

BOSTON STREET MULTI-MODAL CORRIDOR STUDY

Community Meeting Meeting #3

June 6th, 2017



DEPARTMENT OF TRANSPORTATION
BALTIMORE CITY

Agenda

- Project Purpose
- Study Area
- Multi-modal Travel Behavior Questionnaire Results
- Future Development, Traffic Projections, and Future Traffic Operations
- Challenges
- Menu of Recommendations
 - Roadway Capacity & Operations
 - Pedestrian & Bike Improvements
 - Parking
 - Transit
- Next Steps

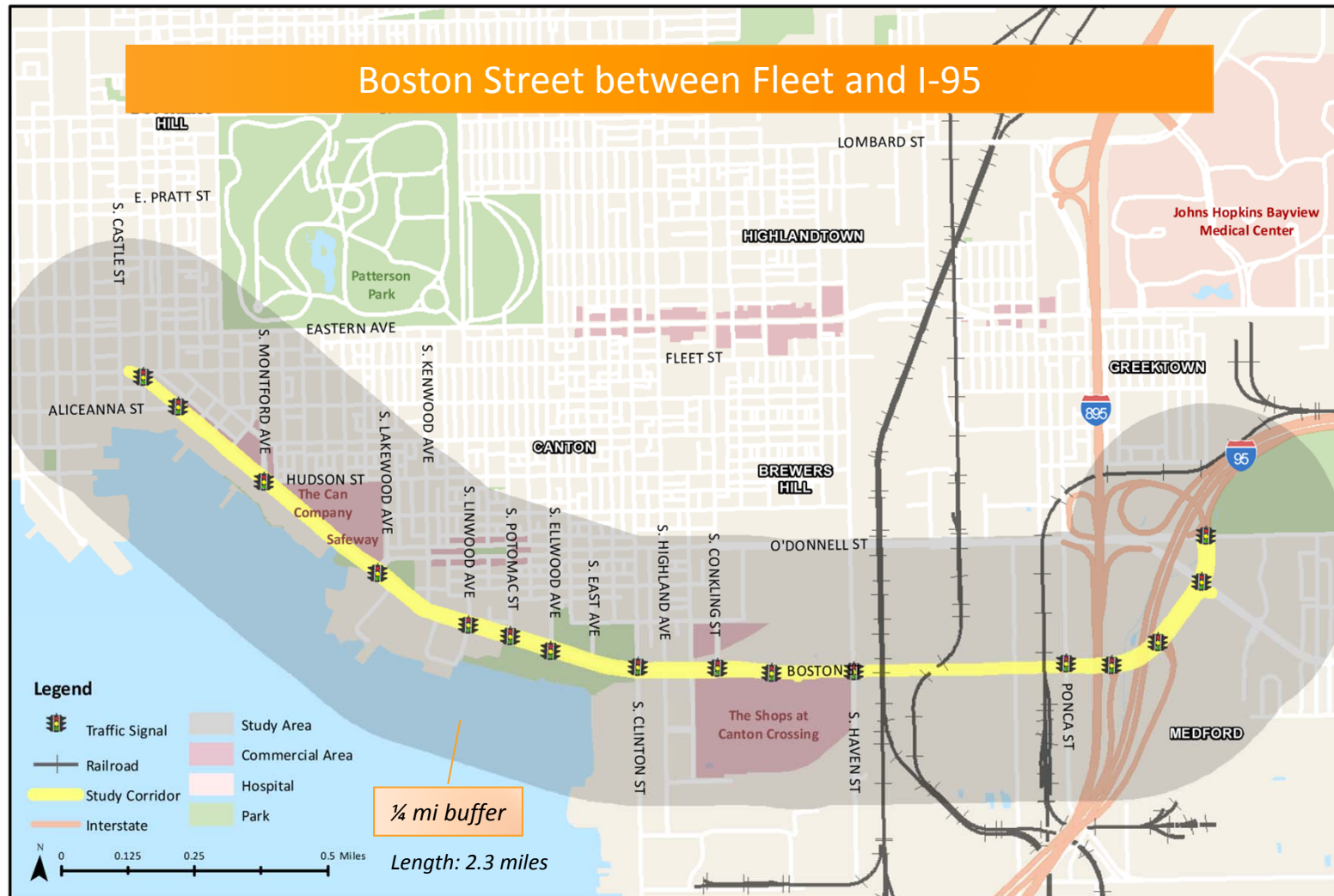
Project Purpose

This project will identify multi-modal transportation options, alignment, traffic and safety issues on Boston Street from I-95 to Fleet Street in order to close the transportation gap resulting from the proposed MTA rail transit project not moving forward.

Provide alternative recommendations & design for:

- Improved safety
- More non-auto commuting choices
- Better pedestrian and bicycle mobility
- Residential and commuter travel
- Improved truck access
- Improved intermodal connections

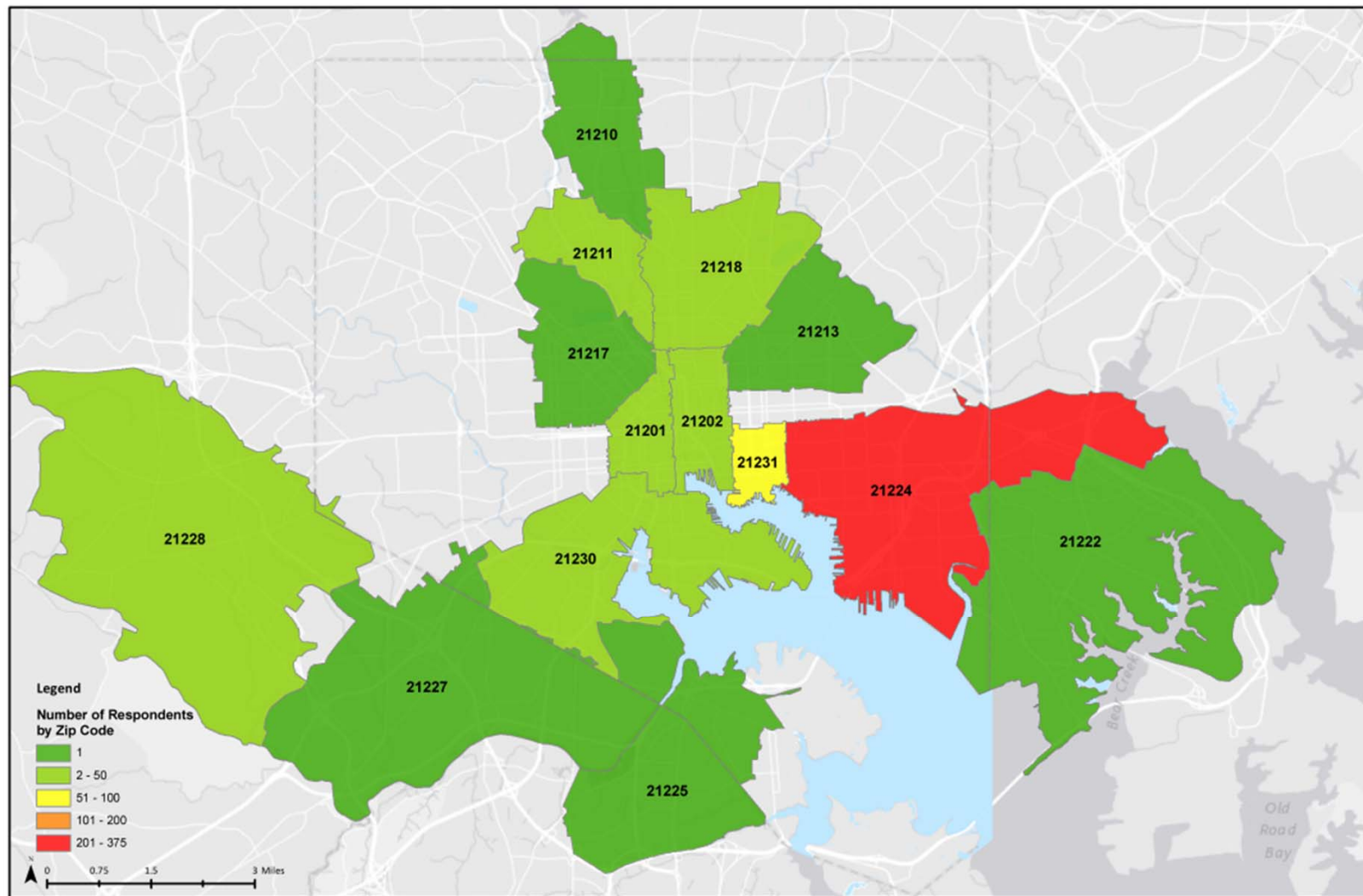
Study Corridor



Public Questionnaire

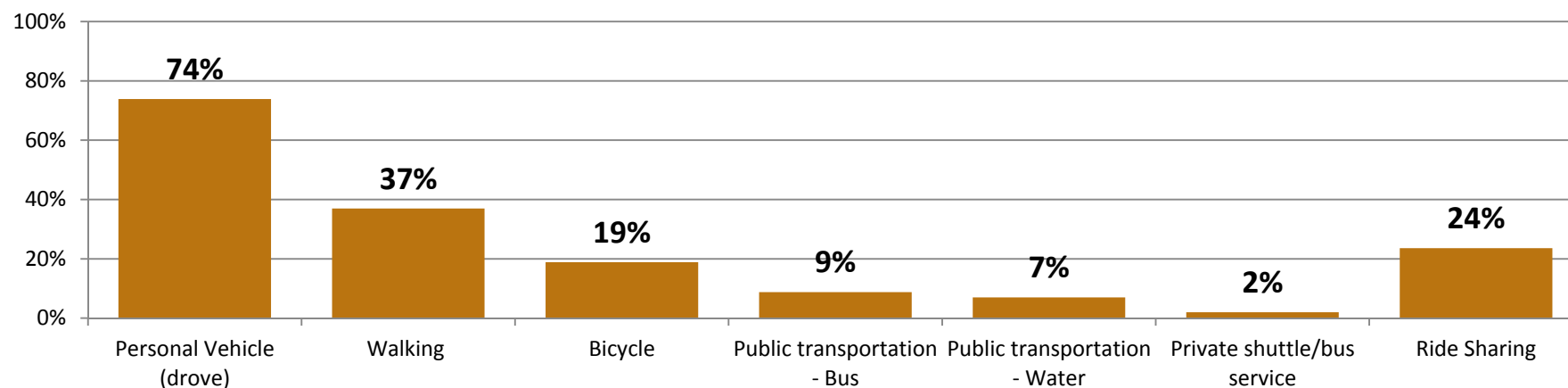
- 497 total responses received from Nov. 2016 to Apr. 2017
- 77% of respondents were from the zip code that contains the study area (21224 zip)
- Average respondent age was between 25 and 34
- Majority of respondents' households (55%) own two cars

Zip Code of Respondent's Residence

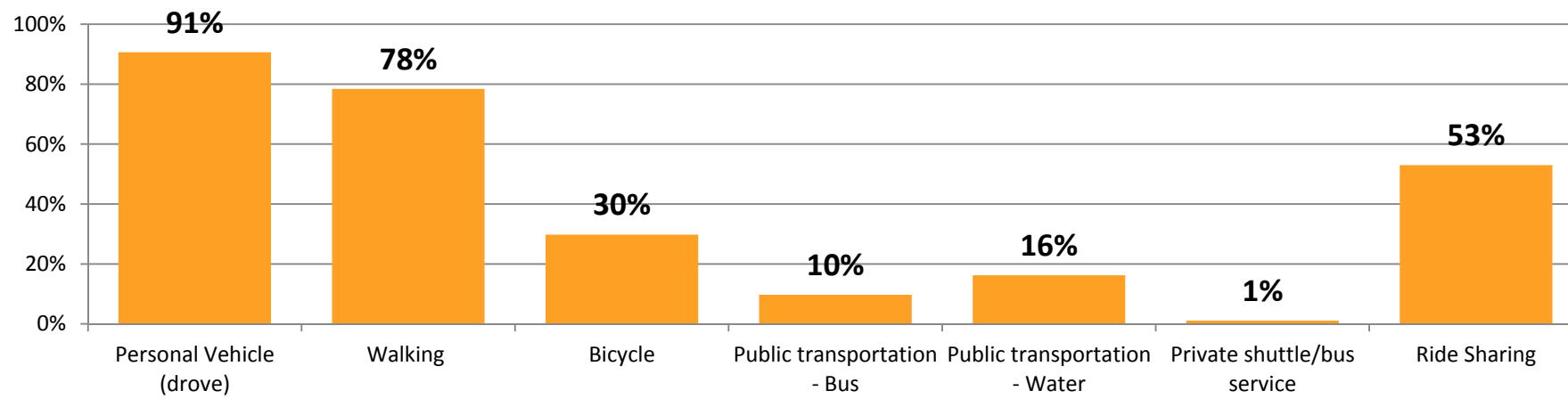


Percent of Respondents who travel on Boston Street

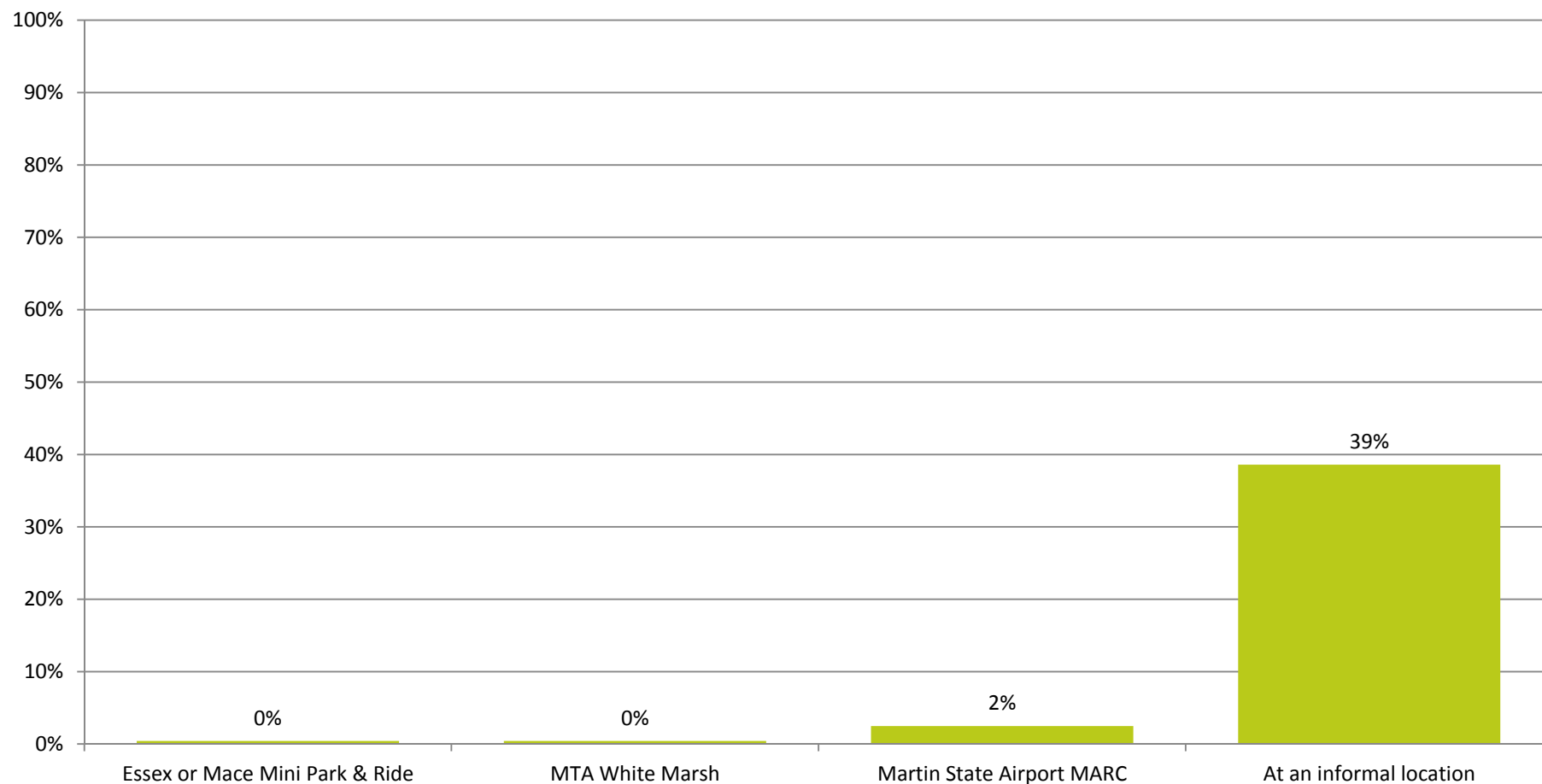
Work trips:



Non-work trips:



Percent who park & ride at least once per week



Rank Modes of Travel

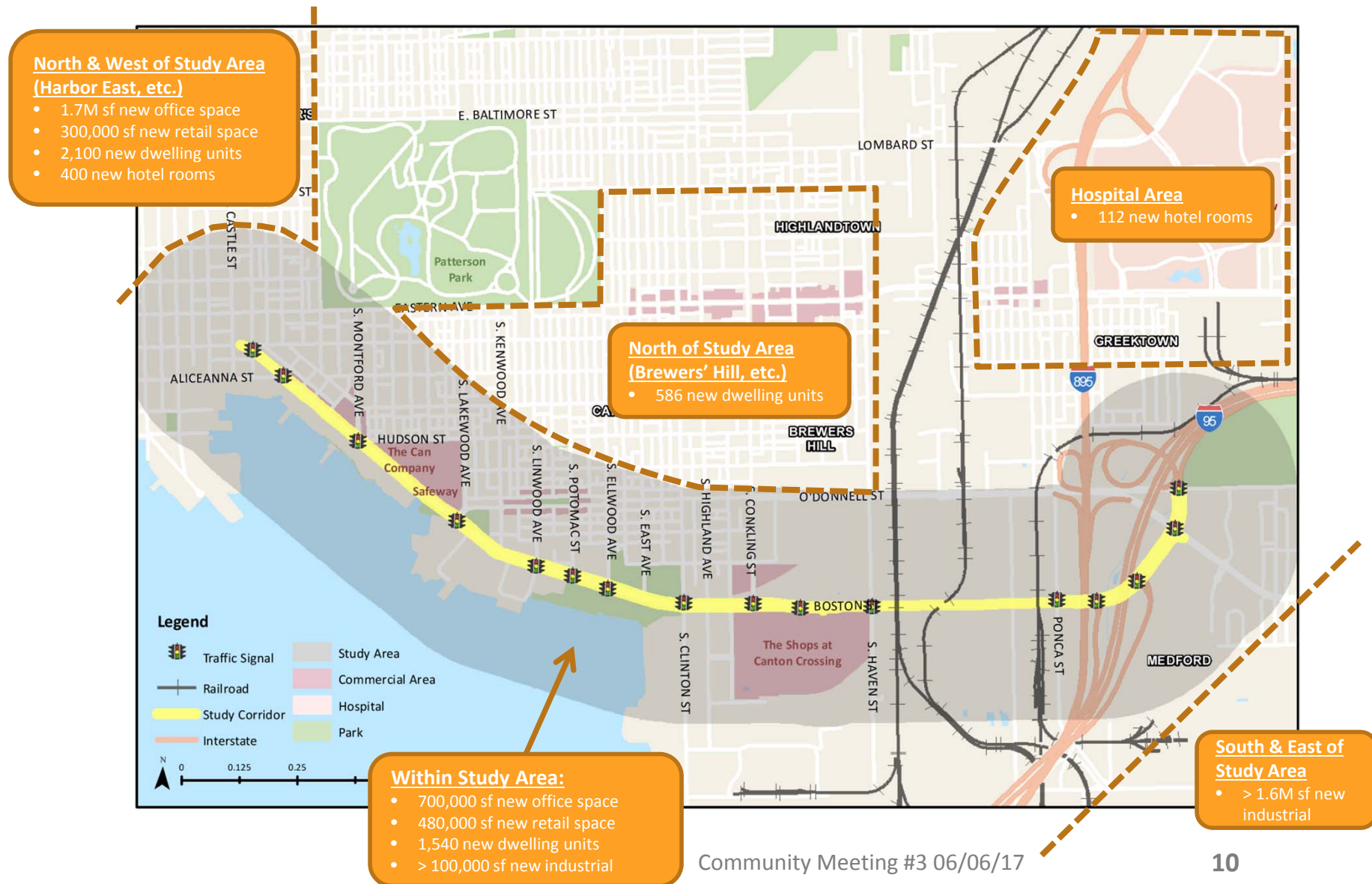
QUESTION

- Rank the following modes of travel: Personal Automobile, Walking, Public Transportation, Biking, Carpools/Ride sharing, Truck & Deliveries by the priority for study corridor.

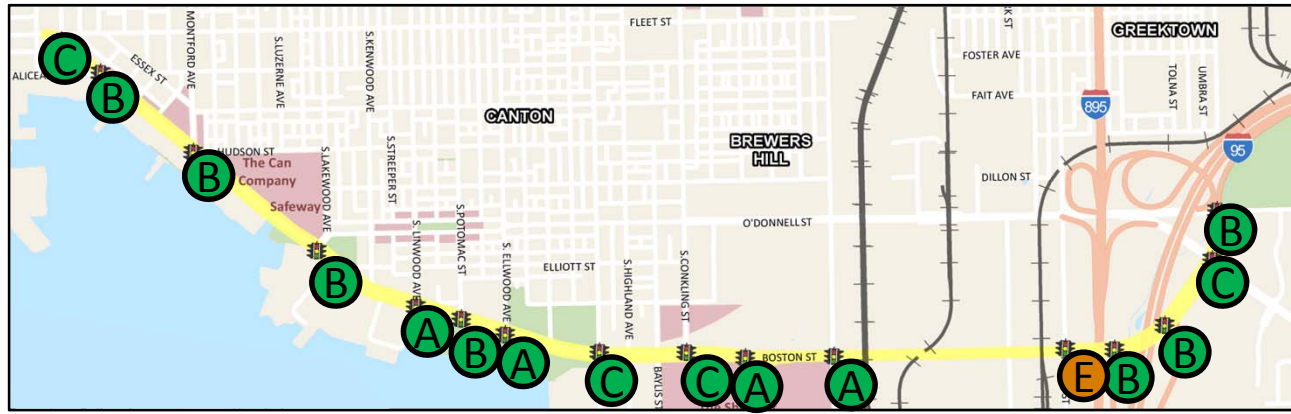
TAKEAWAY

- Respondents prioritize
 - 1- Personal Vehicle
 - 2- Walking
 - 3- Public Transit
 - 4- Biking

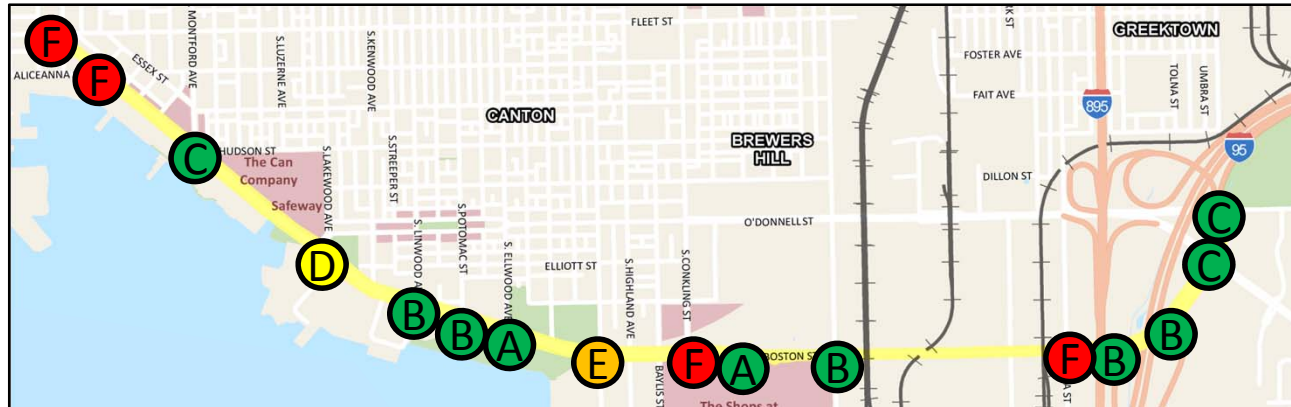
Future Development



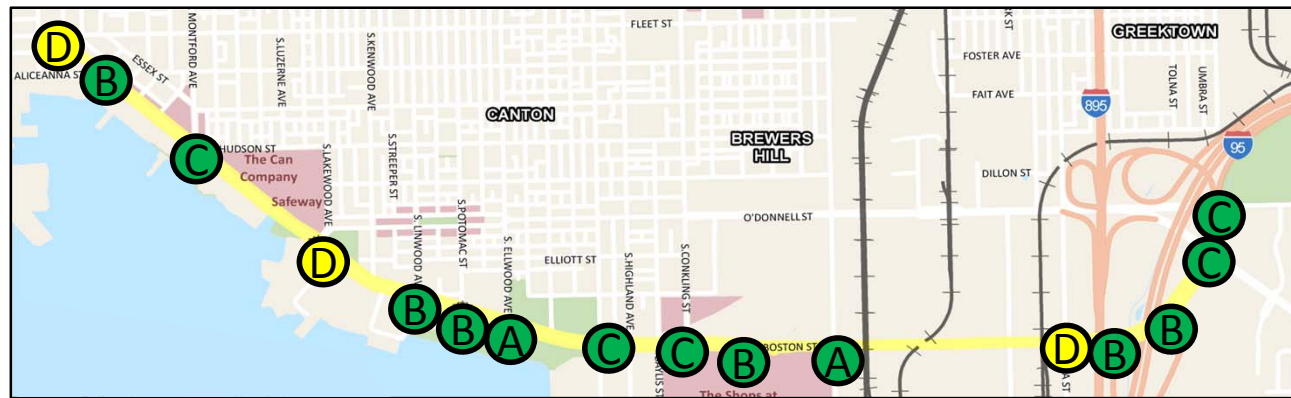
EXISTING



FUTURE without Improvements



FUTURE with Improvements

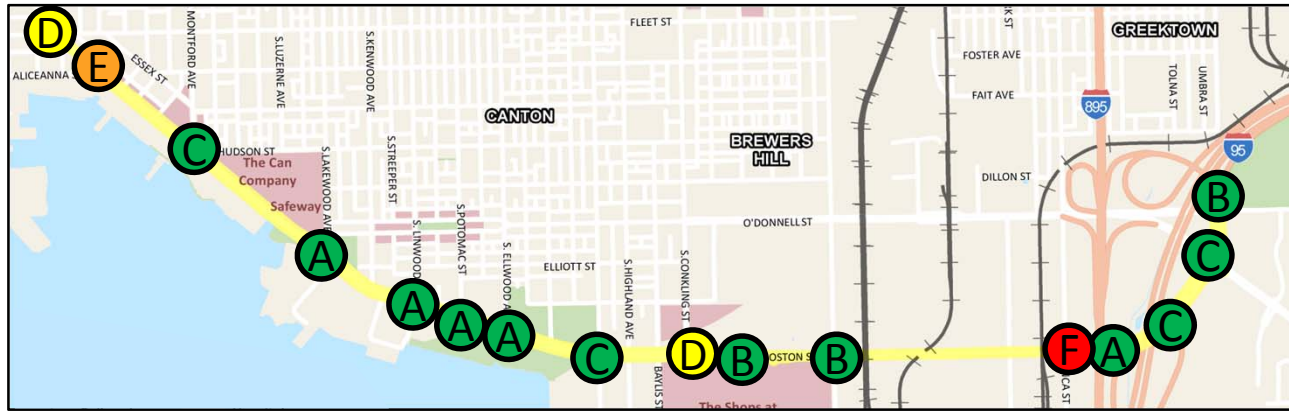


PM Peak Hour LOS

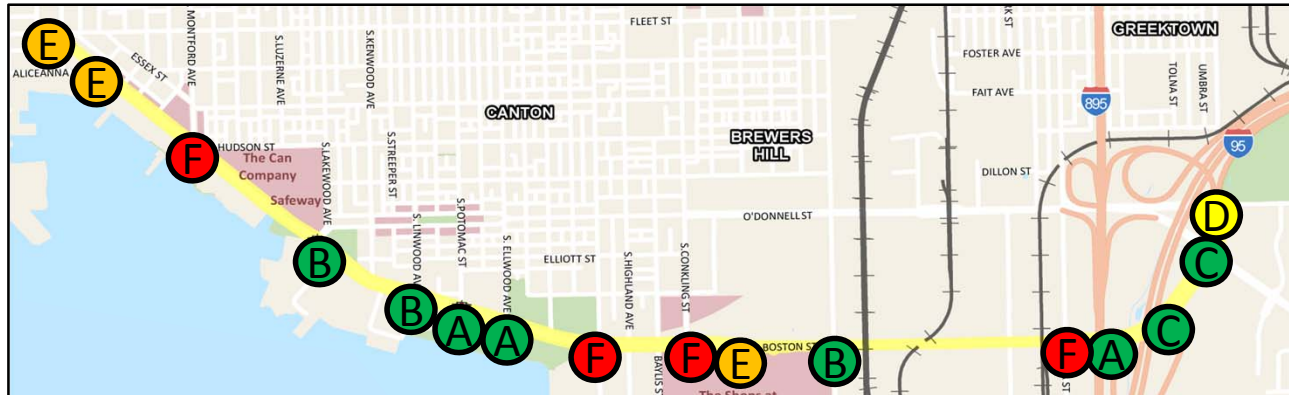
Boston Street Multimodal Corridor Study



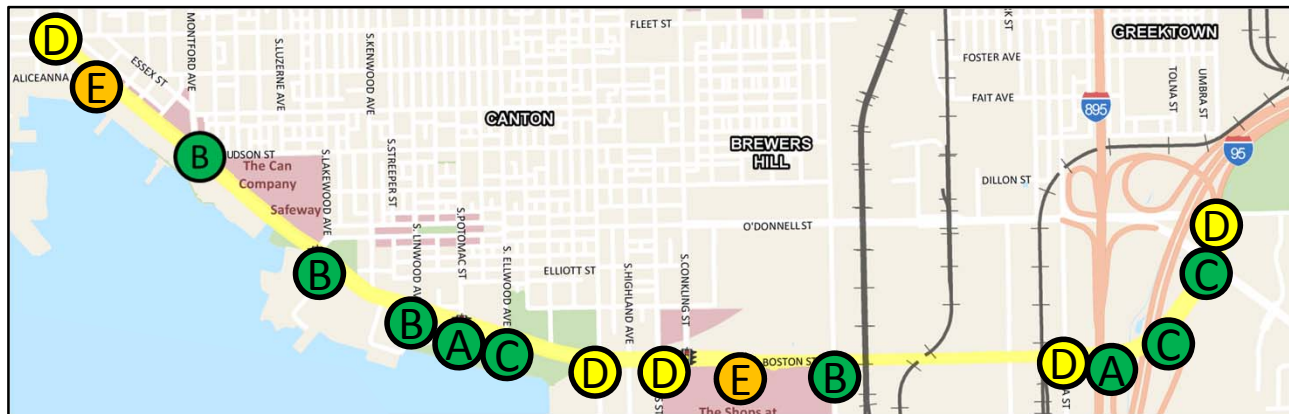
EXISTING



**FUTURE
without
Improvements**



**FUTURE with
Improvements**



Primary Corridor Challenges

- Congestion leads to not being able to get through intersection
- Gaps in pedestrian infrastructure
- Gaps in bicycle infrastructure
- Lack of available curbside parking during evenings and on weekends
- Queues east of Haven
 - Frequent rail crossing gate activation
- Low transit service frequency

Recommendations

Developing the Recommendations

- Input from Stakeholders
- Fatal Flaw Analysis
- Technical analysis of infrastructure gaps and barriers
- Public Questionnaire

Categories

- Roadway Capacity & Traffic Operations
- Inter-Parcel Connectivity
- Pedestrian & Bicycle Improvements
- Parking
- Commuter Park & Ride
- Transit & Harbor Connector

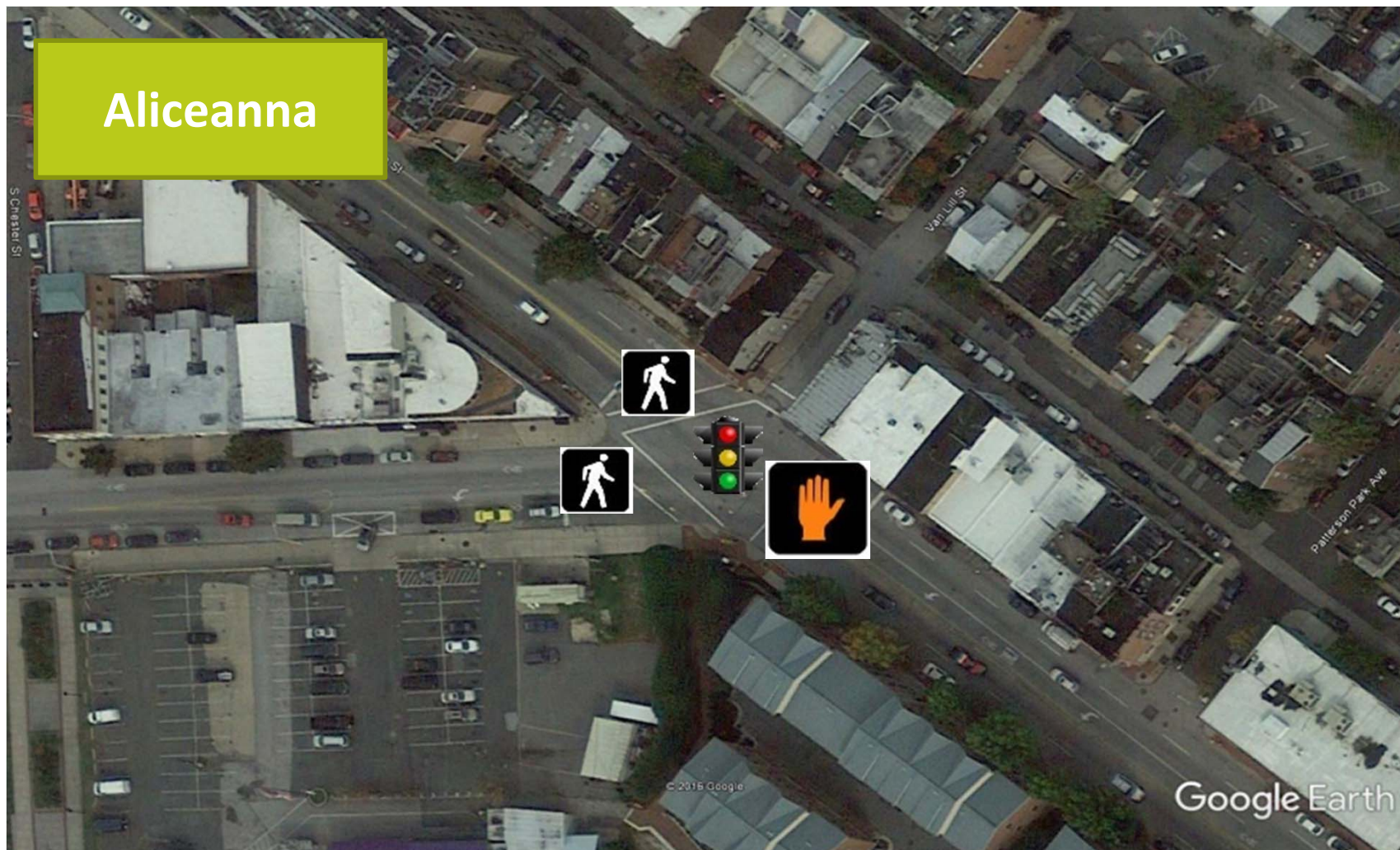
Roadway Capacity & Traffic Operations

- Extend Eaton Street
- Install Adaptive Signal Control
- Improve Trailblazing Signage
- Upgrade existing at-grade crossing advanced warning, real-time notification signage
- Intersection level/Spot improvements:
 - Fleet between Duncan and Washington
 - Boston & Aliceanna
 - Montford on Boston
 - Boston & Clinton
 - Boston & Conkling
 - Boston & Ponca
- Public/ Private Partnership:
 - connection between adjacent parking lots
 - Require Transportation Demand Management

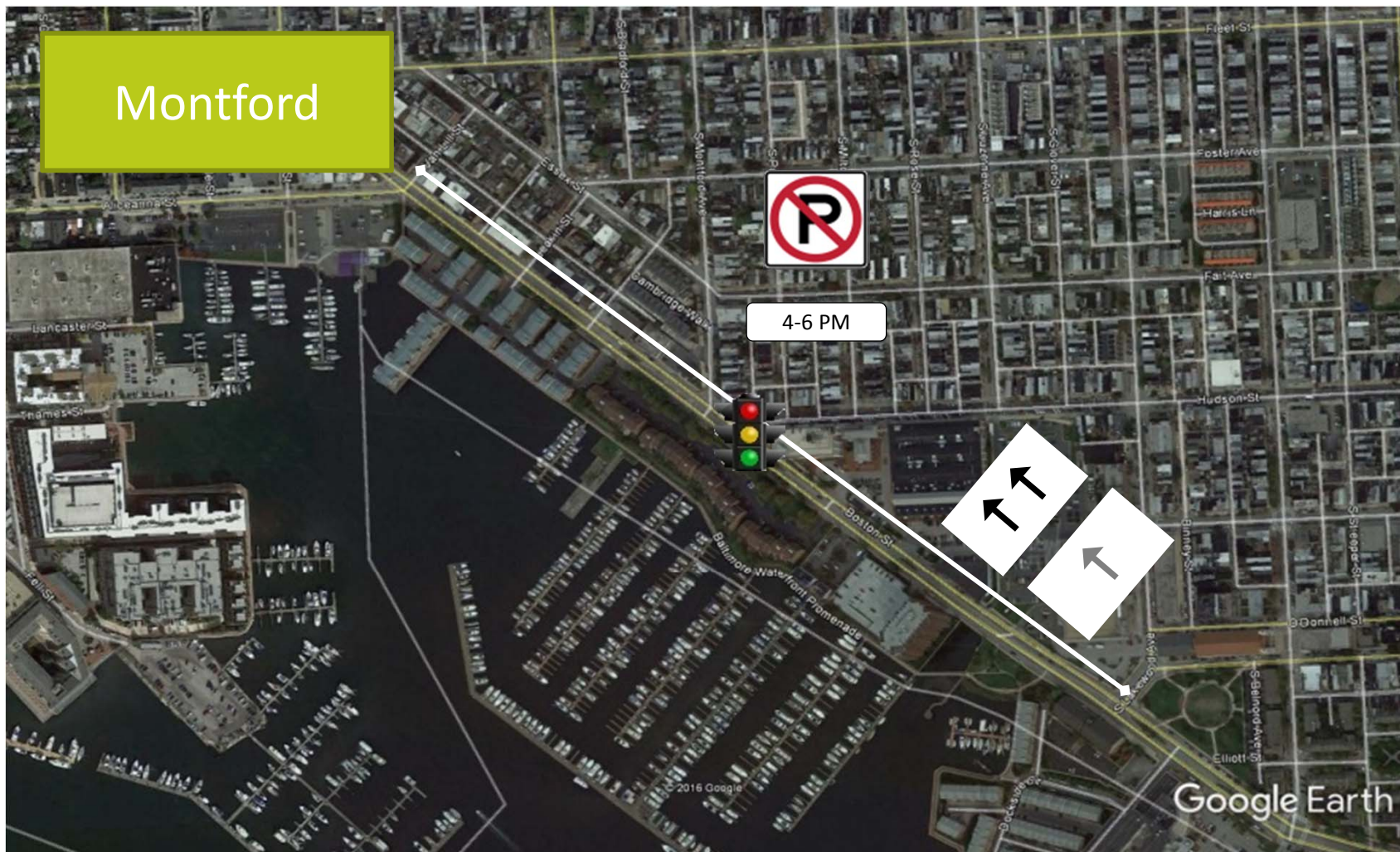
Roadway Capacity & Operations



Roadway Capacity & Operations

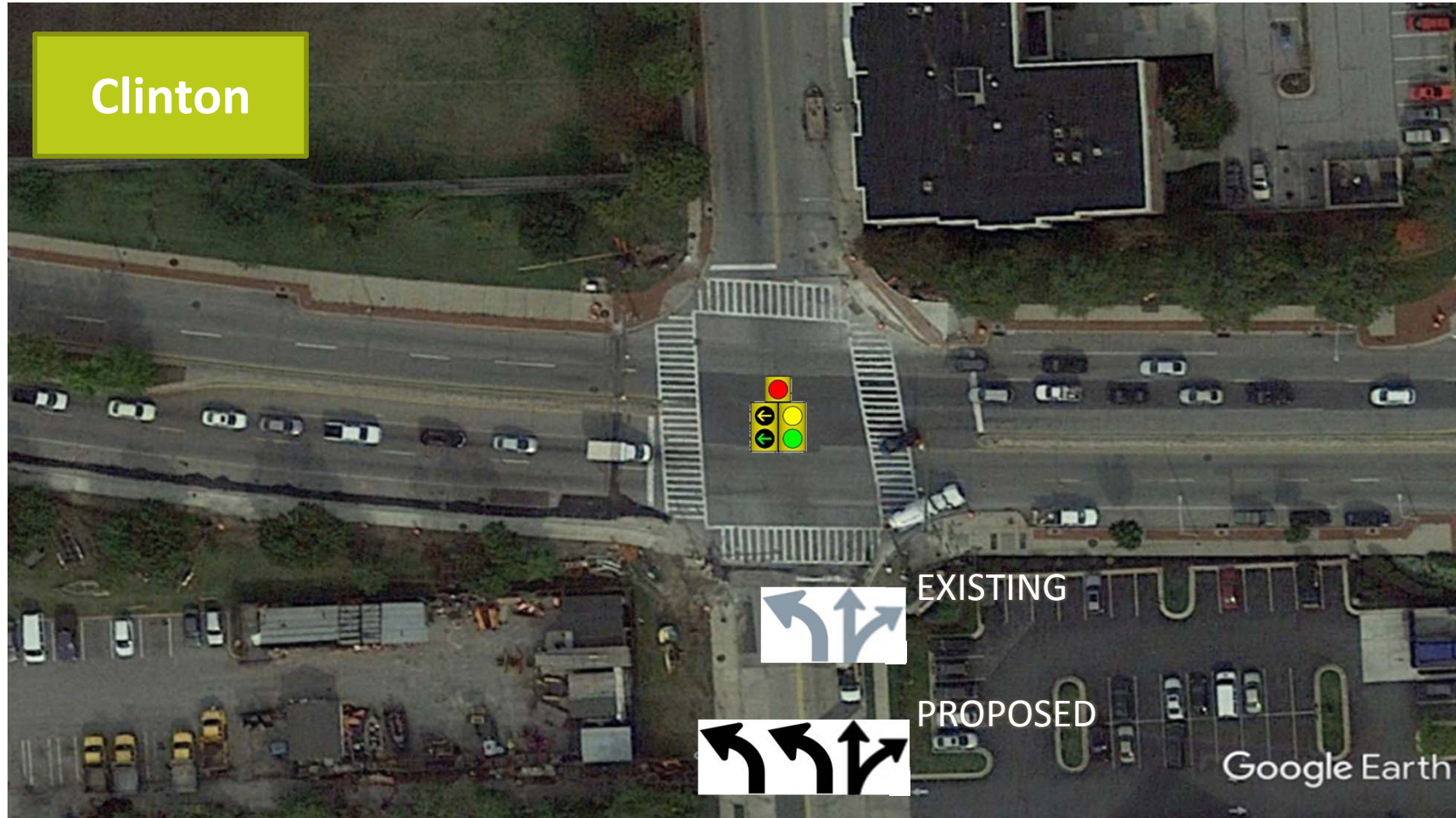


Roadway Capacity & Operations



Roadway Capacity & Operations

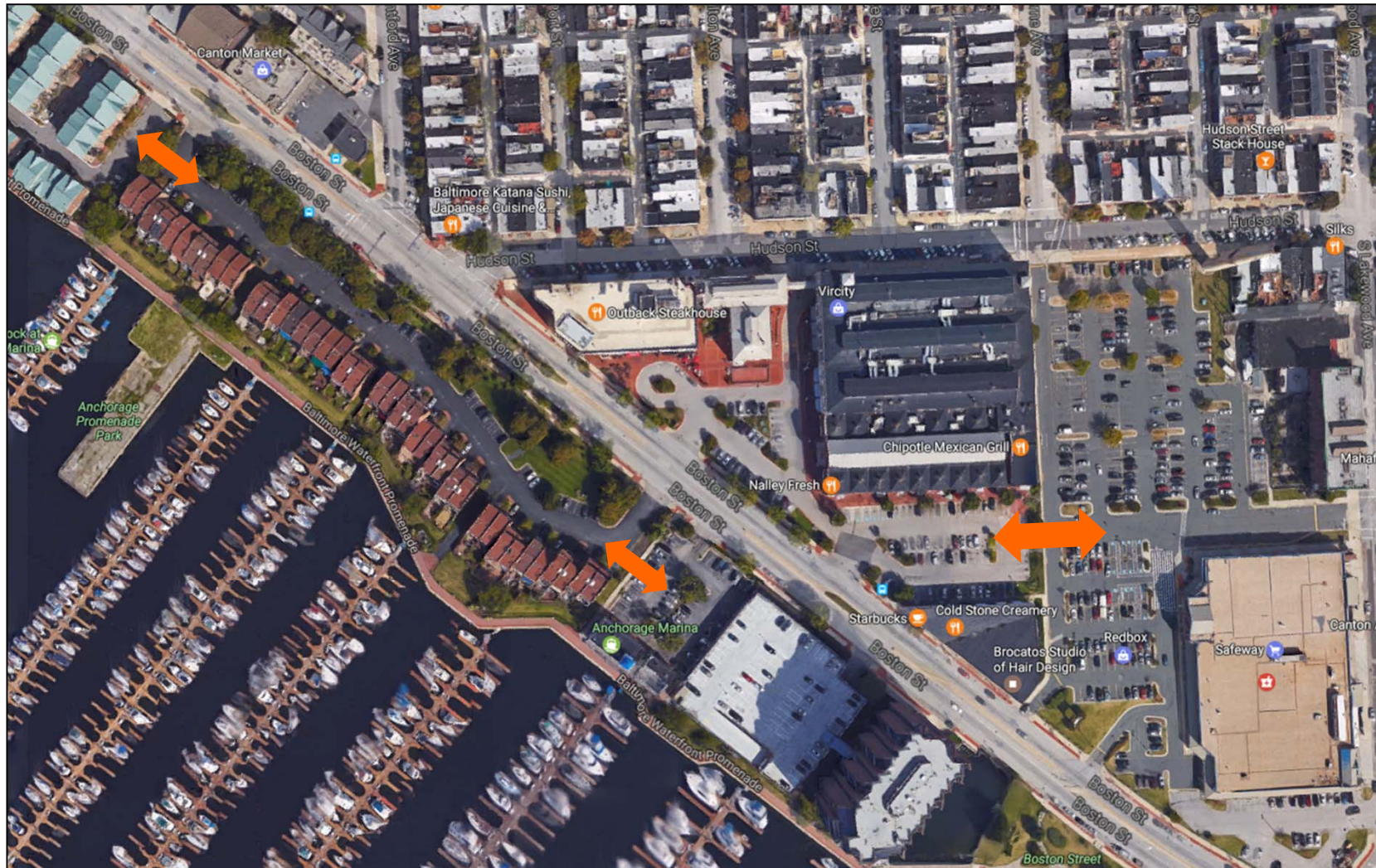
Clinton



Roadway Capacity & Operations



Inter-Parcel Connectivity



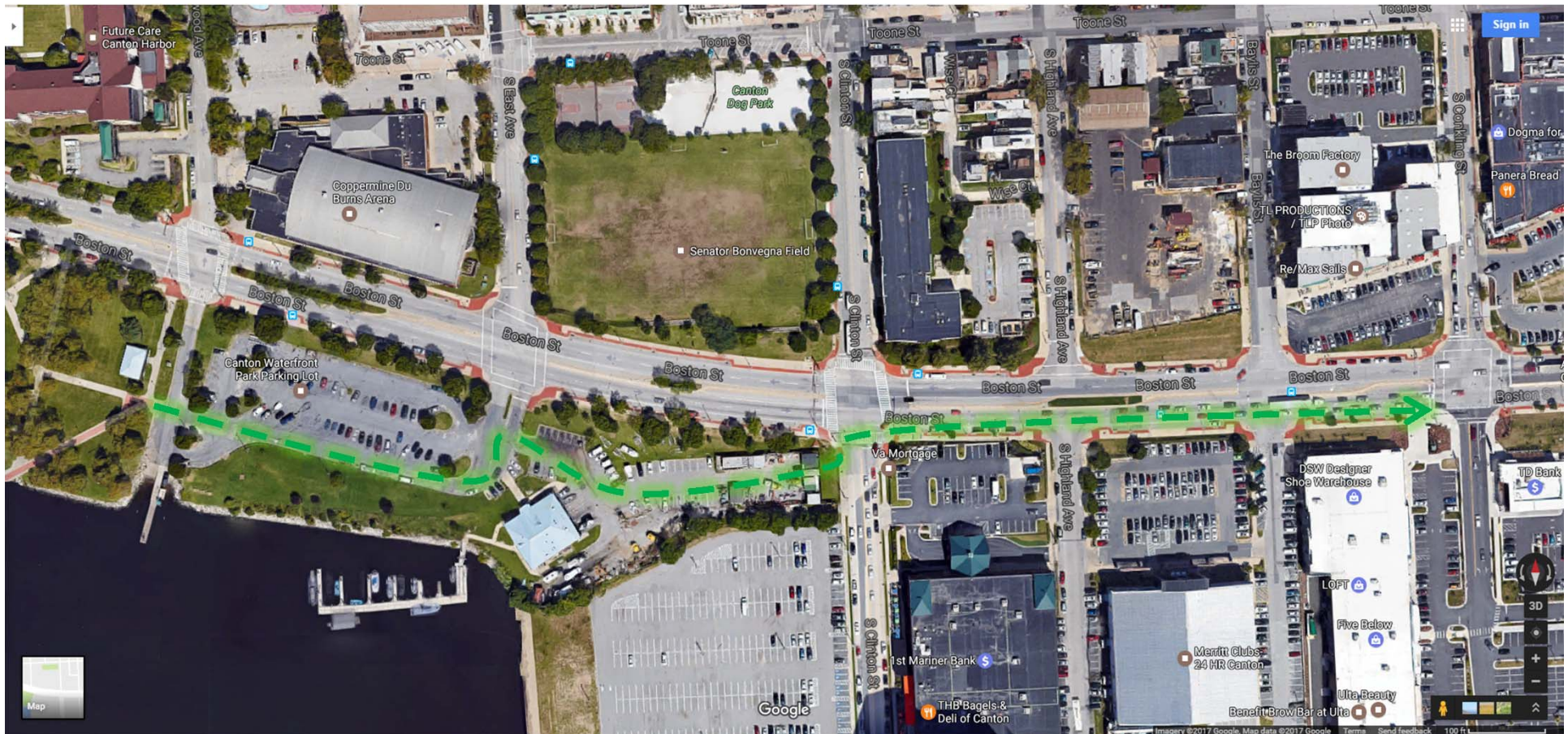
Pedestrian & Bike Improvements

- Pedestrian Refuge Islands
 - Boston and Hudson
 - Boston and Lakewood
 - Boston and Potomac
 - Boston and Ellwood
- Improved Pedestrian Infrastructure (ADA compliant curb ramps, crosswalk restriping, pedestrian signals, and sidewalks)
- Bike Boulevards
 - Foster and/or Hudson
- Bike Share Stations
 - O'Donnell Square Park
 - Canton Waterfront Park
- Promenade Connection Improvements
 - East/West Connections
 - Boston and Hudson

Bicycle Network

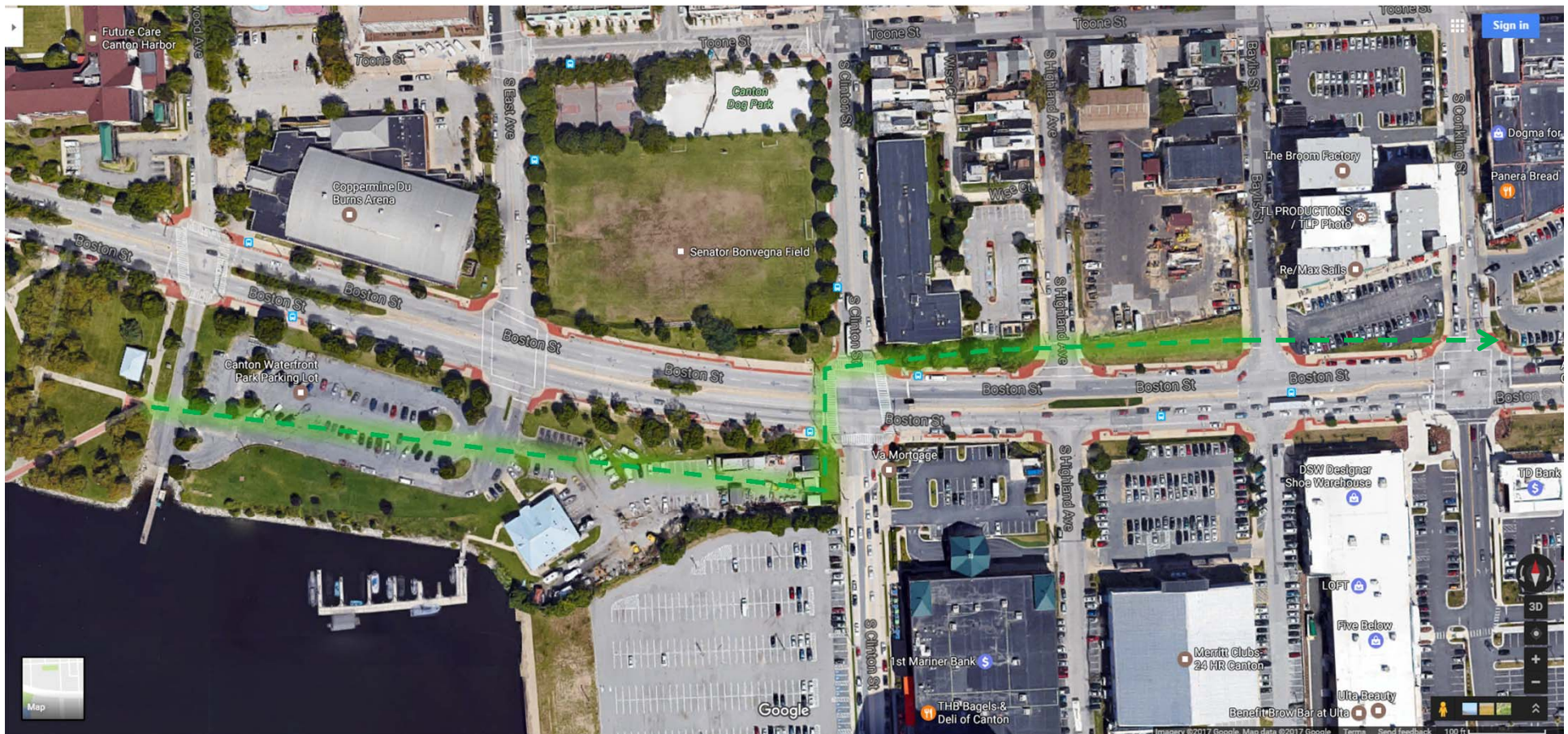


Promenade Connection to East – Option #1



Approximately 19 Parking Spaces Lost on Boston Street

Promenade Connection to East – Option #2



Zero Parking Spaces Lost on Boston Street

Extension of Promenade to West

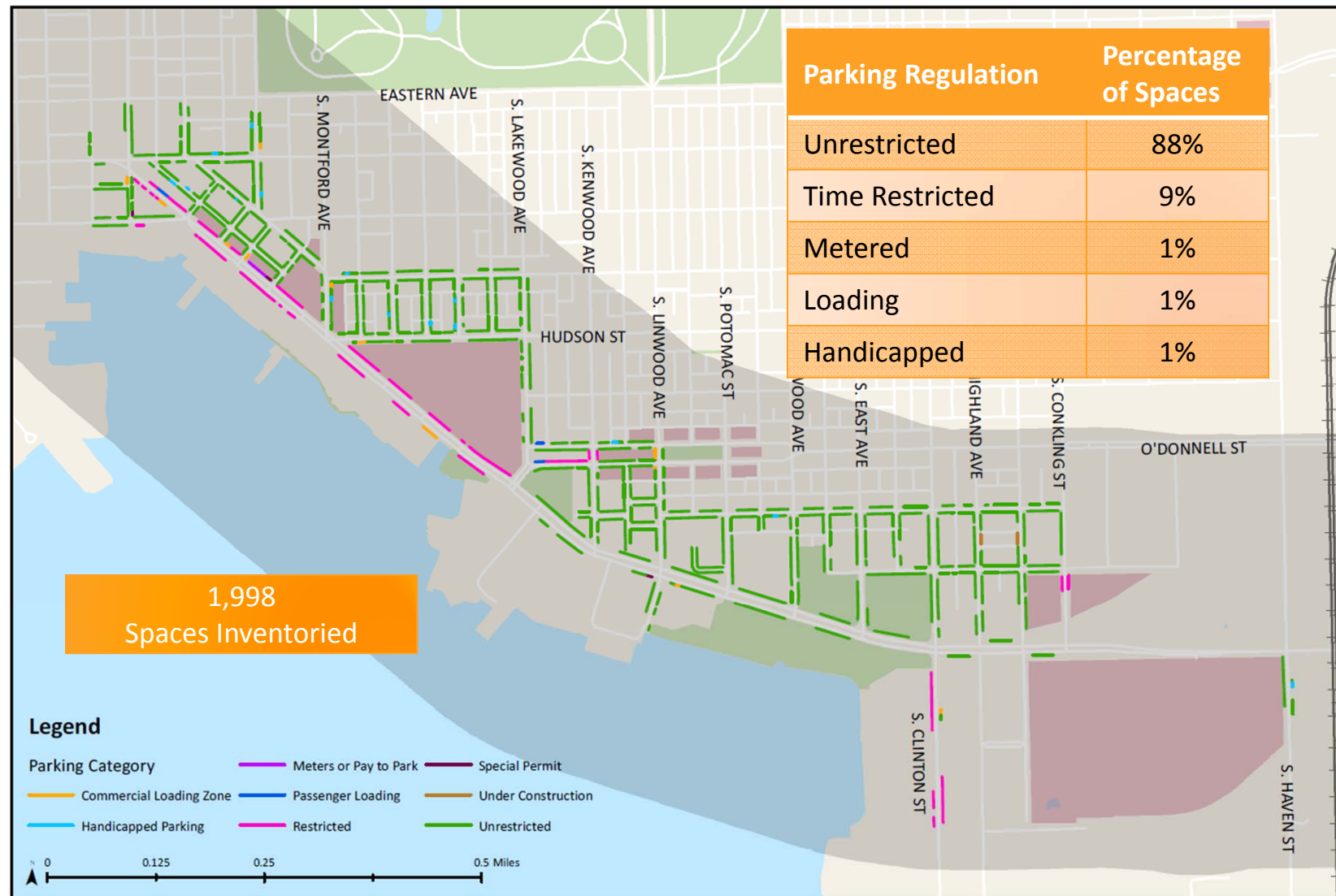


- Improved signage
- Improved markings
- Improved overall connection

Parking Recommendations

- Remove On street Parking from Hudson to Lakewood
- Targeted parking enforcement
- Increase metered parking near business
- RPP implementation in portions of Canton neighborhood closest to Boston Street
- Park & Ride at Boston and Clinton Street
- Private Parking Recommendations:
 - Dedication of commuter parking zones at businesses
 - Park and Ride at Amazon Fullfillment Center

On-Street Parking Inventory



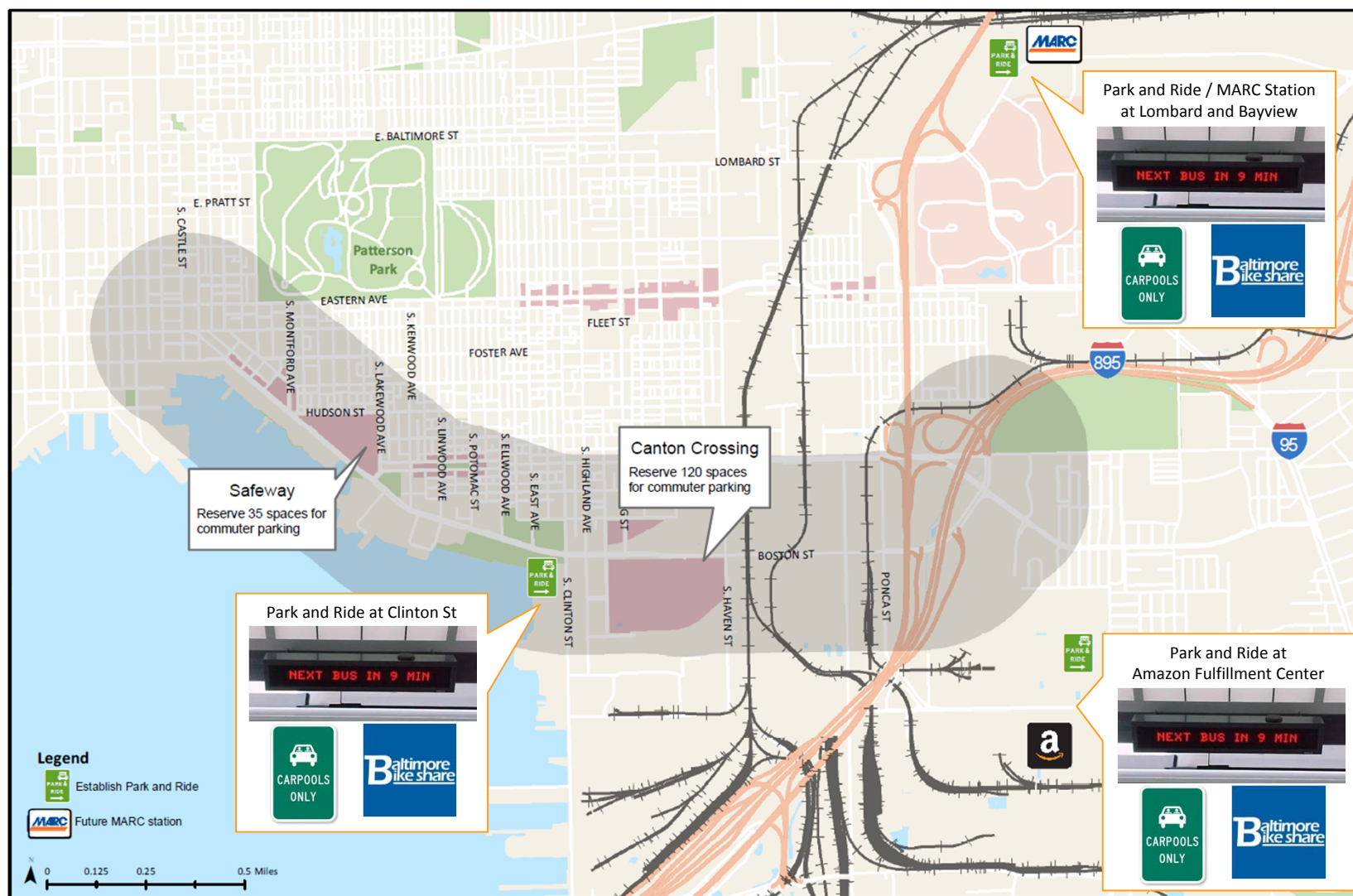
*Data collected in the fall of 2016

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Commuter Park and Rides

Intermodal Connections: Public/ Private Partnerships

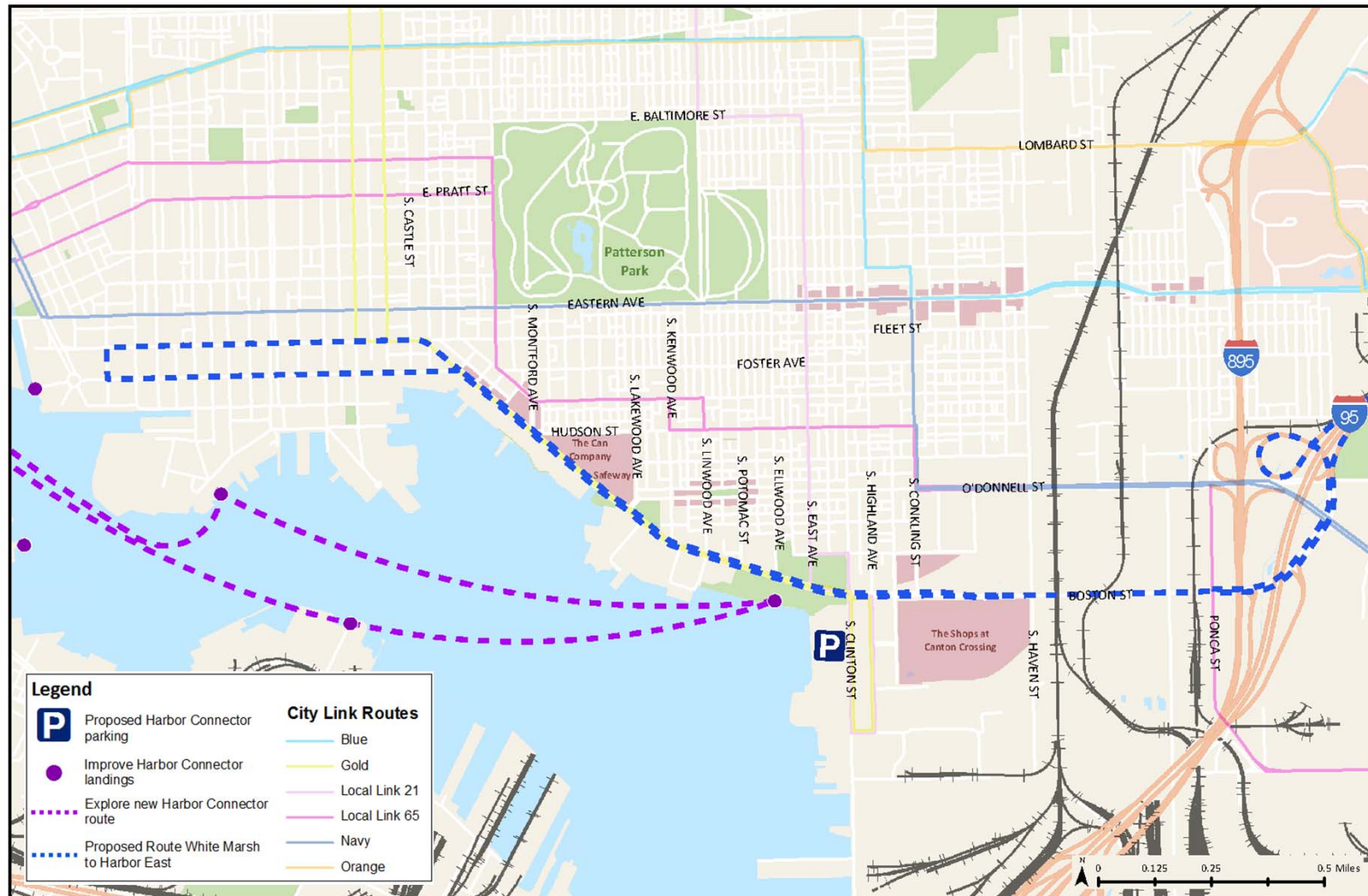




Transit

- Improve Harbor Connector Landings
- Explore New Harbor Connector Routes from Canton Waterfront Park to Maritime Park & Harborplace
- Recommendations for MTA:
 - Extension of MTA Express Route from White Marsh to Boston Street
- Recommendation for Private and Public Partnership
 - Encourage the establishment of **subscription van pool service**
 - Encourage the establishment of privately funding **micro transit** and **employee shuttles**

Transit



Next Steps

- Complete Final Report - June 30, 2017
- Public Comment Period on Final Report (30 Days)
 - Post to DOT website
 - Email to Community Association
 - Can email DOT project manager for a PDF version

<http://transportation.baltimorecity.gov/boston-street-multimodal-corridor-planning-study>

Thank You

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