BALTIMORE COMPLETE STREETS

2023 and 2024 Annual Report

Message from Mayor Brandon M. Scott

Dear Residents and Friends of Baltimore City,

Building accessible and reliable transportation infrastructure that prioritizes the safety of all residents is one of our most important responsibilities as a City. To that end, I am pleased to present the 2023 and 2024 Combined Annual Report which highlights the significant strides we have made through our Complete Streets initiative. Over the past two years, our city has continued to embrace a vision that prioritizes safety, accessibility, and equity for all residents—whether they walk, bike, drive, or use public transit.

Baltimore adopted the Complete Streets Ordinance in 2018 to ensure our city took a comprehensive approach to our infrastructure designs and prioritized our most vulnerable populations that rely on alternative transportation. Since then, we've completed our Complete Streets Manual and are now working to improve safety for all users of the city's transportation system, no matter how they travel or in what part of town they reside.

This annual report highlights the Complete Streets improvements recently implemented by the Baltimore City Department of Transportation (BCDOT). In February 2023, we were awarded a $1 million Safe Streets For All grant for our Vision Zero Action Plan to create a roadmap of investments that will help Baltimore City eliminate traffic deaths and serious injuries. This grant is a partnership with the University of Maryland, Morgan State University, and Johns Hopkins University. Then in October 2023, the city received a $9.92 million grant piloting recommendations from the Action Plan, including 10 – 15 miles of Complete Streets infrastructure, Ciclovia programming of the entire Greenway Trails Network, and a Complete Streets communications campaign.

The city was also awarded a $3 million Highway Safety Improvement Program (HSIP) grant to implement pedestrian crossing safety upgrades at 20 locations citywide. This will include the first installation of Hybrid Pedestrian Beacons (HAWKs) in Baltimore City.

We still have more work to do, but with the exciting progress outlined in this report and more opportunities on the horizon, our city is well positioned to continue meeting our commitments under the Complete Streets framework. We will continue our focus on prioritizing safety for all users of the transportation system and continue working to create a city where everyone can travel safely and efficiently. Our implementation of Complete Streets practices are the building blocks for creating a comprehensive transportation network that equitably serves all users throughout the city, and together we will keep building our city's infrastructure in a way that works for all residents.

Respectfully,

Brandon M. Scott
Mayor, City of Baltimore

Message from Director Corren Johnson

Dear Friends,

As Director of the Baltimore City Department of Transportation (BCDOT), it is my passion to create an effective, equitable, and dependable transportation network that is safe for all users. In our ongoing efforts to implement Completes Streets elements throughout the city, I am pleased to present Baltimore's third Annual Complete Streets Report (2023 and 2024) which highlights our progress and achievements over the past two years.

The Complete Streets initiative has been a monumental endeavor for creating safer and more accessible transportation options for all. Using Complete Streets concepts, the BCDOT now focuses on planning, designing, and constructing new transportation projects by prioritizing pedestrians, bicyclists, transit riders, and persons of all abilities. This report examines the distribution of improvements throughout the City's neighborhoods and evaluates data based on key equity measures. The BCDOT is committed to delivering equitable infrastructure improvements that enhance the quality of life for all who live in our great city.

Since our last report, we've added miles of dedicated bus lanes, installed over 400-speed humps for traffic calming, planted more than 4,000 trees, and completed over 400 sidewalk repair projects in city communities. Additional projects being completed include the extension of key separated bicycle facilities, including on Harford Rd and Mount Royal, and the planning for the Wolfe & Washington Traffic Calming and bike facility project. I am proud of all the Complete Streets milestones that have been achieved through this program.

Our work towards Complete Streets is a collective effort, and I want to thank all our partners, community members, and city staff who have contributed to these achievements. Together, we are creating a transportation system that serves everyone and makes our city a safer, greener, and more vibrant place to live.

Our journey towards a fully integrated network is ongoing and The BCDOT is committed to creating a transportation system that everyone can use safely and efficiently, regardless of their mode of travel.

Sincerely,

Corren Johnson, Director

INTRODUCTION

Purpose of Report

This is the third Annual Complete Streets Report following the adoption of Baltimore City's Complete Streets Manual. The Annual Complete Streets Report assesses the status of Baltimore City's transportation system through an equity lens. The report contains assessments of the transportation system using the measures established in Baltimore's Complete Streets Ordinance to the extent that data is available. This report includes data from 2022 and 2023.

Baltimore's Complete Streets Ordinance, adopted on December 6, 2018, states:

The Department shall construct and operate a comprehensive Complete Streets Transportation System that enables access, mobility, economic development, attractive public spaces, health, and well-being for all people. This Transportation System must be designed and operated in ways that ensure the safety, security, comfort, access, and convenience of all users of the streets. This includes pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers. This transportation system must include integrated networks of connected facilities accommodating all modes of travel.

The Complete Streets Ordinance also committed to a more formal equity evaluation for selecting transportation projects. Transportation projects should be prioritized in places with a greater need for improved transportation services. Equitable distribution of transportation services and transportation improvements enhances opportunities for Baltimore residents regardless of access to a personal vehicle. In addition to assessing the inventory of transportation infrastructure in Baltimore's overall transportation system, this report also evaluates the distribution of infrastructure through an equity lens by tracking the sociodemographic trends of where investments occur.

Modal Hierarchy

Baltimore's Modal Hierarchy refers to the priority, in terms of space and investment, that different transportation modes should receive. The hierarchy was established in the Complete Streets Ordinance and clarified in the Complete Streets Manual, prioritizing the safety and accessibility of transportation modes other than single-occupant vehicles. Baltimore's citywide modal hierarchy is:

1. **Walking**
2. **Cycling/ Public Transit/ Micromobility**
3. **Taxi/Commercial Transit/Shared Vehicles**
4. **Single Occupant Automobiles**

The modal hierarchy serves as the framework for this report, and implementation of transportation infrastructure and improvements should reflect the priorities it establishes. This report organizes the required performance measures by transportation mode to highlight progress as well as areas of need for each mode.

Conflicts between State/ Federal Standards and Local Requirements

No conflicts between State/Federal Standards and Local Requirements were reported by Baltimore City DOT.

Data Availability

The Census Bureau American Community Survey (ACS) releases data from the prior year in the fourth quarter of the following year. For example, 2022 ACS data was released in the fourth quarter of 2023. Limitations in data availability are reported in the individual performance measures that follow.

Census Data Definitions

These terms related to ACS/Census data are used throughout the report and are defined here.

Census Tracts are subdivisions of Baltimore City that are defined by the U.S. Census Bureau with input from local stakeholders. The boundaries are updated prior to each decennial census, but the boundaries are drawn with the intention of being maintained over time so that long-term comparisons can be made. According to the Census Bureau, Census Tracts generally encompass 1,200 to 8,000 people, with an optimum size of 4,000 people. Census Tract boundaries generally follow visible and identifiable features.

Census Block Groups are subdivisions of Census Tracts and generally encompass 600 to 3,000 people.

A **Housing Unit** is defined by the Census Bureau as "a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants do not live and eat with other persons in the structure and which have direct access from the outside of the building or through a common hall."

A **Household** includes all the people who occupy a housing unit as their usual place of residence. A person living alone in a housing unit and a group of unrelated people sharing a housing unit would both count as a single household.

Transportation Equity

As required by the Complete Streets Ordinance, this report analyzes the geographic distribution of infrastructure investments and other data types based on equity measures. These measures come from 2022 ACS data.

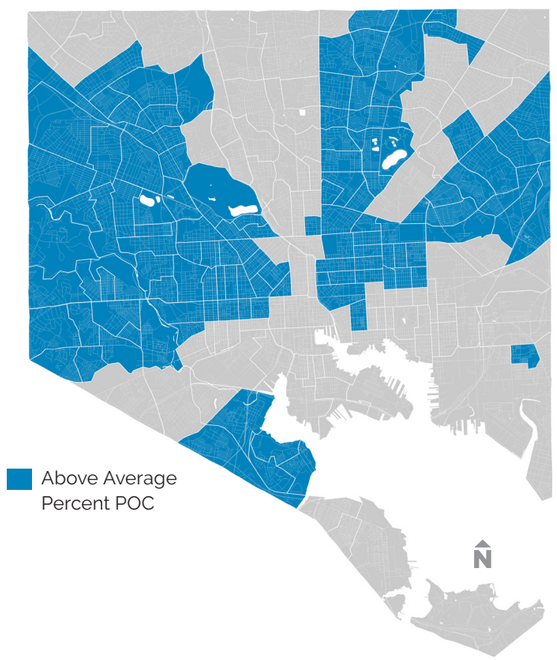
The geographies of focus are:

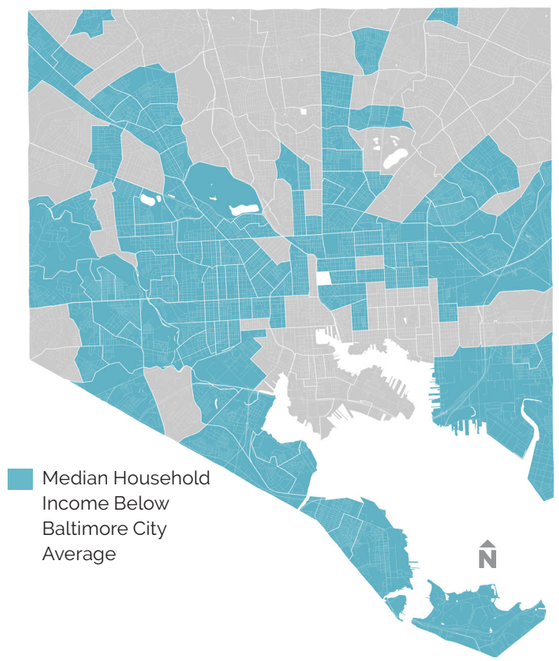
Census tracts with an above-average percentage people of color (POC)[1]

- In 2022, 67 percent of the Baltimore City population was non-white.
- 49 percent of Baltimore City's land area was comprised of Census tracts with a POC population greater than 67 percent, which is the citywide percentage of residents who are POC

Census tracts with median income below citywide median income.

- In 2022, the median household income in Baltimore City was $58,349.
- 52 percent of Baltimore City's land area is comprised of tracts where the median income was below Baltimore City's median income. In this report, such areas are referred to as "below median income" areas.

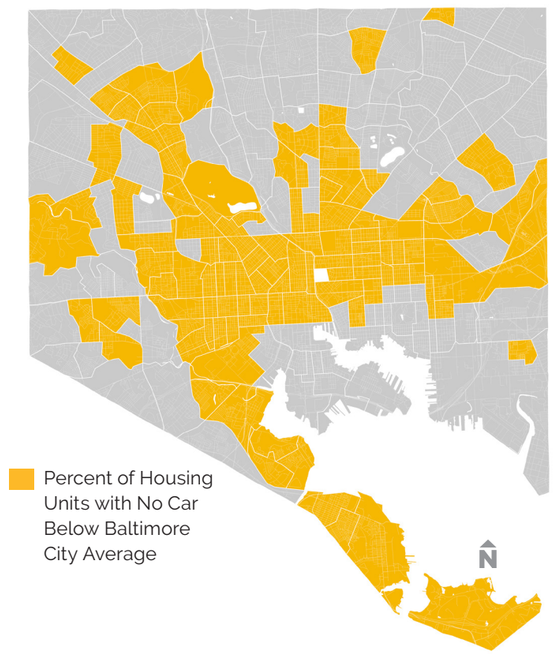




[1] *This report calculates the number of people of color in a given geography as the sum of Black and Hispanic/Latino residents.*

Census tracts with an above-average number of households with no car available.

- In 2022, 26.4 percent of households in occupied housing units lacked access to a car.
- 36 percent of Baltimore City's land area is comprised of census tracts with above-average households with no car available.



Navigating the Performance Measures

This report includes the following performance measures for complete streets in Baltimore City:

SYSTEMWIDE IMPROVEMENTS & SAFETY

Commute Mode Share
Commute Times
Year-Over-Year Changes in Crash Data
Green Stormwater Infrastructure
Number of Street Trees Added
Speed Hump Installations
Quick Build Projects
Resurfacing Projects
Main Street Business Inventory

WALKING INFRASTRUCTURE

Public Space Infrastructure Added for Pedestrians
Sidewalk Maintenance

BIKE INFRASTRUCTURE

Bike Facilities Maintenance Locations
Length of Bike Facilities
Number of Intersections Redesigned for Bikes

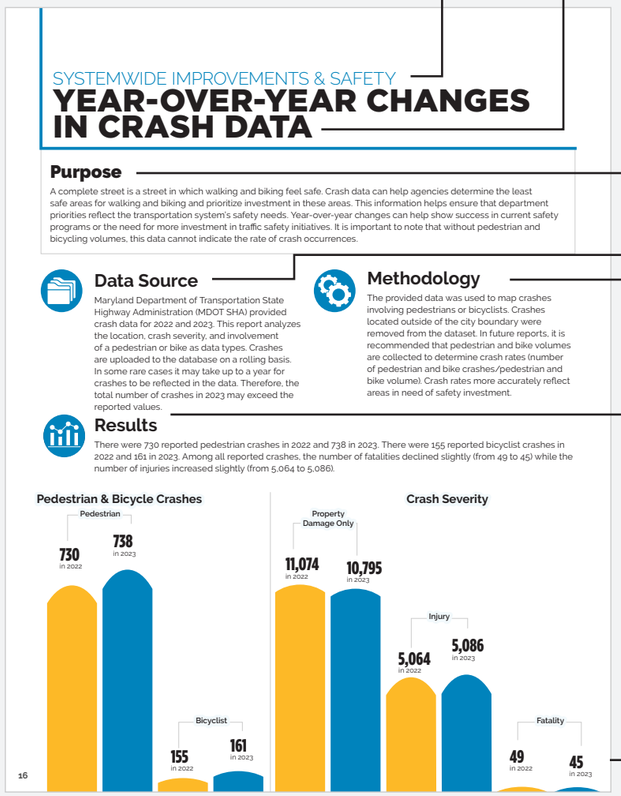
TRANSIT

Intersections Redesigned for Transit
Bus Shelters
Dedicated Bus Lanes
Transit On-Time Performance

THIS IS A GUIDE TO NAVIGATING THE PERFORMANCE MEASURE PAGES.

Top Blue Text: Mode Category

Top Black Text: Title of Performance Measure



Purpose: This section describes the purpose of each performance measure and how results are displayed.

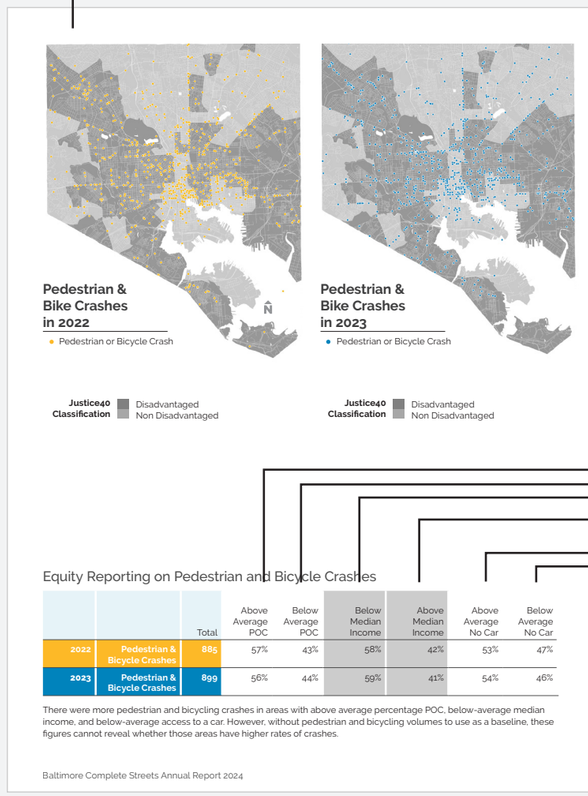
Data Source: This section describes the data source for each measure, the level of detail provided, and any data limitations.

Methodology: This section describes the method used to process and analyze the provided data.

Results: This section will describe key results and trends.

Results graph section: This section will include graphs and other graphics to explain the results.

Results map section: In this section, results will be mapped over the Justice40 disadvantaged tract layer in Baltimore City. Justice40 is a presidential initiative that requires 40 percent of the benefits of investments in infrastructure and climate mitigation go towards disadvantaged areas. A larger version of the Justice40 map can be found on the following page.



Equity Reporting on Pedestrian and Bicycle Crashes

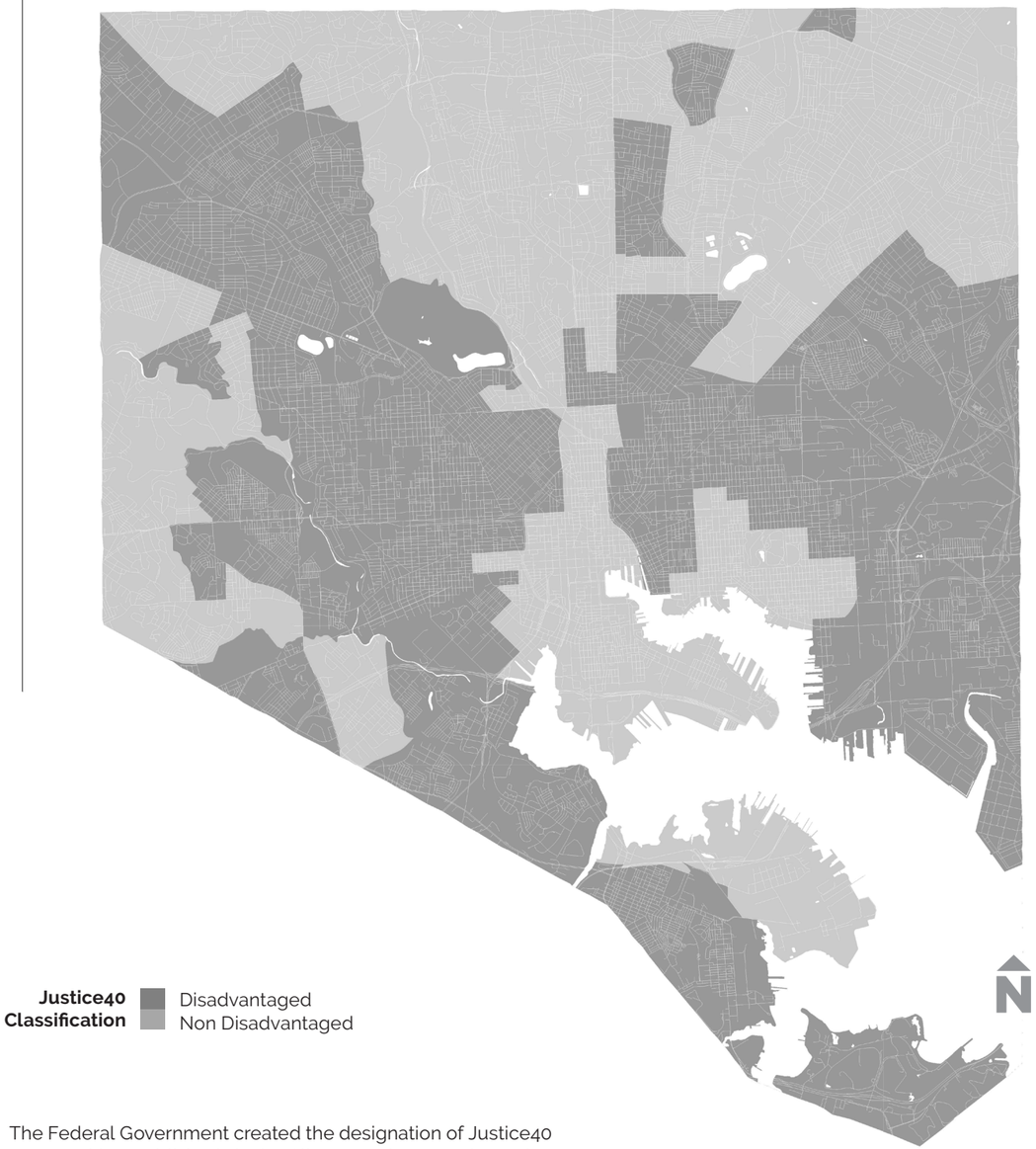
		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	Pedestrian & Bicycle Crashes	885	57%	43%	58%	42%	53%	47%
2023	Pedestrian & Bicycle Crashes	899	56%	44%	59%	41%	54%	46%

There were more pedestrian and bicycling crashes in areas with above average percentage POC, below-average median income, and below-average access to a car. However, without pedestrian and bicycling volumes to use as a baseline, these figures cannot reveal whether those areas have higher rates of crashes.

Baltimore Complete Streets Annual Report 2024 17

Equity Reporting Section: This section reports the distribution of data according to the equity geographies described above.

- The percentage of relevant data/infrastructure within Census tracts with an above-average percentage of people of color (POC).
- The percentage of relevant data/infrastructure within Census tracts with a below-average percentage of POC.
- The percentage of relevant data/infrastructure within Census tracts with below-average median household income.
- The percentage of relevant data/infrastructure within Census tracts with above-average median household income.
- The percentage of relevant data/infrastructure within Census tracts with an above-average percentage of occupied housing units with no car available.
- The percentage of relevant data/infrastructure within Census tracts with a below-average percentage of occupied housing units with no car available.



The Federal Government created the designation of Justice40 communities, published via the Climate and Economic Justice Screening Tool (CEJST). The designation is defined by census tract, noting "Communities that are disadvantaged live in tracts that experience burdens." The interactive map can be found at https://screeningtool.geoplatform.gov/

PERFORMANCE MEASURES

SYSTEMWIDE IMPROVEMENTS & SAFETY

COMMUTE MODE SHARE

Purpose

Complete streets are planned, designed, and operated with all types of transportation in mind. Not only should they enable more active and sustainable modes of travel, they should also encourage them. Successful complete streets implementation equitably improves the experience and accessibility of all users and provides commute options for residents. Complete streets implementation can help reduce commute times by enabling a greater dispersion of commuters across transportation modes, thereby decreasing car congestion.

Data Source

The United States Census Bureau's American Community Survey collects commute mode share data for all workers aged 16 and over for each Census Tract. At the time of publication of the 2024 Complete Streets Annual Report, the most recent available data was the 2022 5-Year Estimate. This includes an average of data collected from 2018 through 2022.

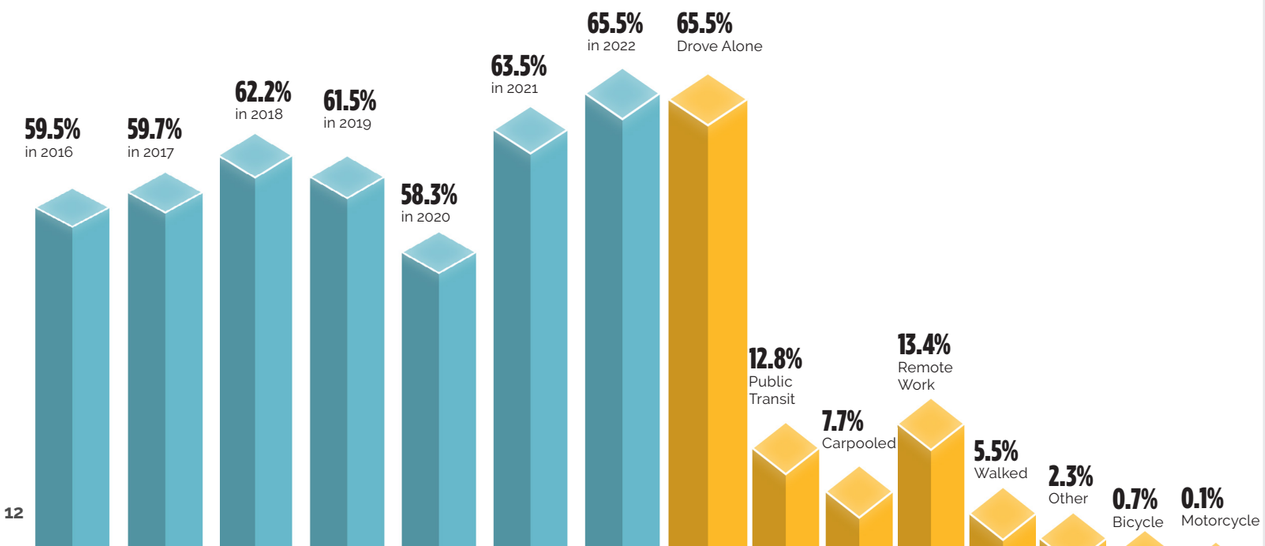
Methodology

ACS data and tract geometries were downloaded from the Census website.

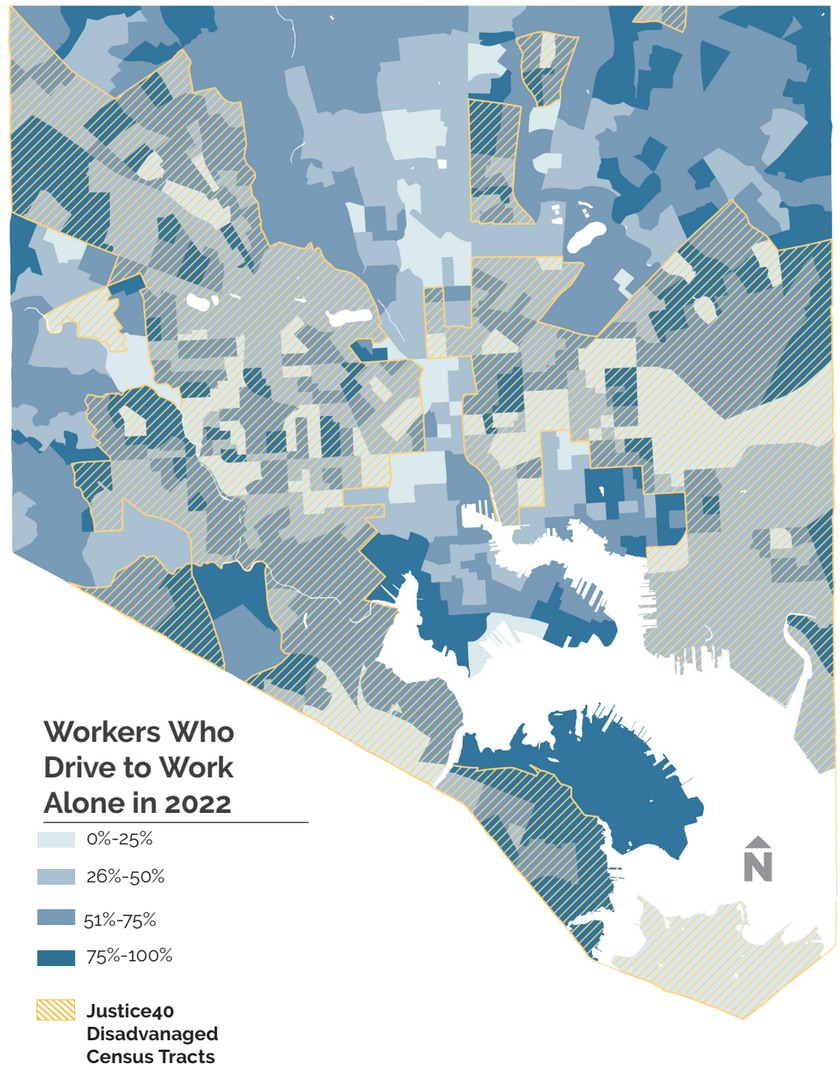
Results

A higher percentage of Baltimore City residents commuted to work by driving alone in 2022 than in previous years. Remote work increased from 6.2 percent in 2020 to 13.4 percent in 2022, while public transit commuting decreased from 19.1 percent to 12.8 percent.

Historical Percentage of Workers Driving to Work Alone



2022 Commute Mode



Equity Reporting on Commute Mode Share

		Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	Percent of Commuters Who Drove to Work Alone	64%	70%	61%	71%	57%	72%

For each equity geography, a weighted average of the percentage of workers driving alone to work was calculated. Although driving alone was the most common form of commutein all census tracts that were evaluated, driving alone was more common among residents of tracts with below average percentage POC, above average median income, and above average access to a car.

SYSTEMWIDE IMPROVEMENTS & SAFETY

COMMUTE TIMES

Purpose

Commute times are an equity issue in Baltimore City. According to the Baltimore Neighborhood Indicators Alliance (BNIA), the percent of workers in a neighborhood that travel more than 45 minutes to get to work is strongly correlated with population decline in a neighborhood as well as job retention.[1] In 2020, 21.2% of Baltimore City workers age 16 and over had a commute time of 45 minutes or more.[2] Complete streets implementation increases access to alternative commuting options. It encourages mode shift among commuters and can help reduce vehicle congestion.

Data Source

The United States Census Bureau's American Community Survey collects commute mode share data for all workers aged 16 and over for each Census Tract. At the time of publication of the 2024 Complete Streets Annual Report, the most recent available data was the 2022 5-Year Estimate. This includes an average of data collected from 2018 through 2022.

Methodology

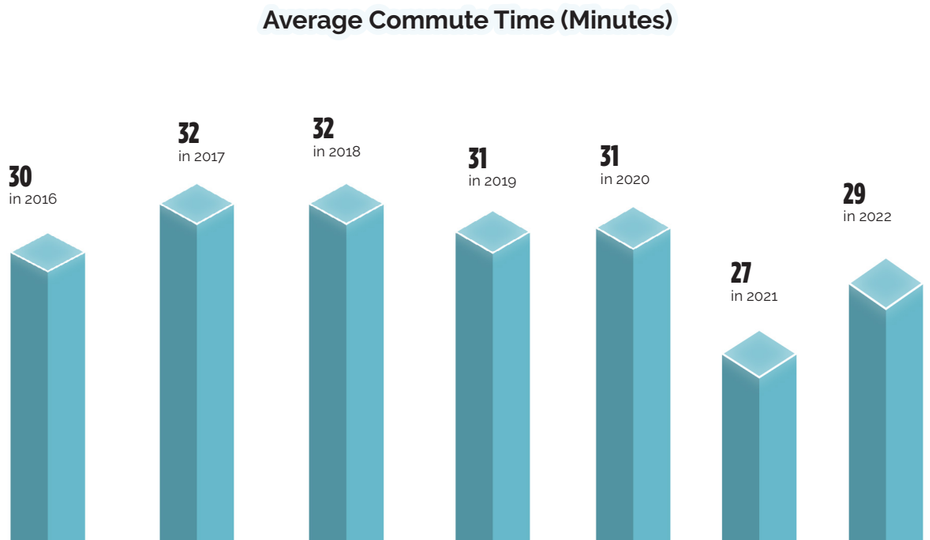
ACS data and tract geometries were downloaded from the Census website.

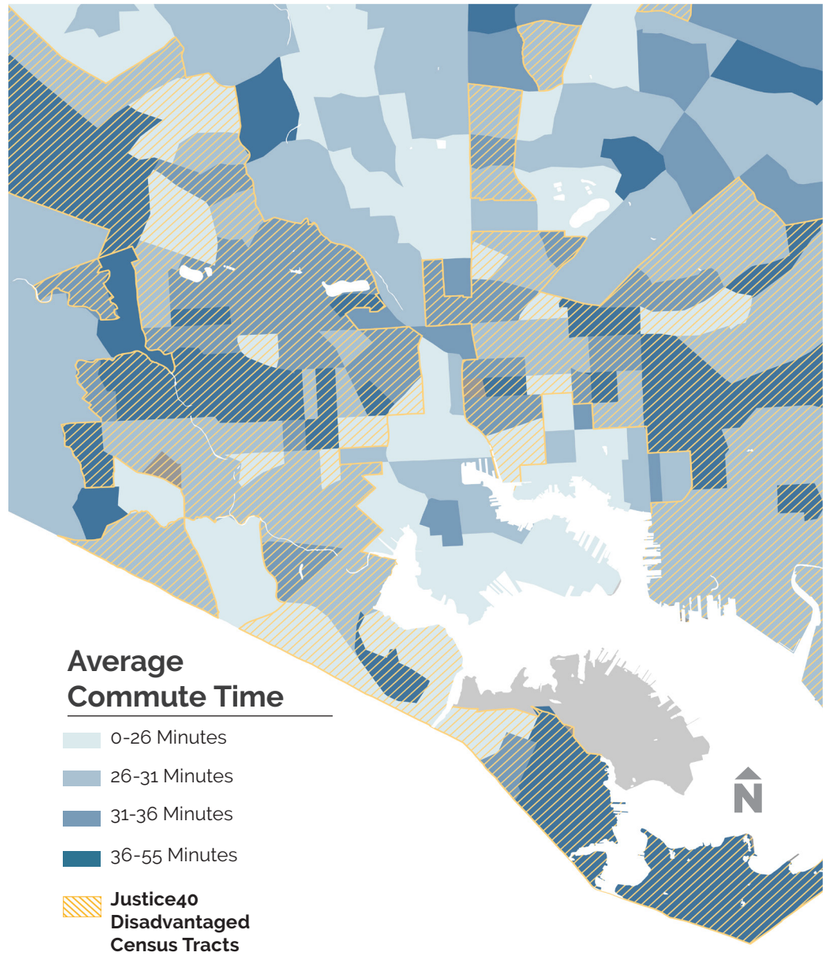
1 https://bniajfi.org/2018/01/02/ lack-of-accessibility-leads-to-highcommute-time-neighborhoods

2 American Community Survey FiveYear Estimates, 2016-2020.

Results

Average commute time increased from 27 minutes in 2021 to 29 minutes in 2022 but remained below its pre-pandemic duration of 31 minutes.





Equity Reporting on Commute Time – Percentage of Workers with Commute of 45 Minutes or Longer

	Baltimore City Average	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	Percent of Commuters with Commutes Over 45 Minutes	21%	17%	22%	17%	22%	18%

For each equity geography, a weighted average of the percentage of workers with commutes of 45 minutes or longer was calculated. On average, the proportion of workers with commutes over 45 minutes was greater in tracts with above-average POC populations, below median incomes, and above average no car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

YEAR-OVER-YEAR CHANGES IN CRASH DATA

Purpose

A complete street is a street in which walking and biking feel safe. Crash data can help agencies determine the least safe areas for walking and biking and prioritize investment in these areas. This information helps ensure that department priorities reflect the transportation system's safety needs. Year-over-year changes can help show success in current safety programs or the need for more investment in traffic safety initiatives. It is important to note that without pedestrian and bicycling volumes, this data cannot indicate the rate of crash occurrences.

Data Source

Maryland Department of Transportation State Highway Administration (MDOT SHA) provided crash data for 2022 and 2023. This report analyzes the location, crash severity, and involvement of a pedestrian or bike as data types. Crashes are uploaded to the database on a rolling basis. In some rare cases it may take up to a year for crashes to be reflected in the data. Therefore, the total number of crashes in 2023 may exceed the reported values.

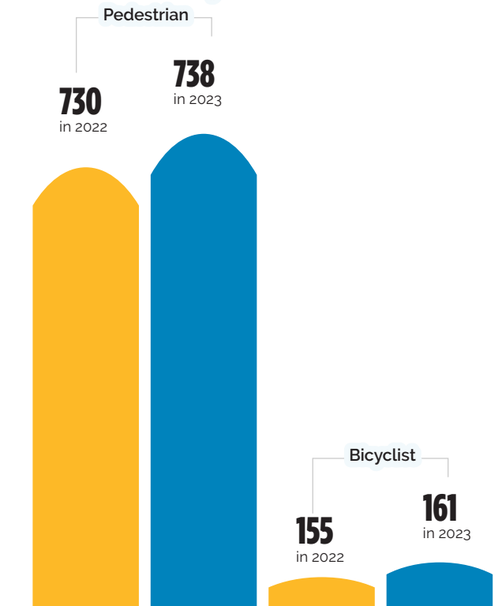
Methodology

The provided data was used to map crashes involving pedestrians or bicyclists. Crashes located outside of the city boundary were removed from the dataset. In future reports, it is recommended that pedestrian and bike volumes are collected to determine crash rates (number of pedestrian and bike crashes/pedestrian and bike volume). Crash rates more accurately reflect areas in need of safety investment.

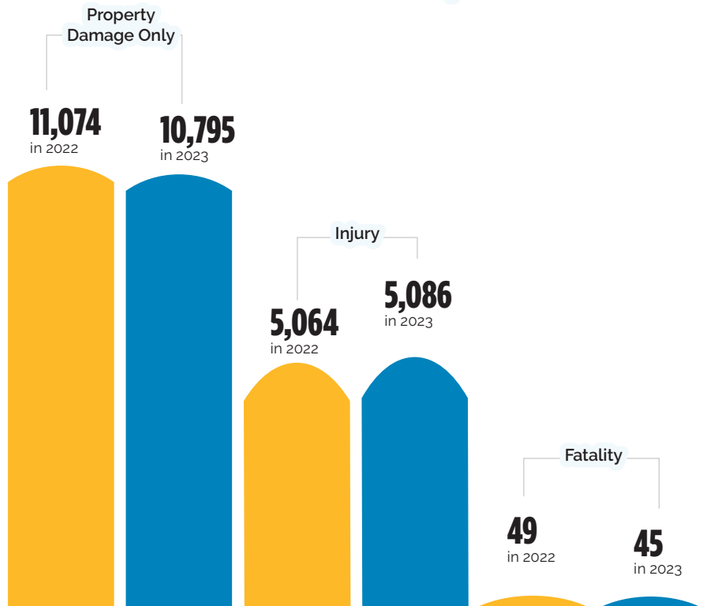
Results

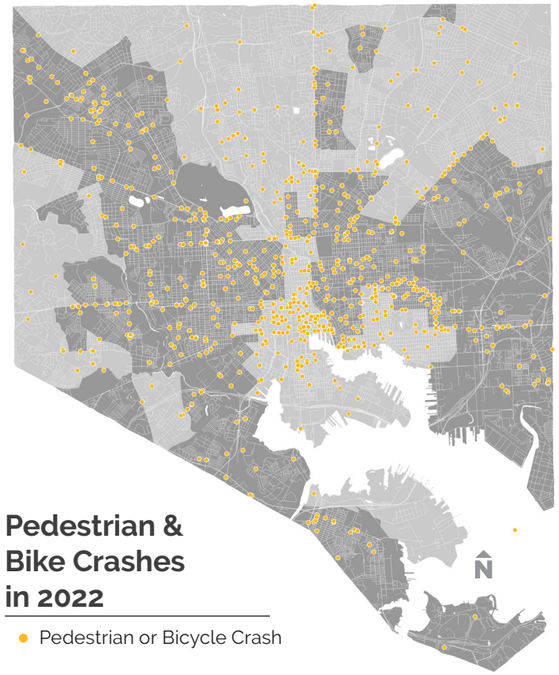
There were 730 reported pedestrian crashes in 2022 and 738 in 2023. There were 155 reported bicyclist crashes in 2022 and 161 in 2023. Among all reported crashes, the number of fatalities declined slightly (from 49 to 45) while the number of injuries increased slightly (from 5,064 to 5,086).

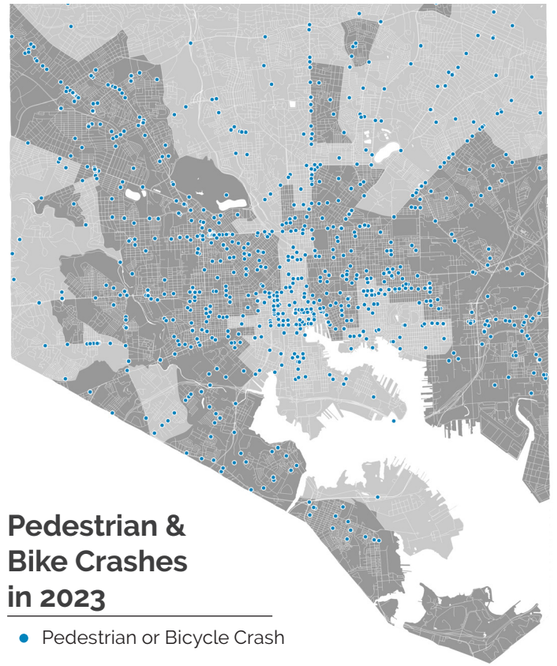
Pedestrian & Bicycle Crashes



Crash Severity







Equity Reporting on Pedestrian and Bicycle Crashes

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	Pedestrian & Bicycle Crashes	885	57%	43%	58%	42%	53%	47%
2023	Pedestrian & Bicycle Crashes	899	56%	44%	59%	41%	54%	46%

There were more pedestrian and bicycling crashes in areas with above average percentage POC, below-average median income, and below-average access to a car. However, without pedestrian and bicycling volumes to use as a baseline, these figures cannot reveal whether those areas have higher rates of crashes.

SYSTEMWIDE IMPROVEMENTS & SAFETY

GREEN STORMWATER INFRASTRUCTURE

Purpose

Complete streets should also be green streets. A major component of what the Complete Streets Manual defines as a green street is green stormwater infrastructure (GSI), which may do the following:

- Collect stormwater runoff for water quality treatment.
- Cause a slow, controlled release of stormwater that mitigates adverse downstream impacts, such as flooding and erosion.

Data Source

The Baltimore City Department of Public Works (DPW) provided a GIS layer of stormwater infrastructure in Baltimore City.

Methodology

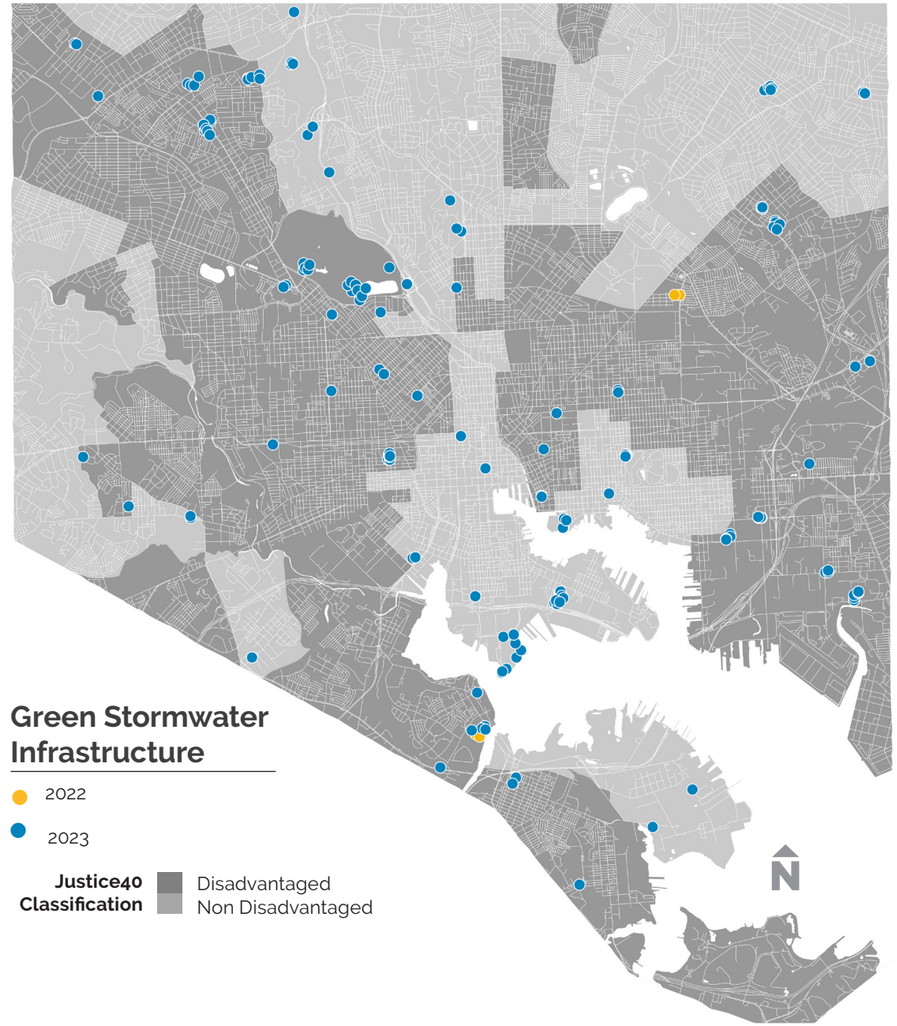
Baltimore Department of Public Works provided a GIS layer of green stormwater infrastructure installed in 2022 and 2023.

The following facility types were considered by DPW to be green stormwater infrastructure:

- Green Roof-Extensive
- Green Roof-Intensive
- Bioretention Infiltration Basin
- Micro-Bioretention Rain Gardens
- Submerged Gravel Wetlands
- Bio-Swale Grass Swale
- Wet Swale Step Pool
- Storm Conveyance
- Pocket Wetland
- Impervious Surface Elimination (to forest)
- Impervious Surface Elimination (to pervious)
- Planting Trees or Forestation on Pervious Urban

Results

The most common types of GSI facilities—bioretention, micro-bioretention, bio-swales, and rain gardens—all fall under the larger umbrella of bioretention. The Maryland Stormwater Design Manual defines bioretention as "a water quality practice that utilizes landscaping and soils to treat urban stormwater runoff by collecting it in shallow depressions before filtering through a fabricated planting soil media." In other words, these are landscaped areas that slow runoff and use vegetation to filter pollutants from stormwater. Baltimore installed four green stormwater projects in 2022 and 163 in 2023.



Equity Reporting on Green Stormwater Infrastructure

		Total Projects	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	GSI Projects	4	100%	0%	100%	0%	50%	50%
2023	GSI Projects	142	39%	61%	43%	57%	34%	66%

Four green stormwater projects were completed in 2022, all of which occurred in areas of above average POC and below median income. Of the 163 green stormwater projects installed in 2023, 35 percent occurred in tracts with above average no car households. 58 percent of those projects occurred in areas with below average median income.

SYSTEMWIDE IMPROVEMENTS & SAFETY

NUMBER OF STREET TREES PLANTED

Purpose

Green streets incorporate trees and plants in many ways, including boulevard strips, street trees, planter boxes, rain gardens, and swales. Street trees in complete street design provide multiple benefits, including traffic calming, enhanced aesthetics, reduced runoff, and reduction of the heat island effect, which all contribute to added pedestrian comfort, improved environmental health, and increased livability.

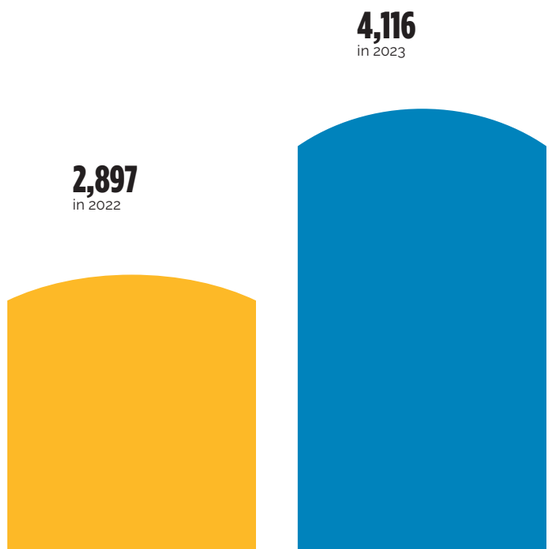
Data Source

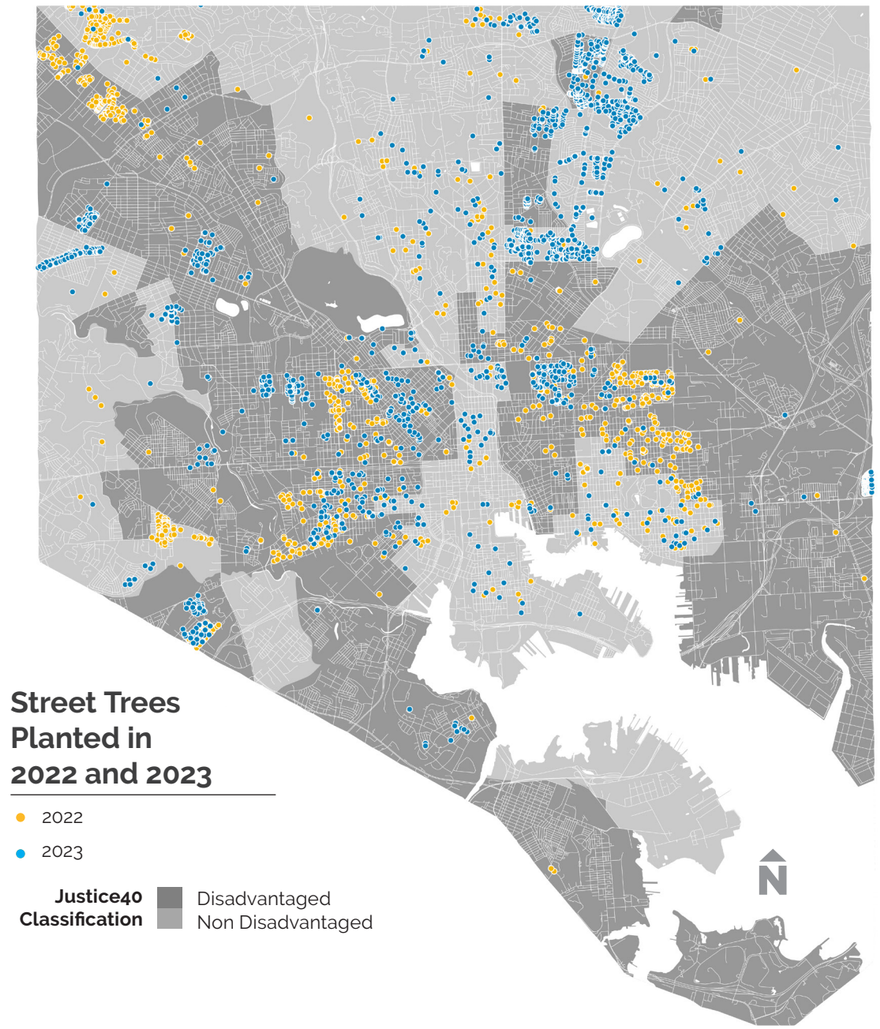
Tree Baltimore provided a spreadsheet of street tree installation in 2022 and 2023. The spreadsheet lists the location (address) and year of the trees planted.

Results

More street trees were planted in 2023 than 2022.

Street Trees Planted





Equity Reporting on Street Trees Planted

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	**Street Trees Planted**	**2,897**	63%	37%	58%	42%	55%	45%
2023	**Street Trees Planted**	**4,116**	84%	16%	60%	40%	37%	63%

Over 63 percent of street trees were planed in tracts with above average percentage POC in 2022; in 2023, that figure rose to 84 percent. In 2022 and 2023, most street tree plantings occurred in tracts with below average median income, but most occurred in areas with above average car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

SPEED HUMP INSTALLATIONS

Purpose

Speed humps are intended to slow traffic speeds on low-volume, low-speed roads. Speed humps can reduce speeds by 20 to 25 percent, though the amount of speed reduction depends on hump shape and spacing. According to the Complete Streets Manual, they are most appropriate on the following street types:

- Urban Village Neighborhood
- Urban Village Shared Street
- Neighborhood Corridor

Data Source

Baltimore City DOT provided a shapefile of speed hump installations in 2022 and 2023.

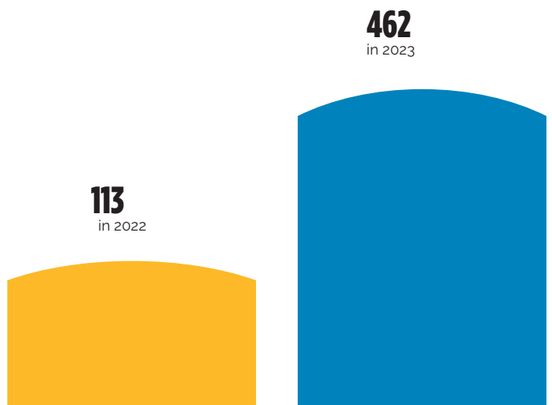
Methodology

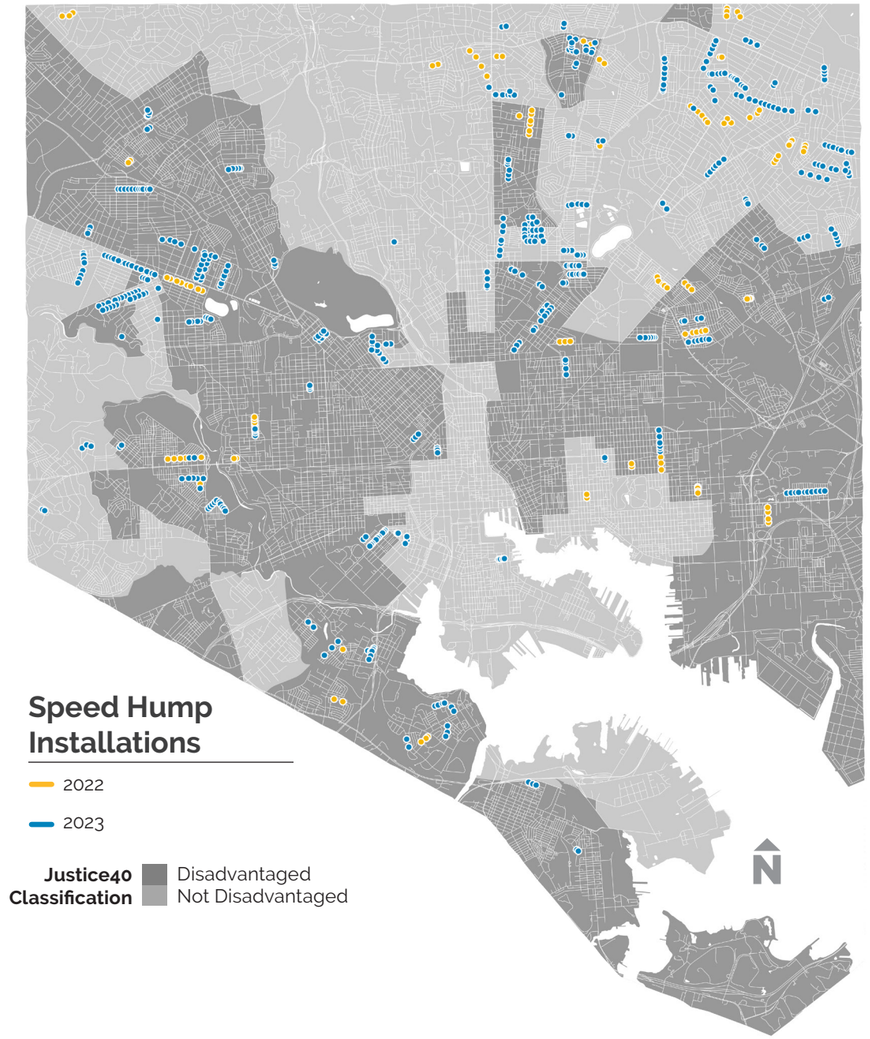
The provided spreadsheet was used to create a GIS map of installations in 2022 and 2023.

Results

The City installed over three times as many speed humps in 2023 as in 2022.

Speed Hump Installations





Equity Reporting on Speed Hump Installations

		Total Projects	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	**Speed Hump Installations**	**113**	69%	31%	45%	55%	37%	63%
2023	**Speed Hump Installations**	**462**	81%	44%	44%	56%	42%	58%

In both 2022 and 2023, most speed humps were installed in tracts with above average percentage of people of color but below average low-income. In both years, most speed humps (63 percent in 2022 and 58 percent in 2023) were installed in tracts with below-average households with no car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

QUICK BUILD PROJECTS

Purpose

Quick build projects put bicycle, pedestrian, or traffic safety improvements in place using low-cost materials that can be installed quickly. In 2021, Baltimore's quick build projects included crosswalk enhancements, pavement marking enhancements, traffic circulation changes, and other traffic safety interventions.

Data Source

A list of quick build corridor and intersection projects completed in 2022 and 2023 were provided by DOT.

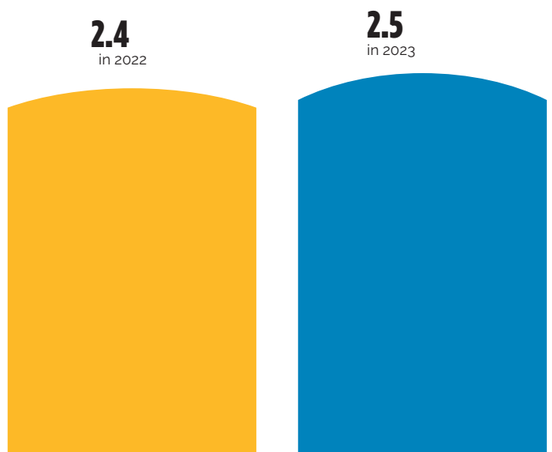
Methodology

The provided spreadsheet was used to create a GIS map of installations in 2022 and 2023.

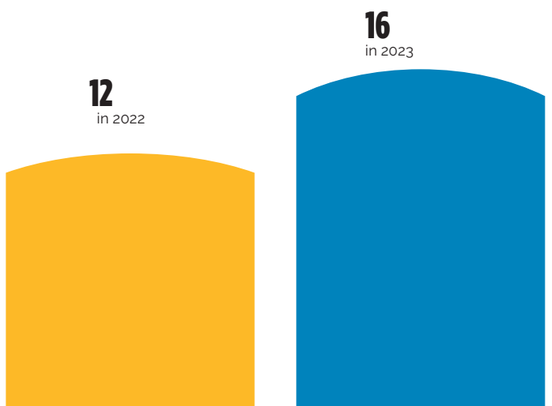
Results

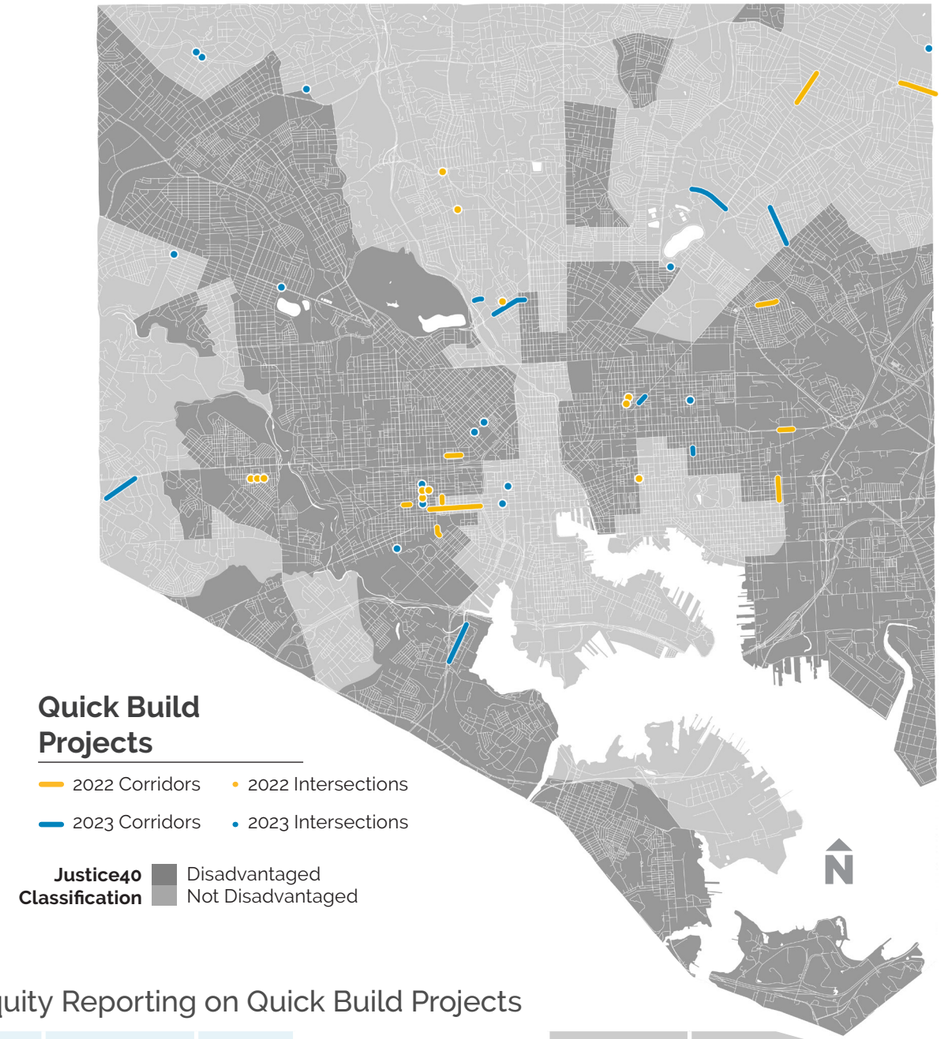
BCDOT completed 12 Quick Build intersection projects in 2022 and 16 in 2023, and installed about 2.5 miles of corridor projects in each report year.

Quick Build Corridor Project Miles



Quick Build Intersection Projects





Equity Reporting on Quick Build Projects

		Total	Above Average POC	Below Average POC	Above Average Low-Income	Below Average Low-Income	Above Average No Car	Below Average No Car
2022	Quick Build Intersection Projects	12	58%	42%	50%	50%	67%	33%
	Quick Build Corridor Miles	2.4	43%	57%	66%	34%	58%	42%
2023	Quick Build Intersection Projects	16	50%	50%	56%	44%	56%	44%
	Quick Build Corridor Miles	2.5	71%	29%	57%	43%	26%	74%

In 2023, 71 percent of Quick Build corridor project miles were installed in areas with an above average percentage of people of color. 57 percent of project miles were in areas with above average percentage of low-income people, and 26 percent were in areas with below average access to a car. Half of the Quick Build intersection projects completed in 2023 occurred in areas with above average people of color.

SYSTEMWIDE IMPROVEMENTS & SAFETY

RESURFACING PROJECTS

Purpose

Resurfacing is a road maintenance technique in which the top layer of asphalt is removed, or milled, and replaced with a new layer. Opportunities to implement complete street measures arise when a road is resurfaced, because the road will also need to be restriped. Striping can be used to repurpose some space used for cars to be used for other modes, such as bikes or transit.

Data Source

A list of resurfacing projects completed in 2022 and 2023 was provided by Baltimore City DOT.

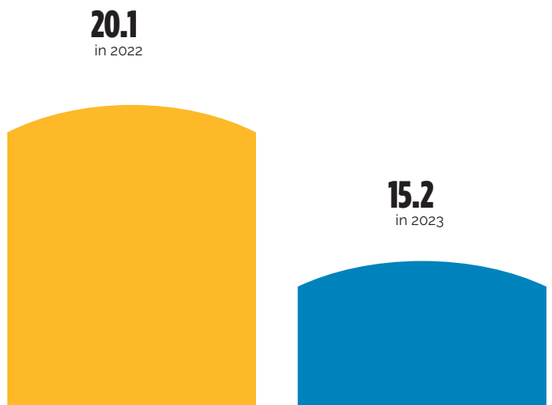
Methodology

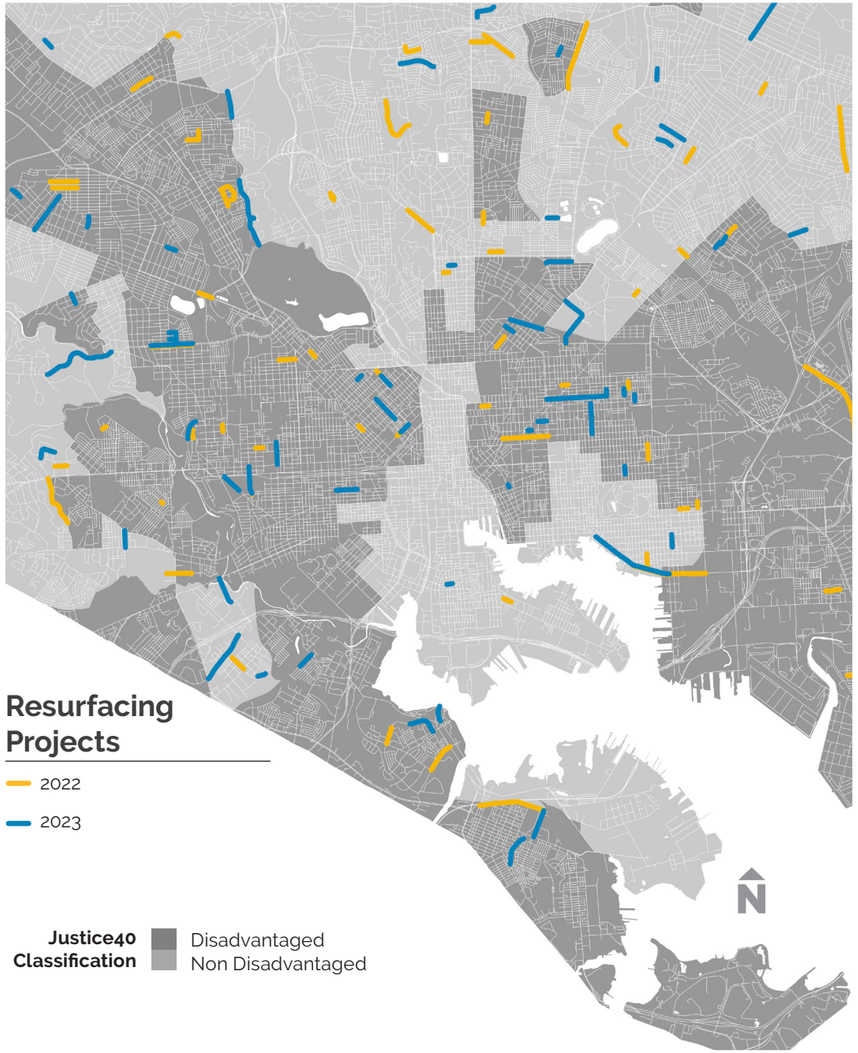
The provided list was used to create a GIS map of the resurfacing projects.

Results

Baltimore resurfaced about 20 miles of roadway in 2022 and 15 miles in 2023.

Roadway Miles Resurfaced





Equity Reporting on Resurfacing Projects

	Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	**20 miles**	65%	35%	61%	39%	44%	56%
2023	**15 miles**	66%	34%	53%	47%	43%	57%

While 55 percent of resurfacing projects were completed in tracts with above-average POC populations in 2022, that number decreased to 45 percent in 2023. Over half of resurfacing projects were completed in tracts with above-average household income in 2022 and 2023. Over two-thirds of resurfacing projects were completed in tracts with above-average access to cars in 2022 and 2023.

**Resurfacing projects are reported by planning year. Up-to-date status of resurfacing projects is available at https://transportation.baltimorecity.gov/resurfacingprojects.*

SYSTEMWIDE IMPROVEMENTS & SAFETY

MAIN STREET BUSINESS INVENTORY

Purpose

The Complete Streets Manual states that economic performance of Main Street areas is a performance measure through which complete streets should be measured. Other cities including New York City have identified an increase in business sales following complete streets improvement projects.

Data Source

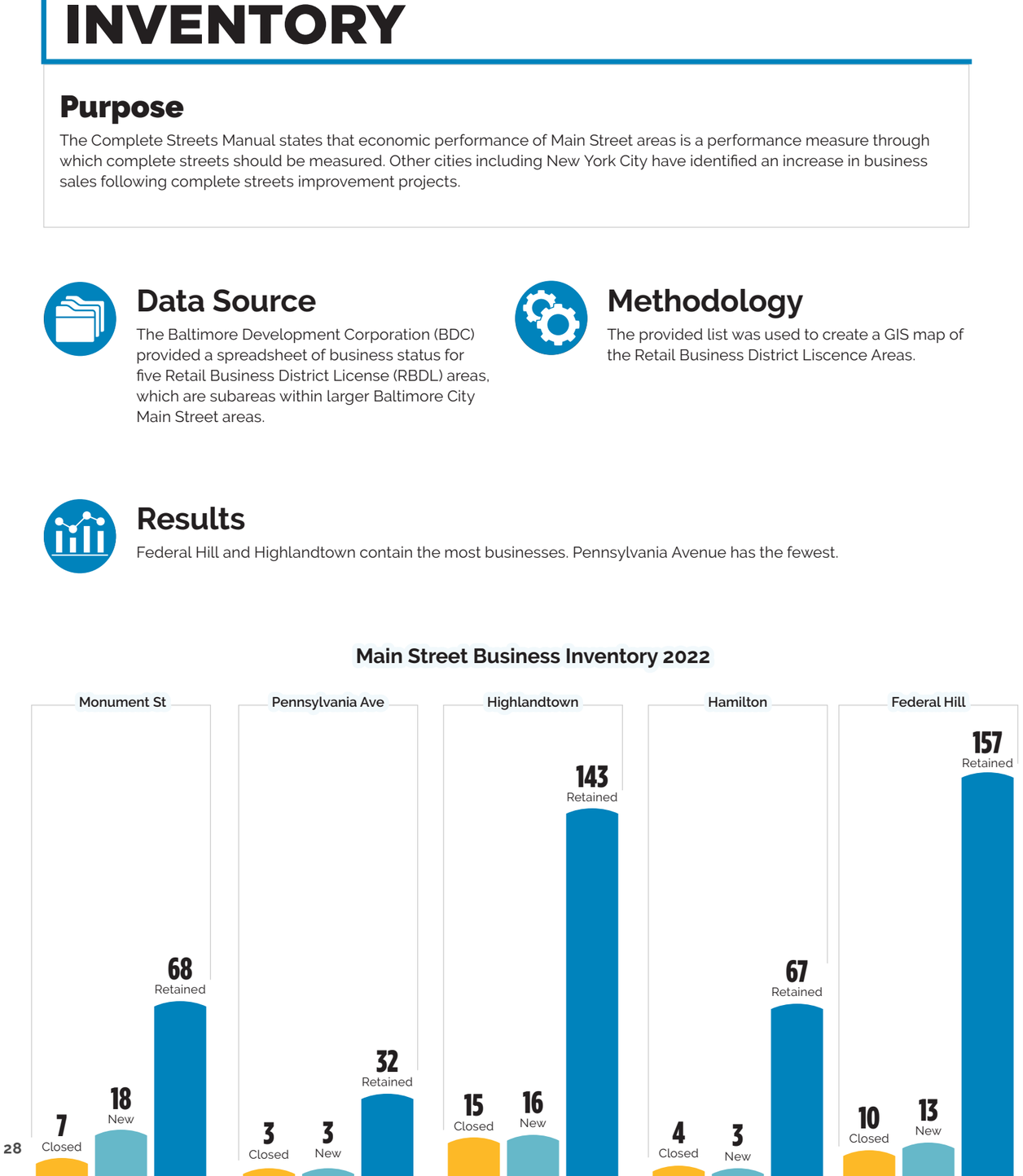
The Baltimore Development Corporation (BDC) provided a spreadsheet of business status for five Retail Business District License (RBDL) areas, which are subareas within larger Baltimore City Main Street areas.

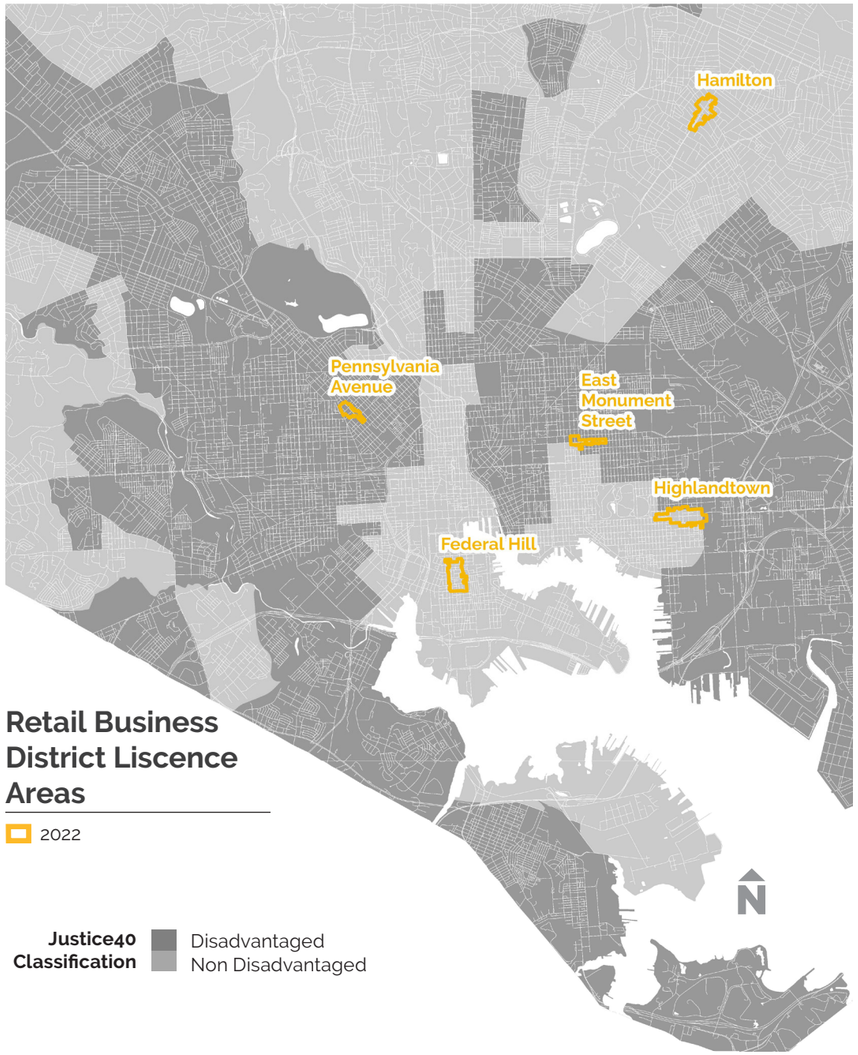
Methodology

The provided list was used to create a GIS map of the Retail Business District Liscence Areas.

Results

Federal Hill and Highlandtown contain the most businesses. Pennsylvania Avenue has the fewest.





WALKING INFRASTRUCTURE

PUBLIC SPACE INFRASTRUCTURE ADDED FOR PEDESTRIANS

Purpose

Baltimore City DOT provided a list of new outdoor dining installations for 2023. Note that 2022 data was unavailable.

Data Source

Baltimore City DOT provided a list of new outdoor dining installations for 2023. Note that 2022 data was unavailable.

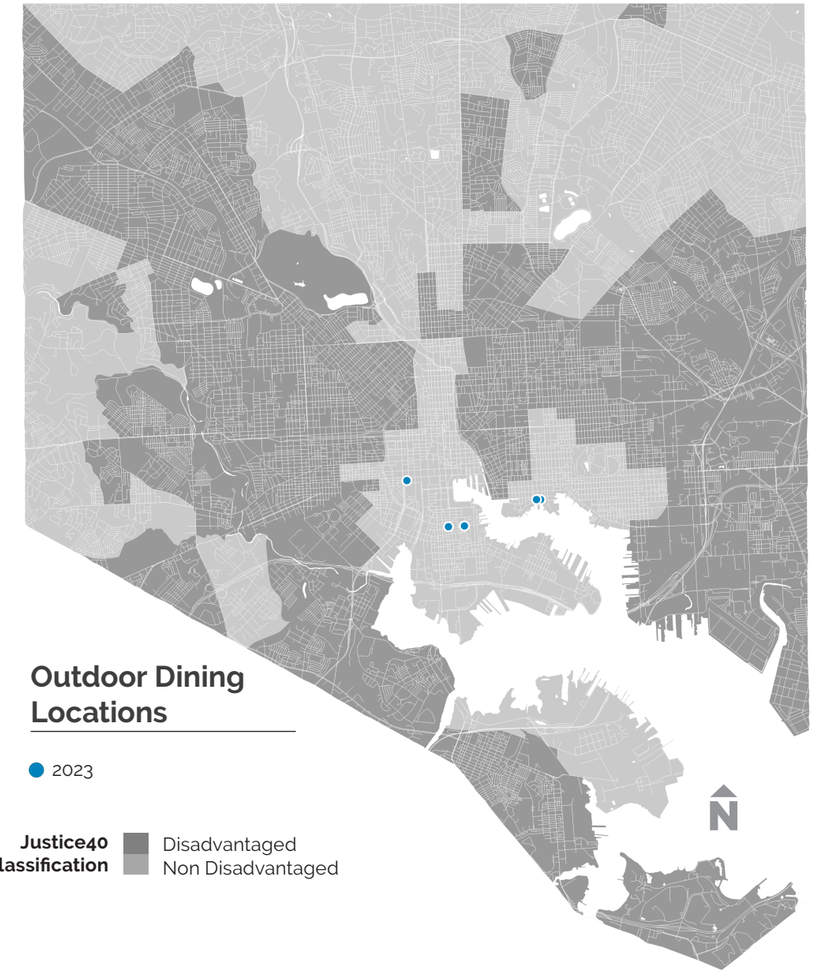
Methodology

The provided spreadsheets were used to create GIS map of new outdoor dining spaces.

Results

Baltimore installed 5 new outdoor dining facilities in 2023.

Outdoor Dining Locations



Equity Reporting on Public Space Infrastructure

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No CAr
2023	**Outdoor Dining**	**0**	0%	100%	0%	100%	0%	100%

In 2023, all outdoor dining installations occurred in areas with below average percentages of POC and low-income residents. All outdoor dining installations in 2023 were in tracts with above average car access.

WALKING INFRASTRUCTURE

SIDEWALK MAINTENANCE

Purpose

Maintaining sidewalks is essential to ensure the accessibility and safety of Baltimore City Streets for pedestrians. Property owners in Baltimore City are financially responsible for the maintenance of sidewalk adjacent to their property. Work performed by Baltimore City DOT on the sidewalks is billed to the property owner. Complete Streets Manual identifies a project prioritization process for sidewalk improvements.

Data Source

Baltimore City DOT provided an Excel spreadsheet containing records of sidewalk repairs from 2022 and 2023. These locations were then aggregated to the street-block level in GIS. In this report, sidewalk maintenance is reported as the number of sidewalk projects completed. Data on the length and square footage of sidewalk maintenance projects was not available for 2022 or 2023.

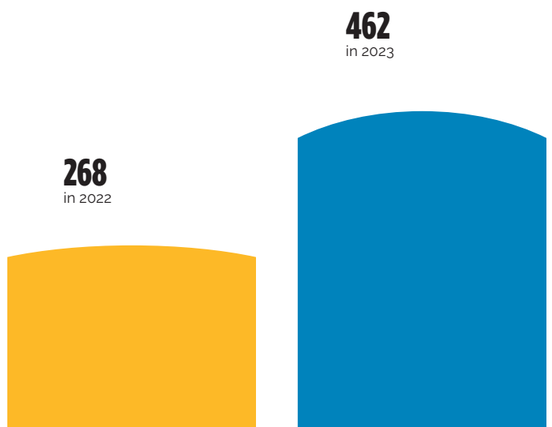
Methodology

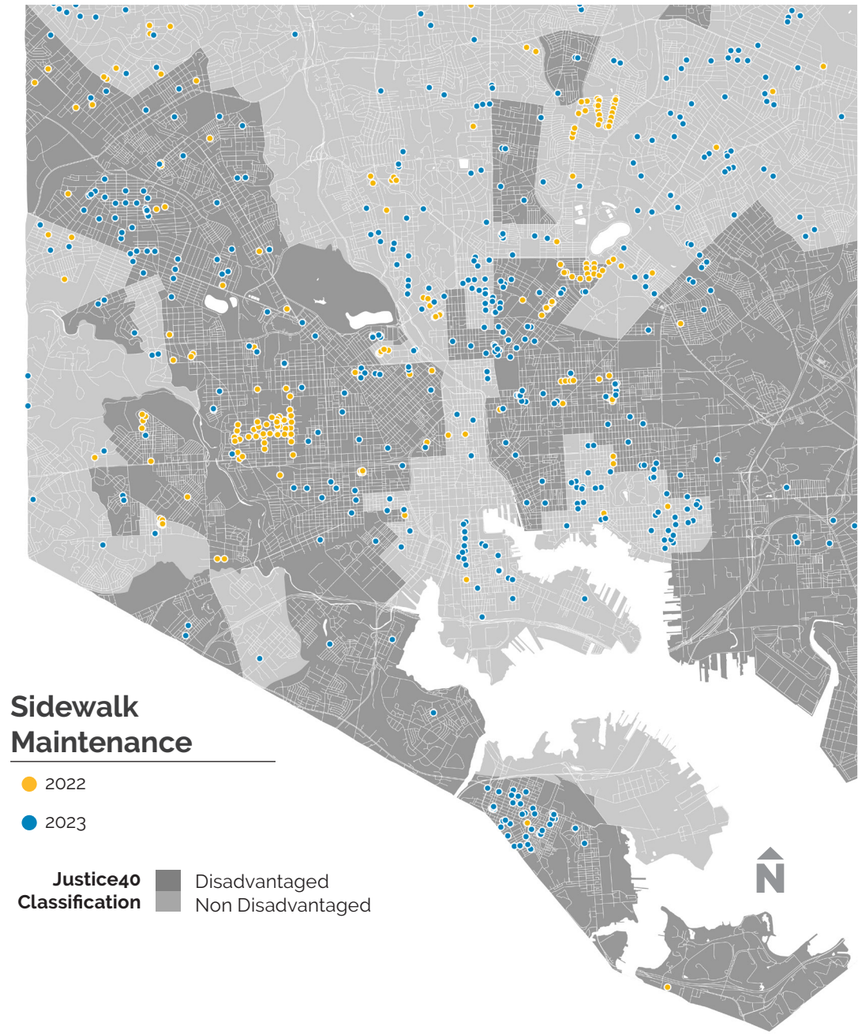
The point layer was used to map maintenance locations and was aggregated at the census tract level for equity reporting.

Results

Baltimore completed 268 sidewalk repair projects in 2022 and 462 in 2023.

Sidewalk Maintenance Projects





Equity Reporting on Sidewalk Maintenance

		Total Projects	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	**Sidewalk Maintenance Projects**	**268**	79%	21%	56%	44%	53%	47%
2023	**Sidewalk Maintenance Projects**	**462**	54%	46%	50%	50%	40%	60%

In both 2022 and 2023, most sidewalk repair projects occurred in tracts with above average percentage POC and below average median income. In 2023, 40 percent of sidewalk maintenance projects were completed in tracts with lower-than-average car access.

BIKE INFRASTRUCTURE

BIKE FACILITIES MAINTENANCE LOCATIONS

Purpose

Frequent and responsive maintenance of bike facilities ensures the safety of people biking. Maintenance can include repairs to various elements of bike facilities, including roadway striping, flex post replacement, and keeping other assets related to bike infrastructure in a state of good repair. Maintenance of bike facilities is critical to ensure people biking are provided with adequate guidance and protection from automobiles. Due to data availability, this spread only incorporates data on flex post installations from May 2023 through December 2023.

Data Source

Baltimore City DOT provided an Excel spreadsheet containing records of flex post installations in the fall of 2023. So as to only include flex posts that are relevant to bicycle infrastructure, the layer of flex posts were filtered to only those within 50 feet of a bike lane.

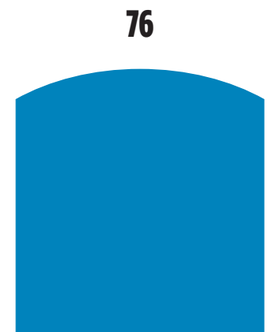
Methodology

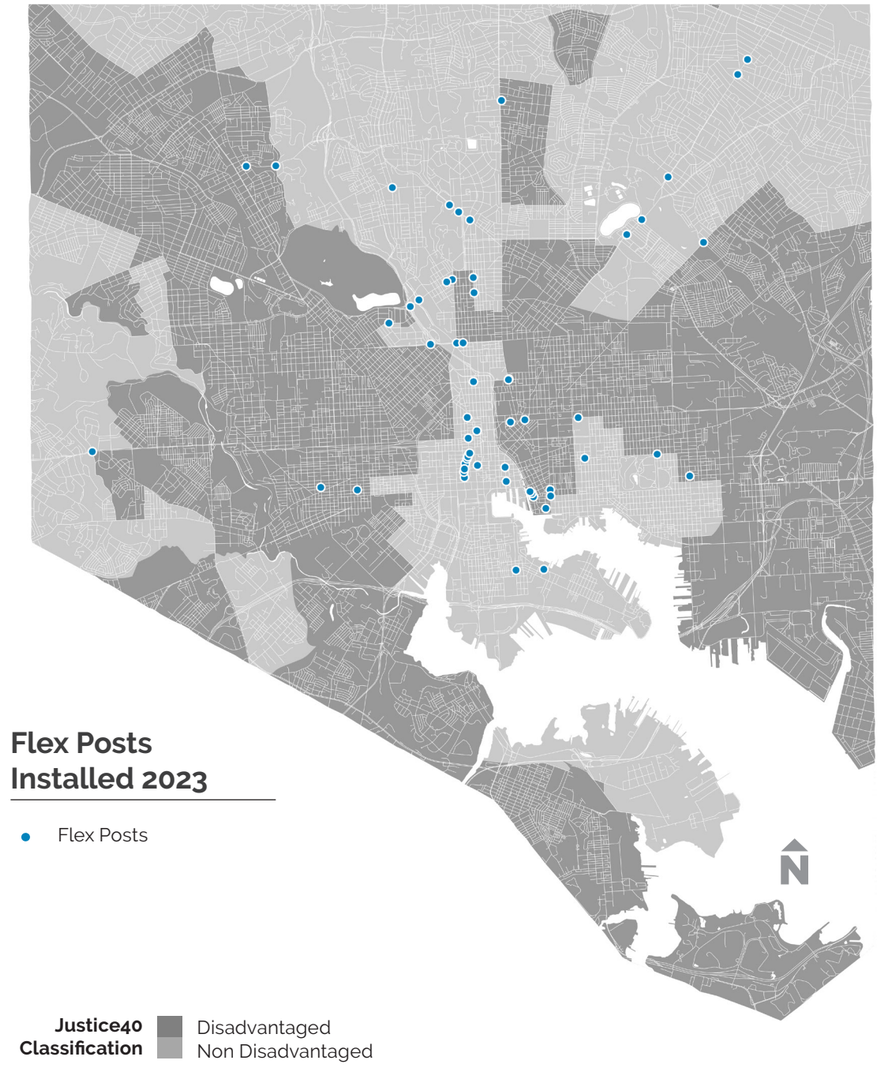
The provided GIS layer was used to create a GIS map of installations at the street block level.

Results

Baltimore installed flex posts at 76 locations adjacent to bicycle infrastructure in 2023.

Flex Posts Installed in 2023





Equity Reporting on Length of Bike Facilities

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2023	**Flex Post Installed on Bike Lanes**	**76**	17%	83%	22%	78%	29%	71%

In 2023, most flex post installations occurred in tracts with below average percentage POC, above average median income, and above average car access.

BIKE INFRASTRUCTURE

LENGTH OF BIKE FACILITIES

Purpose

Most cities that have improved the quality and extent of their bike infrastructure have seen increases in biking. This supports the assumption that more total miles of bike facilities will result in more trips taken by bicycle, which will lead to the tracking of length of bike facilities as a complete streets implementation measure. However, it is also important to consider the types of bike facilities installed and the connectivity they provide when evaluating a city's bike network. Potential riders are unlikely to choose to ride a bike unless they are confident that they will feel safe for the entire, end-to-end trip. The type of bike facilities available will attract bicyclists of different comfort levels, and connectivity determines a bicyclist's ability to access key destinations safely and efficiently.

Data Source

Baltimore City DOT provided a GIS layer of existing bike facilities and facilities installed in 2022 and 2023. The GIS layer shows the location, facility type, and length of the facility. Please note the following facility type definitions from the Baltimore City 2021 Complete Streets Manual:

- **Buffered bike lanes** function in the same manner as standard bike lanes with the addition of a 3-foot wide painted buffer between the adjacent vehicle lane and/or parking lane. This provides extra protection for users from vehicles and serves as a zone to be avoided by both cars and bikes.
- **Separated bike lanes** are dedicated portions of the roadway for preferential use by bicycles that are physically separated from the vehicle travel lanes. Separated bike lanes allow bicyclists to ride at their own pace with the only conflict with motor vehicles occurring at intersections and driveways.
- **Shared bike lanes** are lanes that bicycles share with motor vehicles. Typically, designated shared lanes are enhanced with pavement markings including sharrows and signs to help reinforce the legitimacy of bicycle traffic on the street and to provide guidance on the recommended route for bicyclists.

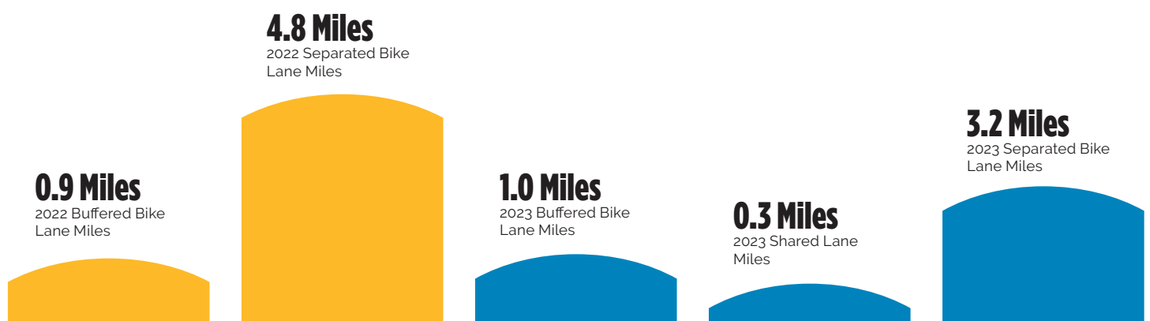
Methodology

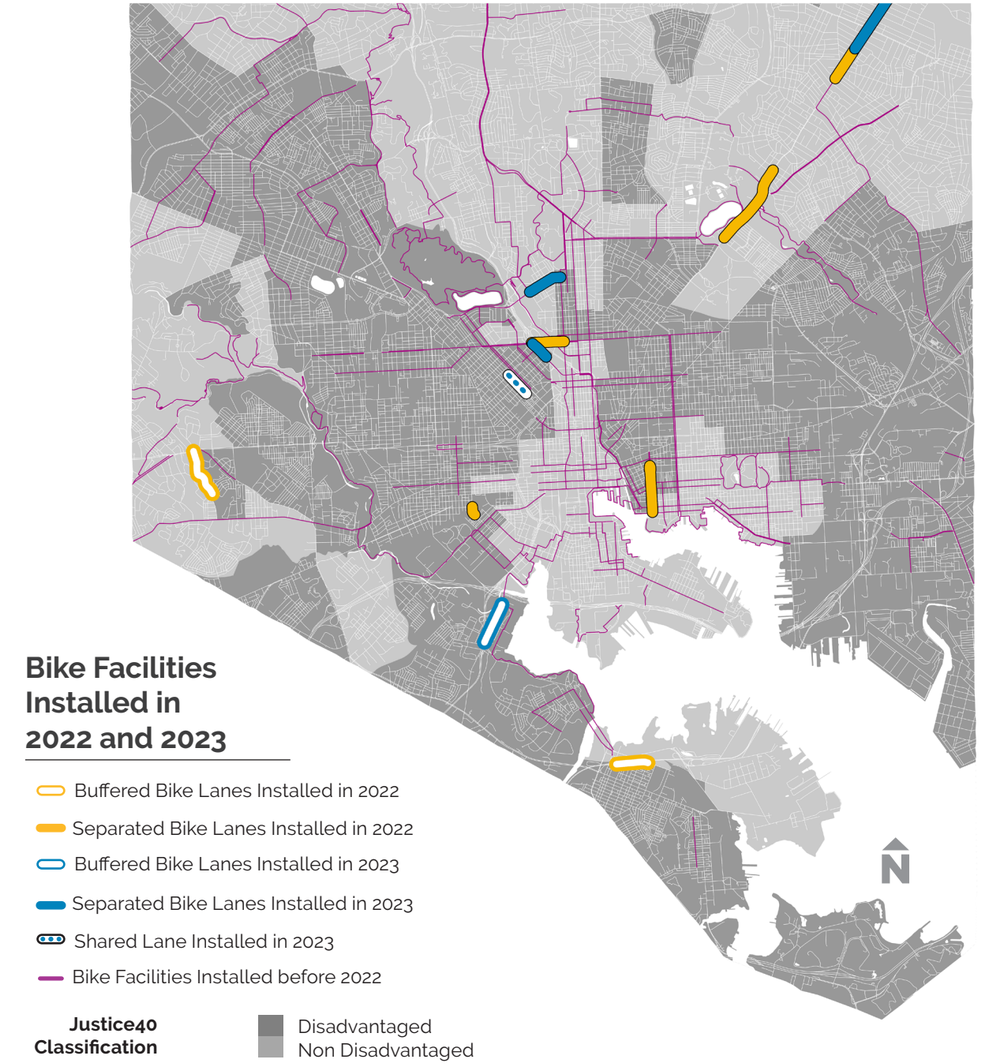
The provided GIS layer was used to create a GIS map of installations at the street block level.

Results

BCDOT installed 10.6 miles of new bike facilities in 2022 and 2023. The category of installations with the most mileage was separated bike miles; 4.8 miles of separated lanes were installed in 2022 and 3.2 miles in 2023.

Bike Facility Installation Miles





Equity Reporting on Length of Bike Facilities

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	Buffered Lanes	0.9 miles	61%	39%%	64%	0%	42%	58%
	Separated Lanes	4.8 miles	39%	61%	20%	80%	20%	80%
2023	Shared Lanes	0.3 miles	100%	0%	100%	0%	100%	0%
	Buffered Lanes	1.0 miles	100%	0%	100%	0%	100%	0%
	Separated Lanes	0.4 miles	0%	100%	5%	95%	18%	82%

In 2022, more than half of buffered bike lane mileage installation occurred in areas with higher-than-average percentages of people of color, low-income people, and people without access to a car. Fewer than half of 2022 separated lane installations occurred in those areas. In 2023, all shared and buffered bike lanes were installed in areas with above average percentage of people of color; all separated lane installation miles occurred in areas with an above-average percentage of people of color, and nearly all occurred in areas with below average percentage of low-income people.

BIKE INFRASTRUCTURE

NUMBER OF INTERSECTIONS REDESIGNED FOR BICYCLISTS

Purpose

Most crashes involving a bicyclist occur at an intersection. Intersections with bike facilities should be designed to reduce conflict between bikes and vehicles by heightening the level of visibility of people on bikes or providing dedicated time for them to cross the intersection through changes to signal timing and phasing. Heightened visibility for bikes may include color, signage, medians, signal detection, and pavement markings.

Data Source

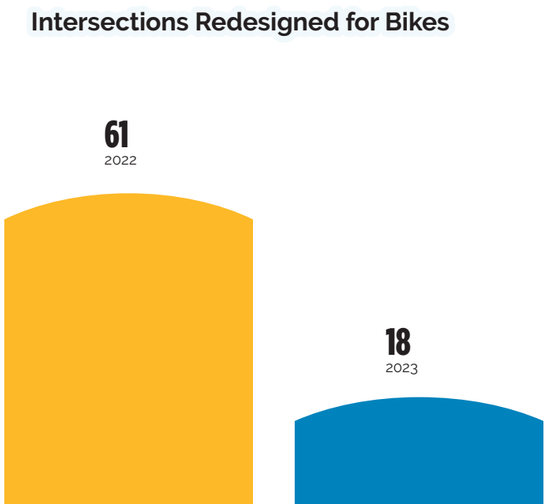
Baltimore City DOT provided a GIS layer of existing bike facilities and facilities installed in 2022 and 2023. The GIS layer shows the location, facility type, and length of the facility.

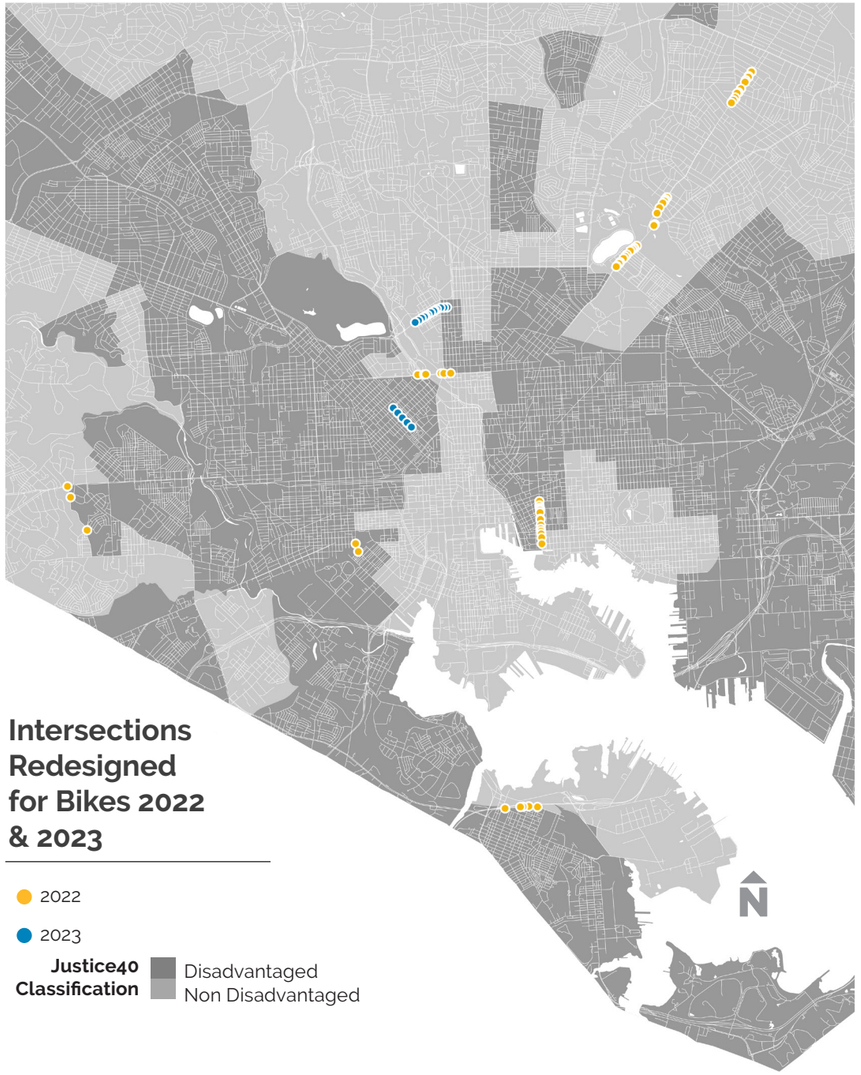
Methodology

The provided GIS layer was used to create a GIS map of bike facility installations at the street block level. From this information, it was assumed that any intersection that a new bike facility continued through was redesigned to accommodate bikes. Redesigns include the addition of paint or flexposts to protect bicyclists.

Results

61 intersections received new bicycle treatments in 2022 and 18 in 2023.





Equity Reporting on Intersections Redesigned for Bikes

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	**Intersections Redesigned for Bikes**	**61**	48%	52%	27%	73%	25%	75%
2023	**Intersections Redesigned for Bikes**	**18**	28%	72%	44%	56%	44%	56%

In both 2022 and 2023, most of those treatments were installed in tracts with below average POC and above average income.

TRANSIT

INTERSECTIONS REDESIGNED FOR TRANSIT

Purpose

Transit signal priority (TSP) helps to move buses through intersections with less delay by modifying the timing and/or phasing of a traffic signal as a bus approaches. Dedicated bus lanes (DBLs) can also help buses to move through intersections by creating dedicated space where the bus can bypass queues, but most DBLs in Baltimore City are shared with right-turn lanes.

Data Source

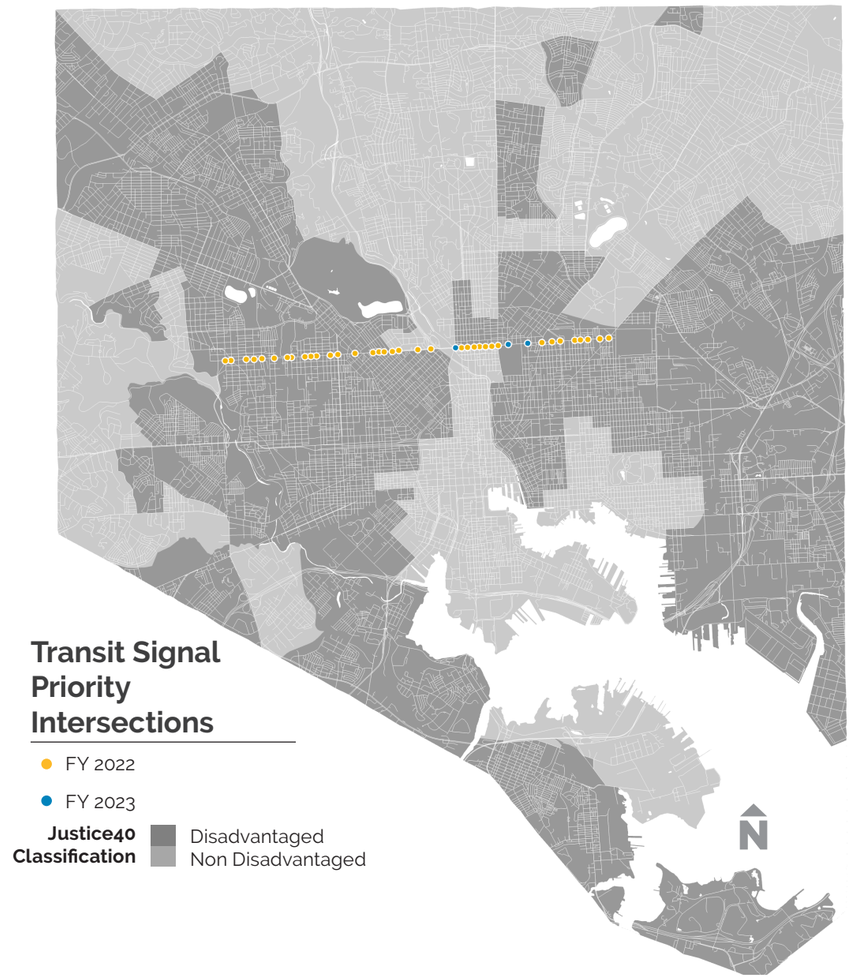
The Maryland Transit Administration provided a list of TSP intersections with installation by fiscal year.

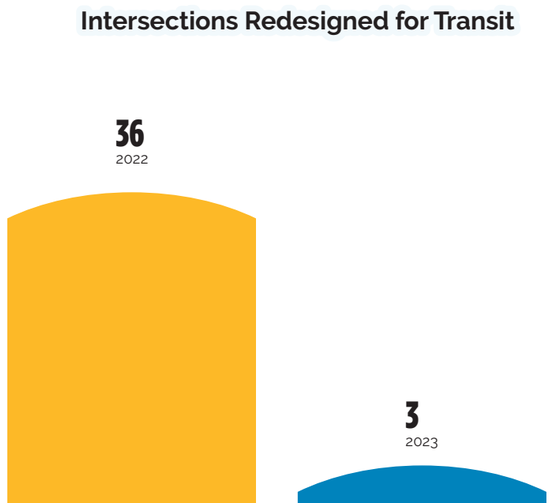
Methodology

The provided layers were mapped and analyzed without modification.

Results

MTA installed TSP along North Avenue at 36 intersections in 2022 and three in 2023.





Equity Reporting on Intersections Redesigned for Transit

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	**Intersections Redesigned for Transit**	**36**	94%	6%	89%	11%	89%	11%
2023	**Intersections Redesigned for Transit**	**3**	67%	33%	100%	0%	100%	0%

In 2022, over 89 percent of intersections were within tracts with above average POC, below average income, and below average access to a car. In 2023, 2/3 of intersections installed were in tracts with above average POC, while 100% were in tracts with below average income and below average access to a car.

TRANSIT

BUS SHELTERS

Purpose

Bus shelters make waiting for the bus more comfortable. According to MTA, "The goal for placing shelters within the BaltimoreLink network is to improve comfort for the greatest number of passengers." [1]

MTA uses a scoring system to determine eligibility for new shelters. Characteristics that improve eligibility include: [1]

- A high number of average weekday boardings;
- Location at an official transfer point;
- Low bus frequency (less than 4 buses per hour during peak periods);
- Location in a "predominantly minority area, low income area, or both";
- Proximity to human service facilities; and
- Location at an operator relief point.

Data Source

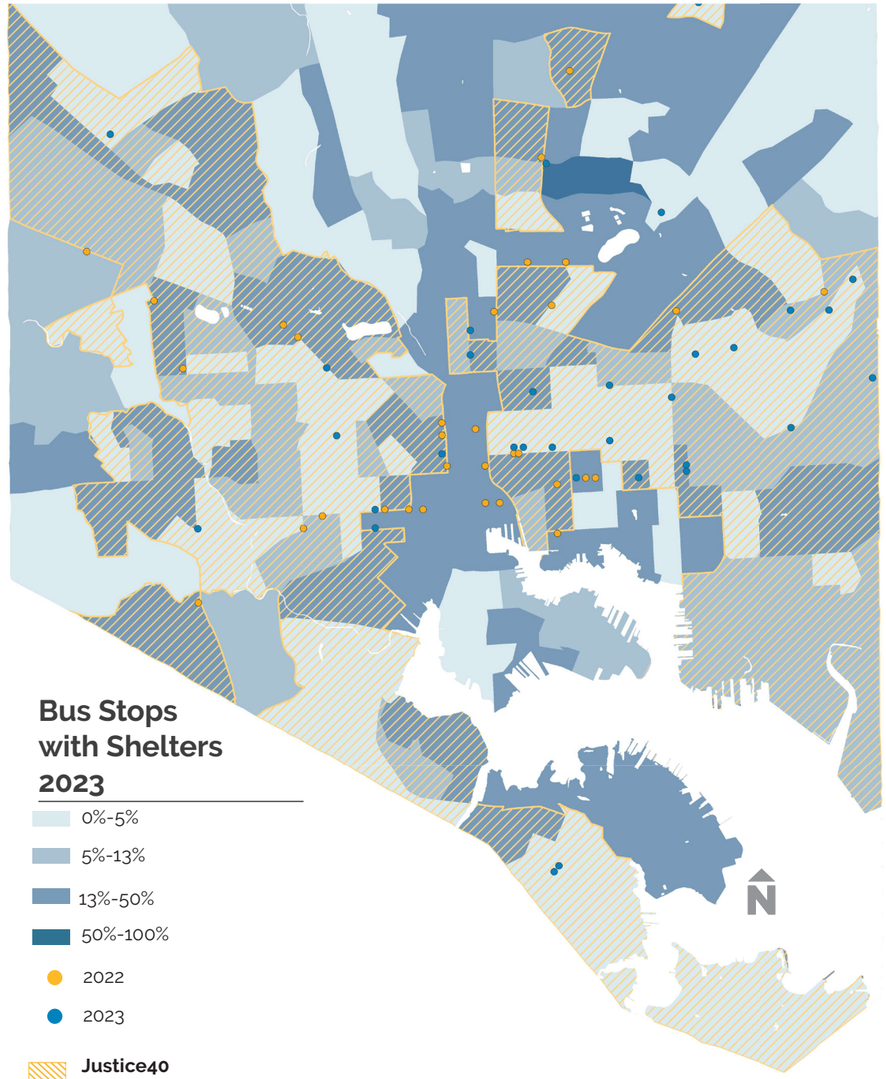
MTA provided a layer of all MDOT MTA bus stops, which included a field indicating the presence of a bus shelter, as well as a layer of new shelter installations in 2022 and 2023.

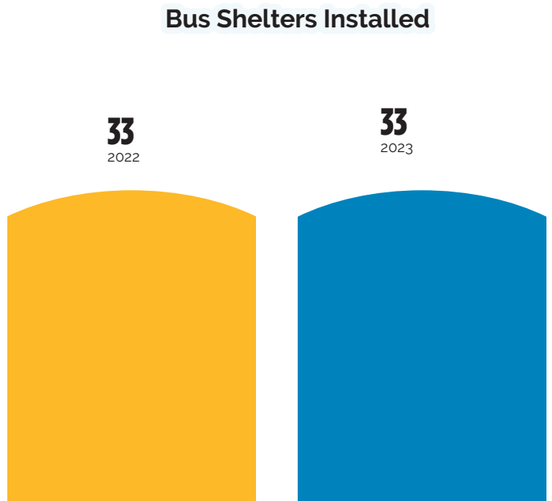
Methodology

The layer of MTA bus stops was joined to the layer of shelter installations to provide information on which shelters pre-dated 2022. The map shows the percentage of stops with shelters, which was calculated by dividing the number of stops with shelters as of each year by the total number of stops in each census block group.

Results

In both 2022 and 2023, thirty-three new bus shelters were installed.





[1] MDOT MTA Bus Stop Design Guide.

While the chart is installed shelters, the equity reporting table is percent of all stops.

Equity Reporting on Bus Stop Shelters

		Total Shelters Installed	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	**% Bus Stops with Shelters**	**33**	11%	14%	12%	14%	12%	14%
2023	**% Bus Stops with Shelters**	**33**	13%	16%	13%	14%	13%	14%

In all the tract categories of interest, between 12 percent and 14 percent of bus stops have shelters, regardless of income, percentage POC, or access to vehicles.

TRANSIT

DEDICATED BUS LANES

Purpose

Dedicated bus lanes (DBL) are sections of the roadway designated exclusively for buses that improve bus speed and reliability, especially during peak traffic.

Data Source

MTA provided a layer of DBLs, which included the installation date for each facility and whether it was a full-time or peak-only lane.

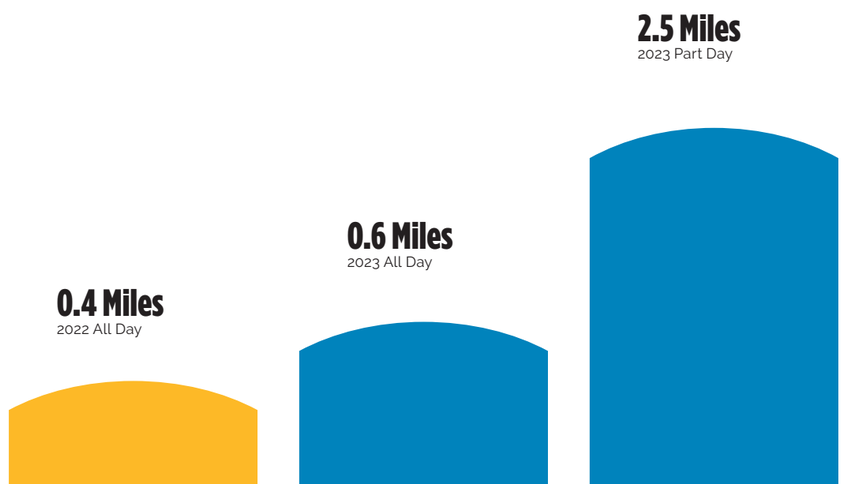
Methodology

The provided layers were mapped and analyzed without modification.

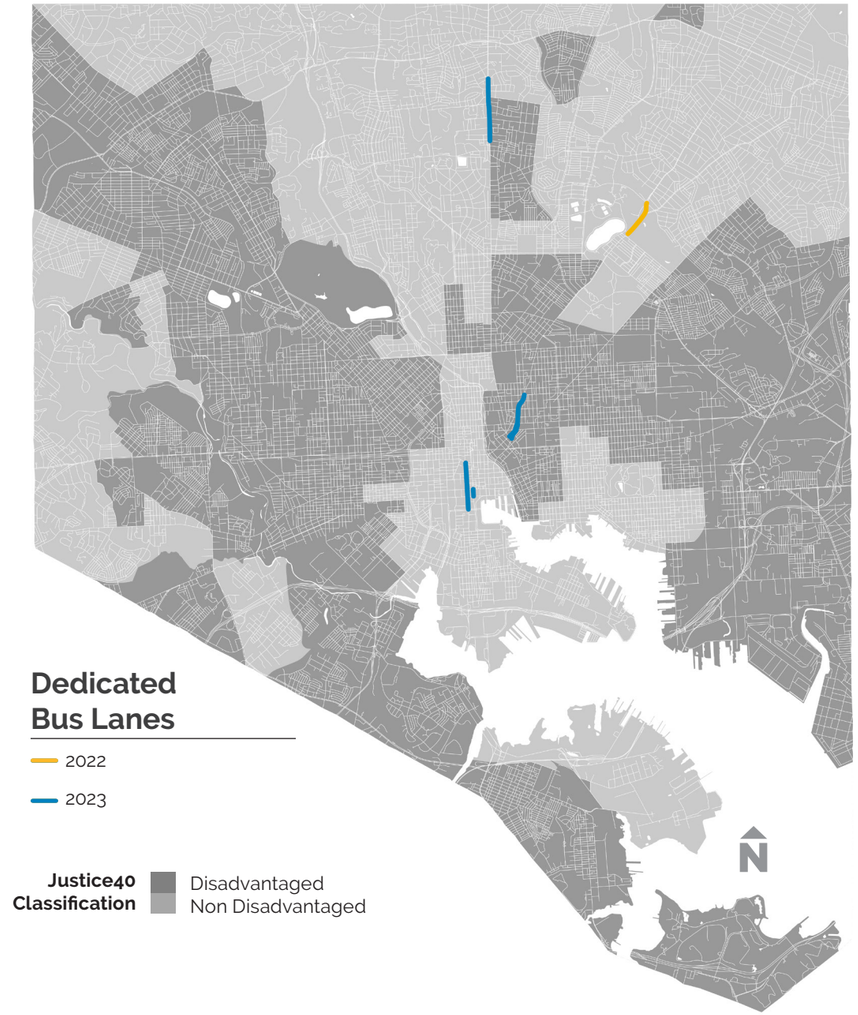
Results

An additional 3.6 miles of dedicated bus lanes were installed in Baltimore in 2022 and 2023, bringing the citywide total dedicated bus lanes to over ten miles.

Dedicated Bus Lane Miles by Type



Cars are always prohibited in All Day dedicated bus lanes. Cars may travel in Part Day dedicated bus lanes outside of prescribed periods.



Equity Reporting on Dedicated Bus Lanes

			Above Average POC	Below Average POC	Below Median Income	Above Median Income	Above Average No Car	Below Average No Car
2022	Dedicated Bus Lanes	0.4	44%	56%	0%	100%	0%	100%
2023	Dedicated Bus Lanes	3.2	80%	20%	34%	66%	67%	33%

In 2023, when more dedicated bus lanes were installed, 80 percent of new lane mileage occurred in tracts with above average percentage POC. Sixty six percent of mileage occurred in areas with above average median income. Please note that the discrepancy in total mileage between this table and the graph on page 44 is due to rounding differences in data from the City.

TRANSIT

TRANSIT ON-TIME PERFORMANCE

Purpose

Transit on-time performance (OTP) measures the rate at which the transit provider delivers service that matches the service provider's stated schedule of when trips will arrive and depart within a set tolerance for variation, which varies by service. Increased OTP can mean decreased wait times for passengers who plan their trips around transit schedules. It also allows the transit service provider to better predict the locations of its vehicles and better manage its fleet. It does not measure other things that could decrease passenger travel times more generally, such as increased transit speeds.

Data Source

The Maryland Transit Administration (MDOT MTA) provided OTP data for CityLink, LocalLink, and Express BusLink routes as well as for all commuter buses that serve Baltimore City. MDOT MTA also provided OTP data for Light RailLink and Metro SubwayLink.

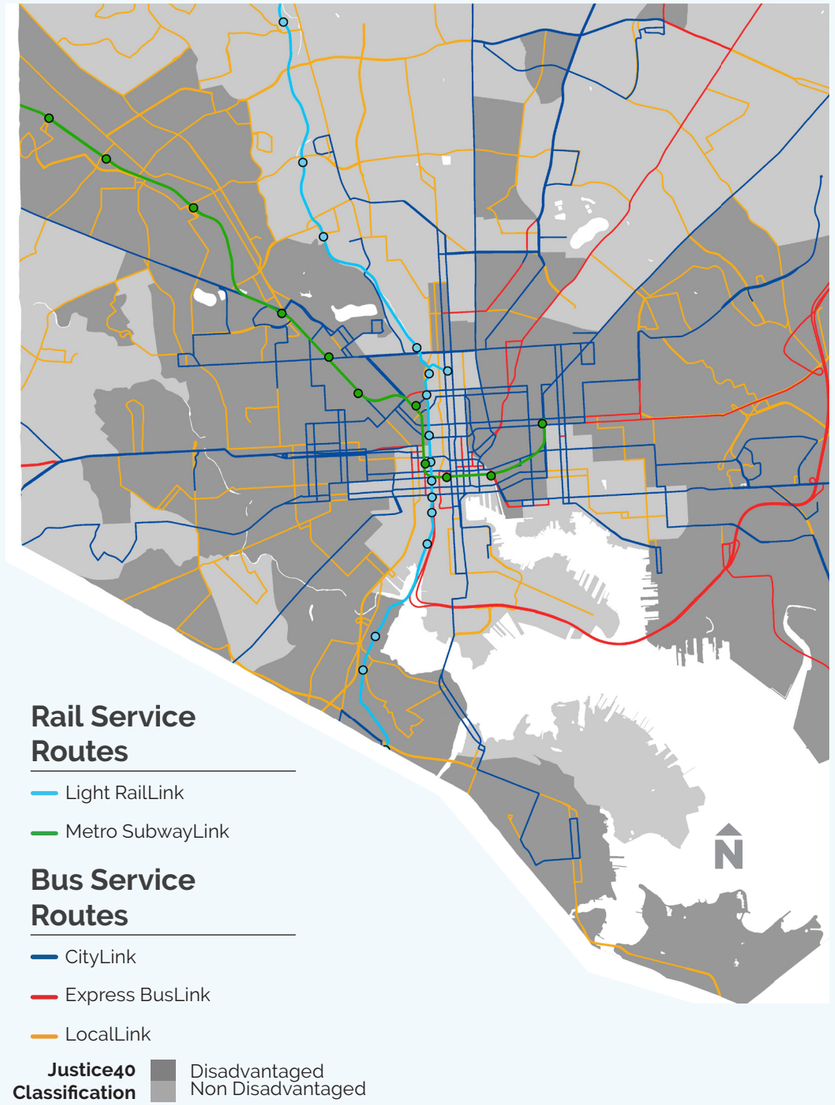
Baltimore City DOT provided overall system-wide OTP for the Charm City Circulator for 2022 and 2023. MDOT MTA defines on-time performance by mode as follows:

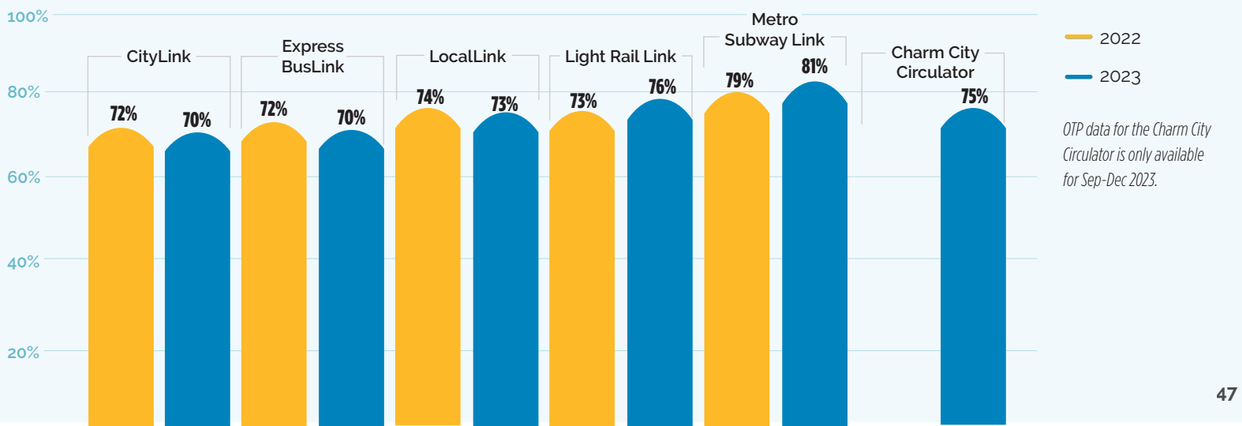
- Core Bus (CityLink, LocalLink, and Express BusLink): A bus is considered on time if it departs a given timepoint between two minutes before and seven minutes after the scheduled departure time. For each route, certain stops are designated as "timepoints." The OTP goal is 80% for Core Bus.
- Commuter Bus: Commuter Bus trips are considered on-time if they depart the first stop of a route within a time window of one minute and 59 seconds early to six minutes and 59 seconds late. The OTP goal is 95% for Commuter Bus.
- Light RailLink: A train trip is considered on time if it arrives within three minutes of the scheduled time. The OTP goal is 95% for Light RailLink.
- Metro SubwayLink: A train trip is considered on time if it leaves the terminus within three minutes of the scheduled time. The OTP goal is 95% for Metro SubwayLink.

Baltimore City DOT considers a Charm City Circulator bus on time if it departs a given timepoint between one minute before and five minutes after the scheduled departure time

Results

On-time performance was largely consistent for all MDOT MTA modes and service types between 2022 and 2023. Based on the data available, no modes or services met MDOT MTA's on-time performance goals in 2022 or 2023.





CONCLUSION

This Complete Streets Annual Report summarizes relevant performance metrics and infrastructure investments in Baltimore City in 2022 and 2023. This document aims to provide a base for more comprehensive data reporting in the future.

Based on lessons learned from this process, the following are recommended for reports in future years:

- Adjust metrics to account for the differing size of the reporting geographies and other factors, like volume of pedestrian, bicycle, and traffic flows.
- Incorporate metrics that allow for more comparisons with data from previous reporting years, so progress can be assessed over time.
- Tie metrics to the goals of the Complete Streets program.

The following recommendations are retained from the previous report:

- Develop short- and long-term goals and benchmarks for each performance measure.
- Report on specific complete streets projects and their measurable impacts.

In 2022 and 2023, a key initiative for Baltimore City was to increase grant pursuits, particularly for grants focused on safety and Complete Streets. The significant amount of grant funding secured will facilitate the design and installation of major Complete Streets projects across the city, and allow for improvements in the planning and outreach process. In conclusion to this report, a summary has been included of signature grant awards that will support Baltimore City DOT's Complete Streets efforts into the future.

With each year of reporting, Baltimore City DOT strives to move towards its mandate to "construct and operate a comprehensive Complete Streets Transportation System that enables access, mobility, economic development, attractive public spaces, health, and well-being for all people."

Current grants:

• RAISE East-West Priority Corridor ($22M, awarded November 2021) – Facilitating faster and more reliable transit trips and strengthen multi-modal connections along an east-west corridor that runs from eastern Baltimore County to western Baltimore County, traversing Baltimore City in between. This grant is a partnership between BCDOT and the Maryland Transit Administration.

• RAISE Penn Station improvements ($6M, awarded August 2022) – Improving transit, pedestrian, and bicycle connections to Penn Station. This grant is a partnership between BCDOT and MTA.

• RAISE Mondawmin Transit Hub Project ($20M, awarded June 2023) – Upgrading infrastructure at one of Baltimore City's busiest transit hubs, including ADA enhancements for the metro station and all sidewalks within a half mile and improvements for pedestrian and cyclist accessibility. The project also incorporates green stormwater infrastructure in asphalt that has been decommissioned from the travel-way. This grant is a partnership between BCDOT, MTA, and Baltimore City Department of Public Works.

• SS4A Action Plan ($1M, awarded February 2023) – Vision Zero action plan to create a roadmap of investments that will help Baltimore City eliminate traffic deaths and serious injuries. This grant is a partnership with the University of Maryland, Morgan State University, and Johns Hopkins University.

• SS4A Demonstration Projects ($9.92M, awarded October 2023) – Piloting recommendations from the Action Plan, including 10 – 15 miles of Complete Streets infrastructure, Ciclovia programming of the entire Greenway Trails Network, and a Complete Streets communications campaign.

• HSIP Pedestrian Safety Improvements Citywide ($3M, awarded December 2022) – Install flashing beacons, curb extensions, and ADA upgrades at key pedestrian crossings.

• Reconnecting Communities West Baltimore United ($2M, awarded February 2023) –Plan for the redevelopment of the "Highway to Nowhere" in West Baltimore, a highway project that destroyed homes and businesses and displaced 1,500 residents. The project is a collaborative effort between BCDOT, Baltimore City Department of Planning, Baltimore Development Corporation, and MTA.

APPENDIX A: ONGOING PROJECTS

Section	Project	Project Scope	Construction NTP	Current Project Milestone
TEC-Resurfacing-TR22013	RHVL Southeast Sector-IV	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	10/30/2022	Preston Street from Milton Ave to Wolfe Street/ Patterson Park from Biddle to Madison Ave/ Boston Street from Clinton Street to Kenwood Ave
TEC-Resurfacing	Urgent Need TR-22014	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	6/5/2023	1) Seneca St. 2) Biddison Ln. 3) W. Rogers Ave.
TEC-Resurfacing TR-22010	RHVL Southeast Sector-I	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	1/17/2023	Saint Lo Drive - completed. Harford Rd. - completed.
TEC-Resurfacing-TR21016	Vision Zero and Bike Maintenance and Construction	Installing striping of roadway flex post, bollards, speed humps, pedestrian counters and wheel stops.	4/18/2022	Change order #5 - in process for time extension.

Section	Project	Project Scope	Construction NTP	Current Project Milestone
TEC Resurfacing	Resurfacing Highways at Various Locations Northwest Sector-II TR22011	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	1/17/2023	Completed paving Gwynns Falls
TEC-Resurfacing	Urgent Need Contract Citywide TR21018	As needed assigned work locations.	12/28/2021	Completed Ramps on 28th Street and Huntingdon Avenue.
TEC-Resurfacing	Resurfacing highways at Various locations, Northwest Sector II TR23010	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	3/18/2024	Field Office and Ramp surveys underway
TEC-Resurfacing	Resurfacing Highways at Various locations Southeast Sector-IV TR23012	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	3/18/2024	Contractor has started work on location
TEC-Resurfacing	Resurfacing Highway at Various Locations, Southeast, Sector - 4 TR21014	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	7/30/2021	Starting Closeout. Final Inspection - 10/3/23

Section	Project	Project Scope	Construction NTP	Current Project Milestone
TEC-Footways & Alleys	RECONSTRUCTION OF ALLEYS CITYWIDE TR23005	**Alley Repairs	7/31/2023	Construction Ongoing
TEC-Footways & Alleys	RECONSTRUCTION OF FOOTWAYS CITYWIDE TR23001	**Footway Repairs	4/1/2024	Construction Ongoing
TEC-Footways & Alleys	RECONSTRUCTION OF FOOTWAYS CITYWIDE TR23002	**Footway Repairs	4/1/2024	Construction Ongoing
TEC-Footways & Alleys	RECONSTRUCTION OF FOOTWAYS CITYWIDE TR23003	**Footway Repairs	4/1/2024	Construction Ongoing
TEC-Footways & Alleys	ADA CURB RAMP RECONSTRUCTION VARIOUS LOCATIONS CITYWIDE (JOC) TR23013	**ADA Ramp Repairs	5/20/2024	Construction Ongoing
TEC-Footways & Alleys	ADA CURB RAMP AND SIDEWALK CONSTRUCTION URGENT NEED EAST (JOC) TR24008	**ADA Ramp Repairs	8/28/2024	Construction Ongoing
TEC-Footways & Alleys	ADA CURB RAMP AND SIDEWALK CONSTRUCTION URGENT NEED WEST (JOC) TR24009	**ADA Ramp Repairs	9/9/2024	Construction Ongoing
TEC-Footways & Alleys	CURB REPAIRS CITYWIDE TR23007R	**Curb Repair	4/1/2024	Construction Ongoing

Section	Project	Project Scope	Construction NTP	Current Project Milestone
TEC-Bridge	I-83 JOINT REPAIRS PHASE 2 BRIDGE TR13301 TIP# 12-1411-13 FAP# NHPP-83-1(179)E SHA# BC 420006	**Installation of median gate on I-83 north of Cold Spring Lane exits ** Joint repairs on BC3114 and BC3115, approximately 30 total joints. **Project was separated into two phases to reduce traffic congestion on I-83	NO NTP DATE	Pre-Construction Meeting 1/31/2019
TEC-Bridge	REPLACEMENT OF BRIDGE NO BC3212 HARFORD ROAD OVER HERRING RUN TR03319 TIP# 12-1402-13 FAP# NHPP-3033(9)E SHA# BC450001	**Removal of arch bridge **Replace with three span bridge with arch facade **Construct arch pedestrian underpass **Utility work and signalized intersection **Remove/Reconstruct portions of Herring Run Greenway Trail **Approach work and Landscaping	10/1/12018	Superstructure Construction

Section	Project	Project Scope	Construction NTP	Current Project Milestone
TEC-Bridge	SE Baltimore Freight Corridor – Replacement of Broening Hwy Bridge Over Colgate Creek TIP# 12-1609-13 SE Baltimore Freight Corridor – Holabird Avenue Realignment At Poncabird Pass TIP# 12-1610-11 SE Baltimore Freight Corridor – Broening Hwy Complete Streets Streetscape (Boston to Holabird Avenue) TIP# 12-1611-09 (TIGER GRANT) TR16301	**Replacement of Bridge BC-4204, Repave Holibird Ave from Ponca Pass to Broening Hwy, Repave Broening Hwy from Holibird Ave to Boston St	11/15/2018	Construction Ongoing
TEC-Bridge	WATERVIEW, ANNAPOLIS, MAISEL BRIDGES TR12311R TIP#12-1202-13 FAP# HF-NH-111-1(29)N SHA# BC 269-083-815	**Total replacement of three bridges over MD 295	1/7/2019	Construction Ongoing
TEC-Bridge	REPLACEMENT OF EDMONDSON AVENUE **BRIDGE** FAP# BHF-244-1(26)N SHA# BC 269-082-815 City TR01041R	**Complete replacement of all substructure and superstructure on a four span, six lane bridge from Hilton Pkwy to Ellicott Drive	11/7/2016	Construction is completed

Section	Project	Project Scope	Construction NTP	Current Project Milestone
TEC-Bridge	PHOENIX RD OVER GUNPOWDER FALLS BRIDGE REPLACEMENT TR10003 TIP# FAP# SHA No.	**Complete replacement of Phoenix Road Bridge over Gunpowder Falls. **Project is located within Loch Raven Watershed in Baltimore County. **Design funded by DPW. Construction funded through Baltimore County federal-aid monies and City DPW.	5/23/2024	Construction Stage
TEC-Recon/Stscp	CENTRAL AVE STREETSCAPE & CONNECTOR BRIDGE (Design Build) HARBOR POINT TO BALTIMORE ST. RECONS & BRIDGE TR12317 TIP# 12-1201-42 STP-3057(6)N BC410005	**Extend Central Avenue to Harbor Point with new bridge. **Building face to building face reconstruction N to Baltimore St. **Replace/Rehab and Renew Utilities **Landscape, Ped, bicycle amenities. **Structural rehab to Harford Run culverts/bridges	6/15/2016	Construction Completed
TEC-Recon/Stscp	MARTIN LUTHER KING JR. BOULEVARD AT HOWARD STREET CORRIDOR IMPROVEMENTS TR11317 SHA BC420017 FAP NHPP-3065(15)E CIP 508-398 TIP 12-1706-11	**Resurfacing, **Lane reassignment from parking to bikes **ADA ramps, limited sidewalks replacement, **Ped safety initiatives **Pavement markings **Greenings include impervious removal, adding	10/31/2022	Construction Complete

Section	Project	Project Scope	Construction NTP	Current Project Milestone
		trees, grass, and landscaping (Midtown will maintain), **Signal work includes 2 Chase reconstructions - MLK and Cathedral. ** Ped signal upgrades at MLK/Howard, MLK at Linden, **Limited storm drain		
TEC-Recon/Stscp	SHARP LEADENHALL STREETSCAPE TR17022	**Sidewalk Reconstruction with brick band buffer **Curb & Gutter Reconstruction **Streetlight upgrades and Pedestrian Lighting **Landscaping improvements: Tree Pits and Planting Areas **Minor drainage improvements	10/24/22 NTP	Construction Completed Warranty Period

Section	Project	Project Scope	Construction NTP	Current Project Milestone
TEC-Recon/Stscp	GEOMETRIC INTERSECTION IMPROVEMENTS : W Saratoga @ Eutaw, York @ Woodbourne, Walther @ Moravia, Reisterstown @ W Cold Spring, and 5100 CHARLES ST SIGNAL IMPROVEMENTS -From Tunbridge Rd to Goodale Rd (Friends School) TR18301 TIP# 12-1218-07 SHA No: BC410032 FAP No: STBG-000B(469)E	ADA ramps, sidewalk, traffic signals and poles.	9/25/2023	
TEC-Recon/Stscp	INNER HARBOR CROSSWALK ENHANCEMENT (Pratt & Light; Pratt & Calvert; Pratt & President) TR17303 SHA No: AXA14B51 FAP No: AC-TAP-000B(666)E	**Upgrading intersections at Pratt & Light, Pratt & Calvert, and Pratt & President St. **Upgrades to include high-visibility crossings, audible and visual countdown signals and ADA ramp upgrades. **Award Amount $1.05Million; Local Match $765,788		
	TR23013 - ADA CURB RAMP CONSTRUCTION VARIOUS LOCATIONS CITYWIDE (JOC).	Construction of ADA curb ramps City-wide	Anticipated in April '24	On the 02/21/24 BOE Agenda for Award

Section	Project	Project Scope	Construction NTP	Current Project Milestone
Conduit	Conduit Systems Reconstruction at Various Locations city wide TR19017	Rodding, Slugging and Break Out of Existing Conduit Ducts. Type Y Duct Sections, 1-3in., 1-4in., or 1-5 in., in diameter. Concrete Encased Split Duct, 3 in., 4in., or 5 in.	5/13/2020	As of 04/31/2023, last field activity on contract has been completed. Project Engineer working to finalize contract expenditures so project closeout file can be completed. Last payment estimate submitted November, 2022. Will remove contract after this month.
Conduit	Conduit Systems Reconstruction at Various Locations City Wide TR20016	Rodding, Slugging and Break Out of Existing Conduit Ducts. Type Y Duct Sections, 1-3in., 1-4in., or 1-5 in., in diameter. Concrete Encased Split Duct, 3 in., 4in., or 5 in.	4/1/2021	As of 04/31/2023, Contractor has efficiently progressed thru Contract. Contract Time @ 65% (Includes Time Ext for C.O. #1 & #2) & Money @ 94%. $4M C.O. sent to CA in 12/2022, but not processed. Approx $722K remains in contract after April payment. Contract will expire when these funds are exhausted.
Conduit	COMPREHENSIVE CONDUIT FACILITIES MANAGEMENT SERVICES TR16020	**Perform Electric MH repairs (wall reconstruction, replacement of frames and covers, etc.). **Split duct construction. **Perform replacement and/or repairs on the conduit in advance of proposed cable installation.	2/22/2017	Construction Ongoing

Section	Project	Project Scope	Construction NTP	Current Project Milestone
Conduit	Citywide Cable Management JOC TR21009	Racking of cables in Conduit Manholes / systems and other related tasks Citywide.	1/19/2022	As of 04/31/2022, Contractor is increasing production and efficiency. Contract Time @ 83% and Money @ 87%. $166K remains in contract.
ADA Improvements	TR23013	ADA improvements - various locations	5/20/2024	N/A
ADA Improvements	TR24008	ADA improvements - various locations	8/28/2024	N/A
ADA Improvements	TR24009	ADA improvements - various locations	9/9/2024	N/A