



BALTIMORE CITY, MD

TOTAL POPULATION

610,000

POPULATION DENSITY

6,630

TOTAL AREA (sq. miles)

92

OF LOCAL BICYCLE FRIENDLY BUSINESSES

8

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Baltimore City
High Speed Roads with Bike Facilities	35%	1%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	5%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	1%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 174K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.1/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.5/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.1/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.6/10

KEY OUTCOMES

	Average Silver	Baltimore City
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.85%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	714
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	3.47



KEY STEPS TO SILVER



- » Congratulations on adopting a Complete Streets policy, directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy.
- » Continue to expand the bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient APBP-compliant bike parking available. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity, particularly at transit stops and popular destinations.

- » Expand bicycle safety education to be a routine part of education for students of all ages at all K-12 schools, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking.
- » Ensure that there is sufficient dedicated funding for the implementation of all types of bicycle infrastructure recommended by the bicycle master plan.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff.