

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
- 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

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. 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 fostering 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 service 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. Most recently DOT has implemented the country's most successful 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 enjoyable 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. Additionally, DOT is currently under-staffed in many of our key roles, thus staff capacity and ability to take on new projects is limited. Our primary sources of funding are Federal grants, general funds (in the form of Highway User Revenue from the State), State grants, bonds, and other grants.

Capital Project Prioritization

DOT uses many 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, and community input to evaluate potential projects. DOT continually evaluates and refines its prioritization process to assure the highest rate of return is for the City, its residents, and other roadway users.

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

Key Goals for FY21-FY26

Baltimore City DOT is requesting funds for the upkeep and improvement of the public right-of-way. DOT's FY21-FY26 requests aim to both maintain a state of good repair and advance the vision of a safe and accessible transportation system for all in Baltimore City.

Capital Program Themes

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

