



2021 - 2026 DOT CIP

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DOT Mission

The Baltimore City Department of Transportation's mission is to maintain and improve the transportation infrastructure to produce a safe, reliable, accessible and efficient system for everyone that provides for multiple and sustainable modes of transportation for residents, businesses and visitors — thereby promoting livable and vibrant communities across Baltimore City.

DOT Responsibilities

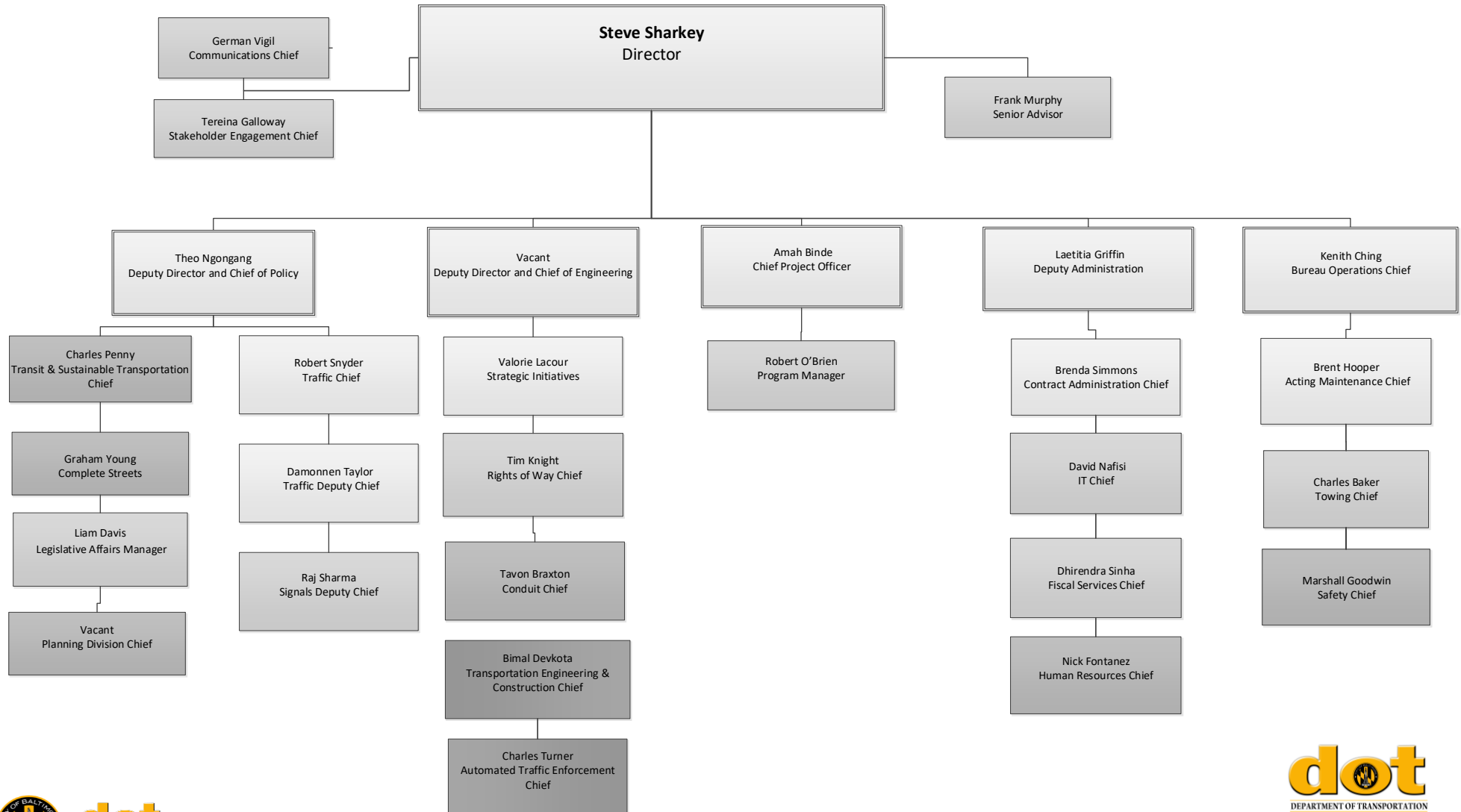
- 2,000 miles of roadways
- 7 miles of interstate highways
- 298 bridges and culverts
- 3,600 miles of sidewalks, curbing and gutters
- 456 miles of alleys
- 72,000 street lights
- 1,300 signalized intersections
- 250,000 traffic and informational signs
- 50 million linear feet of conduit

Key Challenges

- Aging Infrastructure
- Rising Costs to Improve Infrastructure
- Limited Funding Sources
- Staffing capacity to take on new projects and under-staffing in many of our key roles.
- DOT is constantly seeking additional funding opportunities and partnerships to leverage available funds. With the many and varying needs of Baltimore City, often Transportation generated dollars are reallocated to other unrelated issues.

DOT Organizational Chart

Baltimore City
DOT Administration Org Chart



Program Priorities

- **State of Good Repair:** Baltimore City DOT maintains and restores critical infrastructures such as bridges, roadways, sidewalks, lighting, bicycle, and transit infrastructure.
- **Complete Streets:** Complete Streets holds that everyone should have safe, comfortable, and convenient access via the public right of way no matter their mode of transportation. The approach integrates people and places into the planning, design and construction process, and elevates the priority of pedestrians, bicyclists, and transit users in planning and roadway design to increase quality of life and mobility.
- **TowardZero:** DOT aims to prioritize safety within the city's multi-modal transportation network and ultimately eliminate roadway fatalities and serious injuries. Toward Zero Baltimore is a long-term initiative that will move Baltimore toward the goal of zero pedestrian and bicyclist fatalities and severe injuries by 2030.
- **Sustainable Transportation Alternatives:** DOT plays a critical role in fostering sustainable, multimodal transportation alternatives which provide **ALL** citizens the option to safely travel in ways other than by single occupancy vehicles. DOT manages the following programs:
 - Charm City Circulator
 - Harbor Connector
 - Dockless Vehicles (Scooters/E Bikes)
 - Bike Master Plan

Current Project Prioritization Process

DOT uses many metrics to prioritize projects. To evaluate potential projects, DOT considers:

- Asset condition and preventative maintenance plans
- Traffic safety
- Community input
- Equity
- Historical spending trends
- Cross-agency coordination
- Internal coordination



Equity of Project Prioritization through Complete Streets

Following the adoption of the Complete Streets Manual in July, 2020, the Project Prioritization Process will be documented for the public and define how DOT will prioritize its sidewalk, resurfacing, and capital improvement projects.

Relative to previous years, **equity** will be emphasized as a leading factor followed by **asset condition and safety**, with a reduced focus on complaint driven projects and the equal spreading of projects based on geographic/council boundaries.

The **Ambassador Program** will allow the agency to gain equitable insight into the opinions of Baltimore residents. By enlisting the assistance of a small group of area residents, providing them with training and resources and allowing them to capture information from and educate their communities on DOT projects and services. Ambassadors will be provided a stipend to promote and participate in street outreach, pop-ups, and meetings.

DOT in the Community

There are many ways communities may voice their concerns, issues and ideas for capital improvement projects. DOT communicates with citizens in two primary ways.

Community Liaisons

DOT has five Community Liaisons that are responsible for attending community meetings, reporting to communities on upcoming or ongoing projects and helping resolve issues within 311. Each liaison is responsible for their assigned district which includes Downtown, NE, SE, NW and SW.

Stakeholder Outreach

DOT's new Stakeholder Engagement Officer will help to foster expanded engagement with local businesses, elected officials, residents, non-profits and area transit organizations by creating pipelines for collaboration in project designs and community initiatives.

Communications Department

The primary role of this department is to oversee DOT's public information functions, including Maryland Public Information Act Requests, internal and external communications, and media relations using a full range of print, electronic, and social media tools. This department develops communication plans and strategies and directs the execution of communication tactics in the agency's best interest.

RINGING THE ALARM - DOT Long Term Capital Needs

The capital needed to correct the deferred maintenance is approximately \$1.5 Billion. If DOT were to receive the funding to correct the deferred maintenance, the estimated projected annual funding for replacement of existing assets is \$186.6Million. Correcting deferred maintenance would provide an acceptable level/condition for the infrastructure assets.

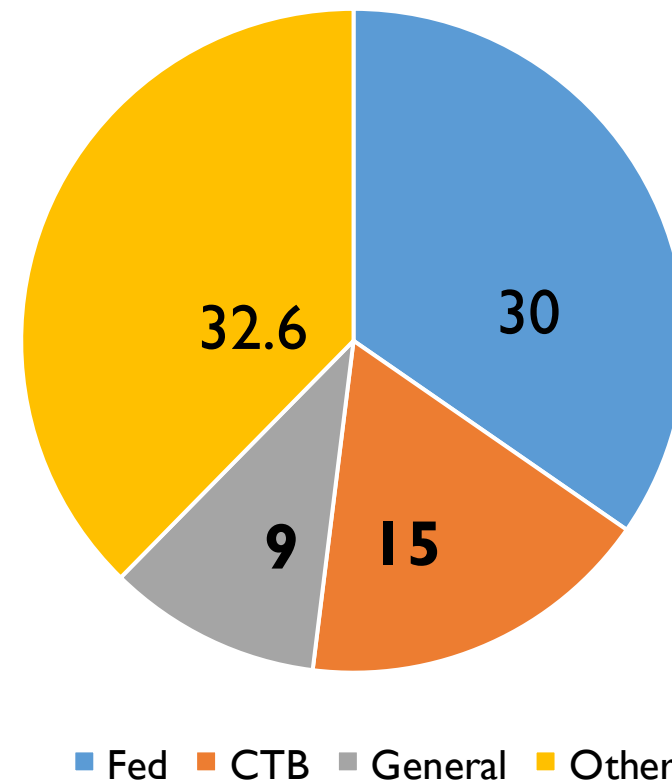
Asset Category	ESTIMATED CAPITAL NEEDED FOR DEFERRED MAINTENANCE	ESTIMATED ANNUAL CAPITAL FUNDING NEEDED FOR CAPITAL REPLACEMENT PER YEAR FOR THE NEXT 20 YEARS
Roadways	\$316M	\$64.8M
Bridges	\$435M	\$31.75M
Sidewalks/ADA Access	\$306M	\$20.3M
Alleys	\$44M	\$4.2M
Traffic Signalization	\$67M	\$5.35M
DOT Facilities	\$79M	\$18.95M
Bicycle Facilities	\$7M	\$1.85M
Lighting (Street and Pedestrian)	\$33M	\$3.65M
Conduit	\$165M	\$28.25M
Transit Infrastructure	\$50M	\$7.5M
TOTAL	\$1.5B	\$186.6M

DOT FY 21 Request Breakdown

Key Highlights of Request

- Alleys & Footways \$7.3M
- Resurfacing \$12.5M
- Bridges \$28.99
- Toward Zero \$1M
- Transit \$5M - All Federal Ask
- Conduits \$23M - Enterprise Funds

Funding Request in \$Millions



DOT Asset Management Progress

- Inventory of all assets
 - Asset identification
 - Determining critical attributes
 - Collecting asset data (type, location, dimension, etc.)
- Developing condition assessment methodology
- Performing asset condition information collection
- Developing information analysis methodologies
- Establishing Performance Measures
- Performing analysis and developing optimized and prioritized infrastructure improvement program and BudgetCITYWORKS

DOT Asset Management

Accomplishments to Date:

- Captured street-level imagery and LiDAR data within the city ROW
- Developed database (Excel & GIS) of key features for all DOT assets and identified critical attributes for each asset (e.g. pavement, curb, pavement markings, signals, signs, ramps, guardrail, etc.)
- Images and LiDAR data have been processed and asset features are being extracted
- Developing management systems prioritized as followed:
 - ADA Assets Evaluation and Compliance Management System
 - Pavement Management System PENDING
 - Sidewalk Management System

DOT Recent CIP Accomplishments:



527-323 Key Highway at Light Street



527-313 Midtown Streetscape



527-627
Park Circle
Intersection
Improvements

COMPLETED
Total Funding (3 Projects):
\$19.8 million

DOT Recent CIP Accomplishments (Resurfacing)

Construction Season 2019:

Approx. Funding Spent: \$20 Million

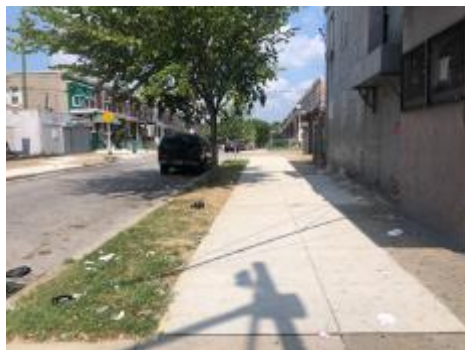
Approximate Lane Miles Completed: 87 Lane Miles



DOT Recent CIP Accomplishments (Alleys & Footways)

Calendar Year 2019:

- 3,450 Locations
- 613,000 SF of Sidewalk Reconstructed (Previous Average: 325,000 SF)
- 400,000 SF in Current Fiscal Year 2020
- 5 School Locations through INSPIRE: \$1.3 Million
- 160,000 SF of Alleys



DOT Ongoing Major Projects

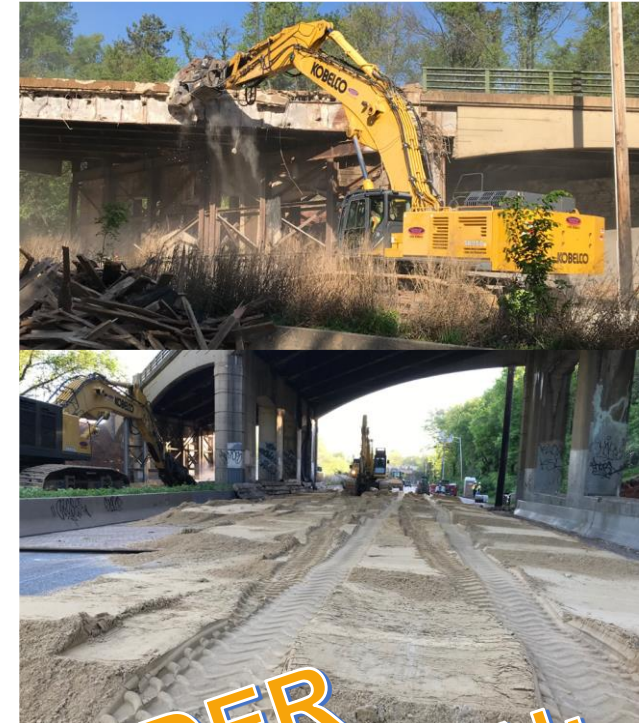
506-315 Edmondson Avenue Bridge



**UNDER
CONSTRUCTION:
\$40 Million**

DOT Ongoing Major Projects

508-882
Waterview, Annapolis, & Maisel St
Bridges
Over MD 295



DOT Ongoing Major Projects

509-087

Harford Road Bridge Over Herring Run



\$300 Million in
Construction at the End
of Calendar Year
2019



509-004

Broening Highway Bridge Over Colgate Creek

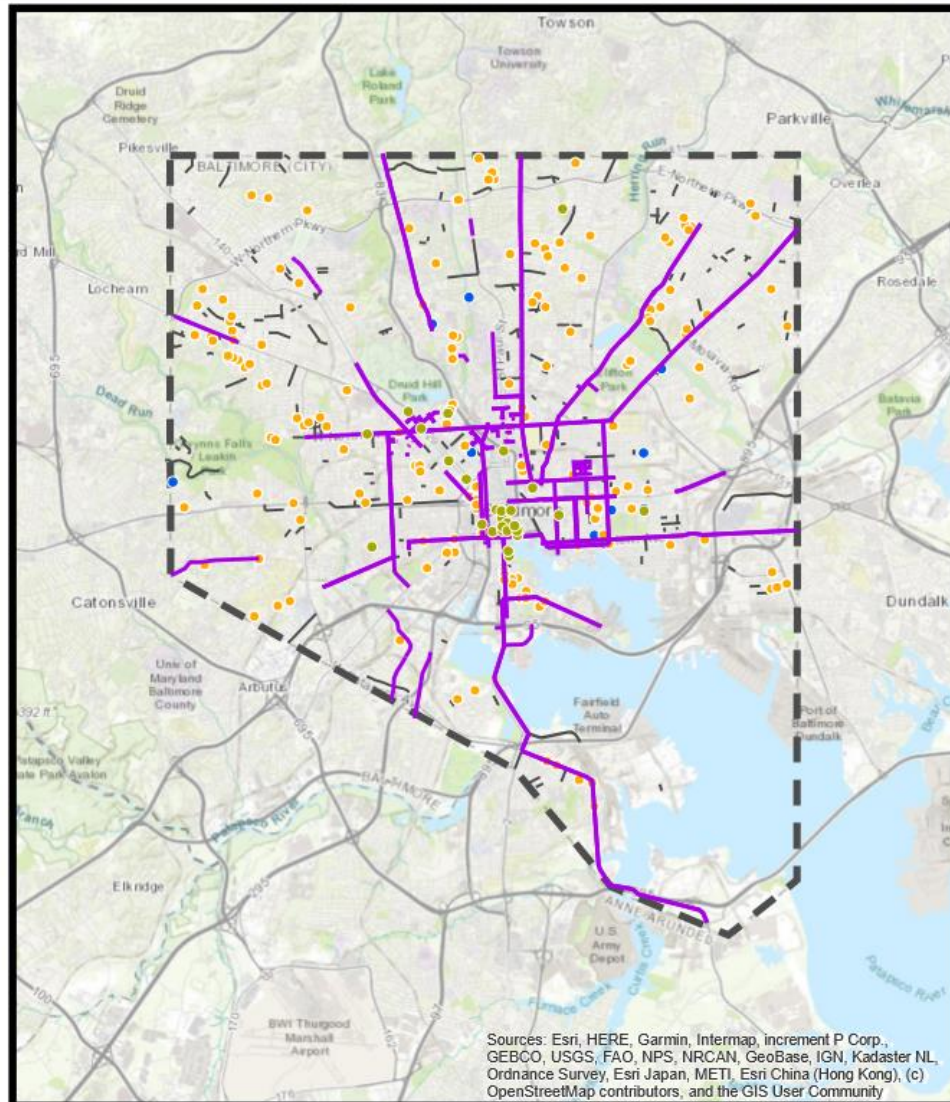


Map of how Bulk Funds are Spent

DOT FY19 Bulk Projects

Legend

- FY19 Conduit Manhole Reconstruction
- FY19 Conduit Completed Work
- FY19 Footways
- FY19 Alleys
- FY19 DOT Resurfacing
- Baltimore Boundary



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

DOT FY 2021 Requests – Alleys & Footways

CIP No	Description	Federal	CTB	General	Other	TOTAL
504-100	Sidewalk Reconstruction			3,000	1,100	4,100
504-200	Alley Reconstruction			750	500	1,250
508-465	Curb Repair / Slab Repair / ADA Ramp Upgrades		1,500	521		2,021

*Additional Funding: INSPIRE Program Expected to Contribute Approx. \$1.5 Million for Six School Locations

TOTAL:
\$7.371 Million



DOT FY 2021 Requests – Resurfacing

CIP No	Description	Federal	CTB	General	Other	TOTAL
514-002	Resurfacing Urgent Needs		2,500			2,500
514-214	Resurfacing Northwest		2,500			2,500
514-215	Resurfacing Southwest		2,500			2,500
514-216	Resurfacing Southeast		2,500			2,500
514-846	Resurfacing Northeast		2,500			2,500



**TOTAL:
\$12.5 Million**



DOT FY 2021 Requests – Towards Zero

CIP No	Description	Federal	CTB	General	Other	TOTAL
512-015	Towards Zero – Traffic Safety Improvements			1,000		1,000

Quick-build traffic solutions at high-crash intersections and corridors where pedestrians and cyclists movements have been recognized as high conflict.



DOT FY 2021 Requests – Transit Related

CIP No	Description	Federal	CTB	General	Other	TOTAL
508-137	Improvements Along MTA Priority Bus Routes	5,000				5,000

Improvements along various MTA priority bus routes, to include but not limited to:

- pavement and lane marking improvements
- street lighting upgrades
- sidewalk / ADA enhancements
- bus pads,
- storm drain improvements
- hardscape / landscape upgrades



DOT FY 2021 Requests – Bridges

CIP No	Description	Federal	CTB	General	Other	TOTAL
507-003	Russell Street Bridge and Monroe Street Ramp Over CSX	5,567		1,271		6,838
506-760	Perring Parkway Over Herring Run	932		663		1,595
506-754	Annual Urgent Needs Bridge Repair		1,000			1,000
509-006	Hanover Street Bridge	5,000				5,000
506-761	Remington Avenue Bridge Over Stoney Run	3,388				3,388
509-005	I-83 Concrete Deck Mill and Resurface	1,800				1,800
506-009	Howard Street Bridge Replacement	1,000				1,000
509-326	Wilkins Avenue Bridge Replacement	1,520				1,520
506-017	Harford Road Bridge Over CSX	1,750			4,500	6,250
506-762	Radecke Avenue Bridge Over Moores Run	600				600



TOTAL:
\$28.991 Million

DOT FY 2021 Requests – Conduit

CIP No	Description	Federal	CTB	General	Other	TOTAL
562-003	Conduit System New Construction				5,000	5,000
563-001	Conduit Corridor Capital Maintenance				15,000	15,000
562-001	Reconstruct Deteriorated Manholes at Various Locations				3,000	3,000



TOTAL:
\$23 Million
 (Enterprise Funds)

DOT FY 2021 Requests – Traffic Signals

CIP No	Description	Federal	CTB	General	Other	TOTAL
512-078	ITS Improvements Citywide	640		160		800
563-001	Traffic Signal Reconstruction	320		80		400
562-001	TMC Upgrade	443				443



TOTAL:
\$1.643 Million

DOT FY 2021 Requests – Reconstruction & Streetscape

CIP No	Description	Federal	CTB	General	Other	TOTAL
508-098	Inner Harbor Crosswalks			80		80
508-398	MLK / Howard Street Intersection Improvement	2,040		330		2,370
508-140	Frederick Avenue Slope Stabilization Wall	1,200*		300		1,500

*Federal Funding for the Frederick Avenue Slope Stabilization Wall is Federal Emergency Funding as a result of the flooding, and is considered outside of the general Federal Funding allocation

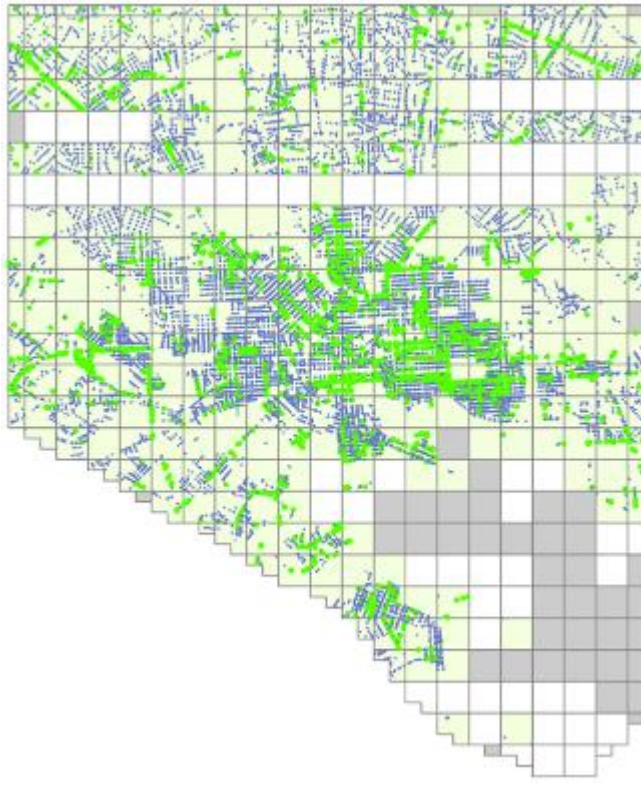


TOTAL:
\$3.95 Million



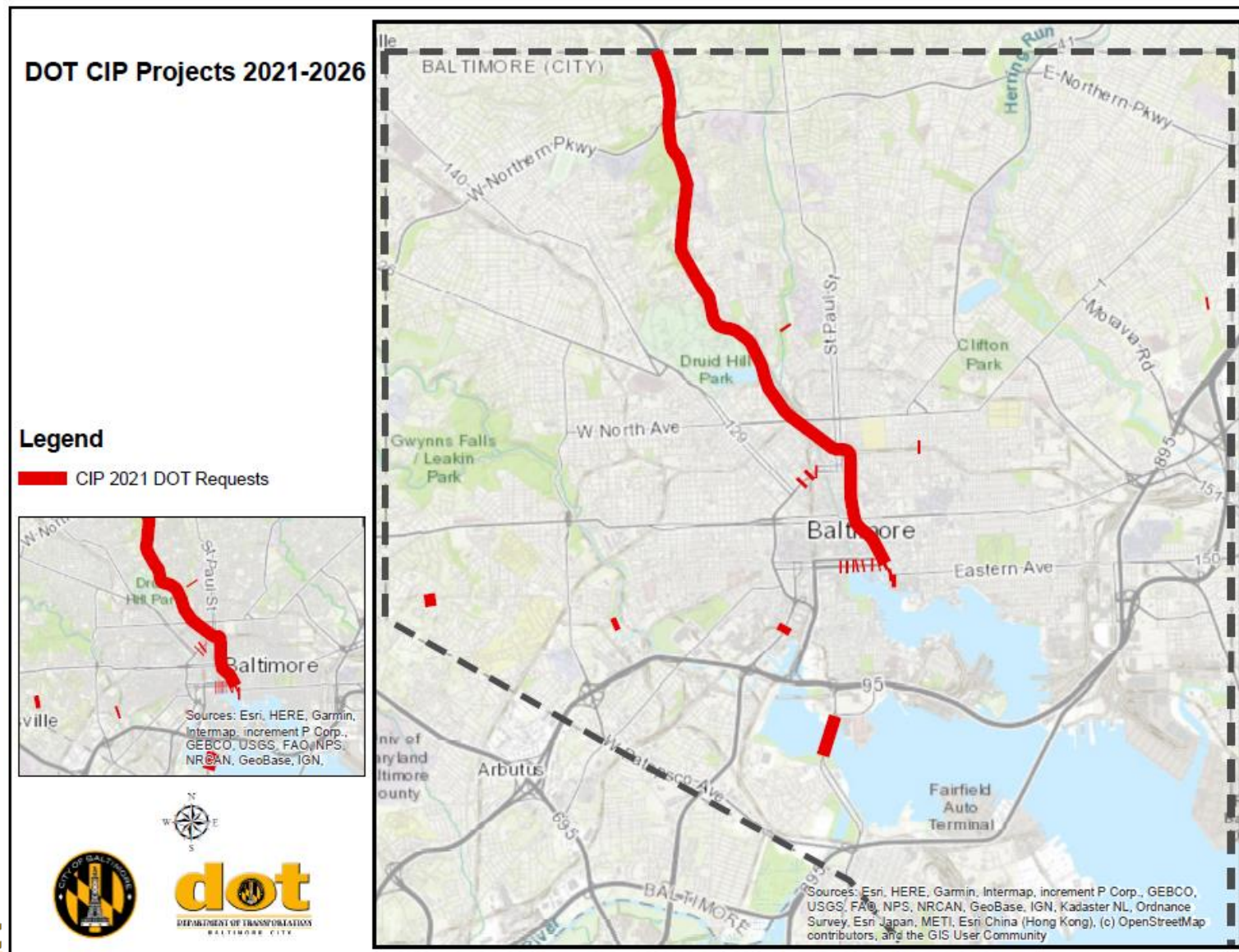
DOT FY 2021 Requests – General

CIP No	Description	Federal	CTB	General	Other	TOTAL
527-044	Asset Management			500		500
508-029	Materials and Compliance Testing			345		345



**TOTAL:
\$845,000**

DOT Map of FY 21-26 Requests



DOT Conclusion – Projects Supporting Community Framework

The following projects are in/near Impact Investment Areas (for a Framework for Community Development)

- CIP # TBD - Reisterstown Road Rehabilitation from Coldspring Lane to Hayward Ave - Park Heights
- CIP # 508-046 Park Heights Avenue from Northern Parkway to Fords Lane Federal Routes Reconstruction – Park Heights
- CIP # 508-102 - Bike Master Plan: Eutaw Place – West
- CIP # 508-051 - Fremont Avenue Rehabilitation from Lafayette Ave to Presstman St Federal Routes Reconstruction – West
- CIP # 508-121 - Arlington Avenue Bikeway – Southwest
- CIP# 508-131 - Wolfe and/or Washington Corridor Study – East

DOT Conclusion – Projects Supporting Sustainable Transportation

Green Network Plan - DOT is committed to supporting the Baltimore Greenway Trails Network. This is a 35 mile loop of trails that would connect over 50 neighborhoods.

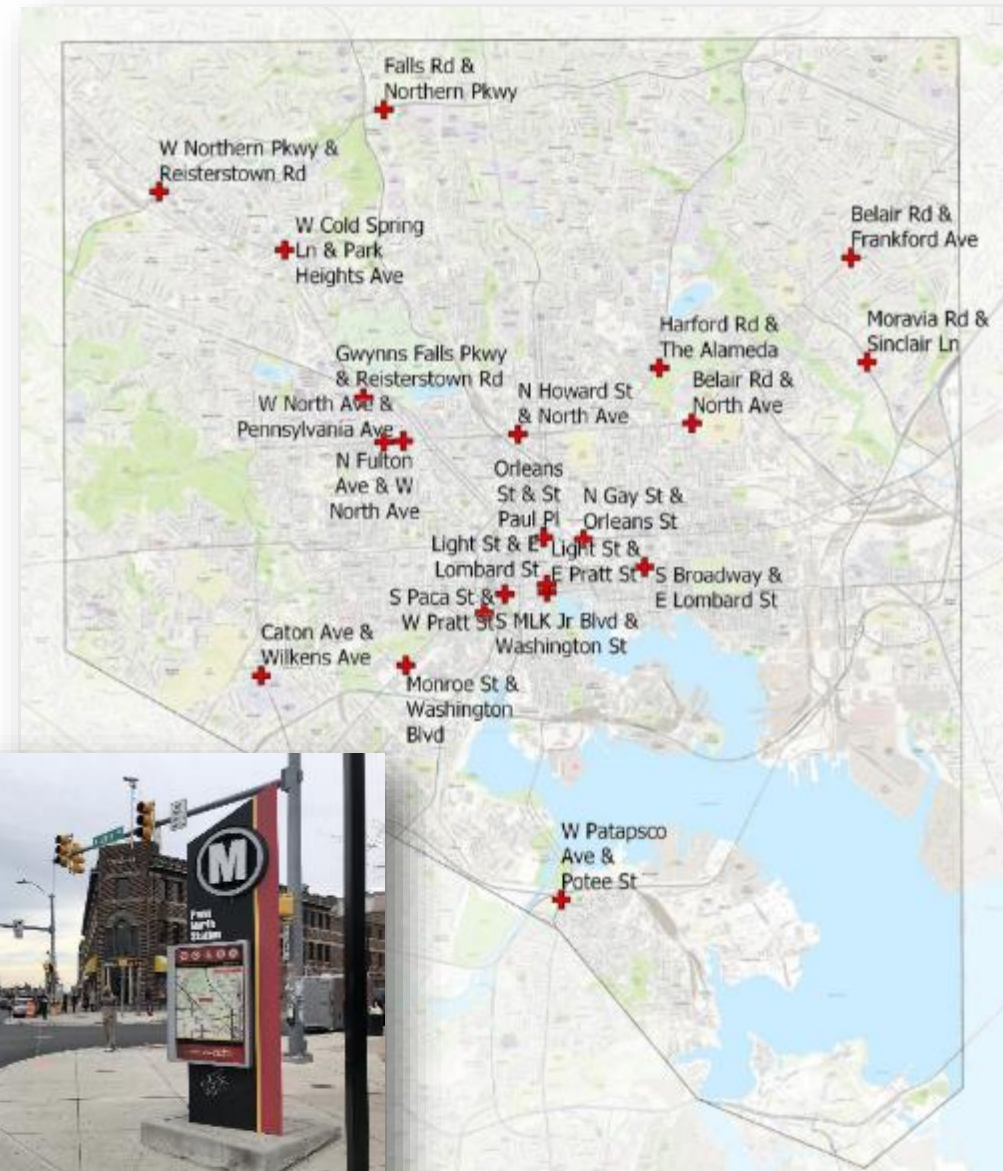
- 25 of the 35 miles are existing trails – the remaining sections of potential trail are located on utility corridors, disused rail lines, and in DOT right of way.
- DOT has secured grant funding to advance the design of segments 2, 4, and 9, below. For segments 2 and 4, a \$360,000 Bikeways Grant will advance previously-developed concept designs to engineered 30% designs. Segment 9 will be advanced to final design using a \$250,000 Transportation Alternatives Grant.



DOT Conclusion – Projects Supporting Sustainable Transportation (cont.)

Transit Investment – From FY 21-26 DOT has requested \$10M for improving transit routes and corridors. This investment into bus lanes, signal prioritization technology and traffic calming features like bus bulbs will improve transit efficiency and reliability; enhances customer experience; and eases congestion thereby improving the environment and quality of life for residents.

Toward Zero – DOT will be investing over \$4.5M over the next five years for quick build traffic safety improvements that will immediately make streets safer for pedestrians by building features which will slow cars down on our most dangerous streets.



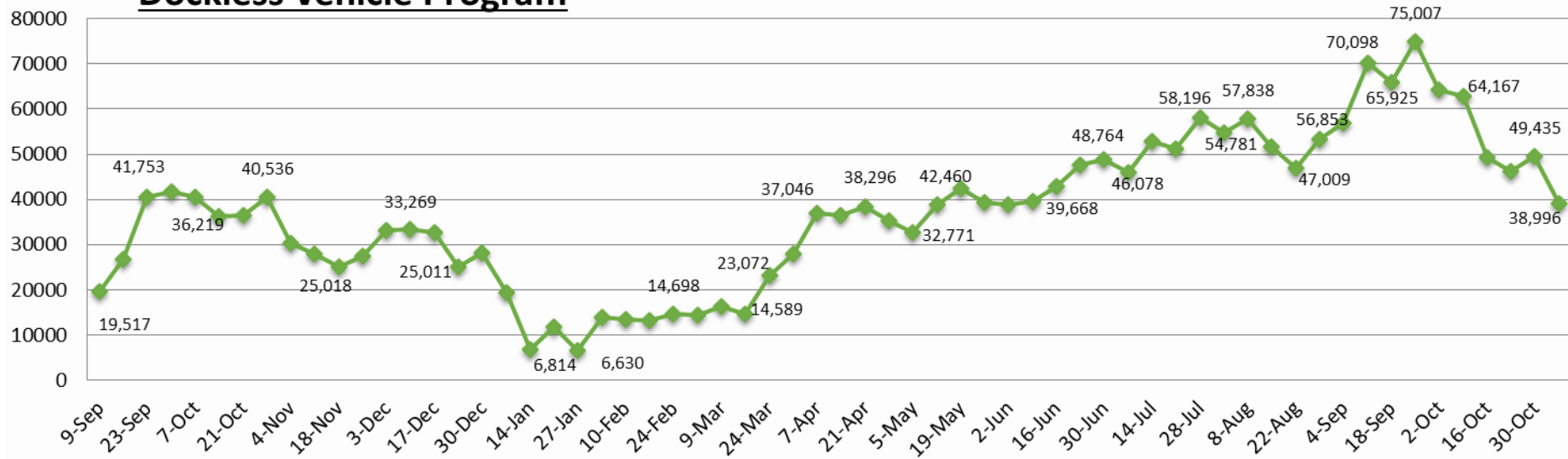
DOT Conclusion –FY 21 Bike Program Update

Funding Source	Amount
General Funds HUR Eligible	\$795,424
Federal Funds	\$2,219,315
TOTAL	\$3,014,739

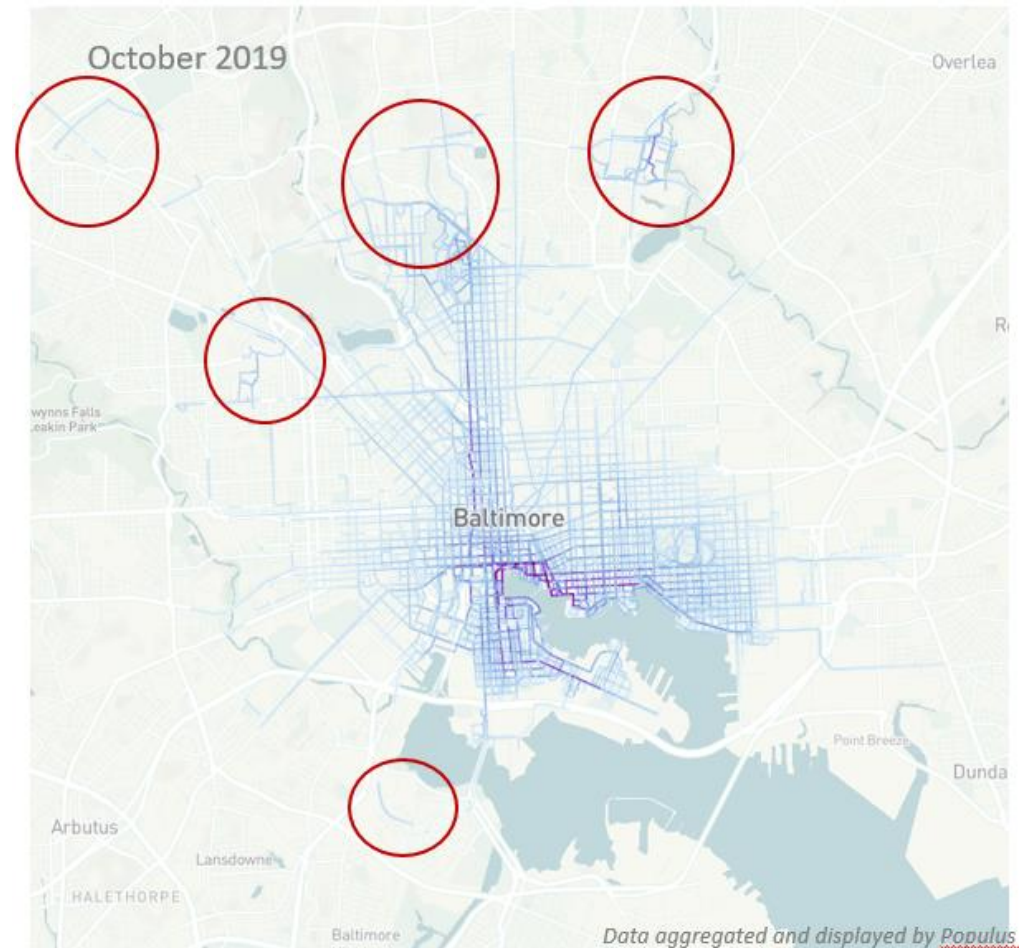
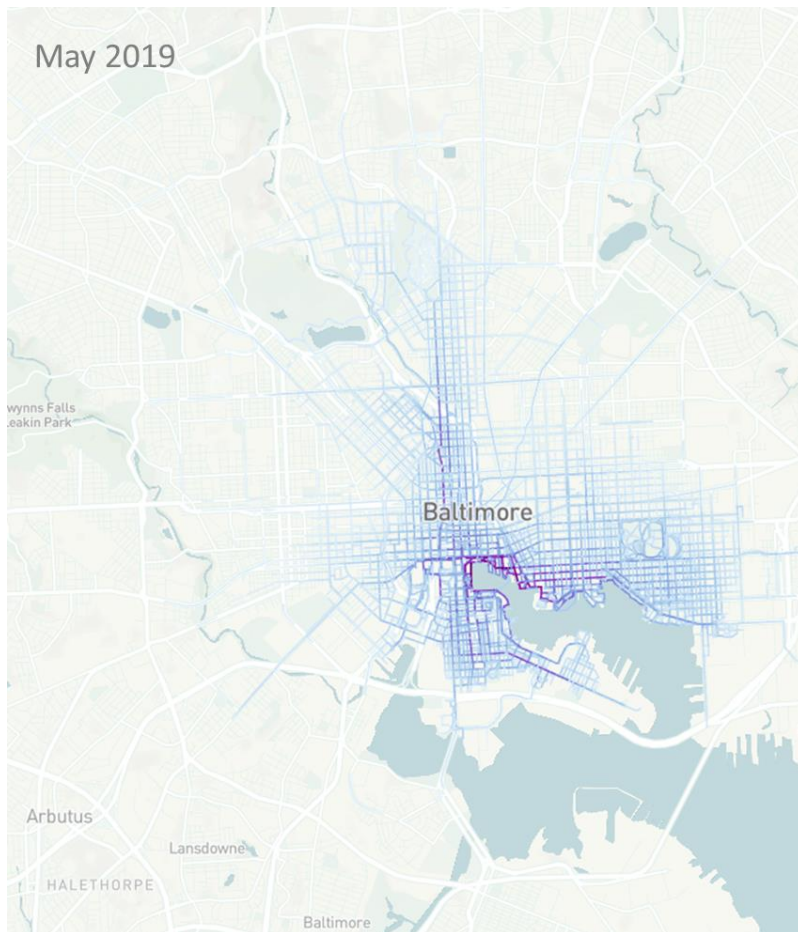
For this year DOT will be:

- Raising awareness and acceptance of bike projects through a comprehensive **public outreach and education program**
- **Creating project management tools** and checklists
- **Creating public outreach tools** and templates
- Establishing **DOT-internal best practices** on bike facility design and implementation
- **Coordinating with Complete Streets team** to expand knowledge and responsibility for bike project design and implementation
- **Procuring a Bike Program-specific striping and maintenance contract**

Dockless Vehicle Program



Dockless Vehicle Program



Increased and more equitable coverage of dockless vehicles during peak season.



Questions?