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Overview

The Barre Circle is a small Baltimore neighborhood bounded by W. Lombard Street to the North, Martin Luther King, Jr. Blvd to the East, Washington Blvd. to the South, and Scott Street to the West as shown in Exhibit 1.

Barre Circle is just west of Martin Luther King, Jr. Blvd. Most of the neighborhood’s historic homes are fronted with brick sidewalks. Barre Circle is within walking distance to the Baltimore Inner Harbor and the MARC Train – Camden Yards Station. The Barre Circle Historic District is an urban district characterized by highly unified and consistent blocks of brick rowhouses. The Barre Circle Historic District is significant for its architecture.

Residents of Barre Circle are within walking distance of many Baltimore attractions:

- B&O Railroad Museum
- University of Maryland
- The Baltimore Inner Harbor
- Oriole Park at Camden Yards
- M&T Bank Stadium

The Barre Circle neighborhood is represented by the Barre Circle Community Association. Baltimore City Department of Transportation (BCDOT) met with the Barre Circle neighborhood on April 11, 2016 to discuss the community’s goals and needs for developing a Complete Streets plan.
Individual residents who attended other Complete Streets community meetings have expressed the following goals:

- Barre Circle wants to enhance City-owned spaces along the edge of the community as active and passive open space.
- The community has expressed to other agencies the desire to have a dog park within the community, on the west side of MLK, Jr. Blvd.
- Pigtown/Washington Village, the neighborhood to the south of Barre Circle which shares its border, would like to install a sculpture to enhance the gateway to the neighborhood. The targeted location is the intersection of MLK Jr. Boulevard and Washington Boulevard.

Coordination between Barre Circle and Pigtown/Washington Village neighborhoods will be needed to advance the project.

- The residents would like to improve the open space along MLK, Jr. Blvd. to create a more attractive neighborhood edge.
- The community would like to maintain the brick sidewalks and tree lined residential streets. Maintain brick sidewalks throughout the neighborhood and upgrade intersections for ADA access. Crown prune existing trees to maintain health and condition of trees. Limb up all trees to achieve a 14-foot branching height.
**Land Use**

Barre Circle is a residential community and the land use map reflects this designation. There is only one parcel that is zones commercial at the intersection of MLK Boulevard and Washington Boulevard.

Barre Circle shares the corner of MLK Boulevard and Washington Boulevard with the Pigtown / Washington Village neighborhood. This corner is a gateway for both neighborhoods.

**EXHIBIT 2 Land Use Map**
### Existing Transportation

According to the Complete Streets Principles used by the Baltimore City Department of Transportation (BCDOT) each mode of transportation--walking, bicycling, riding transit, driving, and delivering freight has been identified within the neighborhood. One way to measure the livability of a neighborhood is to use national scores for walking, bicycling, and transit. These measurements provide a comparison among neighborhood, suburbs, cities, and regions.

#### Walking

Barre Circle residents are known to walk around the neighborhood and into the Right of Way open space along Martin Luther King Blvd and are often seen walking their dogs.

The neighborhood has brick sidewalks throughout that enhance the historic character of the neighborhood. Exhibit 3 illustrates where sidewalks are present. The majority of streets have sidewalks on both sides and the sidewalk width is greater than three feet. The following intersection has been identified as not having a continuous sidewalk or as having sidewalk width less than three feet:

- Scott Street and Ramsay Street

The Walk Score for Barre Circle is 92 according to Redfin Walk Score ([https://www.redfin.com/how-walk-score-works](https://www.redfin.com/how-walk-score-works)). The Barre Circle neighborhood is one of the most walkable in the South Baltimore Gateway area.

Walk Score measures the walkability of any address based on the distance to nearby places and pedestrian friendliness.

- 90–100 Walker's Paradise - Daily errands do not require a car
- 70–89 Very Walkable - Most errands can be accomplished on foot
- 50–69 Somewhat Walkable - Some errands can be accomplished on foot
- 25–49 Car-Dependent - Most errands require a car
- 0–24 Car-Dependent - Almost all errands require a car

#### Bicycling

MLK Boulevard includes dedicated bike lanes and the neighborhood’s interior streets have a posted speed limit of 25 mph which generally provide comfortable conditions for bicyclists.

The Bike Score for Barre Circle is 68, indicating that the neighborhood is bikeable.

Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations.

- 90–100 Biker’s Paradise - Daily errands can be accomplished on a bike
- 70–89 Very Bikeable - Biking is convenient for most trips
- 50–69 Bikeable - Some bike infrastructure
- 0–49 Somewhat Bikeable - Minimal bike infrastructure

The 2015 Baltimore City Bicycle Master Plan has identified Washington Blvd. and W. Pratt Street as proposed main bicycle networks for bike lanes, buffered bike lanes, and cycle tracks. The plan has also identified Scott Street and Ramsay Street as main bicycle networks for proposed bike boulevards and bike cut-throughs. Likewise, S. MLK, Jr. Blvd. has been identified as a proposed bike network for off road trails and sidepaths upgrades to the MLK sideway to accommodate bicycles and provide connections to the City’s planned bicycle infrastructure including the Cathedral Street and Mt. Royal cycletrack.

Exhibit 4 shows the existing and proposed bike infrastructure in Barre Circle.
Transit

Local MTA bus routes 35 and 36 serve Barre Circle with routes 10, 10X, 14, 17, and 31 accessible at the corner of the neighborhood at MLK Jr. Boulevard. The Charm City Circulator has a stop on the Orange Route at Mt. Clare Street which is within walking distance of Barre Circle.

The Camden Yards station is half a mile away, which is served by MARC commuter trains and light rail.

The Transit Score for Barre Circle is 84, which indicates that the neighborhood has excellent public transportation.

Transit Score measures how well a location is served by public transit based on the distance and type of nearby transit lines.

90–100  Rider’s Paradise - World-class public transportation
70–89   Excellent Transit - Transit is convenient for most trips
50–69   Good Transit - Many nearby public transportation options
25–49   Some Transit - A few nearby public transportation options
0–24    Minimal Transit - It is possible to get on a bus
Driving

Lombard Street and Washington Boulevard make up Barre Circle’s north and south boundaries and function as community collector streets. Scott Street on the western boundary connect residents and through-travelers to surrounding areas. Pratt Street is also a major east-west corridor serving the neighborhood.

Martin Luther King Boulevard forms the neighborhood’s eastern boundary and provides north-south connectivity through Baltimore. Additionally, it provides a near connection to I-395. Parking is primarily available along streets, rather than in off-street lots, and is often at a premium.

There are 1.66 miles of streets in Barre Circle broken down by street type as described in the Street Typology section:

- Urban Arterial: 0.60 Miles
- Community Collector: 0.41 Miles
- Neighborhood Street: 0.36 Miles
- Service/Alleyways: 0.29 Miles
- Pedestrian Only Street: 0.00 Miles
- Limited Access Highway (not part of Complete Streets Plan) 0.00 Miles
Street Typology

Streets throughout the Barre Circle neighborhood have been classified according to a set of observed characteristics, including speed, traffic volume, roadway width, number of lanes, and surrounding land use. The different classifications, or street typologies, are then used as a framework for understanding the function of the road and setting the guidelines for various design elements that are appropriate and may be used to foster more complete streets.

Exhibit 5 is a neighborhood map showing the classification of each street segment according to the typology.

Exhibit 6 is a table which describes the Complete Streets typology framework, including the individual characteristics and design elements associated with each type.

Following the table are lists of the individual streets within each of the typologies found in the Barre Circle neighborhood, a summary of the defining characteristics of each, and an example section view for each street type.

In Barre Circle there are three streets classified as Community Collectors: W. Lombard Street, W. Pratt Street, and Washington Blvd. There are also four Neighborhood Streets in Barre Circle: McHenry Street, W. Barre Street, Ryan Street, and Ramsay Street.

Note that the street typologies in this report are closely aligned with the typologies presented in the Baltimore City Bike Master Plan (2013), from which the below typology descriptions are derived. The “Community Collector” category in this Complete Streets Plan comprises both the “Community Collector” and “Community Main Street” categories from the Bike Master Plan. The typologies used in the Complete Streets Plan also relate to the Federal Highway Administration’s functional classification system. This system is used when the City is developing capital improvement projects (CIP) seeking federal funding.
EXHIBIT 5 Street Typology Map
## EXHIBIT 6 Complete Streets Typologies and Elements

<table>
<thead>
<tr>
<th>STREET TYPE (TYPOLOGY)</th>
<th>STREETS</th>
<th>DESCRIPTION</th>
<th>CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STREETS</strong></td>
<td></td>
<td></td>
<td># of Lanes</td>
</tr>
<tr>
<td><strong>DESCRIPTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CHARACTERISTICS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ELEMENTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **Urban Arterial**     | MLK Jr. Boulevard | • Widest right-of-way  
• Raised medians  
• Wide sidewalks  
• Pass through and local traffic  
• Mainly commercial land uses | 4 - 6 | 25+ | 20K+ | 2-way ● |
| **Community Collector**| West Pratt Street, Scott Street, Washington Boulevard | • Main roads  
• Generally connects arterials and/or neighborhoods  
• Connects destinations  
• Serves mainly local traffic  
• May have mix of land uses | 2 - 4 | 20 - 25 | 3 - 20K | 1 - way  
2 - way ● |
| **Neighborhood Street**| West Barre Street, Ramsay Street, Otterbein Street, Ryan Street, McHenry Street | • Serves residential areas  
• Serves local traffic  
• No centerline or lane striping required | 1 - 2 | 25 - 30 | < 6K | 1 - way  
2 - way ● |
| **Service / Alleyways** | N/A | • Narrow roadway  
• No sidewalks  
• Provides short service link between two streets | 1 | Unposted | N/A | 1 - way  
2 - way ○ |
| **Pedestrian Only Street** | N/A | • Primarily serves as pedestrian passageway or walkway, but may permit bicycle traffic  
• Pedestrian access between buildings | N/A | N/A | N/A | N/A ● |
### EXHIBIT 6 Complete Streets Typologies and Elements (continued)

<table>
<thead>
<tr>
<th>STREET TYPE (TYPOLOGY)</th>
<th>STREETS</th>
<th>ELEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Sidewalks</td>
</tr>
<tr>
<td>Urban Arterial</td>
<td>MLK Jr. Boulevard</td>
<td>●</td>
</tr>
<tr>
<td>Community Collector</td>
<td>West Pratt Street, Scott Street, Washington Boulevard</td>
<td>●</td>
</tr>
<tr>
<td>Neighborhood Street</td>
<td>West Barre Street, Ramsay Street, Otterbein Street, Ryan Street, McHenry Street</td>
<td>●</td>
</tr>
<tr>
<td>Service / Alleyways</td>
<td>N/A</td>
<td>○</td>
</tr>
<tr>
<td>Pedestrian Only Street</td>
<td>N/A</td>
<td>●</td>
</tr>
</tbody>
</table>
Urban Arterial: Martin Luther King Jr. Boulevard

This type of street may join with controlled access facilities to carry the major movements of traffic to, from, and through Baltimore City. Urban arterials typically have at-grade intersections with traffic signals at the major intersections. Urban arterials are traditionally distinguished from other street types in that greater priority is given to efficient vehicular travel movement along the street.

EXHIBIT 7 Urban Arterial Street Typology

<table>
<thead>
<tr>
<th>STREET TYPE (TYPOLOGY)</th>
<th>DESCRIPTION</th>
<th>CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td># of Lanes</td>
</tr>
</tbody>
</table>
| Urban Arterial         | • Widest right-of-way  
                          |             | 4 - 6       | 25+          | 20K +        | 2-way        |
                          | • Raised medians     
                          |             |             |              |              |              |
                          | • Wide sidewalks     
                          |             |             |              |              |              |
                          | • Pass through and local traffic  
                          |             |             |              |              |              |
                          | • Mainly commercial land uses  
                          |             |             |              |              |              |
Community Collector: West Pratt Street, Scott St, Washington Blvd

Community collectors combine with arterials to complete a network providing access to and from significant traffic generators in Baltimore City as well as providing convenient access into and out of the community. This street type serves travel as a result of the land use nearby and connects neighborhood streets to urban arterial. (Urban arterials carry a mix of traffic which is both local and through in nature, but generally greater emphasis is placed on efficient vehicular travel movement along the street.) Community collectors serve a broader area than neighborhood streets.

EXHIBIT 8 Community Collector Street Typology

<table>
<thead>
<tr>
<th>STREET TYPE (TYPOLOGY)</th>
<th>DESCRIPTION</th>
<th>CHARACTERISTICS</th>
</tr>
</thead>
</table>
| Community Collector    | • Main roads  
                        | • Generally connects arterials and/or neighborhoods  
                        | • Connects destinations  
                        | • Serves mainly local traffic  
                        | • May have mix of land uses | # of Lanes | Speed (mph) | Vehicles/ Day | Traffic Flow |
|                        | 2 - 4       | 20 - 25         | 3 - 20K         | 1 - way  
                        |                         | 2 - way                  |              |              |
Neighborhood Street: West Barre St, Ramsay Street, Otterbein Street, Ryan Street, McHenry Street

Neighborhood streets primarily serve adjacent land uses rather than facilitating through traffic. The cross-section requirements for neighborhood streets are related to the intensity of land use in the immediate area.

**EXHIBIT 9 Neighborhood Street Type Typology**

<table>
<thead>
<tr>
<th>STREET TYPE (TYPOLOGY)</th>
<th>DESCRIPTION</th>
<th>CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td># of Lanes</td>
</tr>
</tbody>
</table>
| Neighborhood Street    | • Serves residential areas  
                        | • Serves local traffic  
                        | • No centerline or lane striping required | 1 - 2 | 25 - 30 | < 6K | 1 - way 2 - way |

Ramsay Street

![Ramsay Street Diagram](image)
Service / Alleyways: Lemmon Street, Portion of Otterbein Street, and many unnamed alleys

This street type is most commonly a narrow alleyway between two neighborhood streets, though it can also be a wider road used for limited purposes, such as access to industrial areas. This type of street would generally not be considered for Complete Streets improvements.

**EXHIBIT 10 Service / Alleyways Street Typology**

<table>
<thead>
<tr>
<th>STREET TYPE (TYPOLOGY)</th>
<th>DESCRIPTION</th>
<th>CHARACTERISTICS</th>
</tr>
</thead>
</table>
| Service / Alleyways    | • Narrow roadway  
                        | • No sidewalks  
                        | • Provides short service link between two streets | # of Lanes | Speed (mph) | Vehicles/ Day | Traffic Flow |
|                        | 1           | Unposted        | N/A           | 1 - way  
                        | 2 - way      |
Development Traffic Impacts and Mitigation

The Barre Circle neighborhood is located within the Southwest Traffic Mitigation Zone (TMZ). All new development and redevelopment over 15,000 square feet or greater than ten residential units are required to meet Traffic Impact Study (TIS) requirements per legislation 11-529. Within the TMZ zone, developments meeting the TIS threshold requirements are required to pay a Traffic Mitigation (TMA) fee based on the forecasted new trips generated by the development. BCDOT uses these fees to mitigate traffic impacts across the multimodal transportation system with the TMZ.

BCDOT prioritizes traffic mitigation projects for each zone. See Appendix III for map of Traffic Mitigation Zones.

City and Other Agency Projects

ADA Self-Evaluation

The Baltimore City Department of Transportation (BCDOT) is currently performing a citywide ADA self-evaluation. Over the next five fiscal years FY16-FY21, the self-evaluation will identify all ADA facilities (curb ramps, sidewalks, etc., in the right of way) that do not meet current ADA standards. BCDOT has an ADA Transition Plan that is a strategic guide prioritizing required improvements to bring ADA facilities up to standard.

MTA BaltimoreLink

The MTA BaltimoreLink plan was recently announced in and planning has begun. This multi-phase plan will create an interconnected transit system including the redesign of the entire local and express bus systems throughout Baltimore. The effort will add 12 new high-frequency, color-coded bus routes that improve connections to jobs and other transit modes.

The BaltimoreLink system will deliver a unified transit network and includes renaming existing Maryland Transit Administration (MTA) modes: LocalLink (Local Bus), Light RailLink, Metro SubwayLink and MobilityLink to create an interconnected transit system. Other key elements of the BaltimoreLink system include transitways, transit hubs and transit signal priority.

BCDOT is coordinating with MTA and advocating for the needs of residents and transit users in area neighborhoods. MTA will be implementing the BaltimoreLink system by June 30, 2017. The Waterfront Partnership completed the Inner Harbor Master Plan 2.0 in 2015 and is working on implementation of the plan.

BaltimoreLink 2.0 is MTA’s second version of the complete overhaul and rebranding of the core transit operating system operating within the city and throughout the greater Baltimore region. BaltimoreLink 2.0 has incorporated the feedback from public workshops that took place in the winter of 2015/2016. This second draft of the plan also adjusted the 56 and 65 routes.

More information can be found at http://www.baltimorelink.com.
Neighborhood Complete Streets Inventory

The Complete Streets inventory is a physical inventory of the Right of Way (ROW). The ROW is the area between private property boundaries, which includes all above ground and underground infrastructure controlled by the City of Baltimore. The Department of Transportation began the inventory phase of the Complete Streets Plan in October 2015 and completed the inventory phase in March 2016. The inventory captured key features of the street for each block, including:

- Presence and width of sidewalks on each side of street
- Presence of a planting strip / buffer between sidewalk and street on each side of street
- Presence and width of parking on each side of street
- Presence, type, and width of bicycle facilities on each side of street
- Number of vehicle travel and turn lanes and their total width on each side of street
- Presence, type, and width of median
- Street width (curb-to-curb)
- Total width of the individual components between the outer edges of sidewalks (back of sidewalk to back of sidewalk).
- Total number of tree planting spaces on each side of street
- Total number of trees on each side of street of the street

The complete list of streets and their associated inventory data are provided in Appendix I or viewable at the City of Baltimore’s GIS page.

Street Tree Inventory

As part of the Complete Streets inventory process, basic information about the presence of street tree planting spaces and street trees was collected and catalogued in a geodatabase during the spring of 2016. The inventory and corresponding maps are representative of trees in the right-of-way. Trees that are located in adjacent property, such as a public park or private yard are not included. This information was collected on a block-by-block basis to coincide with the City’s street centerline GIS file. Maps intentionally show street tree data for all areas inventoried within the view extent, not just the neighborhood of interest, in acknowledgement of the importance of continuity of tree canopy when evaluating the urban forest. The data provide a point of reference regarding the streetscape and street tree canopy along each street segment within the study area and the dataset is intended to enable preliminary identification of where additional trees may be needed/desired. This information should be supplemented with up-to-date field verification.

Note: the table and maps do not show information for streets classified as “service/alleyway,” “inactive,” or “limited access highway,” which generally are not suitable for street trees. However, there are some cases where trees or tree planting spaces exist on streets of those types.

The full set of data collected is available in Appendix II and in GIS format through the City’s GIS system.
Community Connections

Neighborhood goals must also be considered within broader context. Connections between communities are essential for all modes of travel. Exhibit 11 illustrates key community connections for Barre Circle. Along Martin Luther King, Jr. Boulevard (MLK) a sidepath has been identified as a bicycle infrastructure priority that would connect Barre Circle to Ridgely’s Delight, and Pigtown/Washington Village. The sidepath would also connect residents of Barre Circle north along MLK Boulevard to the Mt. Royal Cycle track, the Maryland Avenue Cycle track and north central Baltimore neighborhoods and the Johns Hopkins Homewood Campus.

MLK Boulevard is an important transit corridor and commuter corridor for residents of Barre Circle. MLK serves as the front door for Barre Circle and provides opportunities to enhance multi-modal transportation. This corridor also has considerable green space and has the potential to provide recreational connections for residents of the neighborhood and the larger city.

EXHIBIT 11 Community Connections Map
Complete Streets Plan Principles

BCDOT has focused its efforts since 2010 in developing best practices for typical street configurations within Baltimore City. The initial focus was on tracking and reporting. Individual components of Complete Streets have been generally described for walking, bicycling, passenger vehicles, parking, transit, freight and loading. Balanced consideration for the needs of each area would improve the efficiency of mobility.

The guiding principle for Baltimore Complete Streets is to create streets and related infrastructure that provide safe, convenient, and comfortable travel for all users. Because Baltimore is a city of neighborhoods, each Complete Street needs to reveal the unique characteristics of the neighborhood the street serves. A Complete Street accommodates the needs and expectations of the travelers who want to access or pass through the surrounding neighborhood, community, or region.

Typical elements that make up a Complete Street in Baltimore include the following.

For walking:

- Sidewalks
- Safe crossings and crosswalks
- ADA-compliant curb ramps, accessible routes, and accessible pedestrian signals
- Pedestrian refuge areas across wide streets including medians and bump outs
- Street trees for shade, ornamental trees, planting beds
- Amenities including benches, trash receptacles, shade structures, and public art
- Pedestrian lighting
- Pedestrian signage
- Pedestrian signals

For bicycling:

- Bicycle lanes
- Shared-use paths
- Bicycle signals
- Bicycle signage and markings

For riding transit (including bus, rail, and water services):

- Designated bus lanes
- Bus rapid transit corridors
- Safe and accessible transit stops
- Transit amenities including benches, trash receptacles, shade structures, public art
- Pedestrian lighting
- Transit signage

For delivering freight:

- Designated truck routes
- Sufficient travel lane widths and intersection geometry for through and turning movements
- Safe at grade rail crossings and separated rail and roadway crossings
- Freight signage

For driving:

- Appropriate lane configurations, width and geometry
- On-street parking that is safe and convenient
- Appropriate speed limits for street designations and use
- Alternative energy (electric charging stations)
- Traffic signage and markings
- Traffic signal infrastructure and supporting systems
Complete Streets Plan

The Barre Circle neighborhood is represented by the Barre Circle Community Association. Based on conversations with residents of Barre Circle, the following projects have been identified for inclusion in the complete streets plan for the neighborhood.

The numbering in this section corresponds with Exhibit 12, the Complete Streets Plan Map. Numbers correspond with the map (exhibit 2) and the cost table in Exhibit 13 showing planned projects.

Creating connections between neighborhoods for various modes of travel, as well as connections to the larger city, is important for creating a Complete Street network for Barre Circle. Universal access for pedestrians is important for the Barre Circle neighborhood including upgrade and maintenance of Historic brick sidewalks.

Freight movement directed along Washington Blvd and Martin Luther King Blvd provides needed connections for local deliveries to residents and businesses while protecting neighborhood streets from excess freight movements.

Bicycle routes that connect residents to adjacent neighborhoods, local amenities, transit, and recreation are important. The Complete Streets Plan prioritizes these connections including the proposed MLK off route trails and sidepaths (2).

The Complete Streets Plan recognizes that the sidewalk system is essentially complete and the improvements identified to complete the streets for walking are part of the BCDOT ADA self-evaluation. A full upgrade of all curb ramps is quite costly. However, a shared cost among the City, private developers, and the neighborhood makes upgrading curb ramps more manageable. These ramp upgrades are not included in the Complete Streets Plan and cost estimate because the self-evaluation project has not been completed. For budget purposes, each curb ramp generally costs about $5,000. The community outreach process identified the following projects as priorities for creating a Complete Streets Plan for Barre Circle.

Landscape Buffer

(1) Create a community identity and buffered edge along MLK Boulevard. This edge should be developed to enhance the historic character of the neighborhood and provide a visual buffer between this high volume corridor and the neighborhood. Residents would like to work with BCDOT on the identity and buffer.

Dog Park

(3) This dog park will be located in the Right of Way and the location will be designed and constructed jointly with rec and parks with the community. A dog park is expected to be less than 5,000 SF.

Community Sign

There is a desire by residents to create a comprehensive community identity and to that end would like community signs incorporated into the complete streets plan. Identified location include but are not limited to:

- (4) MLK Blvd at West Pratt Street
- (5) MLK Blvd at West Lombard Street
- (6) West Pratt at Scott Street

Decorative crosswalks

Identify intersections on interior neighborhood streets that need high visibility or where residents want to draw attention to the intersection. The asphalt roadway is prepared by milling the asphalt and applying a two-inch overlay of new asphalt at the intersection. The crosswalk is then imprinted with the chosen pattern as the decorative crosswalk. This crosswalk treatment typically last the lifecycle of the asphalt roadway, seven to ten years. BCDOT will work with the neighborhood and residents adjacent to the proposed intersection on the design and implementation of the decorative crosswalk. Concrete intersections can also have decorative crosswalks using an epoxy technique because concrete cannot be resurfaced. This can incorporate the same design procedures as described for the stamped asphalt. The look of a decorative crosswalk on concrete is different, but the overall goal is the same. The following locations for decorative crosswalks has been identified but not limited to:

- (7) Ramsay Street and Cross Street
- (8) McHenry Street and Scott Street
Crosswalk Refresh

The following actions will also be pursued:

Crosswalks that need to be refreshed have been identified at the following locations but are not limited to:

- (9) West Lombard and South Martin Luther King Jr. Boulevard;
- (10) West Pratt and South Martin Luther King Jr. Boulevard
- (11) Washington Boulevard and South Martin Luther King Jr. Boulevard
- (12) Washington Boulevard and West Barre Street

Signature Gateway

Plan for neighboring gateway connections between Pigtown/Washington Village, Ridgeley's Delight, and Stadium Area.

Gateway connections are primarily pedestrian and bicycle routes, transit, and vehicular access that allow residents and school children to seamlessly travel between neighborhoods. Elements that may create these connections include lighting, shade trees, and wayfinding signage. A signature gateway connection location has been identified but not limited to:

- (13) Washington Blvd and Martin Luther King Blvd
The South Baltimore Gateway Complete Streets Plan includes a Resource Guide (Part 3 of the Plan), which provides information for Barre Circle to move forward with the recommendations of this Plan and any future improvements that the neighborhood wishes to pursue.
### EXHIBIT 13 Complete Streets Plan Cost Table

<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
<th>LOCATION</th>
<th>QTY</th>
<th>CAPITAL BUDGET</th>
<th>ANNUAL MAINTENANCE BUDGET</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape Buffer</td>
<td>(1) Along MLK Boulevard between West Lombard Street and Washington Boulevard</td>
<td>1</td>
<td>$50,000</td>
<td>$10,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>Dog Park</td>
<td>(3) MLK and West Pratt Street</td>
<td>1</td>
<td>$100,000</td>
<td>$15,000</td>
<td>$115,000</td>
</tr>
</tbody>
</table>
| Community Sign      | (4) West Pratt Street at MLK Boulevard  
                     (5) MLK Blvd at West Lombard Street  
                     (6) West Pratt at Scott Street | 3   | $30,000        | $3,000                   | $33,000      |
| Decorative Crosswalks | (7) Ramsay Street at Scott Street  
                        (8) McHenry Street at Scott Street | 2   | $130,000       | $6,500                   | $136,500     |
| Crosswalk Refresh   | (9) W. Lombard and South MLK Blvd.  
                     (10) West Pratt and South MLK Blvd.  
                     (11) Washington Blvd. and South MLK Blvd.  
                     (12) Washington Blvd. and West Barre St. | 1   | $5,000         | $250                     | $5,250       |
| Signature Gateway   | (13) MLK Blvd. at Washington Blvd. | 1   | $1,000,000     | $20,000                  | $1,020,000   |
| **TOTAL**           |          |     | **$1,315,000** | **$57,750**               | **$1,369,750** |

Notes:
All projects are within the Right-of-Way (ROW).
Maintenance Budget is the annual operating budget to maintain projects in the ROW.
*Upgrade the MLK Blvd. bike sidepath. Cost will be determined at time of request (located at West Lombard Street and Washington Avenue)
**Signature gateway intersection is share by three communities Washington Village/Pigtown, Barre Circle, and Ridgeley's Delight. Item is included in all three community cost estimates.
APPENDIX I: COMPLETE STREETS INVENTORY

Introduction

The Complete Streets inventory is a physical inventory of the right of way (ROW). The ROW is the area between private property boundaries, which includes all above ground and underground infrastructure controlled by the City of Baltimore. BCDOT conducted the inventory phase of the Complete Streets Plan between October 2015 and March 2016. The inventory captured key features of the street for each block, including:

- Presence and width of sidewalks on each side of street
- Presence of a planting strip / buffer between sidewalk and street on each side of street
- Presence and width of parking on each side of street
- Presence, type, and width of bicycle facilities on each side of street
- Number of vehicle travel and turn lanes and their total width on each side of street
- Presence, type, and width of median
- Street width (curb-to-curb)
- Total width of the individual components between the outer edges of sidewalks (back of sidewalk to back of sidewalk).

The complete list of streets and their associated inventory data are provided in the table on the following page, or viewable at the City of Baltimore’s GIS page.

The diagram below illustrates what information is shown in each column of the table.
### Complete Street Inventory Tables

**Urban Arterial**

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<th>STREET</th>
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<th>CURB TO CURB (feet)</th>
<th>DIRECTION OF TRAVEL</th>
<th>TOTAL # TRAVEL LANES</th>
<th>BIKE LANES</th>
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**Community Collector**

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# Neighborhood Street

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<th>BIKE LANES</th>
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# Service / Alleyways (unlikely to be considered for Complete Streets improvements)

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<th>CURB TO CURB (feet)</th>
<th>DIRECTION OF TRAVEL</th>
<th>TOTAL # TRAVEL Lanes</th>
<th>BIKE LANES</th>
<th>PARKING ONE SIDE/ BOTH SIDES</th>
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<td>OTTERBEIN ST</td>
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</table>

***List does not include many unnamed alleys***
**APPENDIX II: STREET TREE INVENTORY**

**Introduction**

As part of the Complete Streets inventory process, basic information about the presence of street tree planting spaces and street trees was collected and catalogued in a geodatabase during the spring of 2016. The inventory and corresponding maps are representative of trees in the right of way. Trees that are located in adjacent property, such as a public park or private yard, are not included. This information was collected on a block-by-block basis to coincide with the City’s street centerline GIS file. Maps intentionally show street tree data for all areas inventoried within the view extent, not just the neighborhood of interest, in acknowledgement of the importance of continuity of tree canopy when evaluating the urban forest. The data provide a point of reference regarding the streetscape and street tree canopy along each street segment within the study area and the dataset is intended to enable preliminary identification of where additional trees may be needed/desired. This information should be supplemented with up-to-date field verification.

Note: the table and maps do not show information for streets classified as “service/alleyway,” “inactive,” or “limited access highway,” which generally are not suitable for street trees. However, there are some cases where trees or tree planting spaces exist on streets of those types.

The full set of data collected is available in GIS format through the City’s GIS system.

**Street Tree Inventory Table**

<table>
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<tr>
<th>BLOCK</th>
<th>STREET</th>
<th>PLANTING SPACES*</th>
<th>EXISTING TREES</th>
<th>TREES MISSING*</th>
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<td>~22</td>
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* Where continuous planting strips are present, estimates were generated using a 30 ft on center spacing factor
Note: figures reflect street trees and planting areas on either side of the street and does not include medians. See the map of median trees for further consideration; existing trees includes large shrubs in some cases.
Street Tree Maps

Trees in the Median: Exhibit 1 highlights those segments of street in the Barre Circle neighborhood where a median exists and whether trees are present in the median (indicated as green segments).

Trees on the right and left sides of street: Exhibit 2 depicts the presence of street trees on each side of the street. A red line represents no street trees on that segment of street. A yellow line indicates there is one or more street trees on one side of that segment of street. A green line indicates there are street trees on both sides along that segment of street. This map may be useful to determine where trees already exist and the areas where the addition on trees may be needed/desired. Information about physical site constraints, such as overhead wires, below ground utilities, and the presence of trees and other plants in adjacent areas should be considered in determining the extent to which additional street trees are appropriate.

Percent of planting spaces filled: Exhibit 3 represents the percent of street tree planting spaces filled along each segment of street centerline. Information about physical site constraints, such as overhead wires, below ground utilities, and the presence of trees and other plants in adjacent areas should be considered in determining the extent to which additional street trees are appropriate.
EXHIBIT 1 Street Trees in Median

Tree Inventory (Spring 2016)
- Green: Street trees in median
- Red: No trees in median

Note: Street tree inventory was conducted in Spring 2016. Field verification should be conducted to determine exact, up-to-date conditions.

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
EXHIBIT 2 Street Trees On Each Side of the Street
EXHIBIT 3 Percent of Planting Spaces Filled
APPENDIX III: TRAFFIC MITIGATION ZONES

Baltimore City Department of Transportation Traffic Mitigation Zone Map
APPENDIX IV: PHOTO GUIDE
PHOTO GUIDE - BARRE CIRCLE

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