



LO 19-0054

Complete Streets &
Comprehensive Transportation Plan

Transportation Committee Hearing



Presentation Overview



Complete Streets Implementation

- Background
- Status Update & Design Example
- Next Steps

Comprehensive Transportation Plan

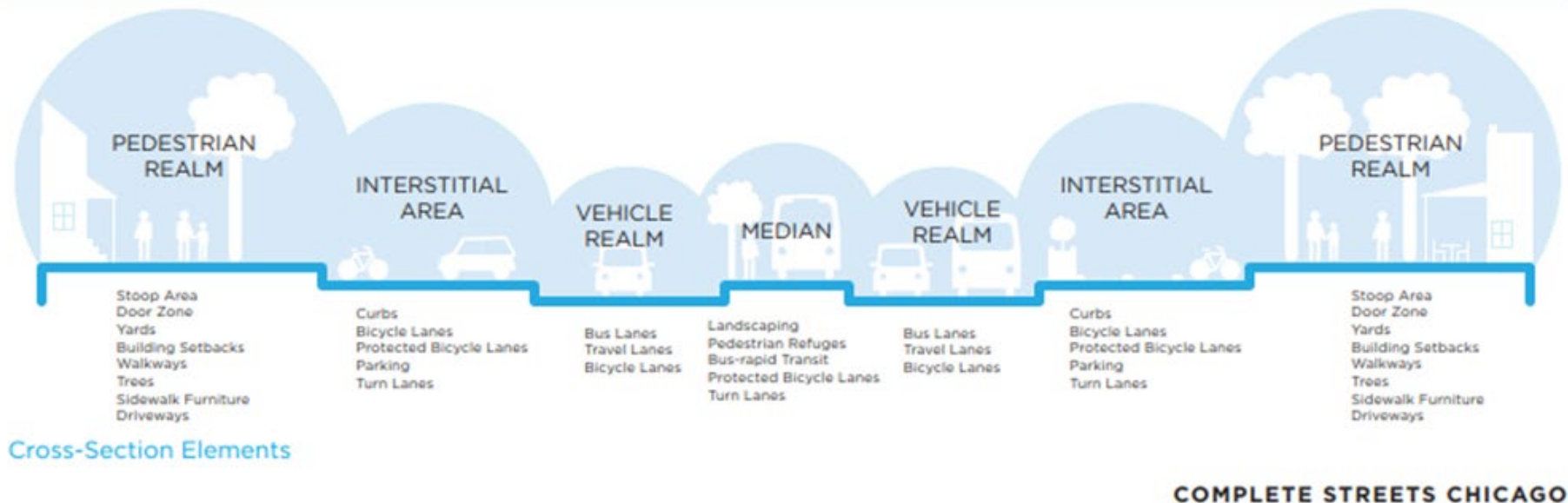
- Background
- Status Update
- Next Steps



Complete Streets Background



FIGURE 21



In 2018, the Baltimore City Council successfully passed CB 17-0102 - Complete Streets. Chairman Dorsey served as the bill's lead sponsor.

Complete Streets Background



Complete Streets Legislation Highlights

- Increased emphasis on traffic calming and pedestrian improvements
- Prioritization of alternative modes of transportation, including bike facilitates and improved bus infrastructure
- Utilization of Baltimore's transportation network as a tool to eliminate health, economic, and access disparities
- Establishes a Complete Streets Advisory Committee
- Adoption of a Complete Streets Manual for Baltimore City

Complete Streets Status Update



Complete Streets Advisory Committee

- Currently meeting monthly
- Meetings include both internal & external stakeholders

Subcommittee with Working Groups

- Modal Hierarchy
- Street Typology
- Project Prioritization
- Project Delivery
- Equity in Community Engagement

Complete Streets Status Update



Modal Hierarchy

- The foundation of our Complete Streets Manual rests on the establishment of a new modal hierarchy framework that prioritizes the safety and accessibility of people as they walk, bicycle, and take transit - ahead of single occupant vehicles. These travelers are of all ages and abilities, and are most vulnerable to severe injuries and fatalities in crashes. Therefore street types, street design guidance, and other supporting functions must reflect the City's new modal hierarchy.



Complete Streets Status Update



Proposed Street Types

- Downtown Commercial
- Downtown Mixed Use
- Urban Village Main
- Urban Village Neighborhood
- Urban Village Shared Street
- Urban Center Connector
- Neighborhood Corridor
- Industrial Access
- Parkway
- Boulevard



Complete Streets Draft Design Example



Downtown Commercial

Second Draft: August 26, 2019

Description	Current Examples		
<ul style="list-style-type: none"> - Located primarily in downtown Baltimore, can be found in other commercial centers - High intensity office, commercial and ground floor retail with moderate levels of high rise residential - Heavy bicycle and pedestrian activity - Part of the frequent transit network 			
	E Lombard St btw President to Paca	Light/St. Paul St from E Pratt St to Orleans St	

SAMPLE TYPICAL SECTION

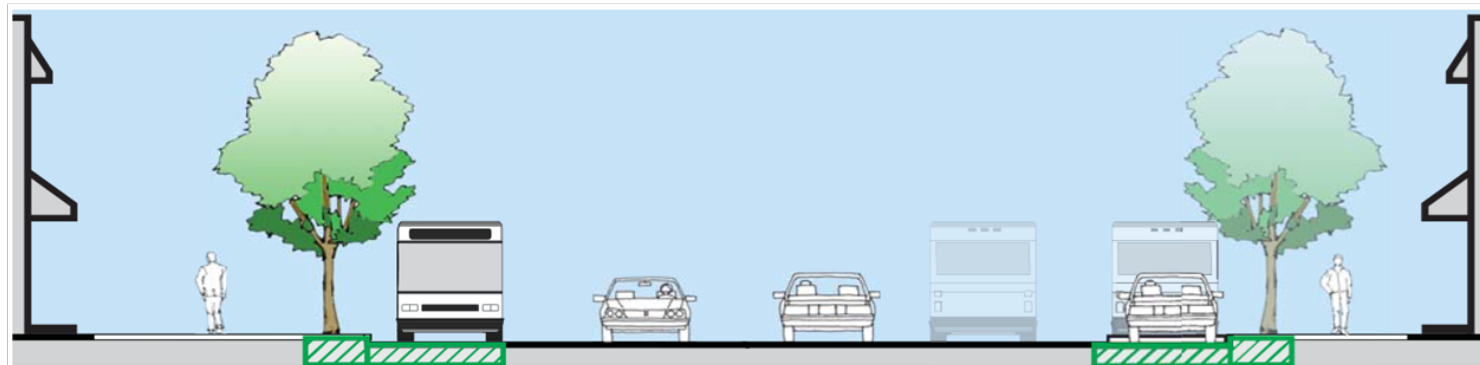


Image Source: Dallas Complete Streets Manual

Pedestrian Zone				Curb Space Management				Curb Side Lane				Travel Way Zone				Median Zone			
Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained
Building Frontage Zone	2'	-	0'	Curb zone	20'	44'	8'	Cycle track (one-way) (1)	10'	-	8'	Travel Lane	10'	10'	9'	Pedestrian refuge	10'	-	7.3'
Walking / Sidewalk Clear Zone	12'	-	8'	Parallel Parking	9'	8'	8'	Cycle track (two-way) (2)	15'	-	11'	Transit Lane	11'	11'	11'	Continuous with landscaping	10'	-	6'
Shared Use Path	N/A	N/A	N/A	Loading / Transit / Aligning	11'	12'	10'	Buffered Bike Lane (3)	8'	8'	6.5'	Truck Route	11'	11'	11'	Continuous without landscaping	6'	-	2'
Furnishing Zone	6'	-	4'					Traditional Bike Lane	N/A	N/A	N/A	Turn Lanes	11'	12'	10'				
								Bus/Shared Transit Lane	12'	12'	11'								
								Side Board Island Stop	9'	-	6'								

REQUIRED WIDTHS
RED = ORDINANCE AND CITY STANDARDS
PURPLE = AASHTO

SUGGESTED WIDTHS
GREEN = NACTO
BLUE = OTHER COMPLETE STREET GUIDES
ORANGE = OUR RECOMMENDATION

(1) Cycle Track One-Way Width includes 3' min. in buffer
(2) Cycle Track Two-Way Width includes 3' min. buffer
(3) Buffered Bike Lane width includes 1.5' min. buffer

Complete Streets Next Steps



Baltimore City DOT is committed to continue working in partnership with internal / external stakeholders, committee members, working groups, advocates, and members of the public to ensure Baltimore Complete Street's legislation becomes a reality. Our core areas of focus remain finalizing:

- Modal Hierarchy
- Street Types
- Project Prioritization Process
- Project Delivery Process
- Equity in Community Engagement

Comprehensive Transportation Plan Background



- In 2018, DOT initiated the city's first ever Comprehensive Transportation Plan.
- The plan will identify and prioritize the needs of Baltimore City's aged transportation infrastructure & technology.
- It will provide a focus for a vision through 2045, which embraces:
 - ✓ Equity
 - ✓ Innovation
 - ✓ Sustainability



Comprehensive Transportation Plan Background



The plan will reflect the changes in our city:

- Shared mobility – Uber and Lyft, scooter and bikeshare
- Demographics – Who lives here?
- Land use – Where do people live, work, and play?
- Travel patterns – Where are people going?



Comprehensive Transportation Plan Status Update



Implementation of DOT's
Comprehensive Transportation Plan
is being done in three phases:

- Phase 1 – Compilation of Documented Plans
- Phase 2 – Stakeholder Engagement
- Phase 3 – Comprehensive Plan Development

We are here



Comprehensive Transportation Plan Status Update



To date the following has been accomplished:

- Existing plans from the last 10 years have been compiled & mapped
- Sector meetings, community meetings and Council outreach have been completed
- Story Map Presentation published & available online
- RFP developed & reviewed by Planning, DPW, MTA, BMC, GBC & internally



Comprehensive Transportation Plan Status Update



- Online Comprehensive Transportation Plan Story Map:

<https://baltimoredot.maps.arcgis.com/apps/MapJournal/index.html?appid=9d340e1b33d74128a2724f0cfb9b956b>



Comprehensive Transportation Plan Next Steps



Order of Next Steps

- Procurement
- RFP Advertised
- Consultants Respond to RFP
- Consultant Selection Process
- Consultants Notified
- NTP Awarded
- Development of Final Plan
- Plan's final report presented to Planning Commission for adoption

