



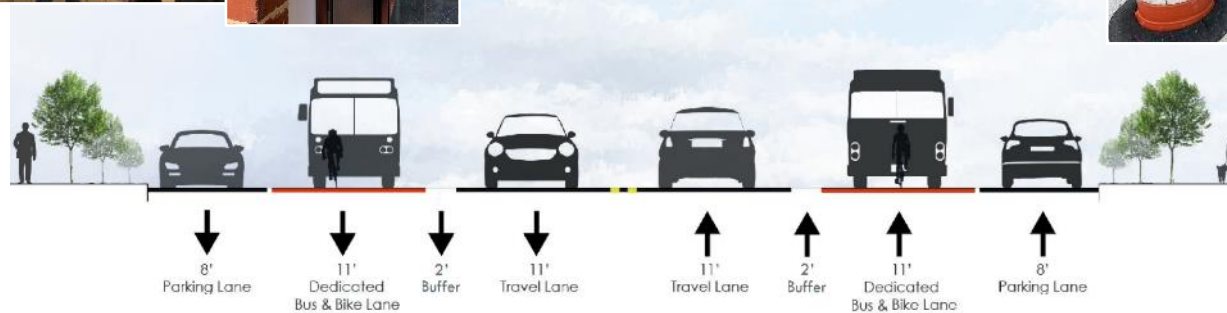
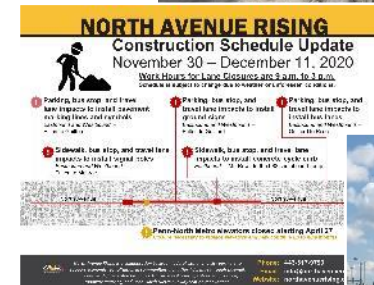
Department of Transportation Overview

Steve Sharkey, Director
December 2021



BCDOT Initiatives 2021 and Beyond

- Transit Development Plan
- Complete Streets
- Federal Funding and the RAISE grant
- North Avenue Rising
- National Association of City Transportation Officials (NACTO) Lake 2 Lake Grant



Transit Development Plan

➤ Recommendations to reconfigure the Circulator Routes

Identifying Charm City Circulator service gaps

Service changes needed to reach employment centers

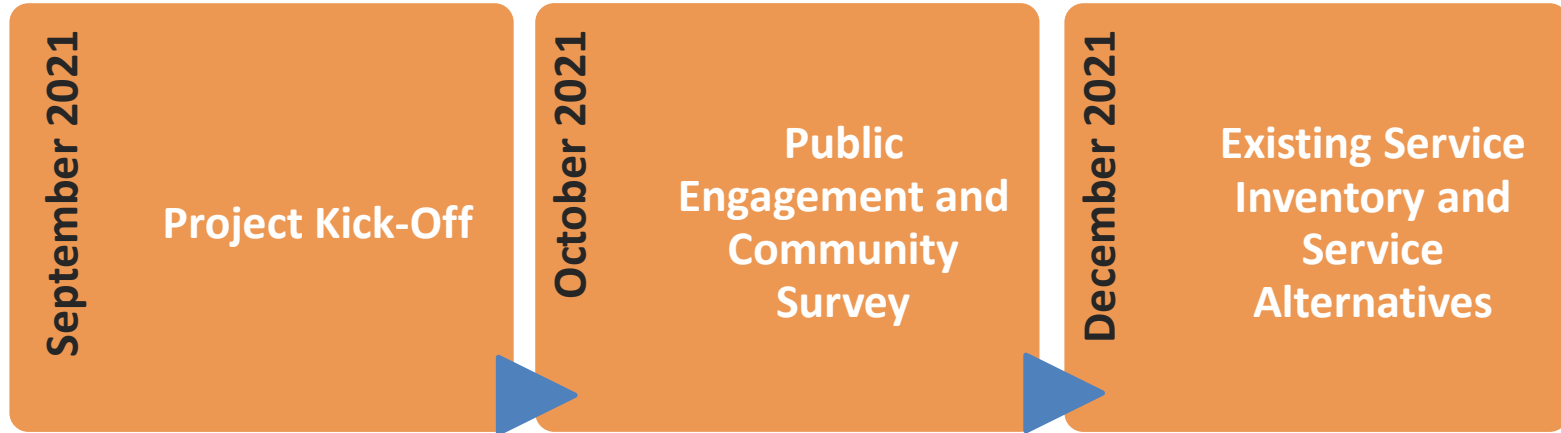
Reconfiguration opportunities with institutional shuttle services

Refocus Harbor Connector to serve job centers and accelerate tourism

Partners Include:

- City leadership,
- Charm City Circulator, and Harbor Connector riders,
- Maryland Department of Transportation Maryland Transit Administration (MDOT MTA),
- private institutional shuttle service,
- stakeholders, and
- community members

Transit Development Plan



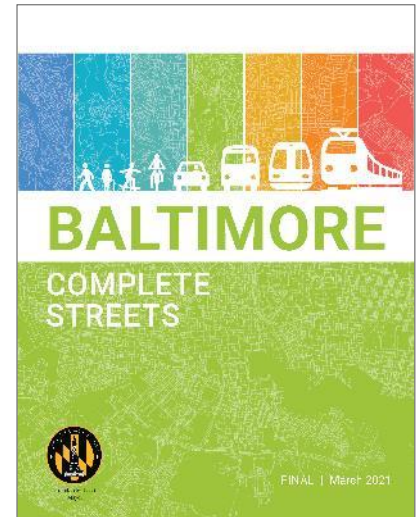
The Transit Advisory Committee (TAC) has been engaged and shares additional ideas and feedback as needed. As the TDP moves through the planning process, briefings will be held with DOT and City leadership to keep them apprised of the Plan's development and direction.

The final report and recommendations will be shared with the public in February 2022

Complete Streets Ordinance and Manual Adoption

In March 2021, Baltimore City's first **Complete Streets Manual** was **finalized and adopted** by the Complete Streets Advisory Committee, led by the Baltimore City Department of Transportation. The adoption of the Complete Streets Manual fulfilled the requirements of the 2018 Complete Streets Ordinance and establishes the guide for policies and decisions in multi-modal transportation.

The **Complete Streets Manual** prioritizes the needs of **City residents** by **setting a modal hierarchy** that places walking, biking, and public transportation above the needs of cars. The adoption of the Manual is a major milestone in the City's efforts to create safer, more livable streets.



Complete Streets

Building Public Safety in Baltimore City means increased safety for all road users.

- In Baltimore City, 33% of households lack access to a car, which means they **rely on public transit, biking, walking, and ride-sharing to move around the city.**
- This figure grows to **80% in historically disenfranchised areas.**
- With Black and Latino pedestrians and bicyclists being 30-60% more likely to be killed on the road, creating safer pathways is an issue of **equity.**
- The purpose of Complete Streets is to reverse decades of racist redlining and its detrimental effects on communities by directing funding and ensuring to the greatest extent the **elimination of health, economic, and access disparities.**

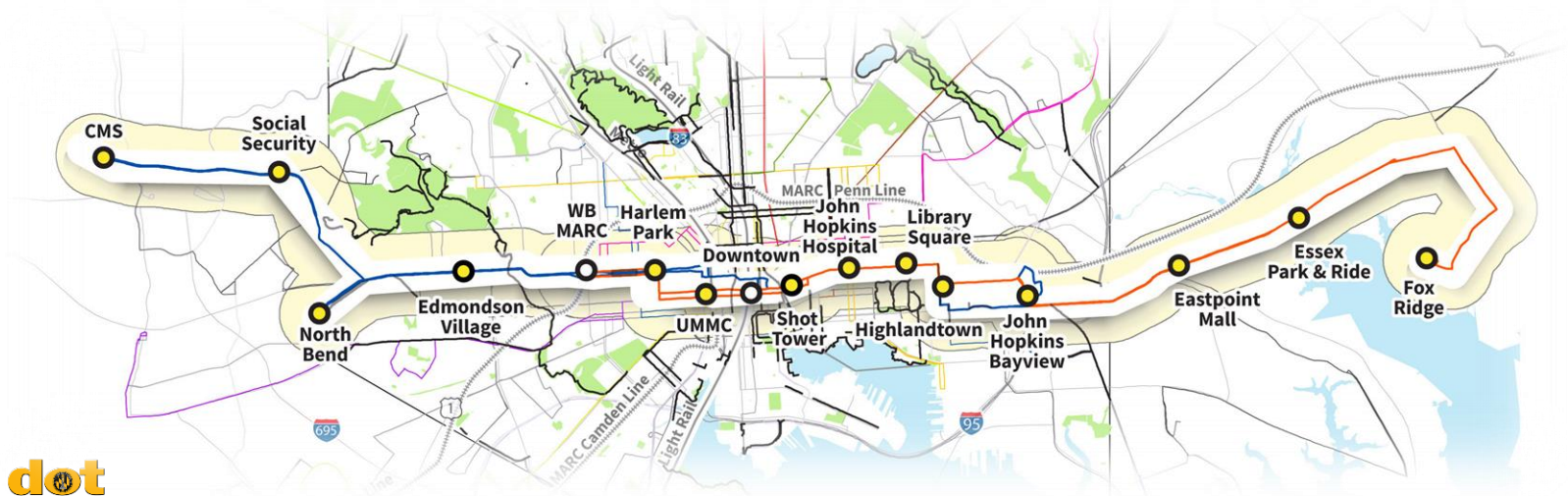
Complete Streets



<https://youtu.be/axif55QcN5g>

Rebuilding American Infrastructure With Sustainability And Equity

- The \$50 million East-West Priority corridor runs from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County.
- This will be funded by a \$22 million grant from the United States Department of Transportation's (USDOT) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, as well as an \$18 million investment from the Maryland Department of Transportation and \$10 million from the Baltimore City Department of Transportation.
- This is **a historic investment for Baltimore City** and the corresponding agencies.



NORTH AVENUE RISING

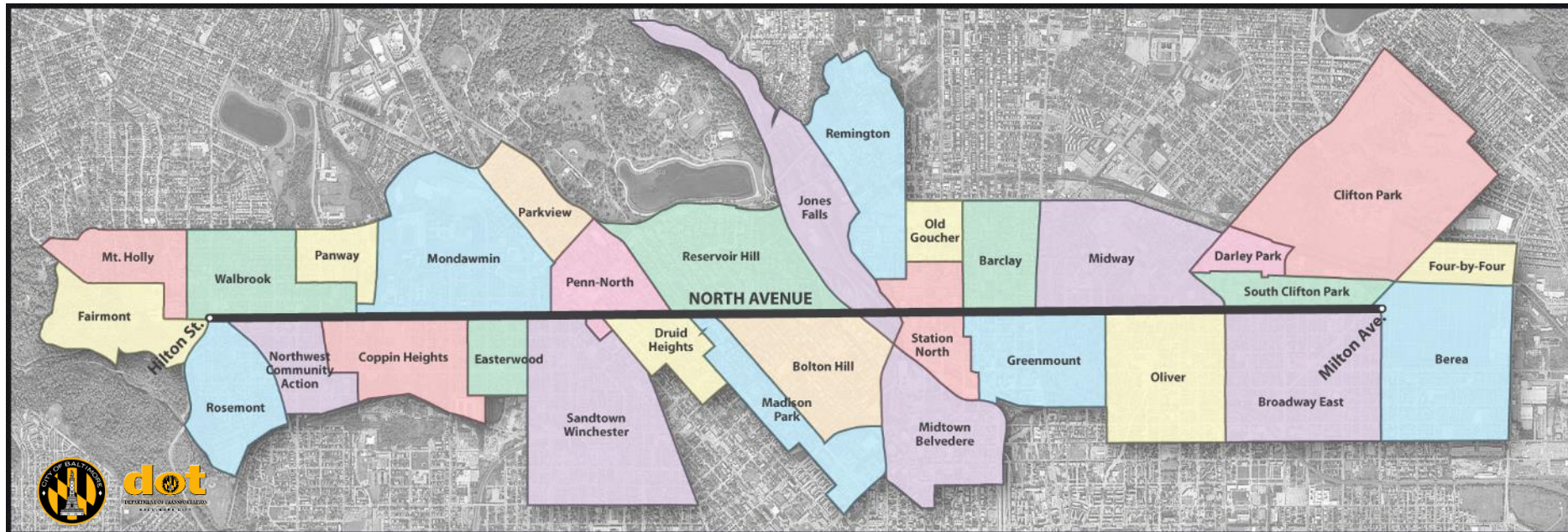


- Dedicated Bus Lanes
- Enhanced Bus Stops
- Streetscaping
- Bike Facilities & Traffic Calming
- Renovations Roadway
- Rail Improvements

NORTH AVENUE RISING



- North Avenue Rising includes streetscape improvements in locations that maximize benefits around new development, neighborhood commercial areas, enhanced bus stops, and locations with high pedestrian crash rates.
- Streetscaping investments include highly-visible crosswalks, ADA-compliant curb ramps, pedestrian-scaled lighting, accessible pedestrian signals, full traffic signal reconstruction, and new street trees and other plantings.



dot
DEPARTMENT OF TRANSPORTATION
BALTIMORE, MARYLAND

National Association of Transportation Officials (NACTO) Pandemic Response and Recovery Grant

With the NACTO grant, BDCOT installed traffic calming devices at 33rd Street and Hillen Road for safer access to Lake Montebello and celebrated with the “Lake2Lake” Play Day.



Looking Ahead

- Working with MTA on Fast Forward **Dedicated Bus Lane Quick Build Projects**
- These include pilot corridors for dedicated bus lanes that would be implemented in 2022
- In addition to advancing permanent corridors with dedicated bus lanes



Looking Ahead

Transit Safety and Investment Act Passes

Passage of the Transit Safety and Investment Act (TSIA)! The TSIA Veto has been overridden in both the Senate and the House and will now become law. TSIA would provide the Maryland Transit Administration (MTA) with the minimum annual funding it needs to undertake long-overdue repairs and would help maintain safety systems, bus shelters, buses, light rail, subway and MARC tracks and switches.



A Big Win for Motorist Safety on I-83

- DOT has identified six (6) camera locations on I-83. Two cameras will be operated on a rotating basis to encourage safer, slower speeds on the full length of I-83 within Baltimore City.
- Revenues resulting from the I-83 speed cameras, after cameras operations have been paid for, are legislatively obligated to be programmed for roadway improvements on Interstate 83 within Baltimore City.
- The new revenue will provide DOT the opportunity to address a variety of capital needs and implement modern-day safety improvements on I-83.

Thank You! Steve Sharkey

Reach out with any questions to:

Marly Cardona Moz

Marly.cardona-
moz@baltimorecity.gov

