



Region-Centered, People-Centered

A Near-Term Transportation Vision for Baltimore City



Key Recommendations

- Citywide transportation demand management policy (TDM)
- More staff for BCDOT
- Transportation equity framework
- Design and build Baltimore BRT and Bus Priority Network
- Add 15 miles of dedicated bus lanes by 2022
- Complete Separate Bike Lane Plan, Baltimore Greenway Trail
- Plan for B&P Tunnel replacement, removal of I-83 and US-40 viaduct
- Income-based fine/fare payment
- Governance and funding



What The Transportation Status Quo Means for Baltimore

- Increased Congestion
- Economic and Social Exclusion
- Safety and Health Impacts

Building Blocks for Better Transportation

- Reduce single-occupant vehicle trips
- Rebuilding and Modernizing Baltimore City DOT
- Equity in Policy, Engagement, and Investment
- Fast, Frequent, and Reliable Transit Service
- Modernizing Infrastructure, Implementing Complete Streets
- Equitable Transit-Oriented Development and Transit-Supportive Policies
- Developing a Governance and Funding Strategy



Reducing Single-Occupant Vehicle Trips

- Set a goal to reduce from 60% to 45% by 2030 (San Francisco is at 34.4%)
- Adopt a citywide Transportation Demand Management (TDM) policy
- As a major employer, City government can lead on TDM
- Fare-free/reduced fare transit



Rebuild and Modernize BCDOT

- Meet BCDOT's Staffing Needs
- Fully Implement Baltimore Complete Streets
- More Cost Effective Operations
- Complete a Comprehensive Transportation Plan
- Implement Data-Driven Analysis and Performance Monitoring



Equity in Policy, Engagement, and Investment

- Community Engagement
- Assessing the Impact of Policy Changes with an Equity Framework
- Equitable Investment in Areas of Greatest Need
- Fare Decriminalization



Fast, Frequent, and Reliable Transit Service

- Baltimore BRT and Bus Priority Network
- Set transit service goals
- Better regional connections



Modernize Infrastructure, Implement Complete Streets

- Low-cost, high-impact treatments
- Repaving and reconstructing Baltimore's streets
- Major capital projects: B&P Tunnel, US-40, I-83
- Focus on local trips and last-mile solutions
- Equitable expansion of camera programs
- Partnering with DPW to meet mutual goals



Equitable TOD and Transit Supportive Policies

- Reviewing Baltimore City parking, zoning, land-use and other policies
- Formulate land use and transportation policy together
- Equitable Development



Developing a Governance and Funding Strategy

- Increasing City investment in transportation via a Transportation Enterprise Fund
- Exploring options for a regional transit authority or other new governance model



Baltimore City Transportation Budget

- \$200 million per year to operate BCDOT
- \$100 million per year in capital projects (FY2020)
- Major funding sources
 - General Funds (including fines, taxes, and fees)
 - State Highway User Revenues
 - Federal funds



Transportation Enterprise Fund

- Could raise \$50m per year for BCDOT by restricting General Funds
- In FY 2018 there were \$165 million in transportation related General Funds, but only \$115 million came to BCDOT
- Major Sources
 - Highway User Revenues
 - Camera revenues
 - Taxi Excise Tax



Questions