

Baltimore City Department of Transportation presents:

# Leveraging Opportunities and Partnerships for Progress

Presented to: Transit Choices

Presented by: Director Corren Johnson

August 29, 2024



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# **Grants, Projects, and Partnerships**



### **Hybrid/Electric Fleet & TSP**



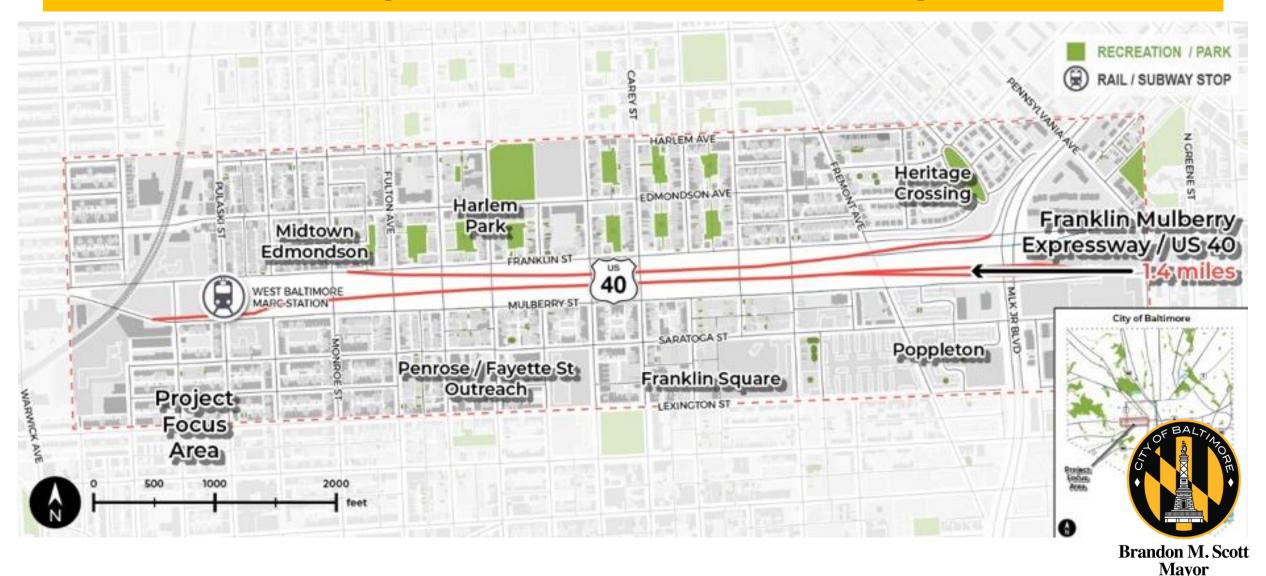








### West Baltimore United Reconnecting Communities & Neighborhoods



### MTA/BCDOT Joint Project -**East West Priority Corridor**

Total Cost: \$50 M

**USDOT RAISE Grant: \$22 M** 

MTA: \$18 M

**BCDOT: \$10 M** 

**Planned improvements:** 

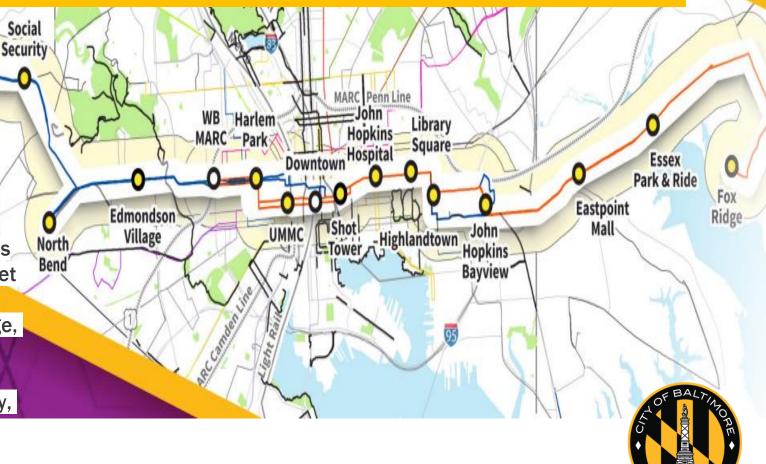
At least 10 lane miles of dedicated bus lanes

**TSP along Edmondson Avenue, Fayette Street** and Eastern Avenue

CMS

ADA access improvements, real-time signage, bus shelters, benches, trash cans and bioretention facilities at over 100 bus stops

Enhancements to pedestrian and bike safety, including crosswalks, curb extensions, ADA curb ramps, signal upgrades at select intersections and a 1.5-mile on-street buffered bicycle lane



Brandon M. Scott Mayor

#### **E-Bike Voucher Pilot Program**



- Income-qualified residents enrolled in a benefits program such as SNAP or Medicaid are eligible for a voucher worth \$2,000 toward an e-bike.
- Standard or non-income qualified applicants will be eligible for a voucher worth \$750.
- Vouchers can be used toward the purchase of a Class
   1, Class 2, or Class 3 e-bike as well as accessories
   such as bike locks and helmets.



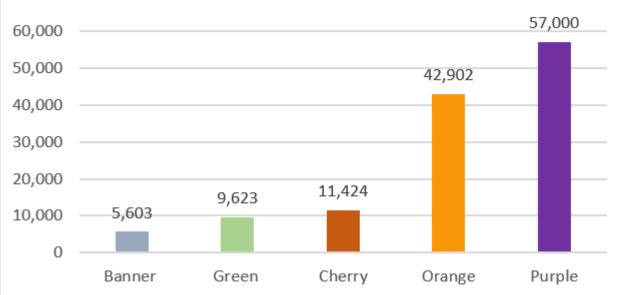
# New and Expanded Routes for the Charm City Circulator





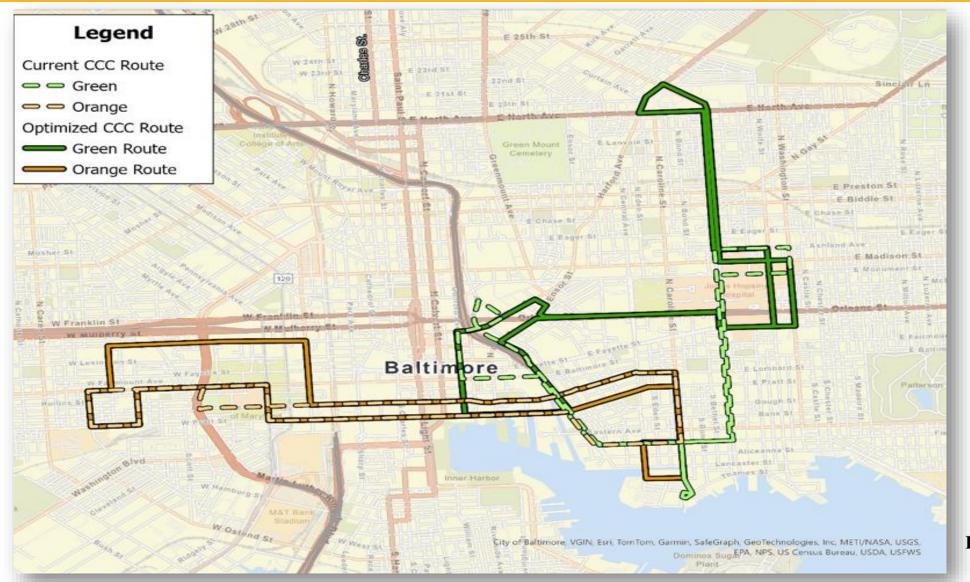
### New and Expanded Routes for CCC

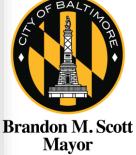






### **Transit Development Plan**





#### **Dockless Vehicles**



DOT continues to evaluate the effectiveness of this program.

In July 2024, Baltimore City welcomed a new dockless vehicle operator to the city.

Lime entered the city with a fleet of 1,425 scooters and 500 e-bikes.

Spin's permit was renewed and continues to deliver a variety of equity programs.



#### **Bus Lane Enforcement**



- 2022 Legislation HB0053 Dedicated Bus Lanes Prohibition and Monitoring Systems
- Design and RFP development process nearly complete
- DOT is incorporating all 5 top locations suggested by MTA into the initial rollout



### **Citywide Signal Optimization**

- The last signal retiming was completed in 2005 (downtown area) and 2013 (all other areas).
- This Project will Implement the City's Complete Streets signal retiming strategies which include the following:
  - a. Leading Pedestrian Intervals (Giving pedestrians a conflict-free head start to cross the street)
  - b. Shorter cycle lengths (reduce pedestrian delay and increase opportunities to cross)
  - c. Designing vehicle progression based on posted speed limits (promoting slower speeds)
  - d. Allocating additional green time to side streets (increase mobility for neighborhood streets vs privileging commuter corridors)
  - e. Optimize signal timings to accommodate growth in traffic volumes, changes in travel patterns, changes in capacity due to the repurposing of lanes for bus-only and bike-only lanes, and the addition of new traffic signals.
  - f. Install GPS units at key intersections citywide to improve coordination between signals







South Baltimore Signal Retiming as Implemented in Winter-Spring of 2024



### Come Work with Us!



#### WE HAVE MANY POSITIONS AVAILABLE

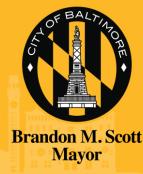
TRANSPORTATION ENFORCEMENT OFFICER I TRAFFIC MAINTENANCE WORKER I **CROSSING GUARDS ENGINEERING ASSOCIATE II & III ENGINEER ASSOCIATE SUPERVISOR** 

CEMENT FINISHER

MASON II



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### **Thank You!**

