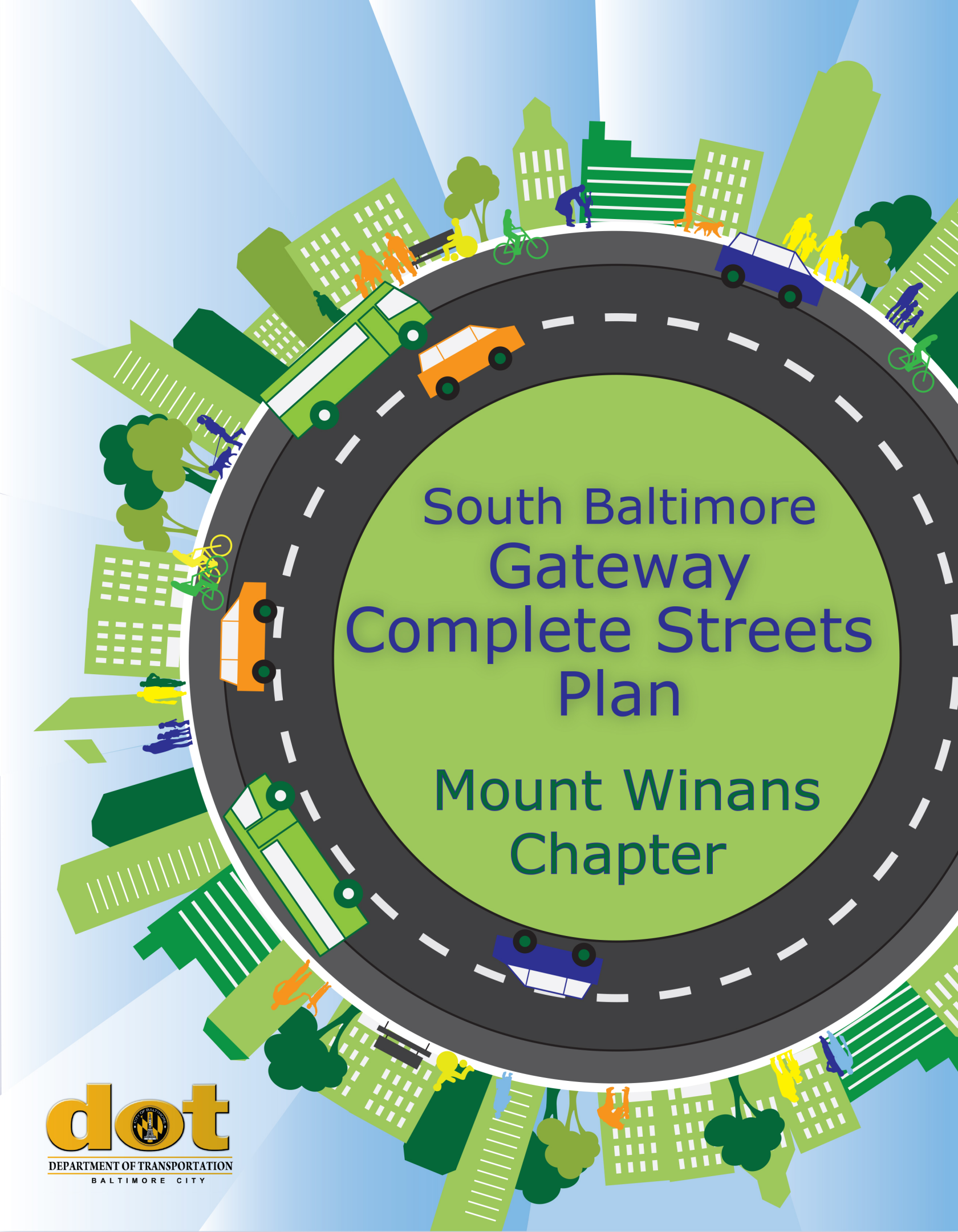

South Baltimore Gateway Complete Streets Plan

Mount Winans Chapter

dot
DEPARTMENT OF TRANSPORTATION
BALTIMORE CITY

MOUNT WINANS

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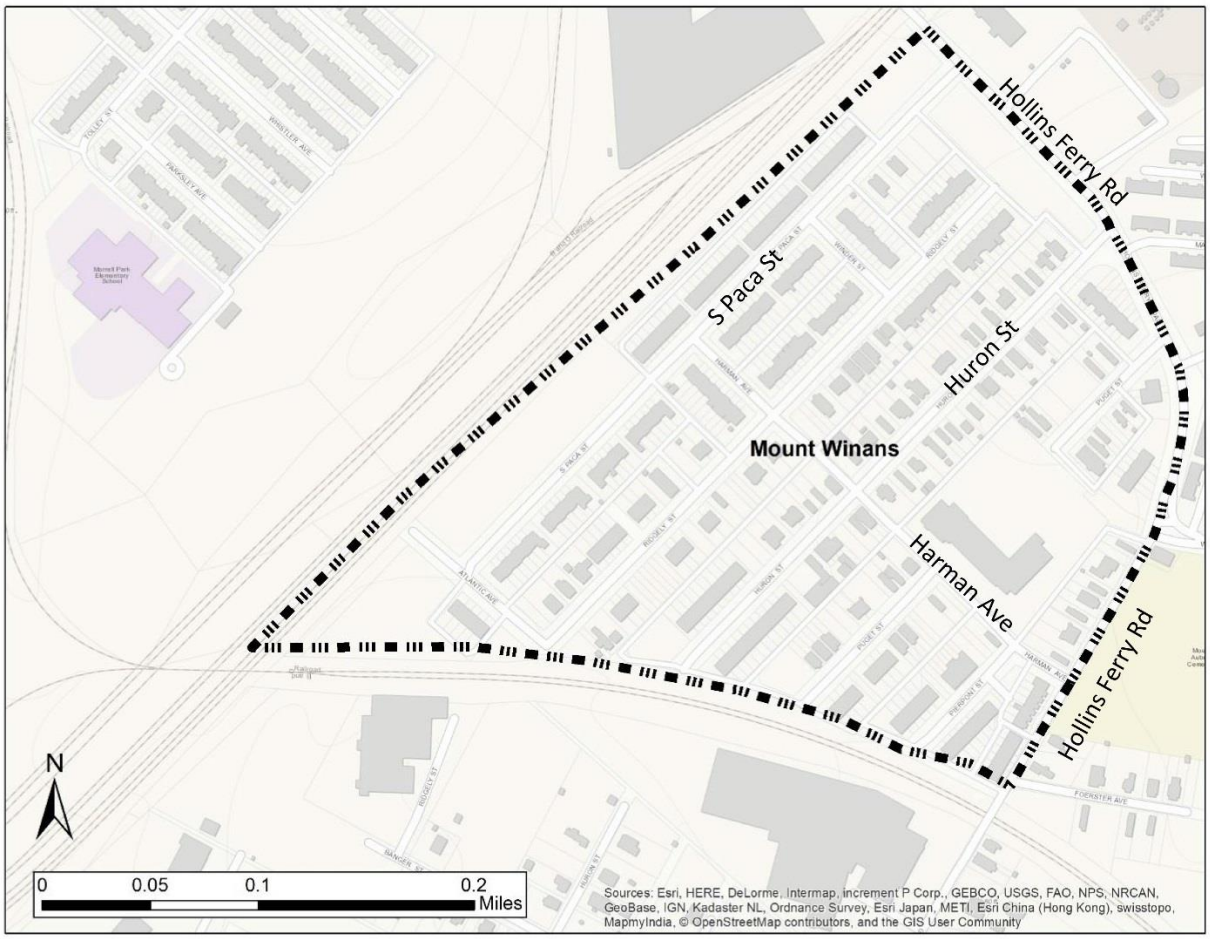
EXHIBIT 1 Neighborhood Map



Overview

The Mount Winans neighborhood is surrounded by railroad tracks on the west and south, Hollins Ferry Road and the Mount Auburn Cemetery on the east and north as shown in Exhibit 1. The infrastructure and cemetery creates both the opportunity for a protected walkable family friendly community as well as a barrier for non-automobile travel and access between Mount Winans and the neighboring communities of Westport and Lakeland.

Residents of Mount Winans are within walking distance of:

- Florence Cummings Park
- Paca Street Park
- B & O Park

DOT met with representatives of the Mount Winans community to discuss the goals of the neighborhood for complete streets. The Mount Winans Community would like to create a neighborhood that is pedestrian friendly with connections within and outside of the neighborhood.

The residents enjoy the seclusion of their neighborhood but also would like to be less isolated to the adjacent neighborhoods. Residents have stated a desire for improved pedestrian amenities such as repairing uneven sidewalks and safer pedestrian crossings of Hollins Ferry Road. Residents want their children to be safe when bicycling on neighborhood streets.

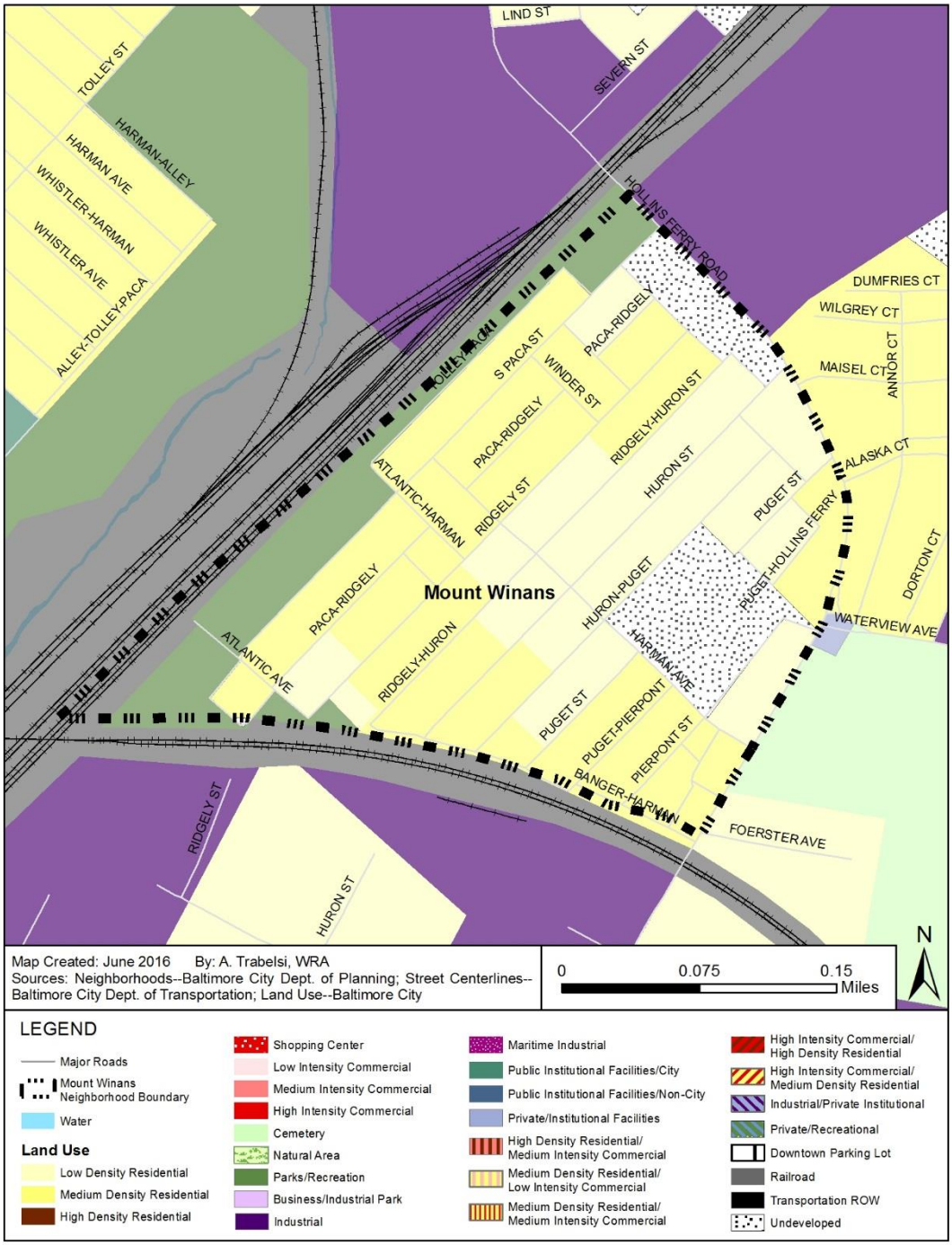
Goals

- Provide safe pedestrian crossings at Hollins Ferry Road
- Provide crosswalks at neighborhood street intersections
- Repair sidewalks and complete missing sidewalk links
- Add shelters, seating, and adequate sidewalks at bus stops
- Correct areas of poor street drainage
- Prioritize re-pavement for roadways within the community including Hollins Ferry Road

Land Use

Residential is the most prominent land use in the neighborhood. A large vacant former school site of approximately 2.5 acres is available for redevelopment. Parks and recreation land use is adjacent to the railroad to the west.

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

The streets within the Mount Winans neighborhood are low volume local streets and sidewalks are present throughout. Exhibit 3 illustrates where sidewalks are present. The majority of streets have sidewalks on both sides with sidewalk widths of at least three feet or greater.

The Walk Score for Mount Winans 46 according to Redfin Walk Score (https://www.redfin.com/how-walk-score-works). The neighborhood is car-dependent - most errands require a car.

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

There are currently no existing bicycle facilities in Mount Winans. Bicycling has been perceived as something children do rather than as a mode of transportation to destinations. However, interest in bicycling could change over time if more development occurs and a network of bike lanes is constructed to connect the neighborhood to nearby destinations.

The Bike Score for Mount Winans is 41, indicating that the neighborhood is somewhat bikeable.

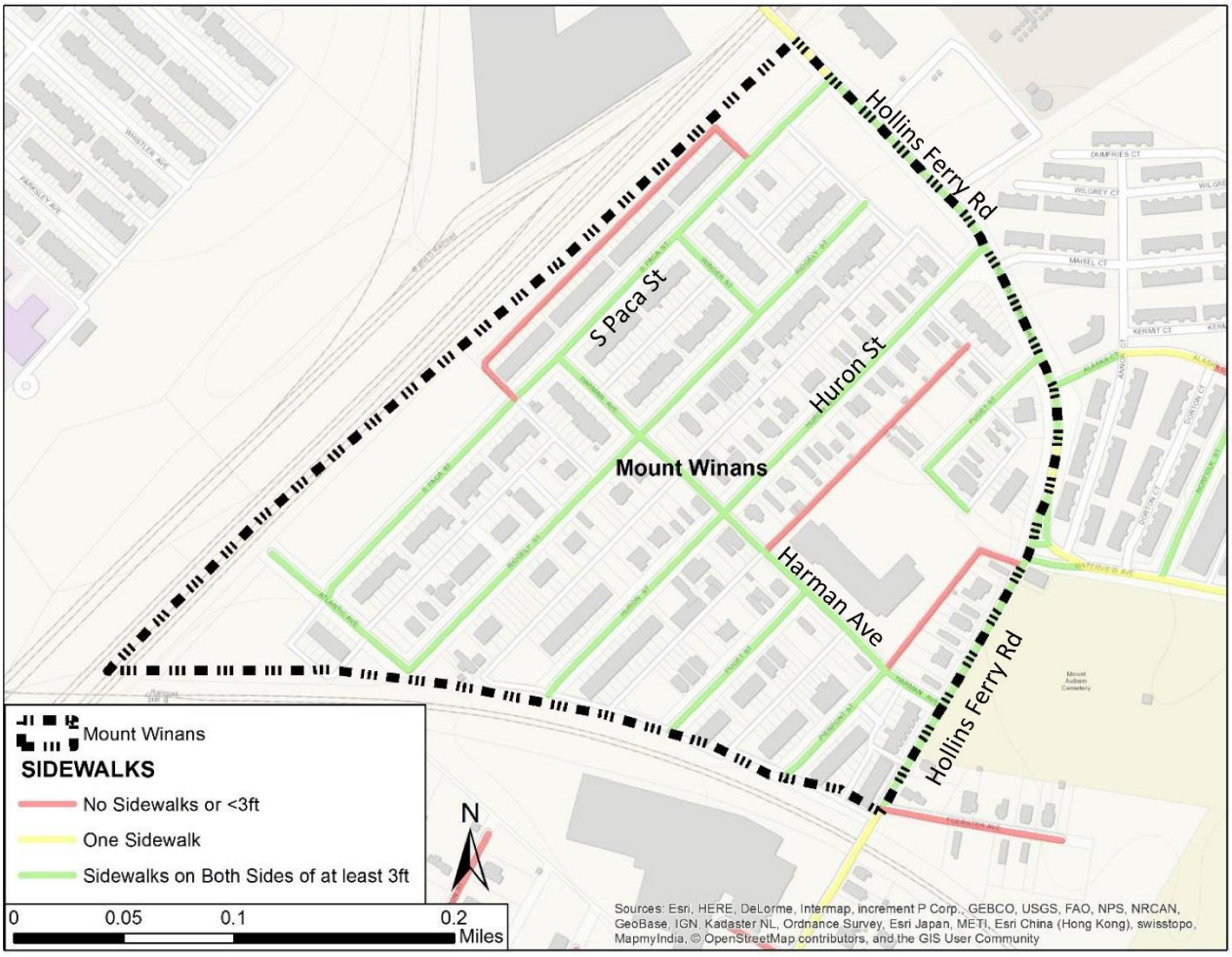
Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations.

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 Hollins Ferry Road as a proposed main bicycle network for bike lanes, buffered bike lanes, or cycle tracks. There is no bicycle infrastructure in Mount Winans. Currently, the identified facilities have not been prioritized for planning and design. Exhibit 4 shows the proposed bike infrastructure in Mount Winans.

Exhibit 4 shows the existing and proposed bike infrastructure in Mount Winans.

EXHIBIT 3 Sidewalk Map



Transit

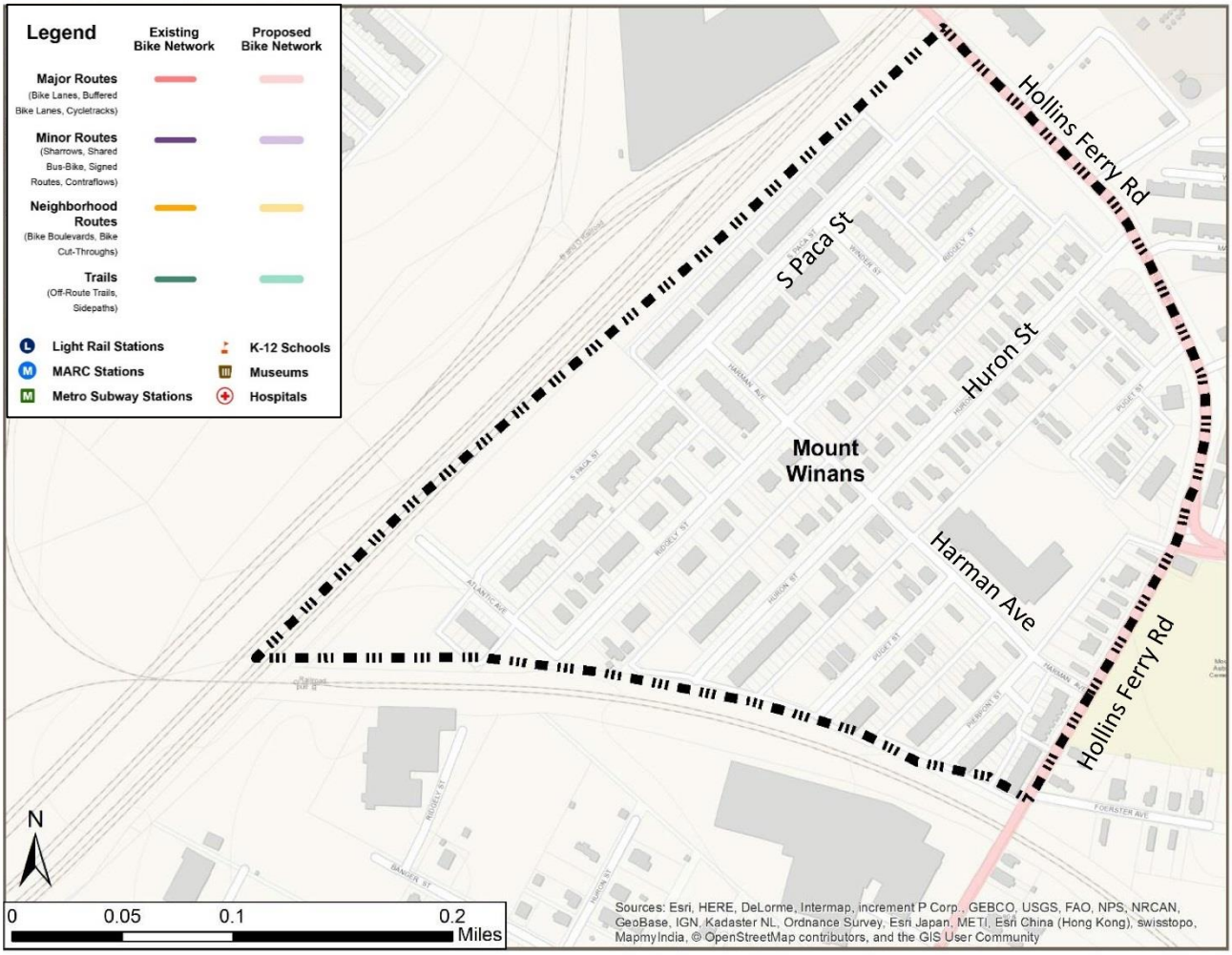
Transit service is provided by the MTA's 51 bus line on Hollins Ferry Road, which provides access to the Westport Light Rail Station and to Cherry Hill and West Baltimore.

The Transit Score for Mount Winans is 54, which indicates that the neighborhood has many nearby public transportation options.

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

EXHIBIT 4 Baltimore City Bike Master Plan Map, March 2015



Driving

The majority of the streets within the neighborhood are neighborhood streets. There are no through streets within the neighborhood that connect to other neighborhoods outside Mount Winans. Hollins Ferry Road at the edge of the community is the man route surrounding the neighborhood.

There are 3.88 miles of each Street Type as described in the Street typology section:

- Urban Arterial: 0.00 miles
- Community Collector: 0.44 miles
- Neighborhood Street: 2.03 miles
- Service/Alleyway: 1.41 miles
- Pedestrian Only Street: 0.00 miles

Street Typology

Streets throughout the Mount Winans 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, can be used as a framework for understanding the function of the street 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.

The table in Exhibit 6 shows 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 Mount Winans neighborhood, a summary of the defining characteristics of each, and an example section view for each street type.

Of particular interest for Mount Winans is that the great majority of streets are classified as Neighborhood Streets. Neighborhoods tend to serve residential areas and local traffic. There is one Community Collector Street in the neighborhood: Hollins Ferry Road that runs north-south.

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

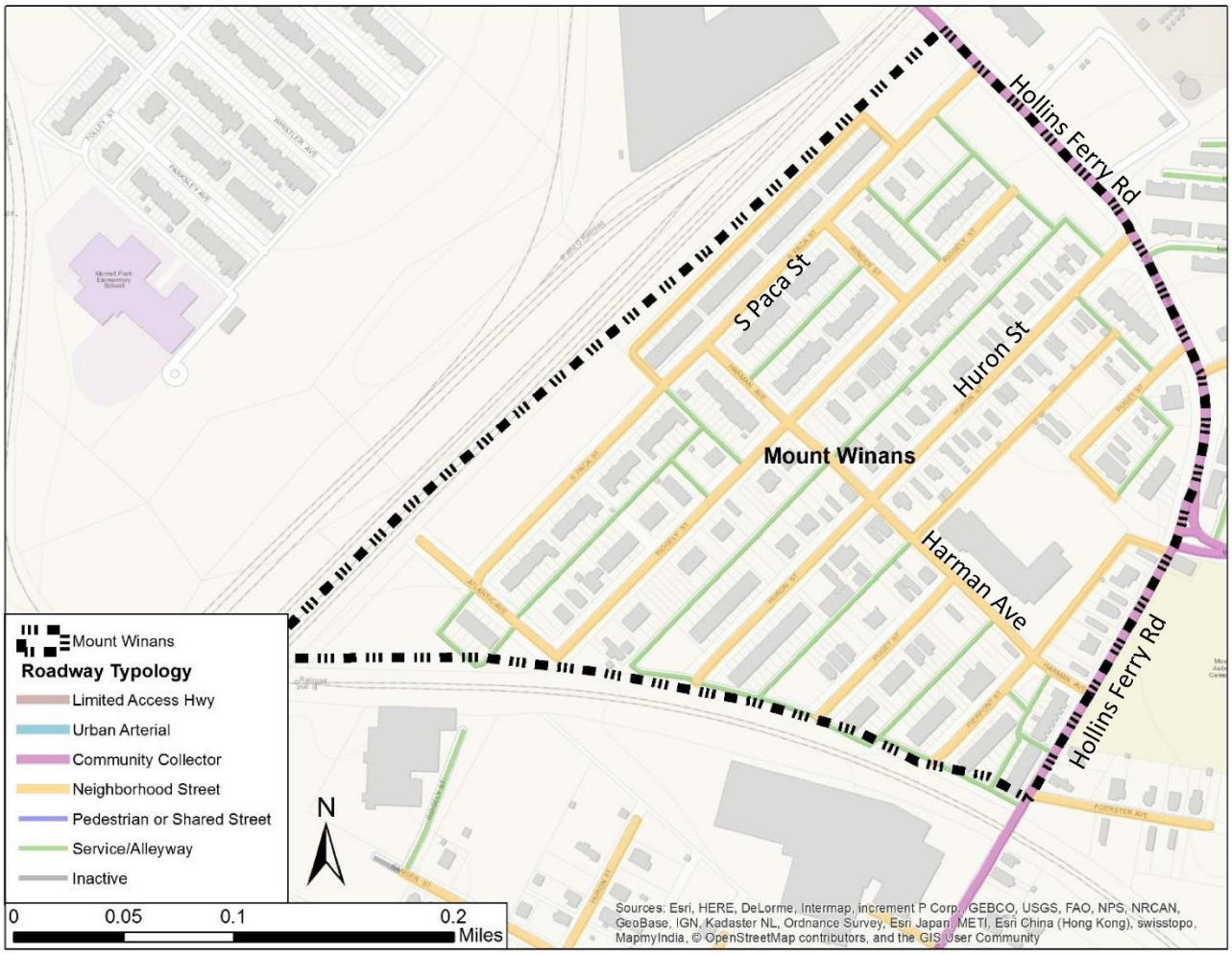


EXHIBIT 6 Complete Streets Typologies and Elements

STREET TYPE (TYPOLOGY)	STREETS	DESCRIPTION	CHARACTERISTICS			
			# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Urban Arterial	N/A	• 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	Hollins Ferry Road	• 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	Atlantic Avenue, Forester Avenue, Harman Avenue, Huron Street, Paca Street, Pierpont Street, Puget Street, Ridgely Street, Waterview Avenue, Winder 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)

STREET TYPE (TYPOLOGY)	STREETS	ELEMENTS								
		Sidewalks	Medians	Shoulders	Bike Lanes	Street Lighting	Pedestrian Lighting	Street Furniture	Parking	Landscaping
Urban Arterial	N/A	●	◒	◒	○	●	◒	◒	◒	●
Community Collector	Hollins Ferry Road	●	◒	○	◒	●	●	●	◒	●
Neighborhood Street	Atlantic Avenue, Forester Avenue, Harman Avenue, Huron Street, Paca Street, Pierpont Street, Puget Street, Ridgely Street, Waterview Avenue, Winder Street	●	○	○	○	●	◒	◒	●	●
Service / Alleyways	N/A	○	○	○	○	◒	◒	○	○	○
Pedestrian Only Street	N/A	●	N/A	N/A	○	○	●	◒	N/A	◒

LEGEND -		
	●	Always
	◒	ROW Permitting
	○	With Approval

Community Collector: Hollins Ferry Road

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 7 Community Collector Street Typology

STREET TYPE (TYPOLOGY)	DESCRIPTION	CHARACTERISTICS			
		# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Community Collector	• 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

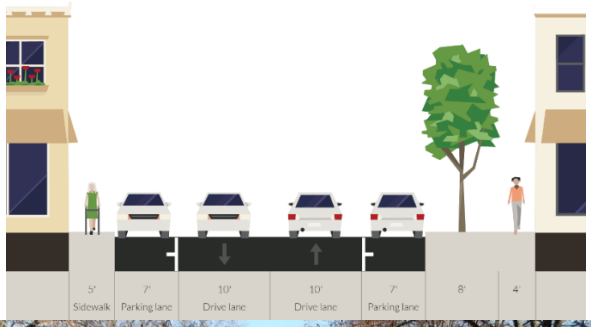
Neighborhood Street: Atlantic Avenue, Forester Avenue, Harman Avenue, Huron Street, Paca Street, Pierpont Street, Puget Street, Ridgely Street, Waterview Avenue, Winder Street

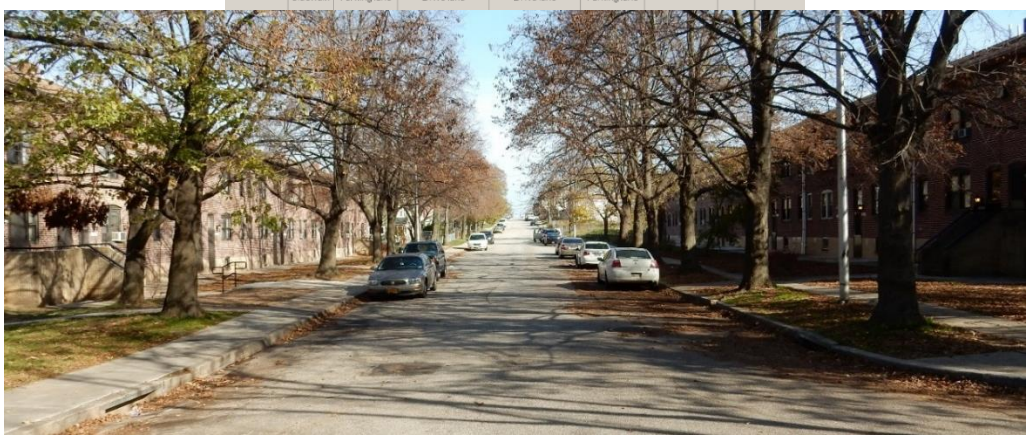
Neighborhood streets primarily serve adjacent land uses rather than facilitating through traffic. The cross-section requirements for neighborhood streets are related to the intensity of land use in the immediate area.

EXHIBIT 8 Neighborhood Street Type Typology

STREET TYPE (TYPOLOGY)	DESCRIPTION	CHARACTERISTICS			
		# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Neighborhood Street	• Serves residential areas • Serves local traffic • No centerline or lane striping required	1 - 2	25 - 30	< 6K	1 - way 2 - way

Huron Street





Service / Alleyways: Morgan 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 9 Service / Alleyways Street Typology

STREET TYPE (TYPOLOGY)	DESCRIPTION	CHARACTERISTICS			
		# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Service / Alleyways	• Narrow roadway • No sidewalks • Provides short service link between two streets	1	Unposted	N/A	1 - way 2 - way

Development Traffic Impacts and Mitigation

New development and redevelopment over 15,000 square feet or greater than 50 residential units are required to meet Traffic Impact Study (TIS) requirements per legislation 11-529.

Developers are required to meet with the BCDOT and conduct a TIS study to determine traffic mitigation from new development, when necessary.

City and Other Agency Projects

ADA Self-Evaluation

The Baltimore City Department of Transportation is currently performing a citywide ADA self-evaluation. Over the next five fiscal years, 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 Maryland Transit Administration (MTA) BaltimoreLink plan was announced in 2015 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 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. 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).
- 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

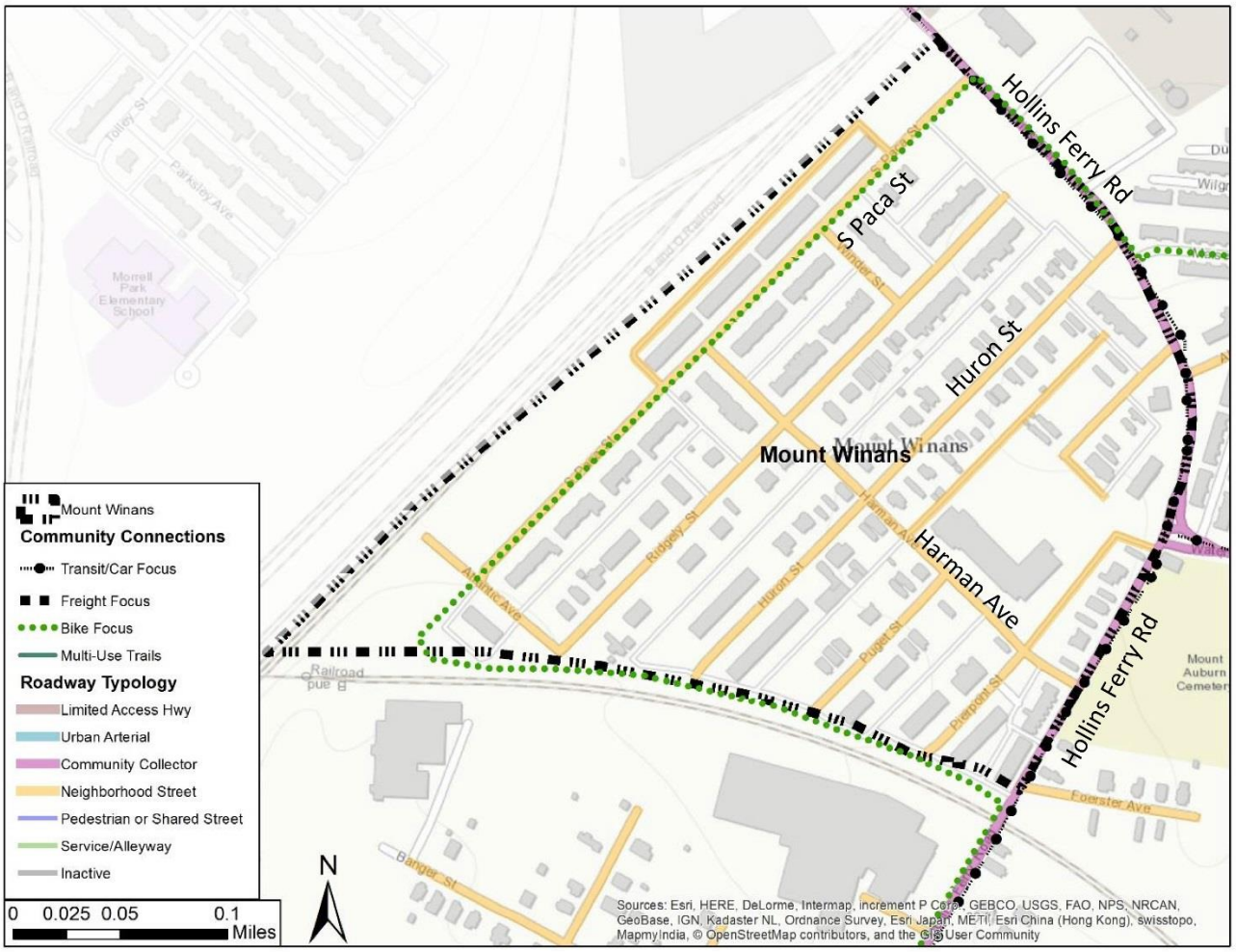
Neighborhood goals must also be considered within a broader context. Connections between communities are essential for all modes of travel.

Exhibit 10 illustrates key community connections for Mount Winans. Hollins Ferry Road provides transit and passenger vehicle connections to adjacent neighborhoods and the city. Hollins Ferry Road needs to accommodate safe comfortable multi-modal transportation.

There are at-grade railroad crossing at both the northern and southern edge of the neighborhood. These railroad crossings need to be upgraded to provide bicycle and pedestrian crossing.

There is an opportunity to create a bicycle/pedestrian trail connecting Mount Winans to Lakeland and Westport using existing park land, right-of-way and railroad right-of-way. The connection is illustrated on exhibit 10 and is also described in detail in the complete streets plan section of this chapter.

EXHIBIT 10 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

BCDOT met with the Mount Winans community on March 21, 2016 to present findings of its Complete Streets Plan. A summary of the Mount Winans Complete Streets Plan was provided for the stakeholders to review.

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 Mount Winans.

The following are priorities for creating a Complete Streets action plan for Mount Winans:

1. Enhance pedestrian safety by refreshing crosswalks at the following location:

Waterview and Hollins Ferry Road

2. Enhance pedestrian safety by adding pedestrian lighting at the following location

- Paca Street at Paca Street Park

Changes to railroad crossings require coordination and cooperation with private railroad, City of Baltimore, and LDC. Costs are dependent on FRA approval, agreement with private railroad, and City of Baltimore. Railroad crossings which need to be upgraded to allow for safe crossing for pedestrians and bicyclists were identified at:

3. Hollins Ferry Road south of Severn Street

4. Hollins Ferry Road south of Forester Street

Transit upgrades

Transit options are important to the residents and business owners in the neighborhood. Transit stops should be inviting, comfortable, and well lit. Once the MTA Baltimore Link project is implemented in June 2017, additional upgrades along transit routes will be identified.

Improve transit amenities at the following locations:

5. Hollins Ferry Road and Harman Avenue

6. Hollins Ferry Road and Waterview Avenue

7. Upgrade fence at Hollins Ferry Road and B&O Park

8. There are missing trees along the entire streetscape of S. Paca Street. The entire street and/or specific portions and tree pits could be replanted as follows:

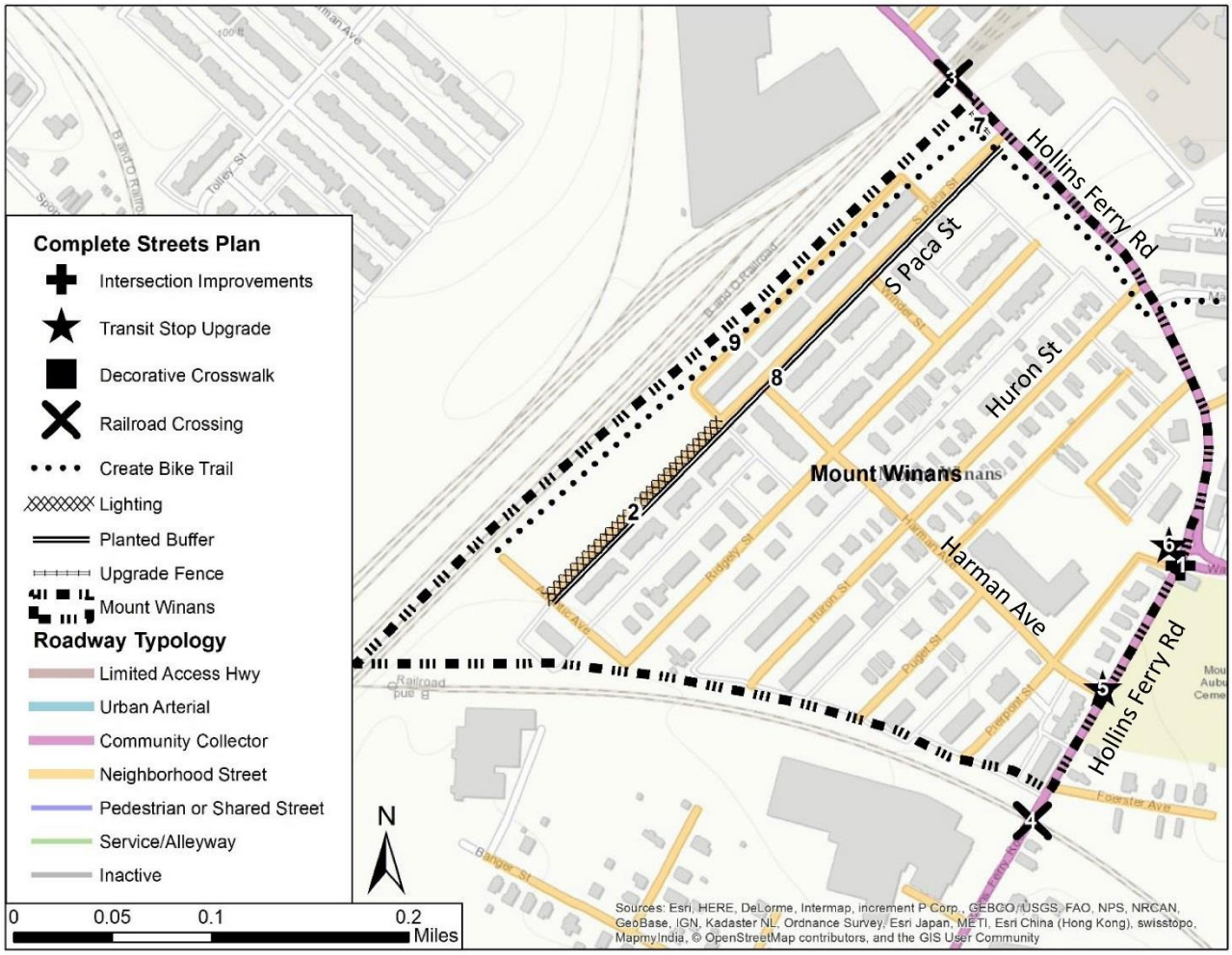
- Provide a specific tree species approved by BCDOT Recreation and Parks, Forestry Division.
- Augment soil amenities as necessary

Greenway Connection:

9. Design and implement a non-automobile transportation connection to link Paca Street Park along the railroad right-of-way (ROW) to the Hollins Ferry and B&O Park, then along Hollins Ferry Road, then along Maisel Court to the Florence Cummings Park and then along Maisel Street to the pedestrian bridge across from I-295 as well as down Nevada Street to the Mount Auburn Cemetery. The Bicycle Master Plan has identified Hollins Ferry Road for a bicycle facility which will link Mount Winans, Westport, and Lakeland providing alternative transportation options and an interconnected community.

The alternative transportation connection would connect two communities directly (Mount Winans and Westport). With the Bicycle Master Plan implementation a future connection to Lakeland will be included.

EXHIBIT 11 Complete Streets Plan Map



The South Baltimore Gateway Complete Streets Plan includes a Resource Guide (Part 3 of the Plan), which provides information for Mount Winans to move forward with the recommendations of this Plan and any future improvements that the neighborhood wishes to pursue.

EXHIBIT 12 Complete Streets Plan Cost Table

PROJECT DESCRIPTION	LOCATION (#) Map reference number	QTY	CAPITAL BUDGET	ANNUAL MAINTENANCE BUDGET	TOTAL BUDGET
Refresh Crosswalks	(1) Waterview Avenue & Hollins Ferry Road	1	$5,000	$25	$5,025
Pedestrian Lighting	(2) Surrounding Paca Street Park Surrounding Hollins Ferry and B&O Park	12	$300,000	$30,000	$330,000
Transit Amenities	(5) Hollins Ferry Road & Harman Avenue (6) Hollins Ferry Road & Waterview Avenue	2	$50,000	$5,000	$55,000
Fence Upgrade	(7) Hollins Ferry and B&O Park (fence near Hollins Ferry Road)	1	$25,000	$2,500	$27,500
Tree Planting	(8) S. Paca Street	20	$30,000	$6,000	$36,000
Rail Road-Crossing Upgrade	(3) Hollins Ferry Road south of Severn Street* (4) Hollins Ferry Road south of Forester Street*				
Greenway Connection	(9)Paca Street Park to Hollins Ferry Road to Maisel St. pedestrian bridge**	1	$1,000,000	$10,000	$1,010,000
TOTAL			**$1,410,000**	**$53,525**	**$1,463,525**

Notes:
All projects are within the Right-of-Way (ROW).
Maintenance budget is the annual operating budget to maintain projects in the ROW.
*Rail roads and crossing require coordination and cooperation with private railroad, City of Baltimore, and LDC. Costs are dependent on FRA approval, agreement with private railroad, and City of Baltimore.
** The Greenway Connection would connect two communities directly (Mount Winans and Westport). Item is included in both community cost estimates. Budget shall be developed with Recreation and Parks and BCDOT.

APPENDIX I: COMPLETE STREETS INVENTORY

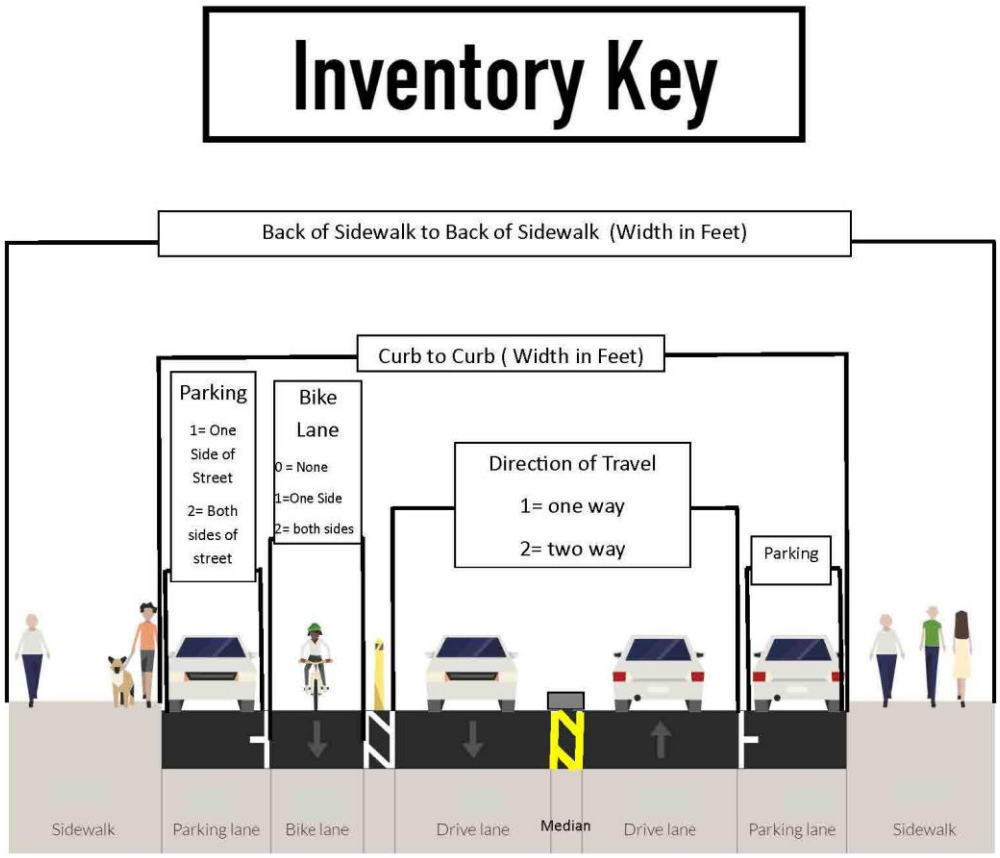
Introduction

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

Community Collector

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
2300 BLK	HOLLINS FERRY ROAD	48	28	2	2	0	1
2300 BLK	HOLLINS FERRY ROAD @Paca Road	45	35	2	2	0	0
2400 BLK	HOLLINS FERRY ROAD	46	34	2	2	0	0
2500 BLK	HOLLINS FERRY ROAD	30	22	2	2	0	0
2600 BLK	HOLLINS FERRY ROAD	30	22	2	2	0	0

Neighborhood Street

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
2300 BLK	ATLANTIC AVE	42	32	2	2	0	2
2600 BLK	FOERSTER AVE	20	20	2	2	0	0
2300 BLK	HARMAN AVE	40	30	2	2	0	2
2300 BLK	HARMAN AVE @Ridgely St	32	22	2	2	0	0
2400 BLK	HARMAN AVE	40	30	2	2	0	0
2500 BLK	HARMAN AVE	42	32	2	2	0	0
2400 BLK	HURON ST	44	34	2	2	0	0
2500 BLK	HURON ST	44	34	2	2	0	0
2600 BLK	HURON ST	45	34	2	2	0	2
2400 BLK	PACA ST	44	34	2	2	0	2
2600 BLK	PACA ST	44	34	2	2	0	2
2600 BLK	PIERPONT ST	44	34	2	2	0	0
2400 BLK	PUGET ST	44	34	2	2	0	0
2600 BLK	PUGET ST	49	36	2	2	0	2
2400 BLK	RIDGELY ST	44	34	2	2	0	2
2500 BLK	RIDGELY ST	44	34	2	2	0	2
2600 BLK	RIDGELY ST @Alley	44	34	2	2	0	2
2600 BLK	RIDGELY ST	55	34	2	2	0	2
2400 BLK	WATERVIEW AVE	35	21	2	2	0	0
2300 BLK	WINDER ST	40	30	2	2	0	2

Service / Alleyways (unlikely to be considered for Complete Streets improvements)

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
2500 BLK	MORGAN ST	16	16	2	2	0	0

***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

BLOCK	STREET	PLANTING SPACES*	EXISTING TREES	TREES MISSING*	SURVEY DATE	SEGMENT LENGTH (Ft)
2300 BLK	ATLANTIC AVE	0	0	0	4/7/2016	540
2300 BLK	HARMAN AVE	0	0	0	4/7/2016	706
2400 BLK	HARMAN AVE	0	0	0	4/7/2016	522
2500 BLK	HARMAN AVE	0	0	0	4/7/2016	138
2300 BLK	HOLLINS FERRY ROAD	0	0	0	4/7/2016	485
2300 BLK	HOLLINS FERRY ROAD	0	0	0	4/7/2016	704
2400 BLK	HOLLINS FERRY ROAD	~11	4	~7	4/7/2016	1053
2500 BLK	HOLLINS FERRY ROAD	0	0	0	4/7/2016	504
2600 BLK	HOLLINS FERRY ROAD	0	0	0	4/7/2016	369
2400 BLK	HURON ST	0	0	0	4/7/2016	146
2500 BLK	HURON ST	0	0	0	4/7/2016	897
2600 BLK	HURON ST	~26	6	~20	4/7/2016	785
2500 BLK	HURON-HOLLINS FERRY	0	0	0	4/7/2016	613
2500 BLK	HURON-PUGET	0	0	0	4/7/2016	895
2600 BLK	PIERPONT ST	0	0	0	4/7/2016	448
2400 BLK	PUGET ST	0	0	0	4/7/2016	497
2600 BLK	PUGET ST	~20	4	~16	4/7/2016	605
2400 BLK	RIDGELY ST	0	0	0	4/7/2016	478
2500 BLK	RIDGELY ST	0	0	0	4/7/2016	526
2600 BLK	RIDGELY ST	~44	7	~37	4/7/2016	1020
2400 BLK	S PACA ST	5	1	4	4/7/2016	470
2600 BLK	S PACA ST	11	0	11	4/7/2016	1572

BLOCK	STREET	PLANTING SPACES*	EXISTING TREES	TREES MISSING*	SURVEY DATE	SEGMENT LENGTH (Ft)
2300 BLK	WINDER ST	0	0	0	4/7/2016	300
2400 BLK	WATERVIEW AVE (Extension of Puget St.)	~6	0	~6	4/7/2016	178

* 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 Mount Winans 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 are 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

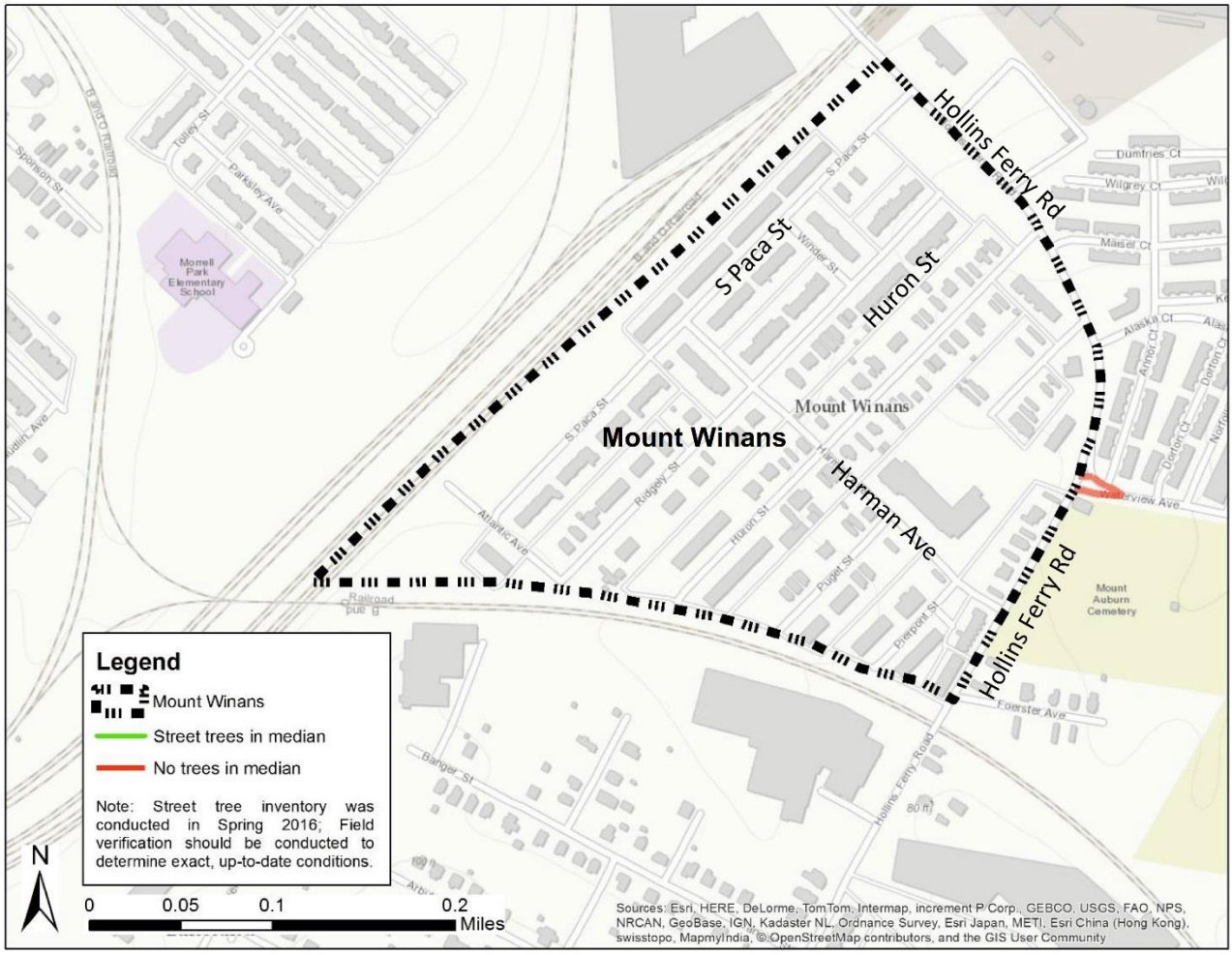


EXHIBIT 2 Street Trees On Each Side of the Street

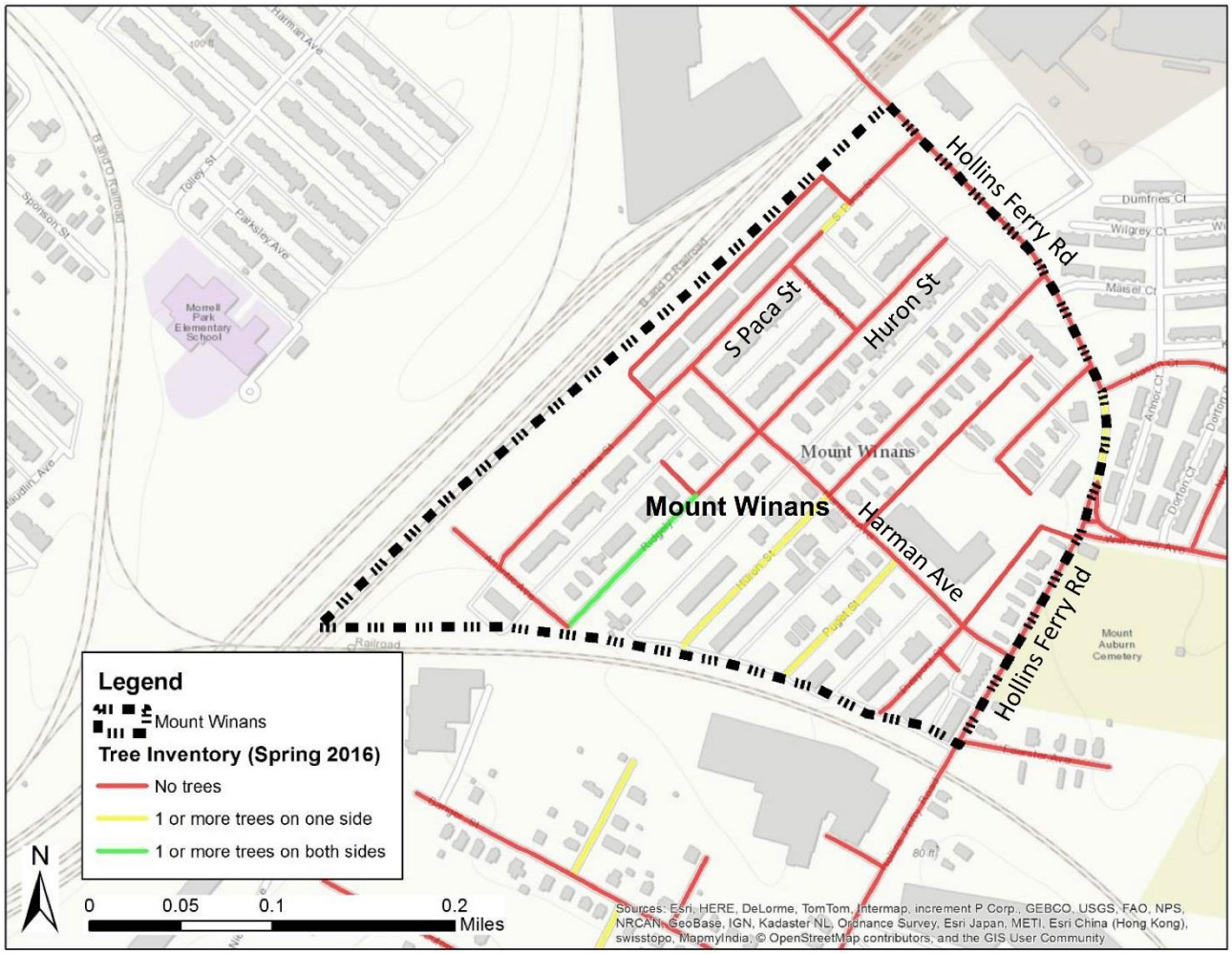
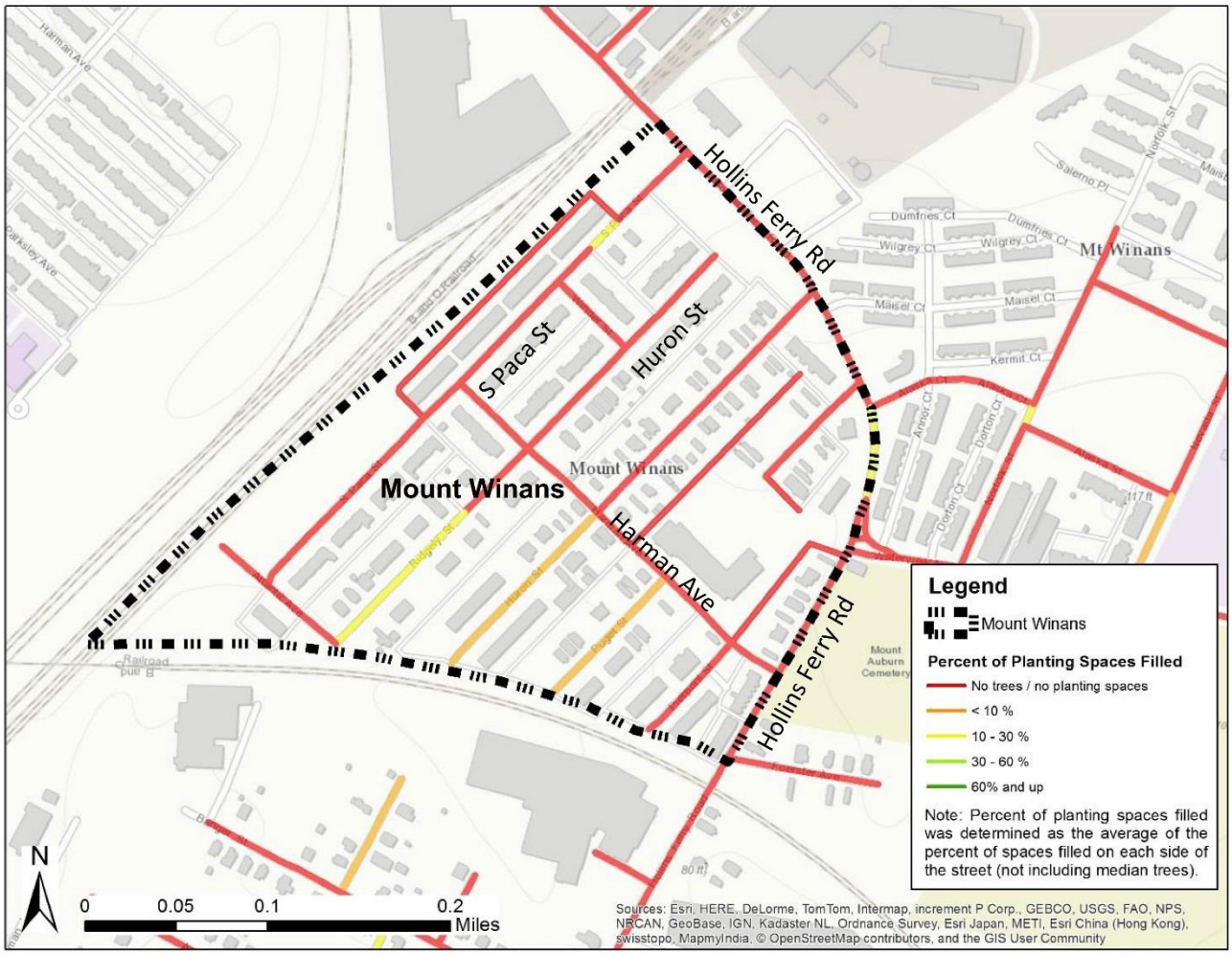
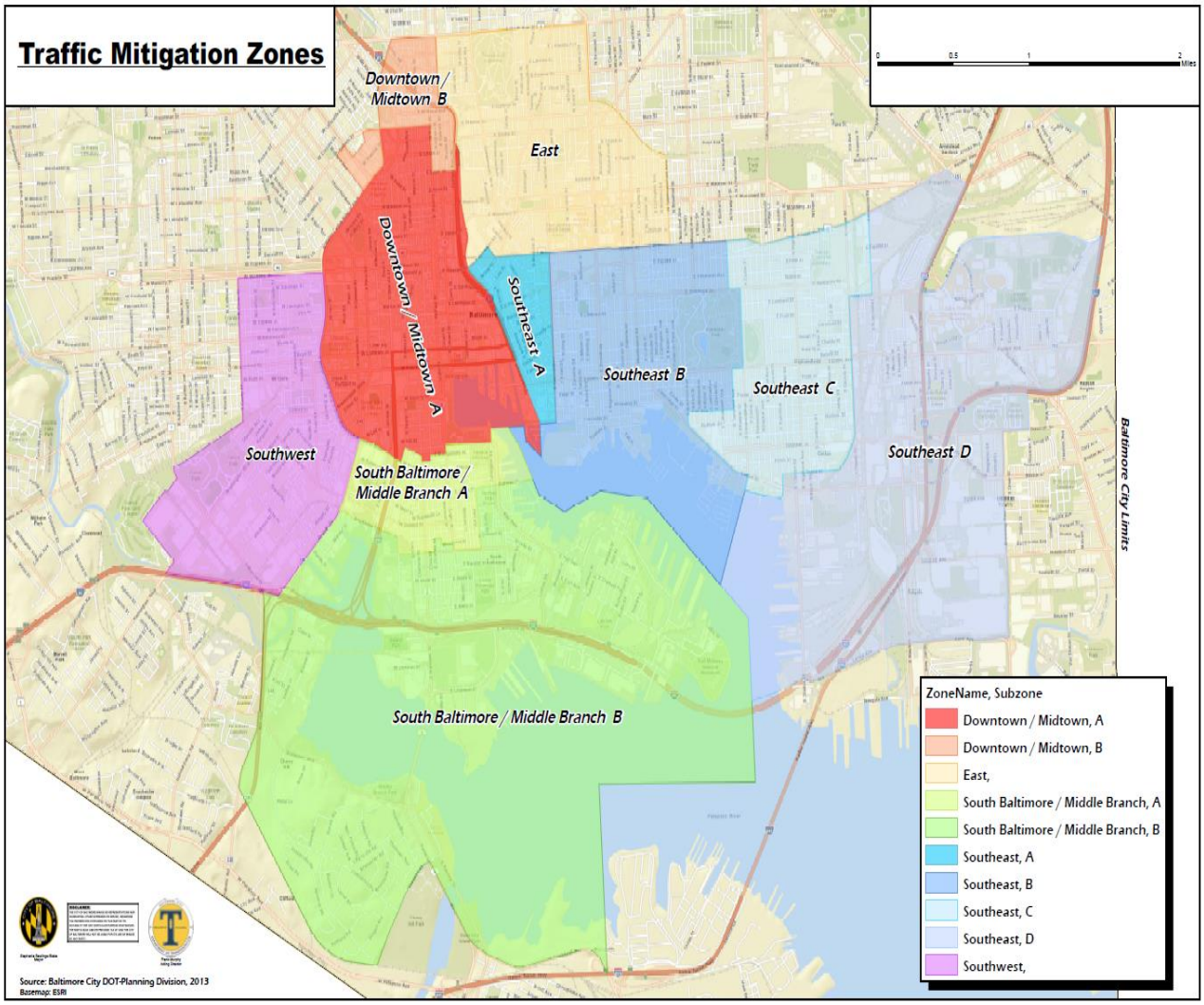


EXHIBIT 3 Percent of Planting Spaces Filled



APPENDIX III: TRAFFIC MITIGATION ZONES

Baltimore City Department of Transportation Traffic Mitigation Zones



APPENDIX IV: Photo Guide

PHOTO GUIDE - MOUNT WINANS

BLOCK	NSEW	STREET	NEIGHBORHOOD	PHOTO NUMBER
2300		ALLEY-ATLANTIC-HARMAN	Mount Winans	2012
2300		ATLANTIC AVE	Mount Winans	630
2300		ATLANTIC AVE	Mount Winans	933
2300		ATLANTIC AVE	Mount Winans	1413
2300		ATLANTIC AVE	Mount Winans	1541
2300		ATLANTIC-HARMAN	Mount Winans	825
2600		FOERSTER AVE	Mount Winans	2644
2300		HARMAN AVE	Mount Winans	1140
2300		HARMAN AVE	Mount Winans	2187
2300		HARMAN AVE	Mount Winans	2655
2300		HARMAN AVE	Mount Winans	2879
2300		HARMAN AVE	Mount Winans	2993
2400		HARMAN AVE	Mount Winans	139
2400		HARMAN AVE	Mount Winans	752
2400		HARMAN AVE	Mount Winans	2563
2500		HARMAN AVE	Mount Winans	949
2500		HARMAN AVE	Mount Winans	2212
2400		HARMAN-HOLLINS FERRY	Mount Winans	424
2400		HARMAN-HOLLINS FERRY	Mount Winans	1782
2300		HOLLINS FERRY ROAD	Mount Winans	3170
2400		HOLLINS FERRY ROAD	Mount Winans	144
2400		HOLLINS FERRY ROAD	Mount Winans	370
2400		HOLLINS FERRY ROAD	Mount Winans	732
2400		HOLLINS FERRY ROAD	Mount Winans	1855
2400		HOLLINS FERRY ROAD	Mount Winans	1353
2400		HOLLINS FERRY ROAD	Mount Winans	2390
2500		HOLLINS FERRY ROAD	Mount Winans	1182
2500		HOLLINS FERRY ROAD	Mount Winans	1983
2600		HOLLINS FERRY ROAD	Mount Winans	405
2600		HOLLINS FERRY ROAD	Mount Winans	1000
2400		HURON ST	Mount Winans	80
2400		HURON ST	Mount Winans	207
2500		HURON ST	Mount Winans	829
2600		HURON ST	Mount Winans	1677A
2600		HURON ST	Mount Winans	1677
2500		HURON-HOLLINS FERRY	Mount Winans	1435
2500		HURON-PUGET	Mount Winans	1886
2600		HURON-PUGET	Mount Winans	2189
2600		HURON-PUGET	Mount Winans	2189A

2400		MAISEL CT	Mount Winans	2496
2400	S	PACA ST	Mount Winans	245
2400	S	PACA ST	Mount Winans	809
2400	S	PACA ST	Mount Winans	1615
2400	S	PACA ST	Mount Winans	1945
2600	S	PACA ST	Mount Winans	165
2600	S	PACA ST	Mount Winans	282
2600	S	PACA ST	Mount Winans	1779
2400		PACA-RIDGELY	Mount Winans	757
2500		PACA-RIDGELY	Mount Winans	2714
2600		PACA-RIDGELY	Mount Winans	217
2600		PACA-RIDGELY	Mount Winans	736
2600		PIERPONT ST	Mount Winans	1932
2600		PIERPONT ST	Mount Winans	2656
2600		PIERPONT-HOLLINS FERRY	Mount Winans	99
2600		PIERPONT-HOLLINS FERRY	Mount Winans	135
2400		PUGET ST	Mount Winans	108
2400		PUGET ST	Mount Winans	1456
2400		PUGET ST	Mount Winans	1709
2600		PUGET ST	Mount Winans	2453
2400		PUGET-HOLLINS FERRY	Mount Winans	1150
2600		PUGET-PIERPONT	Mount Winans	984
2400		RIDGELY ST	Mount Winans	1200
2400		RIDGELY ST	Mount Winans	2669
2500		RIDGELY ST	Mount Winans	671
2600		RIDGELY ST	Mount Winans	44
2600		RIDGELY ST	Mount Winans	975
2600		RIDGELY ST	Mount Winans	2268A
2600		RIDGELY ST	Mount Winans	2268
2600		RIDGELY-HURON	Mount Winans	1100
2500		RIDGELY-HURON ST	Mount Winans	1334
2600		TOLLEY-PACA	Mount Winans	1428
2400		WATERVIEW AVE	Mount Winans	854
2500		WATERVIEW AVE	Mount Winans	820
2300		WINDER ST	Mount Winans	1076
2300		WINDER ST	Mount Winans	1301
2300		WINDER-ALLEY-HOLLINS FERRY ST	Mount Winans	704
2300		WINDER-ALLEY-HOLLINS FERRY ST	Mount Winans	2275

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