



# Department of Transportation Overview

STEVE SHARKEY, DIRECTOR  
JANUARY 13, 2020

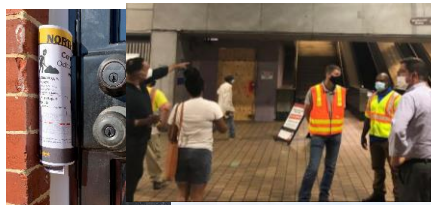


## DOT INITIATIVES

- MDOTMTA-BCDOT COLLABORATION
  - North Avenue Rising (TIGER Grant)
  - East-West Corridor Improvements
  - Dedicated Bus Lanes
  - Shelters/Stops Improvements
  
- MDOTMTA-BCDOT COLLABORATION
  - RTP Corridors Studies
  - Transit Priority Improvements
  
- TRANSPORTATION GAP ANALYSIS
  - Overview
  - Map
  - Recommendations

### MDOT MTA/BCDOT Partnerships – North Avenue Rising

- Transit and pedestrian improvements from Hilton to Milton
- 7 miles of dedicated bus lanes – paving and red asphalt underway
- Streetscaping – sidewalk improvements and pedestrian lights installed on nearly all of North Avenue corridor
- Penn-North Metro Interior and exterior station lighting upgrades completed
- Transit Signal Priority (TSP) detection hardware along entire corridor installation is underway
- Communicating construction impacts to public



**NORTH AVENUE RISING**  
**Construction Schedule Update**  
 November 30 – December 11, 2020  
 Work Hours for Lane Closures are 9 a.m. to 3 p.m.  
 Schedule is subject to change due to weather or unforeseen conditions.

<p>1. Parking, bus stop, and travel lane impacts to install pavement marking lines and symbols (Eastbound and Westbound – Hilton to Guilford)</p> <p>2. Sidewalk, bus stop, and travel lane impacts to install signal poles (Eastbound and Westbound – Fulton to Moreau)</p>	<p>3. Parking, bus stop, and travel lane impacts to install ground signs (Eastbound and Westbound – Fulton to Guilford)</p> <p>4. Sidewalk, bus stop, and travel lane impacts to install concrete curb (Eastbound – Mt. Royal to the 143 southbound ramp)</p>	<p>5. Parking, bus stop, and travel lane impacts to install bus lanes (Eastbound and Westbound – Guilford to Rose)</p>
--	---	--

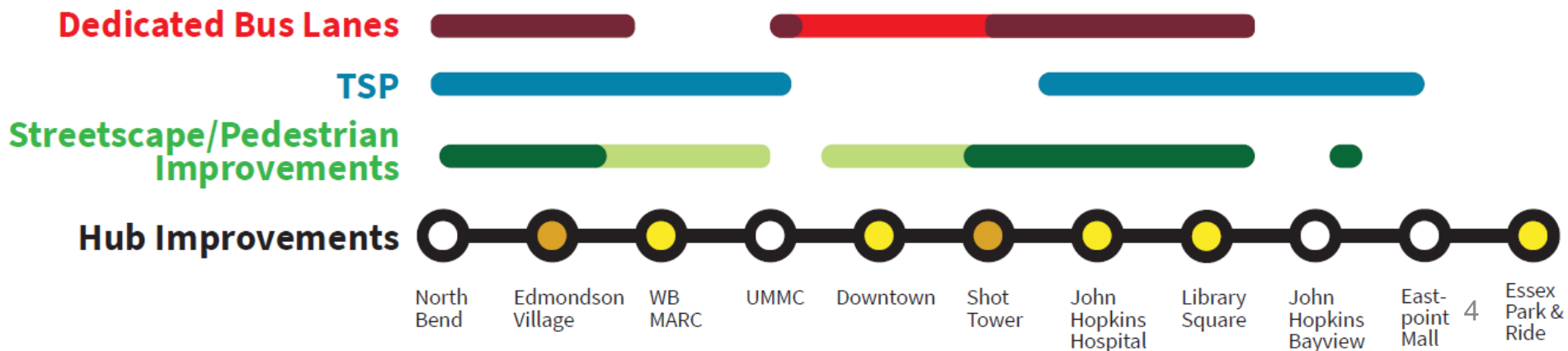
1 Penn-North Metro elevators closed starting April 27

MDOT 443-317-4793  
 Email: info@northavenuerising.com  
 Website: northavenuerising.com



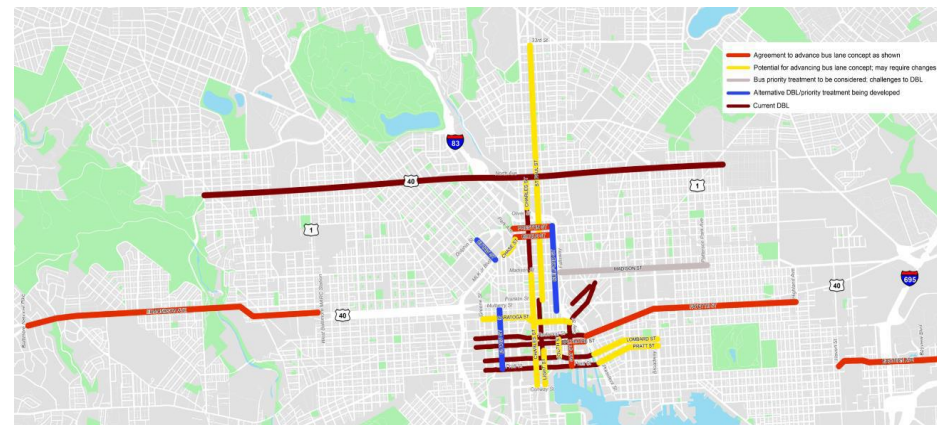
# MDOT MTA/BCDOT Partnerships – East-West Corridor Improvements

- North Bend to Essex Park and Ride
  - Current CL Blue and Orange routes
- Transit Priority Improvements to support future limited stop service and existing bus routes
  - DBLs, TSP, Bus Stop Improvements
- \$12.6m project
- Projected travel time savings – 10 minutes



## MDOT MTA/BCDOT Partnerships – Dedicated Bus Lanes

- BaltimoreLink added 5.5 miles of DBLs in Downtown Baltimore
- 7 miles under construction on North Avenue
- Additional areas under study by MDOT MTA and BCDOT
  - 10 miles related to East-West corridor
  - 9 additional miles need further study
- Baltimore City and MDOT MTA supported DBL legislation

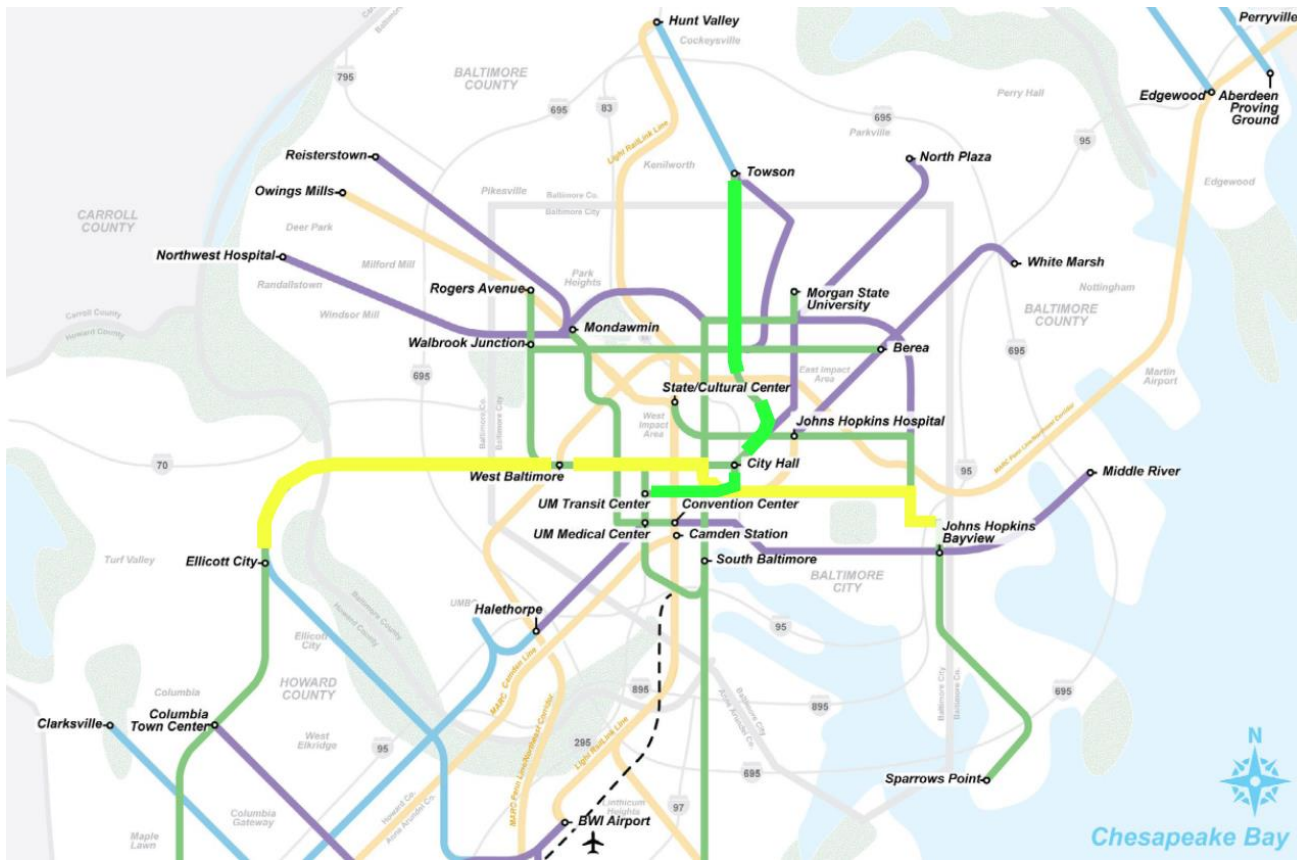


## MDOT MTA/BCDOT Partnerships – Shelters/Stop Improvements

- MDOT MTA currently has 400 shelters
- Plans to install an additional 200 shelters, primarily in Baltimore City
  - 22 currently under construction
  - 78 in design (pending funding release)
  - 57 in planning (pending funding release)
- MDOT MTA worked in partnership with BCDOT to speed up review and permit process
- Continued partnership on stop improvements such as curb extension at Baltimore Street and Charles Street



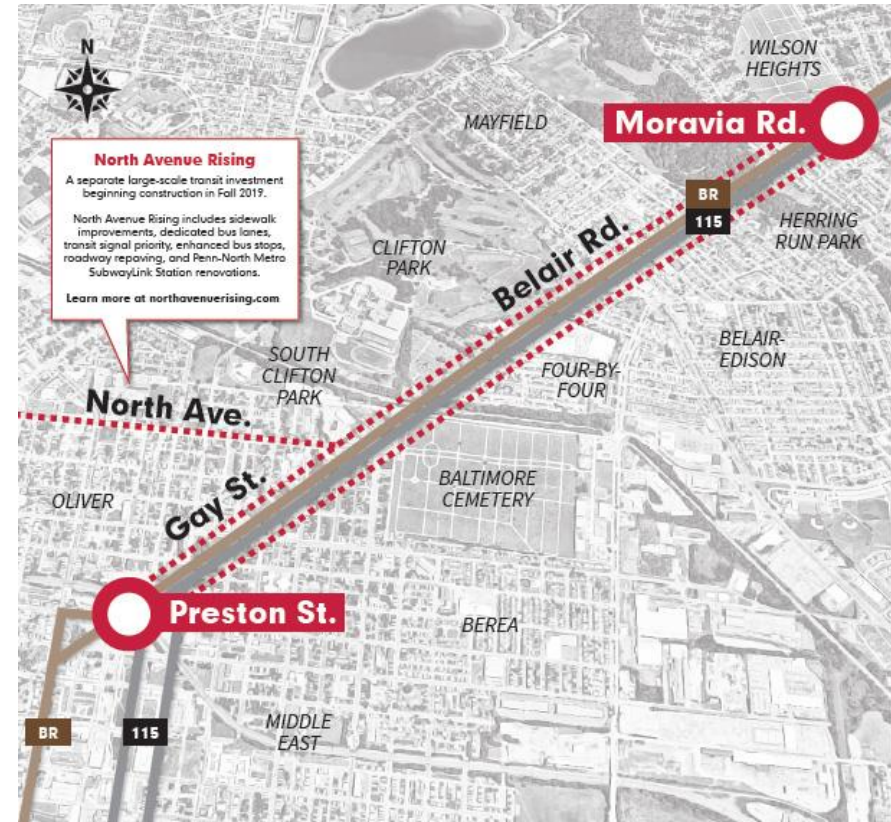
### MDOT MTA/BCDOT Opportunities – RTP Corridor Studies



- Studies kicked off Fall 2020
- Public outreach planned for Spring 2021
- East to West
  - Ellicott City to Convention Center + Convention Center to Bayview
  - Highlighted in yellow
- North to South
  - Towson to UMMC
  - Highlighted in neon green

### MDOT MTA/BCDOT Opportunities – Transit Priority Improvements

- MDOT MTA initiative to make infrastructure improvements to increase bus reliability, speed, and passenger safety
- Targeted investments to prioritize transit riders such as bus bulbs, TSP, DBLs, and queue jumps
- Transit Priority Toolkit provided to BCDOT and other jurisdictions
- Grant funds (\$880k) received for design of Belair-Gay Street – southbound DBL, Belair-Edison Shopping Center crossing improvements, bus bulbs, TSP
- Grant funds (\$880k) received for design of Garrison Blvd bus bulbs





The New York Times

**TheUpshot**

IMPORTANCE OF PLACE

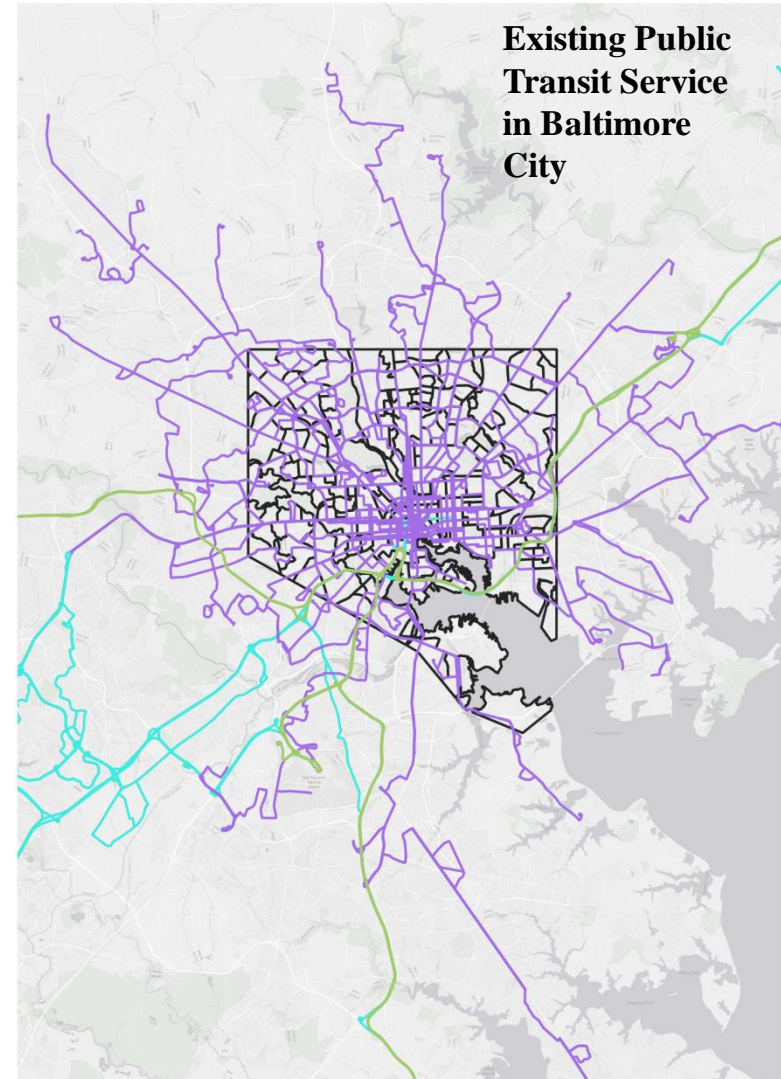
## *Transportation Emerges as Crucial to Escaping Poverty*

By Mikayla Bouchard

- 62.5% of Baltimore City residents are black and;
- 21.8% of Baltimore City residents are living in poverty (national average is 11.8%),
  - 45% of Baltimore City residents have a HS Diploma/GED or less (national average is 39.1%)
  - 29.5% of Baltimore City residents do not have access to a personal vehicle (national average is 8.6%)
  - The mean travel to work time is 31.6 minutes (national average is 26.9 minutes)

\*pre-COVID statistics

According to the 2019 Texas A&M Urban Mobility Report, Baltimore ranks 5<sup>th</sup> nationally among large metropolitan areas for travel delay caused by traffic congestion



## Why is our Partnership with MTA Important?

The funding crisis is real! The COVID-19 Pandemic has forced agencies such to look at serious budget cuts that can have a lasting affect on the future of our transportation system.

- Transit agencies throughout the US are looking at a budget shortfall nearly 2,000% greater than that experienced during the Great Recession.
- •According to an APTA survey, 8 in 10 large agencies are considering service cuts and/or delaying, deferring, or cancelling capital projects to close their budget gaps. This impacts how many Baltimoreans and the needed development of our infrastructure.
- The pandemic's effect on travel behaviors has been steep, with data showing an estimated 1 billion fewer miles driven each day, or an 11.4 percent decrease when compared to 2019 and less and less people taking public transportation.
- The need for advocacy and continued partnership for funding is critical more than ever. We must show the region that the City of Baltimore continues to work with MTA to ensure that residents of Baltimore City have reliable transportation options.

## Baltimore City DOT Equity Gap Analysis Study

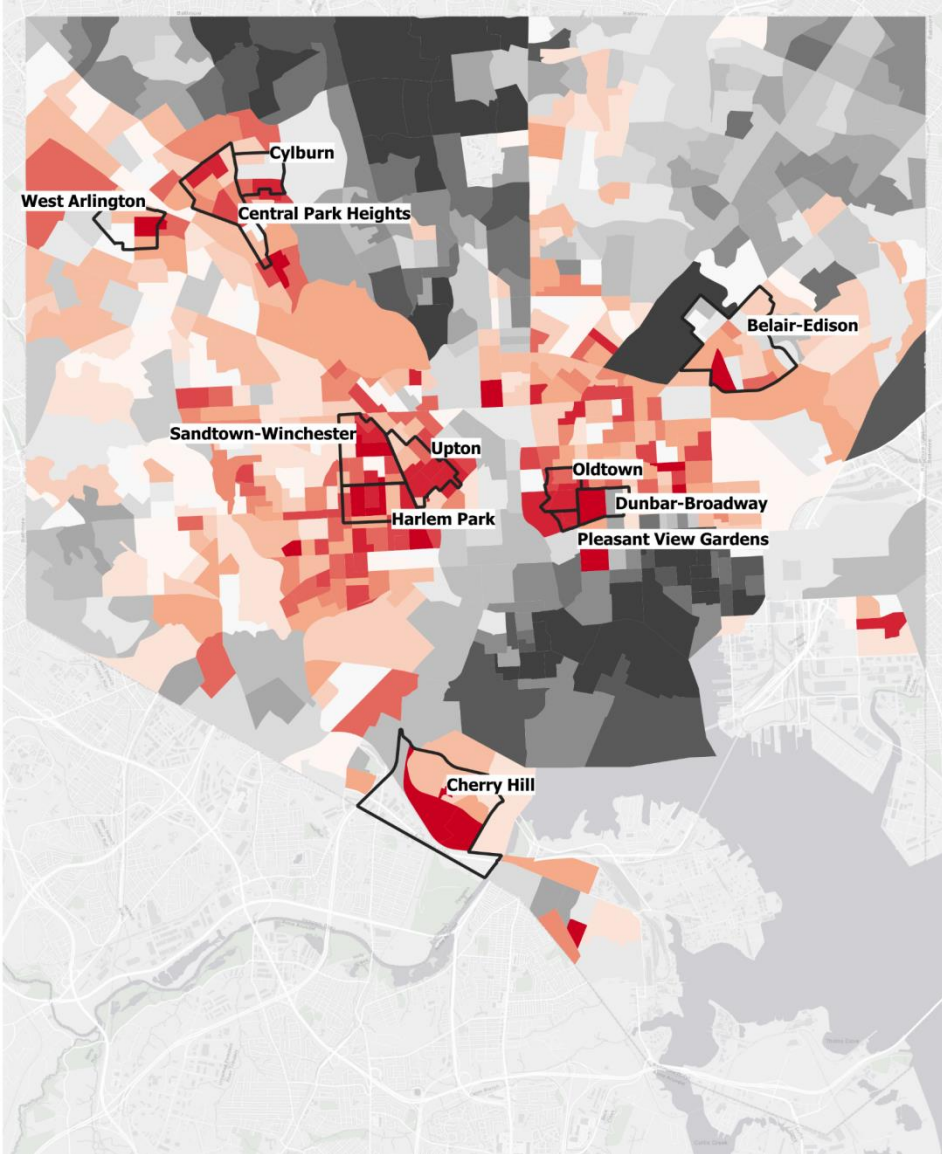
- Implement a shuttle service to complement existing services

### Objective:

- Provide reliable, safe, and efficiently transit/mobility opportunity to historically marginalized and underserved City residents

### Study Methodology

- 1) Select priority neighborhoods using transit equity indicators
- 2) Determine employment destinations that cannot be adequately accessed by transit from priority neighborhoods
- 3) Outreach to priority neighborhoods to further glean needs
- 4) Synthesis of data to inform service requirements
- 5) Customize appropriate service and create an implementation plan
- 6) Pilot program implementation



## Selecting Priority Neighborhoods

- Quantitative - Neighborhoods with high concentrations of top needs census block groups
- Qualitative - Neighborhoods with strong partnerships and community infrastructure for meaningful outreach participation
- Geographic diversity
- Juxtaposition to other lower-ranked areas of need