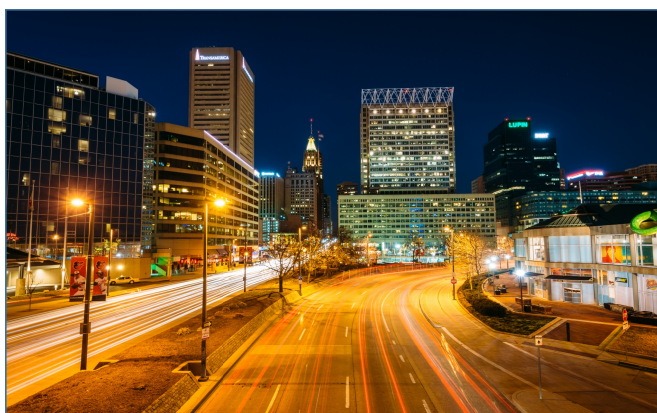


# Baltimore City Department of Transportation



## Mission

Baltimore City Department of Transportation's (DOT) mission is to promote livable and vibrant communities in Baltimore by creating connections through transportation. DOT accomplishes this by maintaining and improving the transportation infrastructure to assure safe, reliable, accessible, and efficient multimodal options for all roadway users. DOT is responsible for all right-of-way infrastructure, from sidewalks to curbs to roadways, conduits, bridges, and medians.



## Agency responsibilities include:

- 2,000 miles of roadways, curbs & gutters
- 7 miles of interstate highways
- 298 bridges and culverts
- 4,500 miles of sidewalks & 38,000 ADA Ramps
- 456 miles of alleys
- 72,000 street lights
- 1,300 signalized intersections
- 250,000 traffic and informational signs

## Programs

### *State of Good Repair*

Baltimore City DOT maintains and restores critical infrastructures such as bridges, roadways, sidewalks, lighting, bicycle, and transit infrastructure. Our infrastructure is a lifeline for public safety and the movement of all things.

### *Toward Zero*

Baltimore 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. Baltimore's transportation system, comprising a network of pedestrian and bicycle facilities, transit, and roadways, should integrate safety and move people from origin to destination regardless of who they are, where they are going, or what mode of travel they are using.



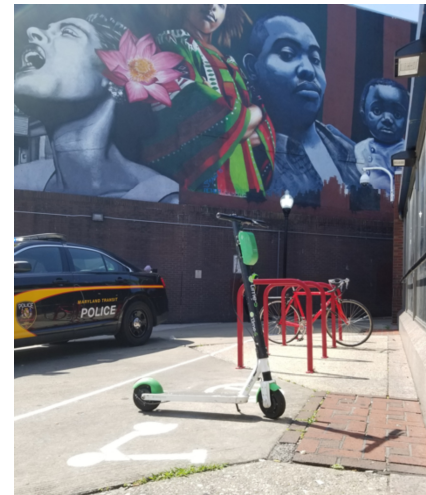
## ***Complete Streets***

Complete Streets holds that everyone, regardless of age, ability, income, race, or ethnicity, should have safe, comfortable, and convenient access via the public right of way no matter their mode of transportation. In 2018, Baltimore adopted a Complete Streets Ordinance that changes the landscape of the city and our ways of moving throughout the city, and in 2021 adopted its first manual. The Complete Streets 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.



## ***Sustainable Transportation***

DOT is more than roadways, bridges and sidewalks. DOT plays a critical role in investing in sustainable, multimodal transportation. These transportation alternatives provide all citizens the option to safely travel in ways other than by single occupancy vehicles. DOT operates the Charm City Circulator (CCC), a bus services that operates on four routes through downtown and adjacent neighborhoods. The maritime partner of the CCC is the Harbor Connector, our free water taxi service that connects the neighborhoods of Canton, Locust Point and Downtown. Last, but not least, DOT facilitates a dockless vehicle program. This inexpensive, reliable and convenient mode of transportation allows users to simply find a bike or scooter and travel to their location – travel that truly is door to door. All of these innovative transportation modes make Baltimore a more livable and viable city.



## **Key Challenges**

Aging infrastructure, the high cost of improving infrastructure, and limited funding are key challenges for DOT's capital program. DOT is constantly seeking additional funding opportunities and partnerships to leverage available funds. DOT seeks funding strategies that are intended to make up for this gap, but with the many and varying needs of Baltimore City, often Transportation generated dollars are reallocated to other unrelated issues. In addition to these capital funding challenges, DOT is under-staffed, which in turn limits the ability to take on new projects. Combined with the efforts of maintaining critical connections amid and following the COVID-19 global pandemic, DOT continues in an attempt to deliver on prioritized needs with the available funding.

## Funding Sources

Our primary sources of funding are as follows:

- Grants (Federal)
- General Funds (HUR - State)
- Local
- Bonds/Other Grants



## Capital Project Prioritization

DOT uses several data points and metrics as part of project prioritization. We look at traditional indicators such as funding, asset condition indices (the rate at which an asset deteriorates and/or its life cycle ends) and preventative maintenance plans. DOT also incorporates safety, equity, historical spending trends, multi-agency/large scale projects, community input, and the guidelines of the Complete Streets Manual to evaluate potential projects. DOT continually evaluates and refines its prioritization process to assure the highest rate of return for the City, its residents, and other roadway users.

## Capital Program Themes

### Guiding Plans for Capital Investments

- Pavement Management Survey Report
- Bridge Inspection Process Reports
- Bridge Sufficiency Ratings
- Structure Management Plan
- Bicycle Master Plan
- Separated Bike Lane Network Plan
- Complete Streets Manual

- Roadways
- Bridges
- Sidewalks/ADA Access
- Retaining Walls and Other Structures
- Alleys
- Traffic Signalization
- DOT Facilities
- Bicycle Facilities
- Complete Streets and Safety
- Lighting (Street and Pedestrian)
- IT Infrastructure Smart City
- Conduit
- Transit Infrastructure
- Pedestrian Safety

### Key Goals for FY2023-FY2028

Baltimore City DOT is requesting funds for the upkeep and improvement of the public right-of-way. DOT's FY23-FY28 requests aim to both maintain a state of good repair and make significant progress to advance the vision of a safe and accessible transportation system for all in Baltimore City.

