATE DESIGN

Protected Bike Facilities are the best treatment for Roland Avenue.
CYCLE TRACKS – THEY’RE NOT A NEW CONCEPT!

Over 100 cycle tracks in the U.S. ...and counting!
IF YOU BUILD IT, THEY WILL COME

Bicycle Volumes increased over 200% following cycle track implementation on 15th Street in Washington, DC

The one-way and two-way cycle tracks were installed in November 2009 and November 2010, respectively.
THE DESIGN – TYPICAL SECTION

BETWEEN VALLEY LANE AND DEEPDENE ROAD

- 5’ bike lane with 3’ buffer
- 7’ parking lane
- Two, 10.5’ travel lanes
- Two, 10.5’ travel lanes
- 7’ parking lane
- 5’ bike lane with 3’ buffer

BETWEEN COLDSPRING LANE TO OAKDALE ROAD

- 4’ bike lane with 3’ buffer
- 7’ parking lane
- Two, 10.5’ travel lanes
- Two, 10.5’ travel lanes
- 7’ parking lane
- 4’ bike lane with 3’ buffer
THE DESIGN – TYPICAL SECTION

BETWEEN OAKDALE ROAD AND VALLEY LANE & DEEPDENE ROAD AND NORTHERN PARKWAY

4’ bike lane with 2’ buffer | 7’ parking lane | Two, 10.5’ travel lanes | Two, 10.5’ travel lanes | 7’ parking lane | 4’ bike lane with 2’ buffer
MOCK CYCLE TRACK
MOCK CYCLE TRACK – “DOORING” AT THE NARROWEST LOCATIONS
THE DESIGN – SCHOOL PICK UP/DROP OFF
THE DESIGN – DRIVEWAYS AND INTERSECTIONS
WHAT CAN YOU EXPECT TO CHANGE? - PARKING

- Minimal parking impacts
- Less than 20 parking spaces removed in the whole project
  - Most parking spaces lost due to bump outs
WHAT CAN YOU EXPECT TO CHANGE? – TRAFFIC OPERATIONS

• Maintaining travel lanes minimizes traffic impacts
• Daylighting cycle track makes cyclist more visible to turning vehicles
• Buses stop in mixing lane with bicyclist
PRELIMINARY DESIGN AND CONSTRUCTION TIMELINE

May 2015: Present design at annual meeting

June 2015: Community meeting & finalize new striping and signage plan

Summer 2015: Construction

November 2016: Met with Community Leaders

Fall 2015: Construction Complete
QUESTIONS?

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