



# A Plan for a Safe and Connected Bike Network



BRTB Safety Subcommittee  
December 10, 2024





## Vision Statement

"The Baltimore region will work together to create a bicycle network that expands opportunities for users of all ages and abilities. This connected network will support improved safety, mobility, and equitable access to jobs, schools, housing, transit, parks, and other daily destinations."

## Project Goals



**Advance  
Equity**



**Emphasize  
Collaboration**



**Set Attainable  
Ambitions**



**Connect People  
to Places**



**Improve Safety  
& Accessibility**



**Support  
Community  
Development**



**Consider  
Context**



**Maintain the  
Network**



**Support  
Environmental  
& Health Benefits**

# Why a Regional Bike Network?

- The Baltimore region already has nearly 600 miles of bike lanes and paths, but many of these routes are not connected.
- This makes it harder for people to bike safely and easily to the places they need to go.
- By identifying a regional bike network, we can focus on building connections that people want and need.
- Having more ways to get around, like biking, can help people reach jobs more easily, stay active, reduce air pollution and emissions from cars, and boost the economy in the area.



# What is the Regional Bike Network?

The Proposed Regional Bike Network:

- Does not create or plan any new bike lanes or paths on its own
- Uses local plans to identify important connections
- Is made up of bike routes that are comfortable and safe to bike on as they are either well-separated from traffic or are on roads with low speed limits and little car traffic
- Identifies gaps to help local jurisdictions work together to close them
- Will develop an implementation plan including prioritization, a timeline and cost estimates

# Listening Phase Summary

During Spring and Summer 2024, the project team conducted a Public Listening Phase to hear from the community about their vision for a regional bike network.

This public feedback:

- Helped improve the network's vision and goals
- Guided the identification of the Proposed Regional Bike Network
- Contributed to the creation of objectives and performance measures



# 135 Pop-Up Interviews Completed

"[I like] the safety of a designated trail... Seeing diverse people out riding that look like me, and all the people I meet that I know on the bike trail."  
-Kimberly, Anne Arundel County



"I am a little afraid of biking along Route 40, just with the general traffic. I know it has pretty big shoulders. I tend to avoid the heavily congested areas."  
-Alex, Harford County



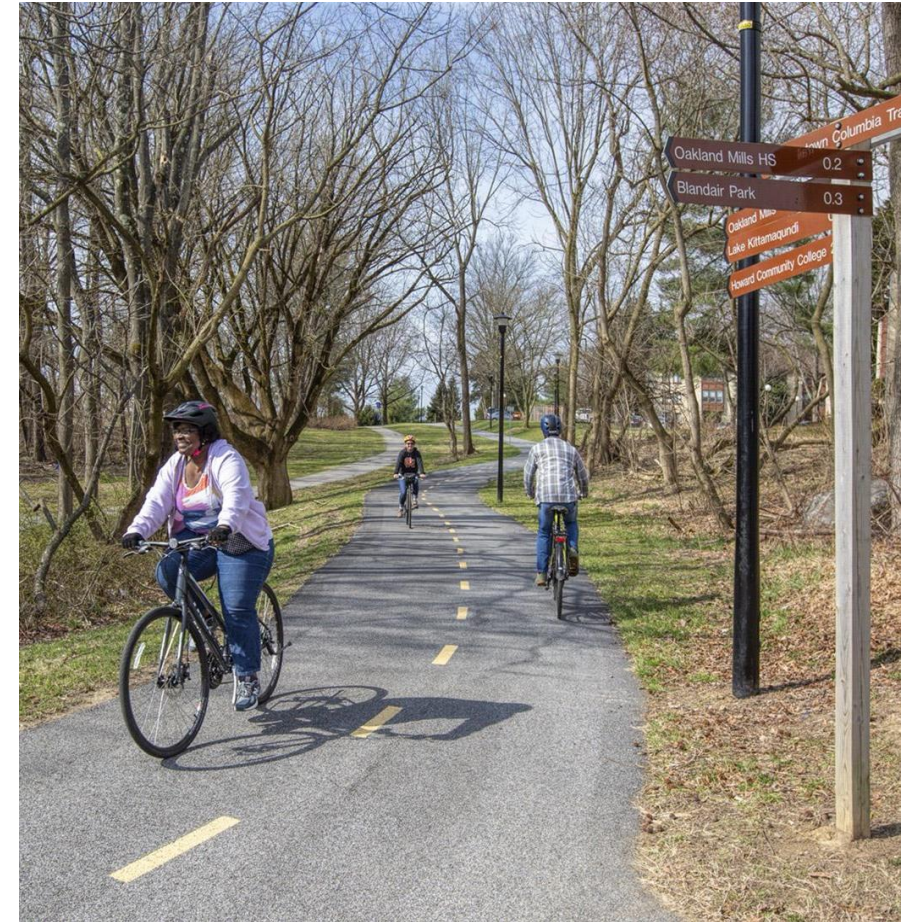
"I like being outdoors, it's good exercise. In Baltimore City sometimes it's really congested so I use my bike to go to work, I do grocery shopping on my bike. It's a lot easier and it's fun."  
-Teresa, Baltimore City



# Presenting Phase – Current

- **Presenting the Proposed Regional Bike Network**
  - Feedback will help make sure this bike network best serves the region
- **Comments welcome until Jan 10, 2025**
  - [Project website](#) and [interactive StoryMap](#)
  - Comment map and survey
- **Public Meetings**
  - In-Person, December 10 at 6:00 p.m.  
Baltimore Unity Hall
  - Virtual, December 12 at 6:00 p.m.

[publicinput.com/bikebaltoregion](https://publicinput.com/bikebaltoregion)



# How the Proposed Network was Identified

## Data-Based Criteria

The team started by identifying a draft network made of comfortable and low stress bike lanes and paths that improve connections in key areas:

- Places with many **opportunities for short trips** (areas with a lot of people, jobs, or nearby schools or public transit)
- **Vulnerable communities** that need more transportation options
- **Regional parks**, recreational areas, and greenspaces
- **Public transportation** stops, especially those with frequent service



# How the Proposed Network was Identified

## Experience and Knowledge-Based Criteria

This draft network was then improved using input from the public, as well as feedback from local jurisdictions and the state.

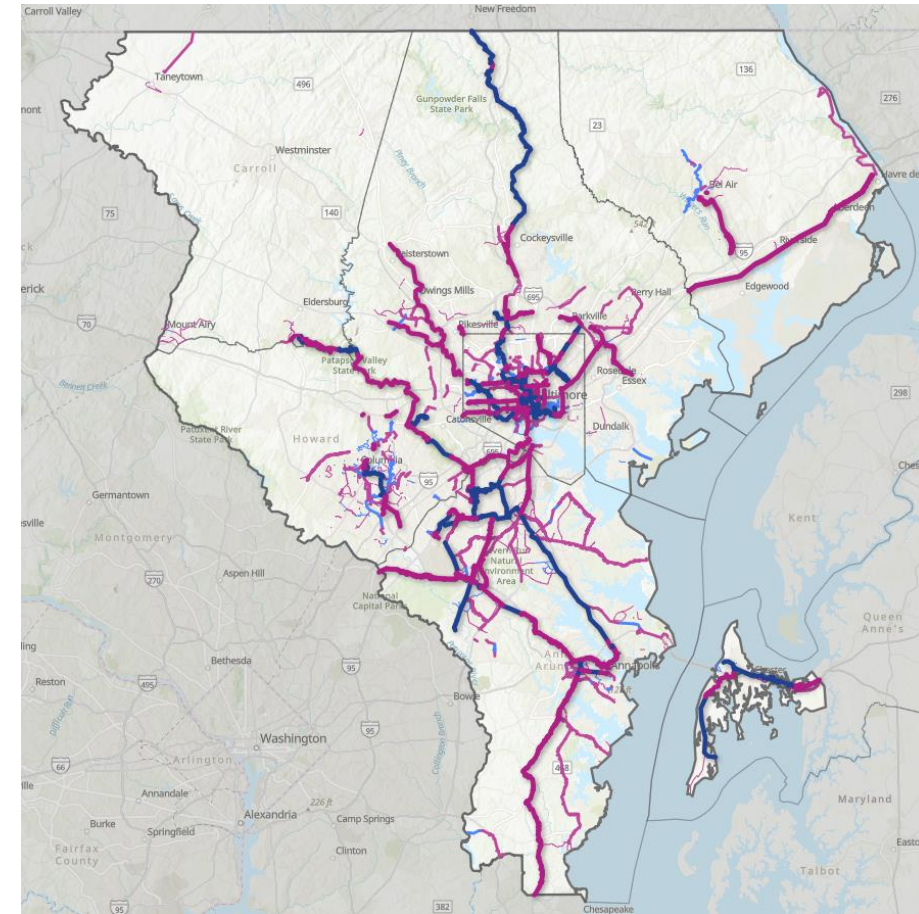
- Key feedback included:
  - The need for a continuous, comfortable, and safe bike network that is separated from traffic
  - Importance of direct routes to neighborhoods, parks, major destinations, and public transportation
  - Emphasis on closing gaps in the current bike network
  - Desire to increase connections to neighboring regions.

# Proposed Regional Bike Network

## CLASSIFYING BIKEWAYS

- **Regional Bikeways**
  - Serve as the backbone of the network, providing direct connections across the region
- **Community Bikeways**
  - Connect major centers within each jurisdiction to the regional network
- **Local Bikeways**
  - Help people get from Regional and Community Bikeways to towns, neighborhoods, and low stress local roads
- All bike routes were identified as comfortable and safe to bike on, based on current conditions and local plans
- Routes are either well-separated from traffic or are on roads with low speed limits and little car traffic

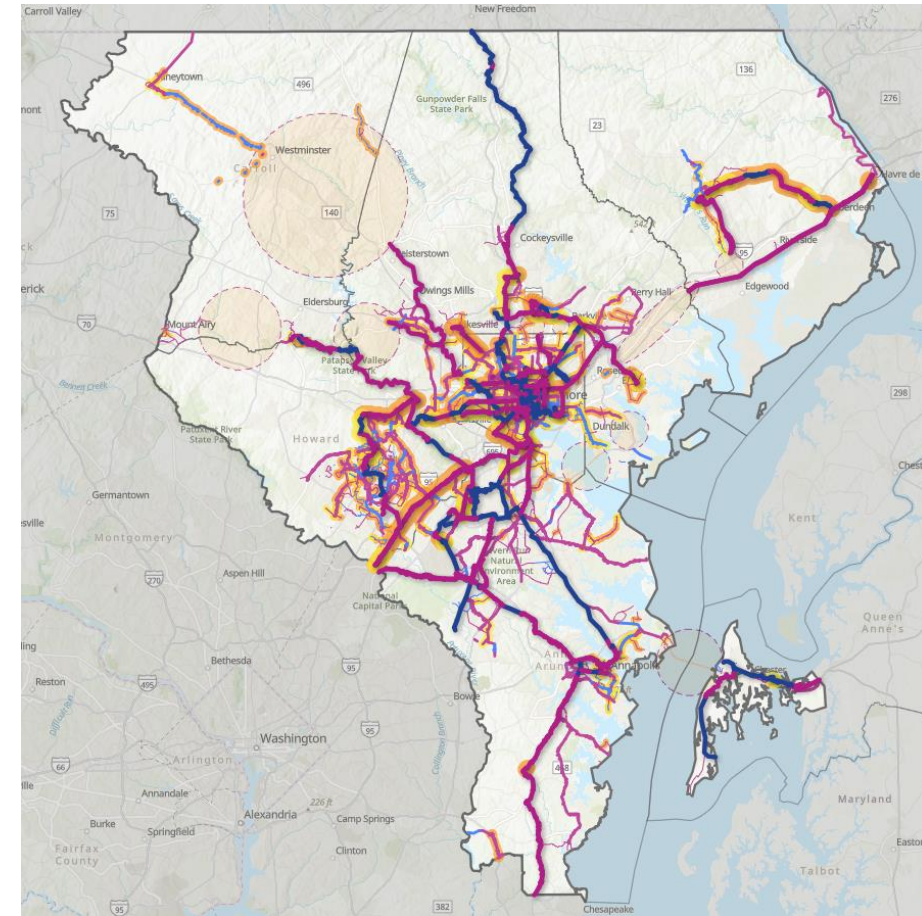
Learn more and explore, <https://tinyurl.com/bikebaltoregon>



# Proposed Regional Bike Network

## BEYOND THE LOW STRESS NETWORK

- **Less Comfortable Bikeways**
  - Some identified routes that could make important connections were found to be less comfortable for biking.
- **High Stress Bikeways**
  - Routes that do not meet the low stress requirements of the network, but could be important connections if they are made more comfortable.
- **Gaps**
  - Areas that could provide key connections but currently do not have existing or planned bike lanes or paths.



# How Can You Help?

Thank you for helping spread the word!

Ways to promote the comment period:

- Share our [flyer](#)
- Include a [short write up](#) in your newsletter
- Share our [Facebook post](#)

# For more information

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