

Title 14 DEPARTMENT OF TRANSPORTATION

Subtitle 09 TRAFFIC

CHAPTER 01 TRAFFIC CALMING

Authority: Baltimore City Code, Article 31, §§2-2 and 2-5.

14.09.01.01. Authority and Applicability.

- A. These rules and regulations are promulgated by the Baltimore City Department of Transportation (“DOT”) pursuant to City Code Article 31, §§ 2-2 and 2-5.
- B. Applicability of the Traffic Calming regulations will be subject to
 - (1) the Highway Functional Classification per the Federal Highway Administration, and
 - (2) the Street Typology defined in the Baltimore City Complete Streets Manual,
 - (a) posted on the DOT website at <https://transportation.baltimorecity.gov/completestreets>; and
 - (b) to be incorporated into the Code of Baltimore Regulations Annotated.

14.09.01.02 Definitions.

- A. In this chapter, the following terms have the meanings indicated.
- B. Terms Defined.
 - (1) “Arterial street” include freeways, multilane highways, and other important roadways that supplement the United States Interstate System.
 - (2) “BCDOT” or “DOT” means Baltimore City Department of Transportation.
 - (3) “BCFD” means Baltimore City Fire Department.
 - (4) “Collector street” means major and minor roads that connect local roads and streets with arterials.
 - (5) “Complete Streets” or “Complete Streets Manual” means a program in Baltimore City that enables access, mobility, economic development, attractive public spaces, health, and well-being for all people.
 - (6) “Local or neighborhood street” means roads that service limited vehicular traffic and are the primary access to residential areas, neighborhoods, and other local areas.
 - (7) “Prioritization process” means procedure by which streets are selected and ranked for traffic calming projects.
 - (8) “Service Request (SR)” or “311 Service Request” means a request made via phone or online to the Baltimore City 311 System.
 - (9) “Stakeholder” means individuals or entities that are affected by this regulation.

- (10) “Traffic Calming” means devices or methods used to slow the speed of traffic or reduce volume of traffic.

14.09.01.03 Initiation of the Traffic Calming Process.

- A. Stakeholder requesting a traffic calming device in a neighborhood on a local or collector street shall:
- (1) live along the roadway in the neighborhood;
 - (2) own or operate a business along the roadway in the neighborhood
 - (3) represent a school in the neighborhood;
 - (4) represent a Community Organization in the neighborhood; or
 - (5) be a public, elected official, or his or her designee, whose district’s boundaries are within or include a portion of the City of Baltimore.
- B. Arterial streets are
- (1) not subject to the requirements for local or collector streets; and
 - (2) subject to a separate investigation process for alternative traffic calming measures.
- C. To initiate the traffic calming process, the Stakeholder must complete a 311 Service Request by:
- (1) calling 311; or
 - (2) filling out an online survey
 - (a) through the mobile phone application for 311 Service Requests; or
 - (b) on the 311 website, which can be found at <https://311services.baltimorecity.gov/>.
- D. A Stakeholder shall provide the following information to be considered for a traffic calming request:
- (1) first and last name;
 - (2) email address or phone number;
 - (3) residential street address;
 - (4) start and end points of the roadway segments where the need for traffic calming should be investigated;
 - (5) a specific address or location where speed or cut-through traffic are of concern;
 - (6) any relevant and necessary information regarding the traffic calming service request.

- E. For DOT to consider a Service Request, the Stakeholder must provide information that is
 - (1) accurate, and
 - (2) complete.
- F. After submission, the stakeholder will be given:
 - (1) a time period for receiving an update for the service request;
 - (2) the service request number; and
 - (3) if using online or mobile application, a confirmation email with:
 - (a) A copy of the completed service request form; and
 - (b) The information listed above in Regulation .03. D.

14.09.01.04 Investigation of Traffic Calming Request.

- A. The BCDOT shall
 - (1) evaluate the need and feasibility of traffic calming, and
 - (2) simultaneously provide the Service Request to the BCFD for notification and feedback.
- B. Data collection and analysis shall proceed immediately following the BCDOT determination of a valid request for traffic calming.

14.09.01.05 Data Collection and Analysis.

- A. BCDOT Traffic Division shall collect data within the study corridor.
- B. The information collected will be analyzed by BCDOT to determine if traffic calming is
 - (1) warranted, and
 - (2) feasible.
- C. Data collection units may be deployed on site to collect data related to speed.
- D. Data collection units shall be deployed based on engineering judgement.
- E. A site visit may be conducted to document conditions including:
 - (1) roadway grade;
 - (2) roadway width and cross-section;
 - (3) roadway horizontal geometry;
 - (4) lane configurations;
 - (5) adjacent land-use;
 - (6) multimodal traffic operations; and

(7) other related geometric and operational roadway features.

F. The following elements may be reviewed:

- (1) crash data over the previous 6 years;
- (2) street type and target speed using the Baltimore Complete Streets Manual; and
- (3) Equity Priority Zones.

G. Local and collector roadways with longitudinal grades of 8 percent or lower that meet the traffic calming criteria for need and feasibility can proceed to the prioritization process.

H. The following roadways require further engineering review to determine the applicability and feasibility of traffic calming or other mitigation measures:

- (1) arterial roadways and
- (2) local roadways with longitudinal grades greater than 8 percent.

14.09.01.06 Prioritization Process.

A. Following data collection BCDOT will:

- (1) move the traffic calming Service Request forward to the prioritization process;
- (2) issue a statement to the Stakeholder denying the Service Request; or
- (3) flag the Service Request for further engineering review, including possible further review by BCFD.

B. DOT may prioritize

- (1) severity and prevalence of speeding based on initial data investigation and historical data;
- (2) severity and prevalence of crashes based on historical data;
- (3) school zones; and
- (4) Equity Zones as identified on DOT's Equity Map.

C. Prior to the beginning of construction season, the prioritization process will determine the construction program on an annual basis.

14.09.01.07. Community Involvement.

A. Upon approval, BCDOT shall notify community Stakeholders and provide a two-week comment period by

(1) mailing postcards to stakeholders, along the roadway and within the neighborhood, that allow Stakeholders to request to opt-out of traffic calming measures.

(2) Postcards may include:

- (a) a summary of the plan for traffic calming;

- (b) a phone number where a Stakeholder can get more information regarding opting out;
- (c) an email address to which a Stakeholder can send an email regarding opting out; and
- (d) online website address with additional details.

B. BCDOT may post a sign on the street in question with same information.

C. For opt-out requests

(1) Only opt-out requests from residents of the street will be tallied in the opt-out percentage.

(2) Stakeholder may be required to provide proof of residency when opting out.

14.09.01.08 Construction Scheduling

A. Upon conclusion of the public comment period and pending funding availability, BCDOT will schedule the traffic calming devices or measures for installation using the location's score from the prioritization process.

B. Local and collector streets that are approved for the installation of traffic calming measures will be scheduled for construction on an annual basis.

C. Arterial streets may be scheduled for construction separately from local and collector streets to allow for additional analysis, more comprehensive treatments, or other factors.

14.09.01.09 Review

After installation of traffic calming devices, BCDOT may review traffic calming devices for effectiveness.

14.09.01.10 Traffic Calming Devices

A. Types and descriptions of traffic calming devices are available for review within the Design Guidance section of the Baltimore Complete Streets Manual.

B. Options for traffic calming devices include:

- (1) speed humps, speed tables, and speed cushions;
- (2) curb extensions, also known as bumpouts or bulb-outs
- (3) rumble strips;
- (4) hardened centerline treatments
- (5) raised crosswalks;
- (6) raised intersections
- (7) chicanes;

- (8) mini-roundabouts, also known as neighborhood traffic circles;
- (9) traffic signal timing and operations;
- (10) vehicle access restrictions, such as median diverters;
- (11) traffic signal timing and operations;
- (12) reduction in travelway width;
- (13) reduction in number of through lanes (travel lanes);
- (14) Slow Streets treatments;
- (15) any combination of these devices;
- (16) other available treatments or devices.

Administrative History

Effective Date: _____