



**MEETING WILL BEGIN
SHORTLY**

RAISE Transit Priority Project

VIRTUAL PUBLIC MEETING

30% DESIGN MILESTONE

NOVEMBER 16, 2022

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSIT
ADMINISTRATION

dot
DEPARTMENT OF TRANSPORTATION
BALTIMORE CITY

RAISE
BALTIMORE
TRANSIT PRIORITY PROJECT



MARYLAND TRANSIT
ADMINISTRATION



RAISE Transit Priority Project

VIRTUAL PUBLIC MEETING
30% DESIGN MILESTONE
NOVEMBER 16, 2022



WELCOME!

- This virtual meeting is enabled by the **zoom** platform.
- Do your best to be in a **quiet, stationary environment**.
- You can choose **side-by-side speaker view**.
- Use the “**raise hand,**” **chat** and **reaction functions** to communicate throughout the meeting.
- Breakout rooms for smaller group feedback.
- Remain on “**mute**” until the Q&A Session. If you would like to speak at this time, **raise your hand** and **unmute yourself** when called upon.



Meeting Agenda

- Meeting Purpose
- Public Outreach Recap
- Existing Conditions
- Proposed Improvements Overview
- Breakout Rooms
- Q&A
- Next Steps



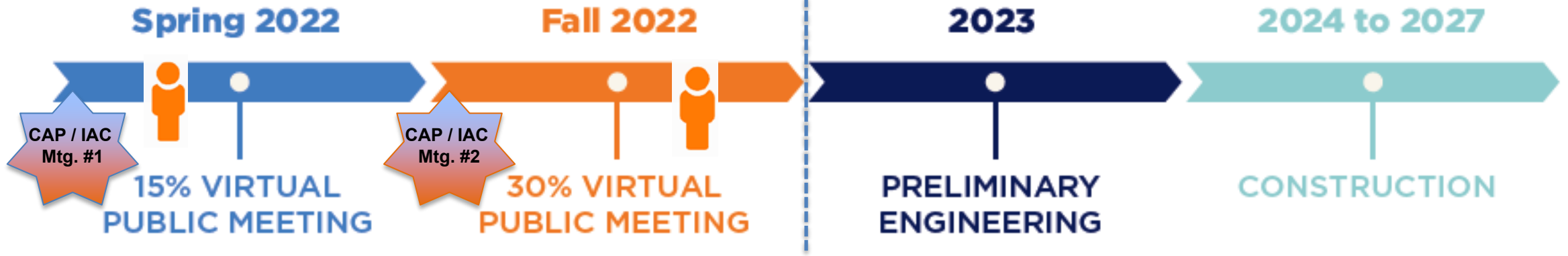
Meeting Purpose

- MDOT MTA and BCDOT are **providing updates** on the status of proposed improvements and **seeking your feedback**.
- This is an opportunity to **share your thoughts** on and **ask questions** about:
 - Bus stop improvements
 - Dedicated bus lanes
 - Sidewalk and curb ramp upgrades
 - Transit Signal Priority (TSP) intersections
 - Electric Vehicle (EV) charging station locations
 - Bike facility options
- **Inform** MDOT MTA and BCDOT about **other outreach opportunities**.



RAISE Project Schedule

NEPA Documentation



Public Outreach will occur continuously throughout the duration of the RAISE Project

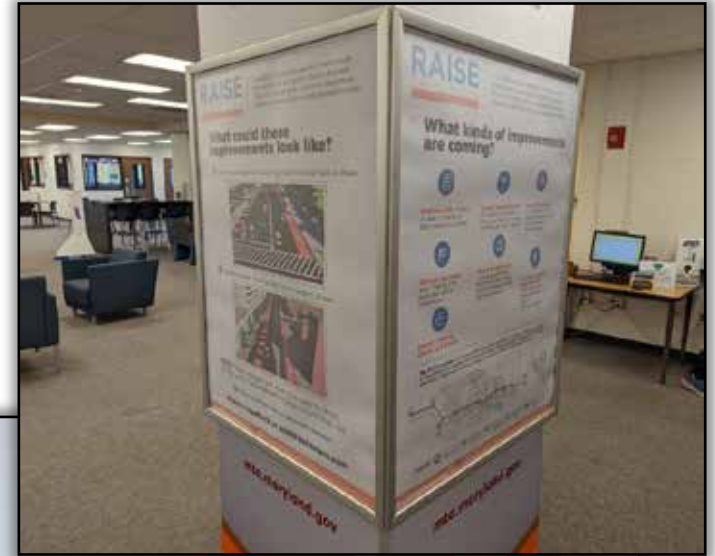
Pop-up Events

Community Meetings

In-person Open Houses

Public Outreach Recap

- In-person and virtual outreach throughout the corridor
 - Various engagement strategies
 - Continuous collaboration
 - More than 600 comments received



Virtual Outreach Methods

Online Survey

Take a Survey

Complete this survey to let us know what improvements you would like to see in the RAISE project corridor.

TAKE A SURVEY

en español

Interactive Web Map



Social Media



Online Comment Form & Email Correspondence

"We need covered bus stops along corridor that accommodate wheelchairs."

Common Responses



**Expand Passenger
Capacity on Buses**



**More Convenient
Payment Options**



**More Shelters and
Improved Amenities**



**More Reliable and
Frequent Bus Service**



Better Sidewalk Conditions



Prioritize Bus Travel



**Maintain or Expand
Parking Capacity**



**Improve Bicycle
Connections**



**Emphasize Security
and Safety Measures**



**Improve Cleanliness
Around Shelters**



Existing Conditions



Bus
Performance



Walking/Rolling
and Waiting

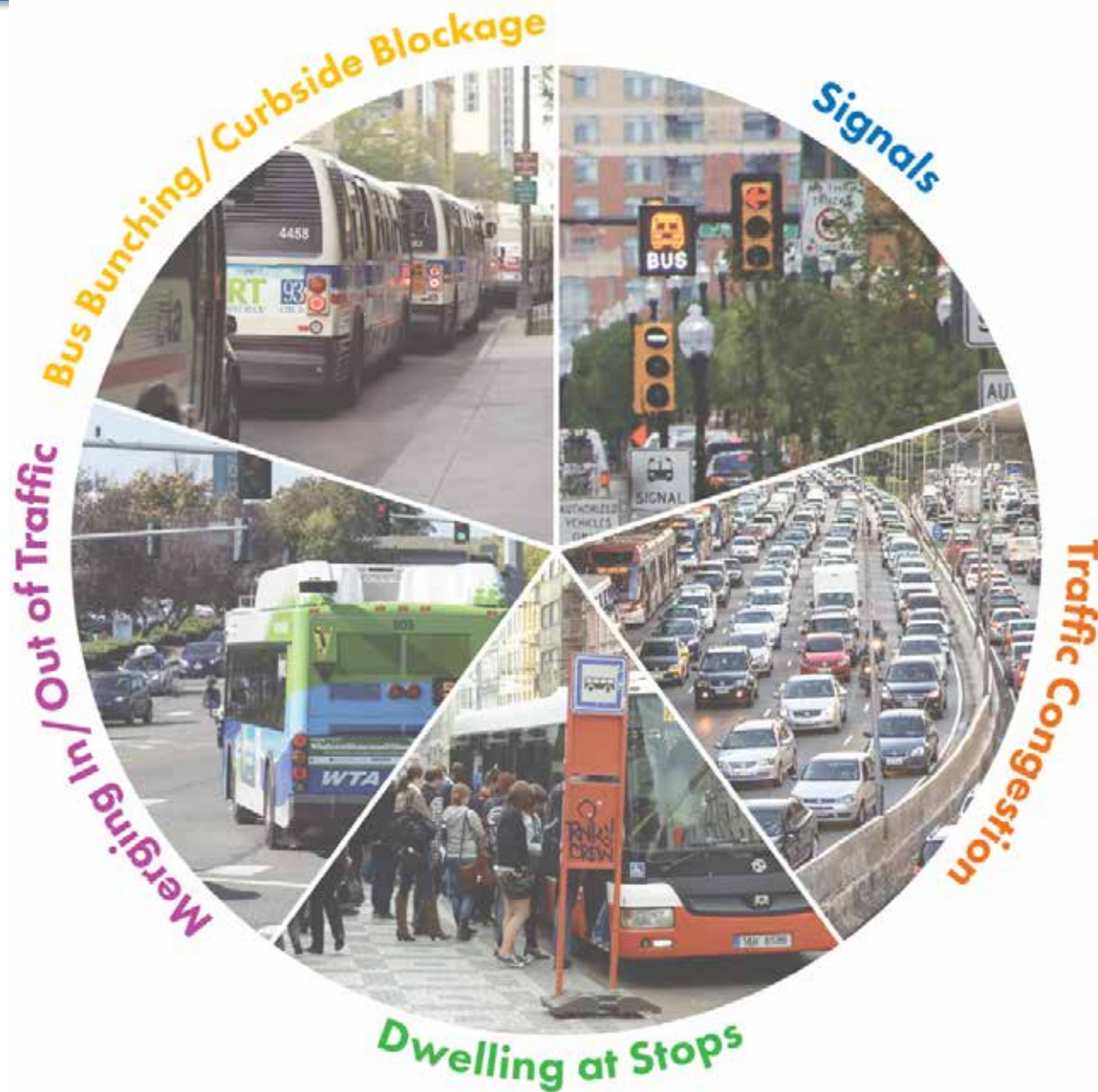


Other Needs
and Uses

Daily Travel by Mode

 PEDESTRIANS	 BIKES	 BUS PASSENGERS	 AUTOMOBILE DRIVERS AND PASSENGERS	 TRUCKS
EDMONDSON AVENUE				
50-100	<50	9,500	69,000	1,100
FAYETTE STREET				
500-1,000	<50	20,000	28,000	800
EASTERN AVENUE				
100-500	<50	11,000	37,000	1,300

Causes of Bus Delays



CityLink Blue

On-Time 68%

Late 20%

Early 12%

CityLink Orange

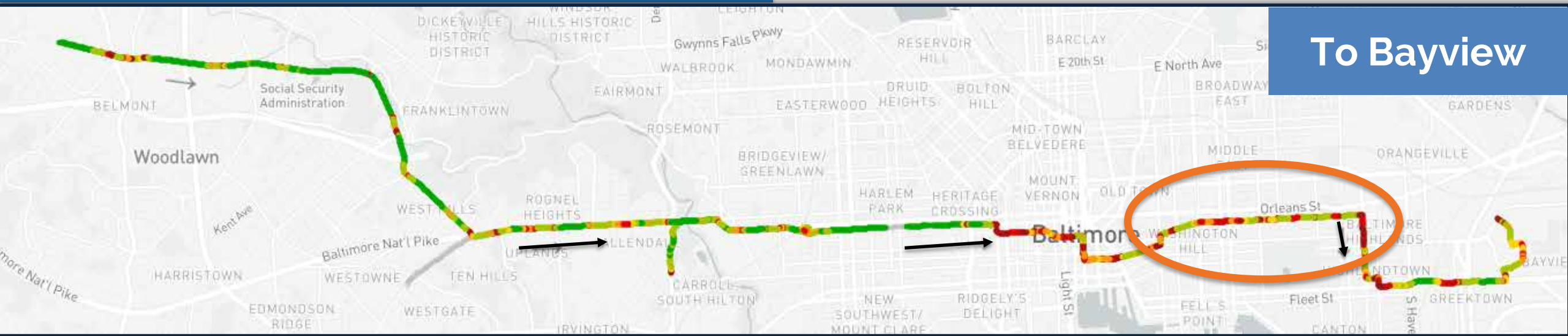
On-Time 66%

Late 26%

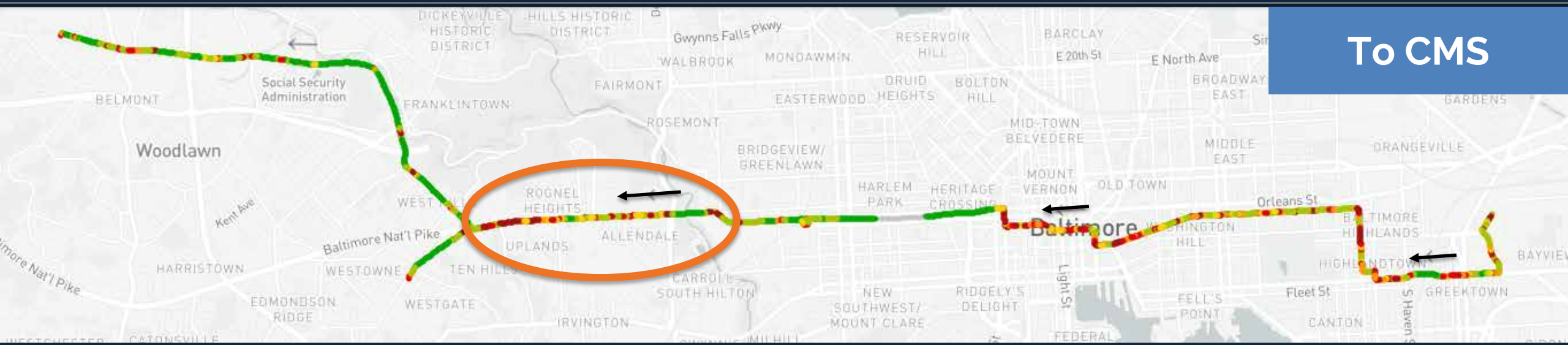
Early 8%

MDOT MTA's On-Time Performance Goal is 80%

Afternoon Bus Speeds - CityLink Blue



To Bayview

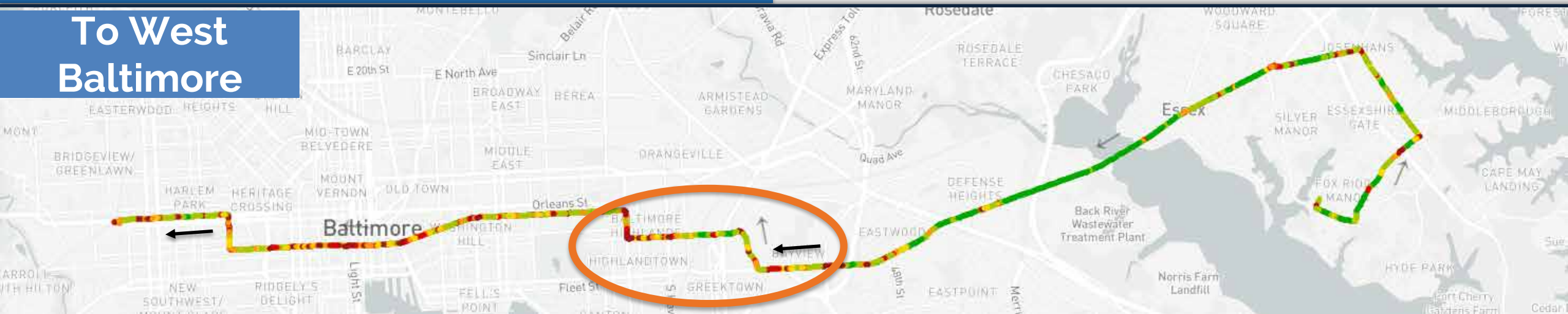


To CMS

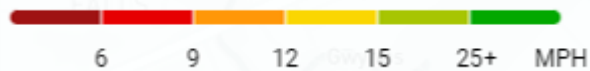
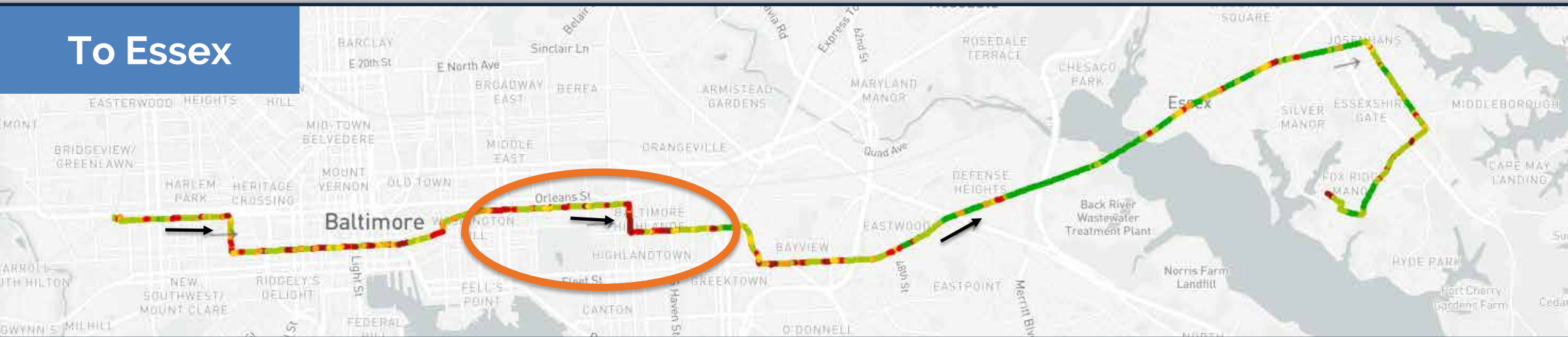


Afternoon Bus Speeds - CityLink Orange

To West Baltimore



To Essex



Walking/Rolling & Waiting



Other Needs and Uses

- Electric Vehicle Charging Feasibility
- Parking Utilization & Reserved Spaces
- Automobile Travel Times
- Emergency Vehicle Access
- Business Deliveries
- Crash Data
- Bicycle Plan Review

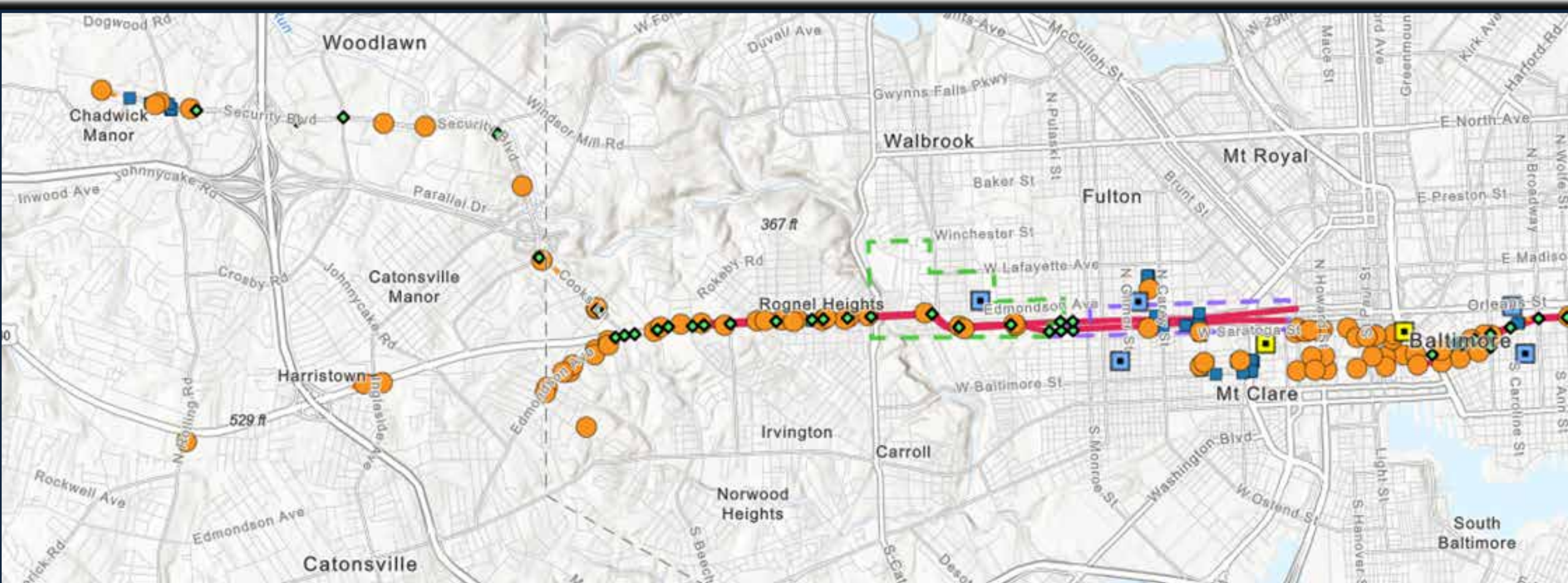




Proposed Improvements

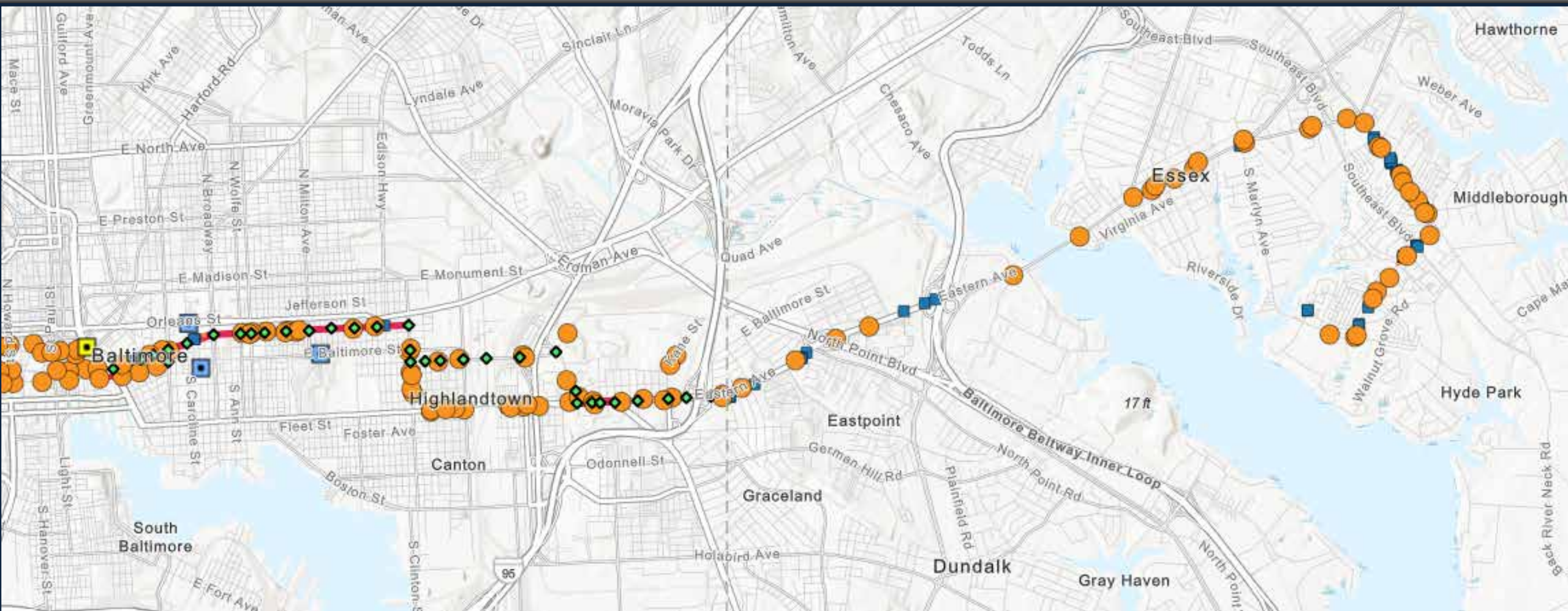


Improvements Overview- West



- Bus Lane
- EV Charging
- ◆ TSP
- Bike Area 1
- Bike Area 2
- Sidewalk Upgrade
- Bus Stop Improvements
- Curb Ramp Upgrade

Improvements Overview- East



— Bus Lane



EV Charging



TSP



Sidewalk Upgrade

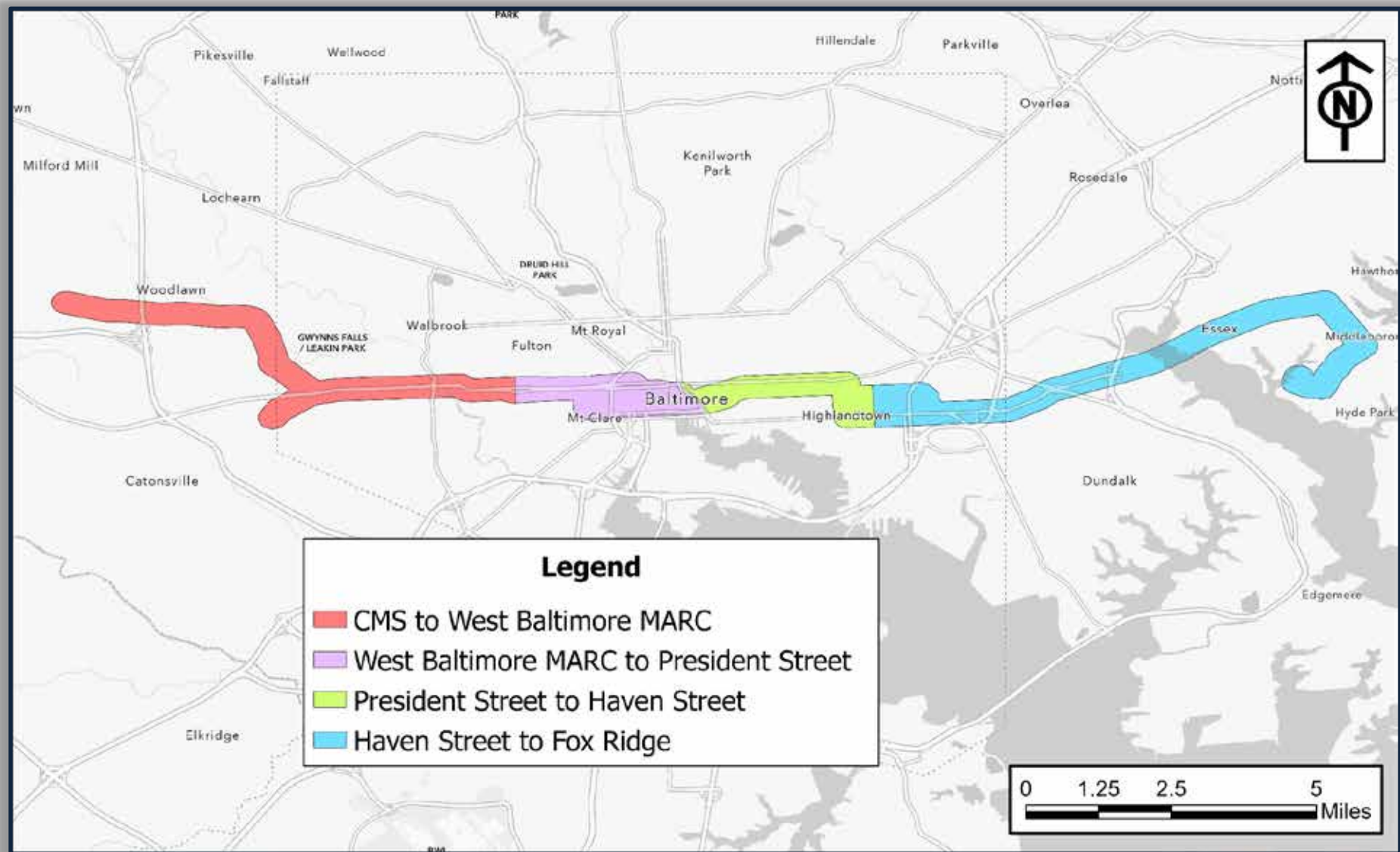


Bus Stop Improvements



Curb Ramp Upgrade

Breakout Rooms



Dedicated Bus Lanes Map

Edmondson Avenue from Swann Avenue to North Paca Street



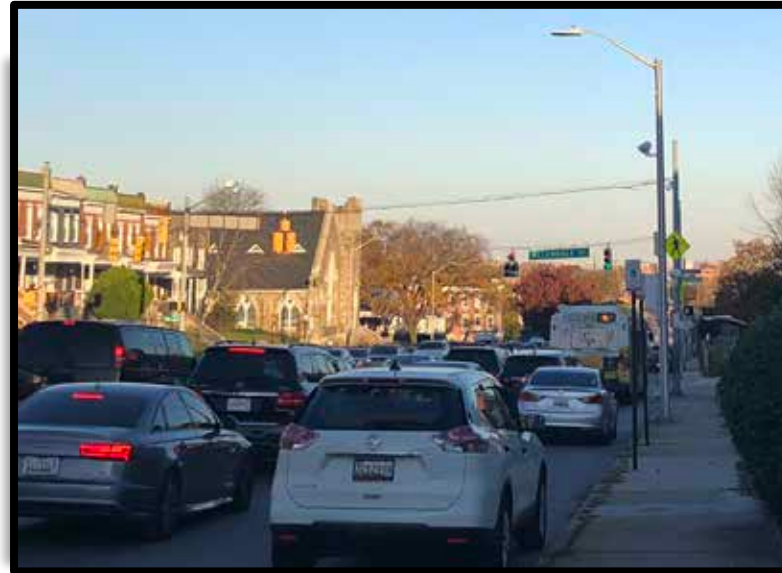
Proposed Dedicated Bus Lane



Tradeoffs & Priorities



Parking/Loading
& Compliance



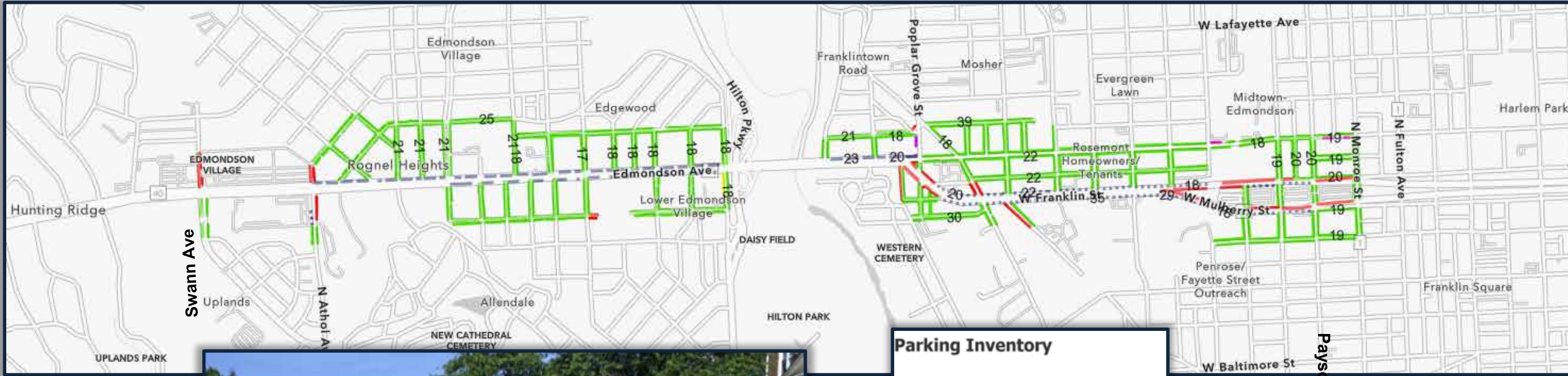
Bus Performance
& Traffic Flow



Traffic Calming &
Sidewalk Comfort

Parking Inventory

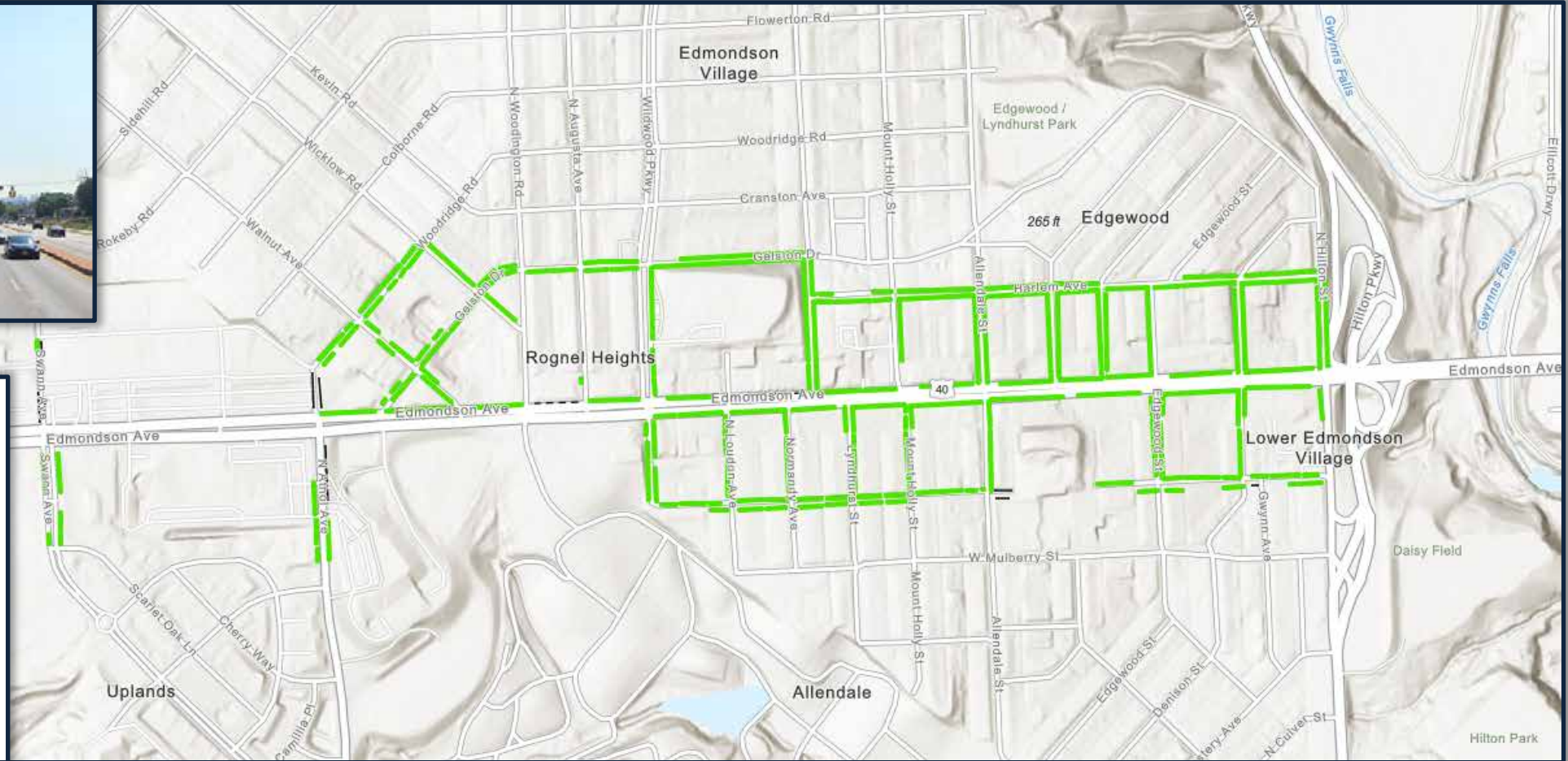
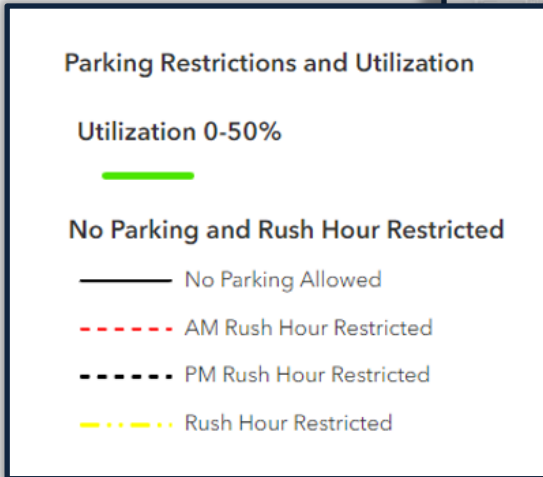
Swann Avenue – Payson Street



Parking Inventory

Type

- AM Rush Hour Restricted
- Loading Zone
- Meter Parking
- No Parking
- No Stopping
- Other Restriction
- PM Rush Hour Restricted
- Rush Hour Restricted
- Unrestricted
- #** Inventoried Parking Spots



If the Right Lane was used for a Bus Lane then **35** utilized parking spaces would be relocated. There are **866** unused spaces on blocks nearby.

How do you feel about providing more reliable and efficient transit on Edmondson with a dedicated bus lane?

A. Great Idea- Transit should be prioritized in this area.

B. Good- If I know I can find parking a block or so block away.

C. Unsure - Maybe if I could still park on Edmondson during certain hours.

D. Bad Idea!— Drivers and parking should be prioritized over transit service.



If the Right Lane was used for a Bus Lane then **25** utilized parking spaces would be relocated. There are **693** unused spaces on blocks nearby.

How do you feel about providing more reliable and efficient transit on Edmondson/Franklin-Mulberry with a dedicated bus lane?

A. Great Idea- Transit should be prioritized in this area.

B. Good- If I know I can find parking a block or so block away.

C. Unsure - Maybe if I could still park on Edmondson/Franklin-Mulberry during certain hours.

D. Bad Idea!— Drivers and parking should be prioritized over transit service.

 Candidate Traffic Signal

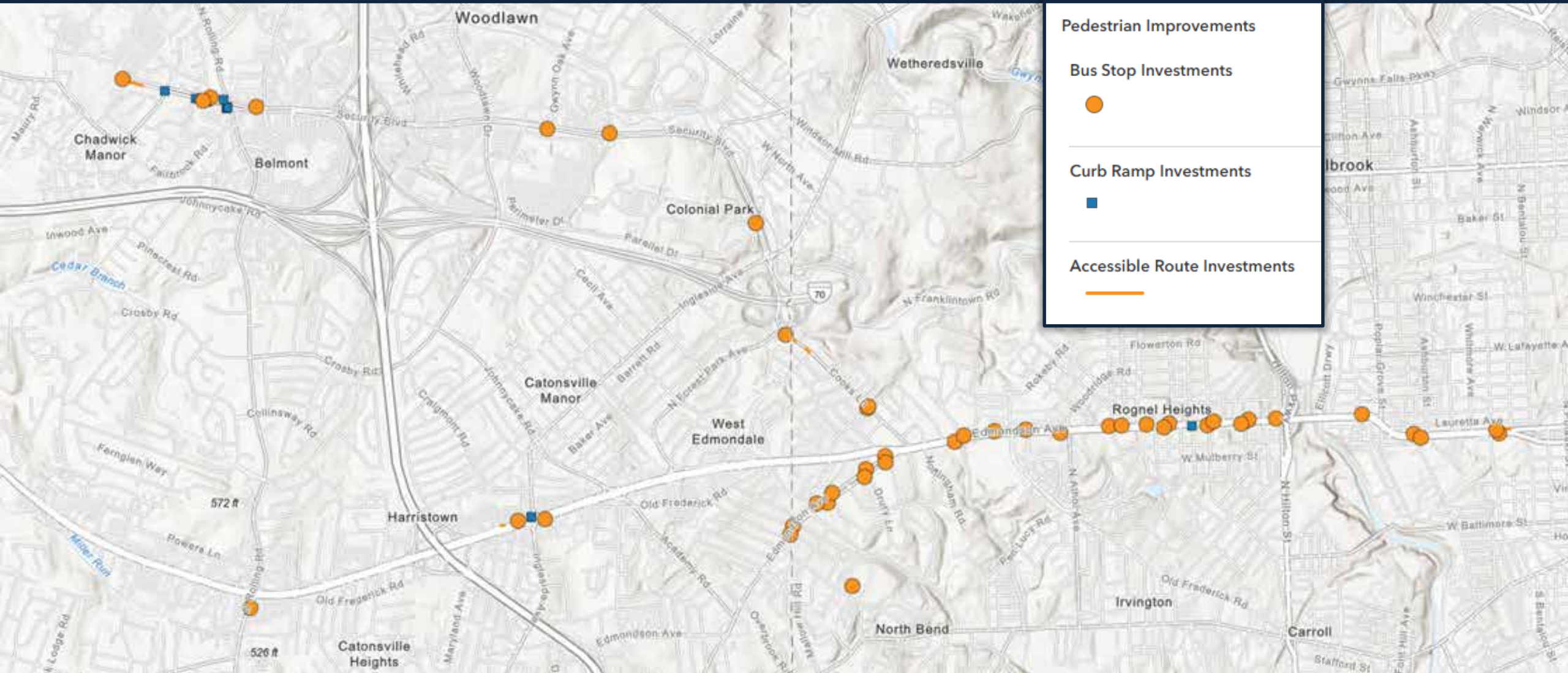


Walking/Rolling & Waiting

- Upgraded shelters, lighting, and amenities improve safety, cleanliness, and comfort while waiting.
- Curb ramp and sidewalk improvements are needed throughout this segment.

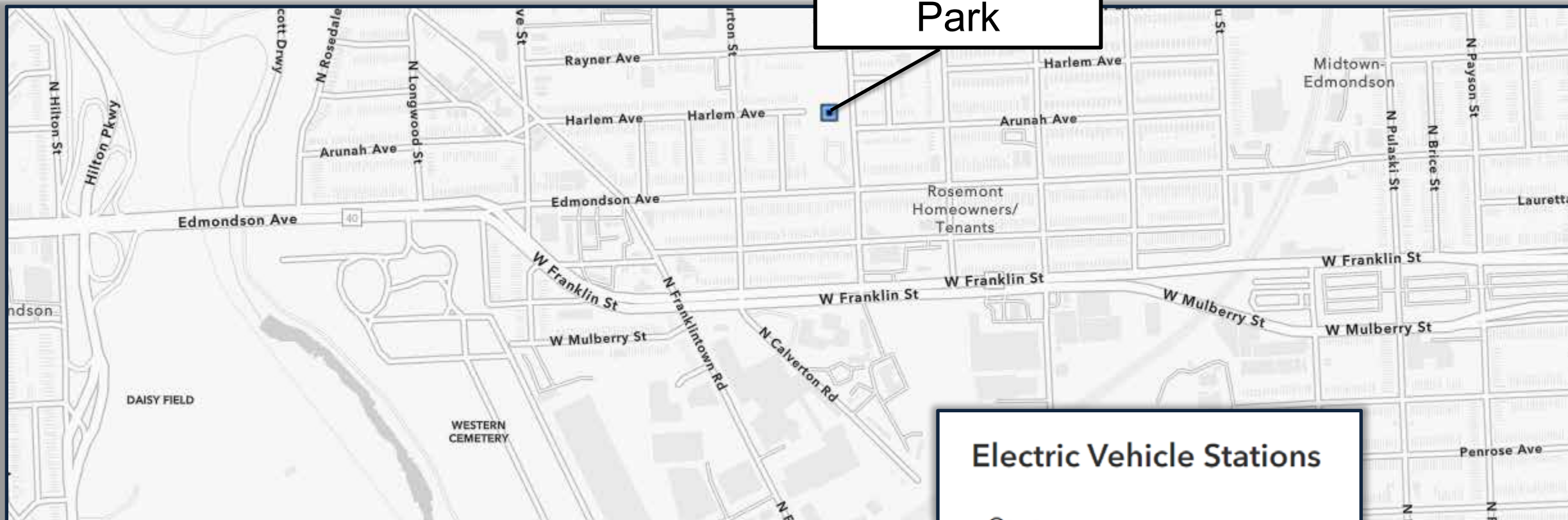


Walking/Rolling & Waiting



EV Charging Stations

Helen Mackall
Park



Electric Vehicle Stations

Status

-  Construction Phase
-  Feasibility Phase

Bicycle Project Opportunities



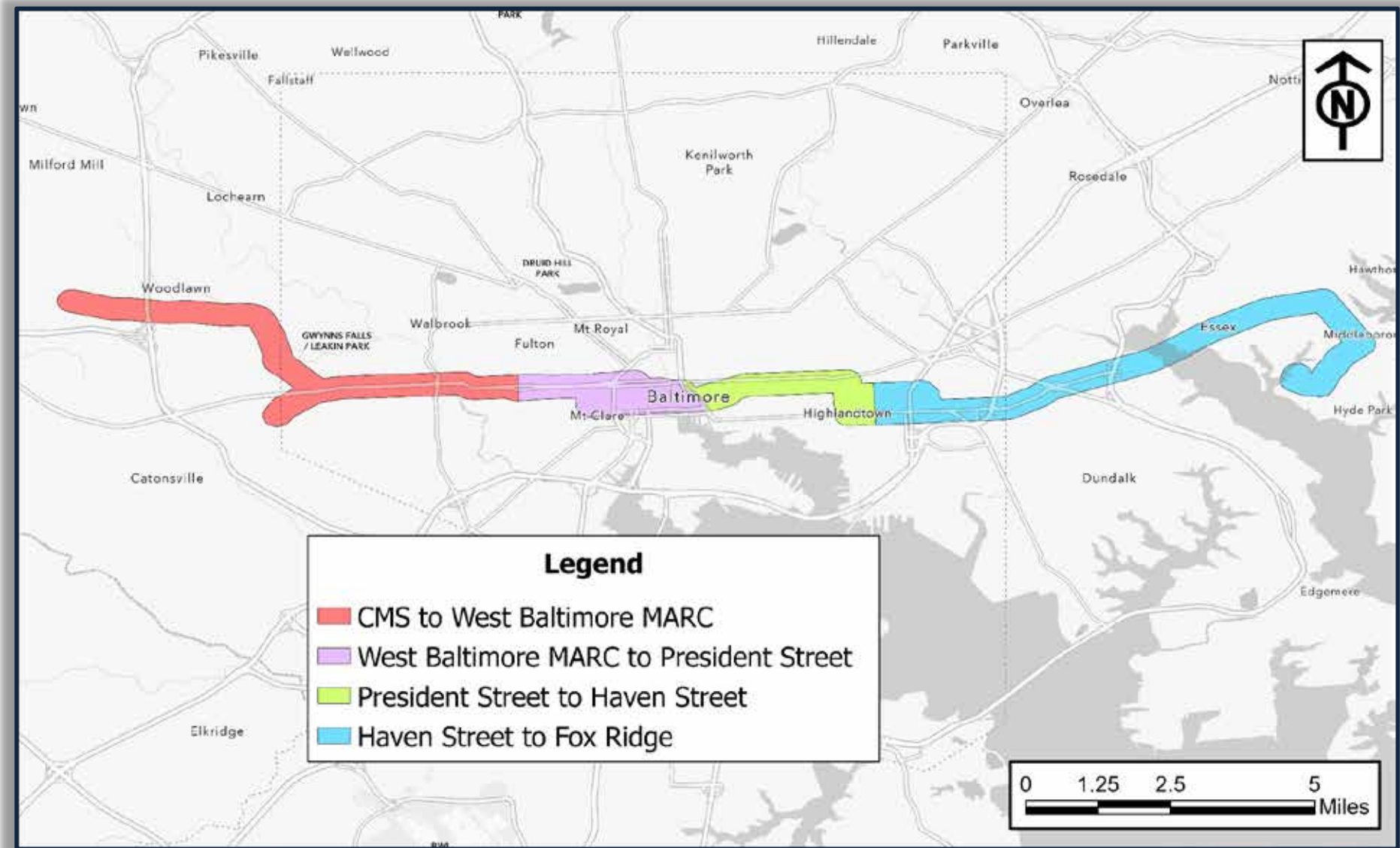
Bike Area 1: Gwynns Falls Trail to West Baltimore MARC



Bike Area 2: West Baltimore MARC to Downtown

[RAISE Baltimore Project Elements and Scenario Prioritization Analysis \(arcgis.com\)](#)

Breakout Rooms



Dedicated Bus Lanes Map



Existing Dedicated Bus Lane



Proposed Dedicated Bus Lane



Tradeoffs & Priorities



Parking/Loading
& Compliance



Reconnecting
Communities
Grant



Traffic Calming &
Sidewalk Comfort

Tradeoffs & Priorities



Parking/Loading
& Compliance

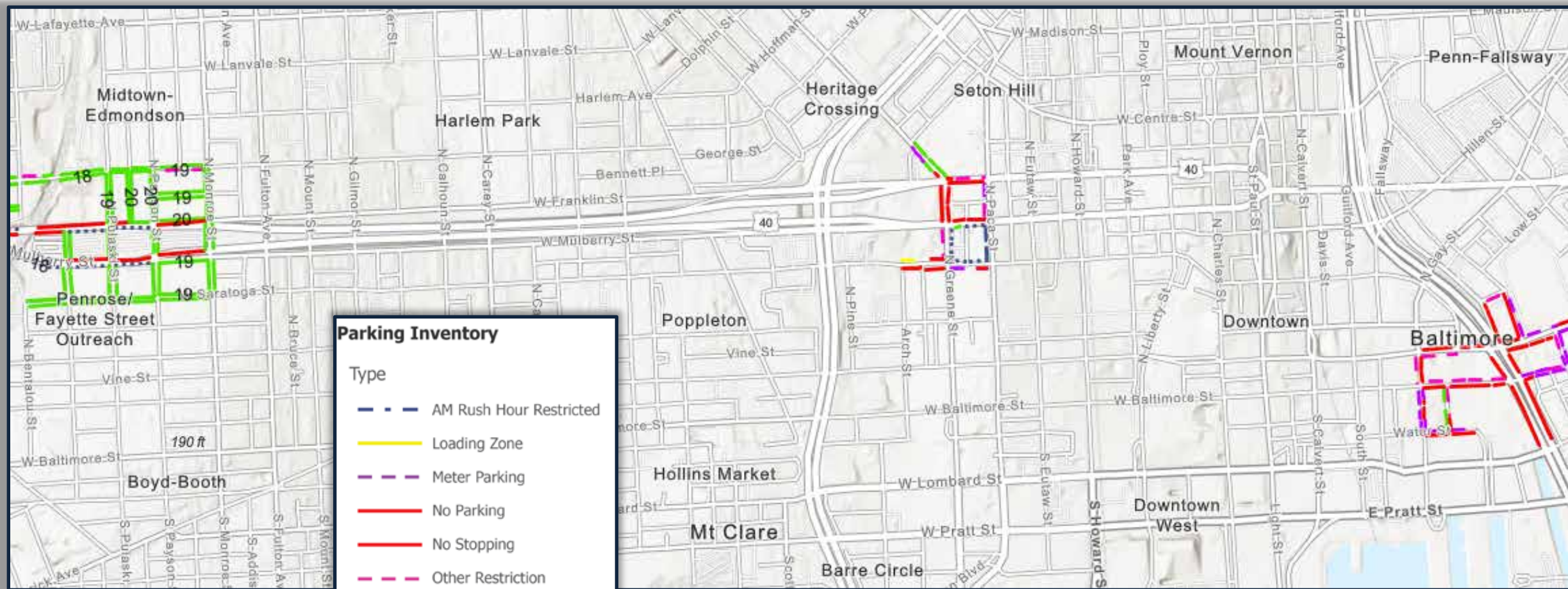


Bus
Performance



Special Event
Needs

Parking Inventory



Parking Utilization

Smallwood St. to Payson St.
1 Utilized Space Displaced
327 Available Unused
Spaces on Blocks Nearby

***US 40 between
Greene St & Paca St.***
6 Utilized Spaces Displaced
64 Available Unused
Spaces on Blocks Nearby

Gay St. to President St.
15 Utilized Spaces Displaced
5 Available Unused
Spaces on Blocks Nearby

Parking Restrictions and Availability

Usage 0-50%

No Parking and Rush Hour Restricted

— No Parking Allowed

- - - AM Rush Hour Restricted

- - - PM Rush Hour Restricted

· · · Rush Hour Restricted

Transit Signal Priority Map

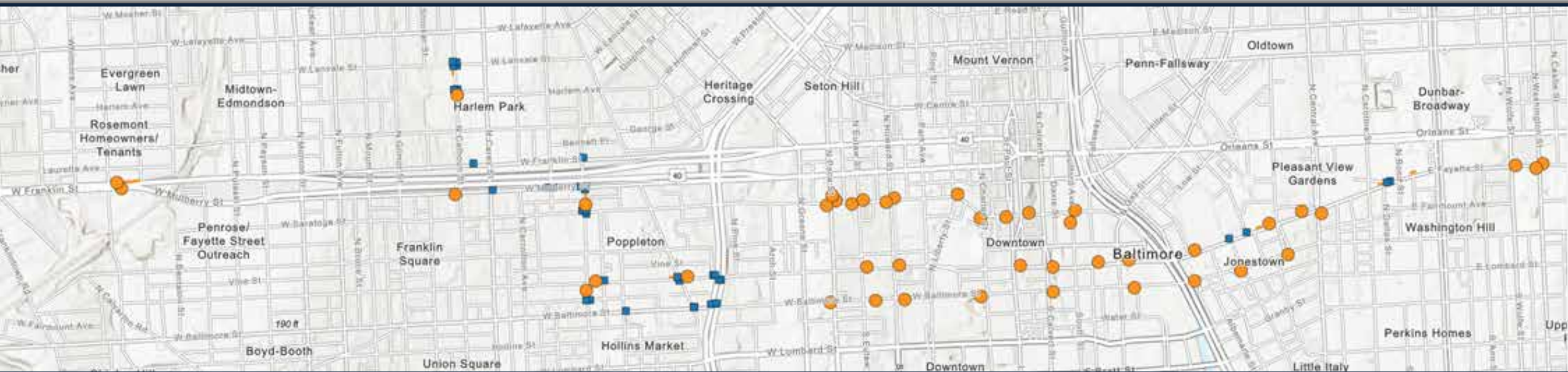


Walking/Rolling & Waiting

- Upgraded shelters, lighting, and amenities improve safety, cleanliness, and comfort while waiting.
- Curb ramp and sidewalk improvements are needed throughout this segment.



Walking/Rolling & Waiting



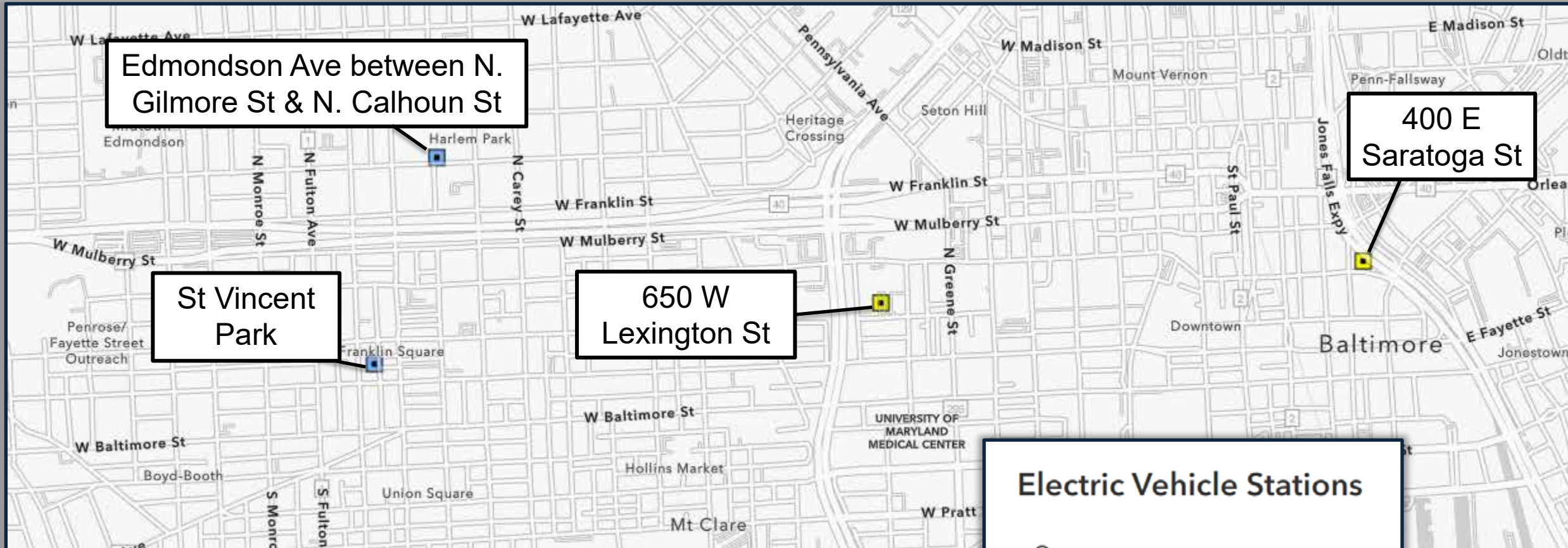
Pedestrian Improvements

Bus Stop Investments

Curb Ramp Investments

Accessible Route Investments

EV Charging Stations Map



Bicycle Project Opportunities



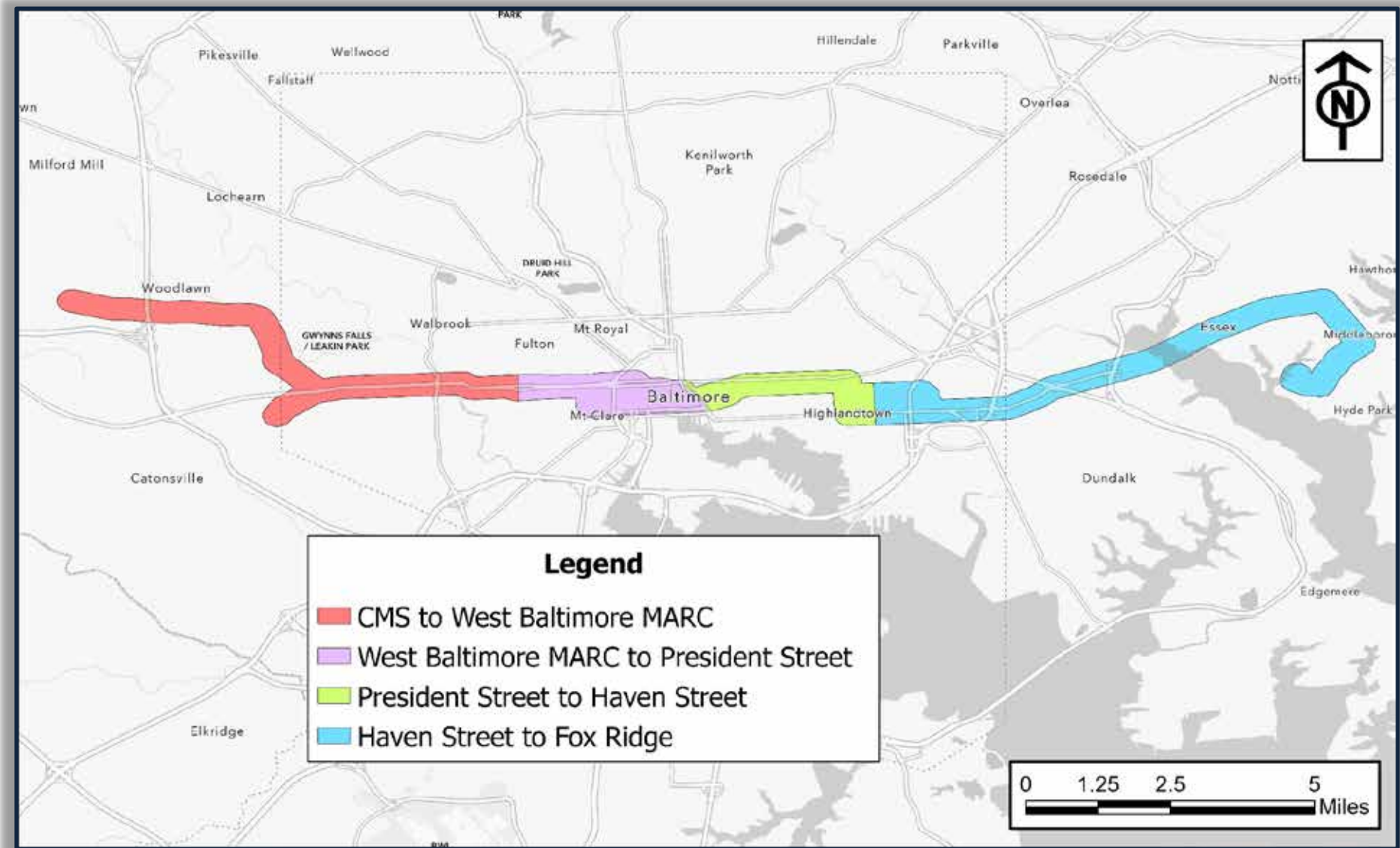
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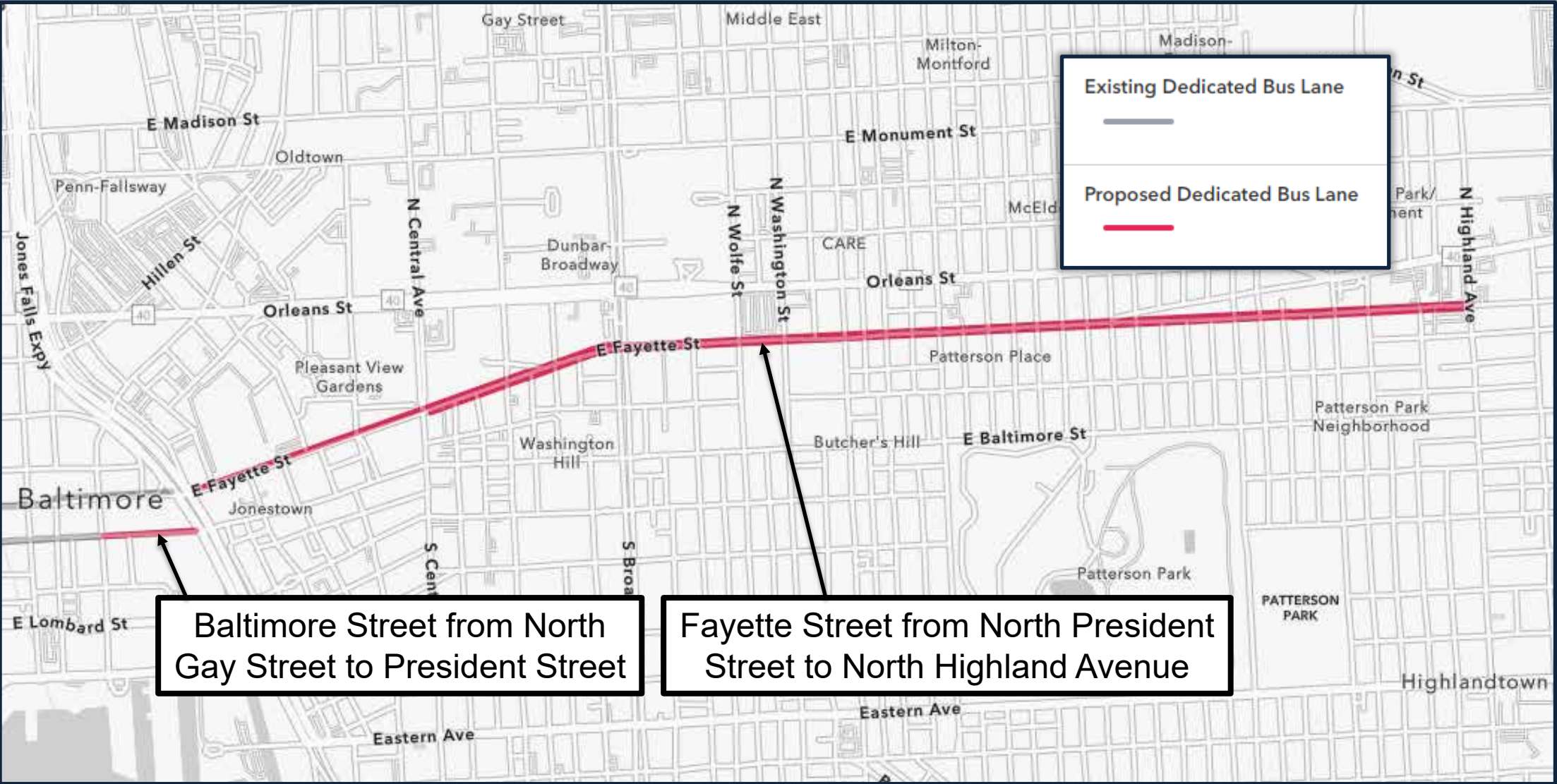
Bike Area 2: West Baltimore MARC to Downtown

[RAISE Baltimore Project Elements and Scenario Prioritization Analysis \(arcgis.com\)](#)

Breakout Rooms



Dedicated Bus Lane Map



Tradeoffs & Priorities



Parking/Loading
& Compliance



Bus Performance
& Traffic Flow



Emergency
Access

How do you feel about providing more reliable and efficient transit on Fayette with a dedicated bus lane?

A. Great Idea- Transit should be prioritized in this area.

B. Good- If I know there are alternative routes, I can drive without additional travel time.

C. Unsure - Maybe if the dedicated lane was only in operation during certain hours of the day.

D. Bad Idea!— Vehicle traffic should be prioritized over transit in this area.

Tradeoffs & Priorities



Parking/Loading
& Compliance

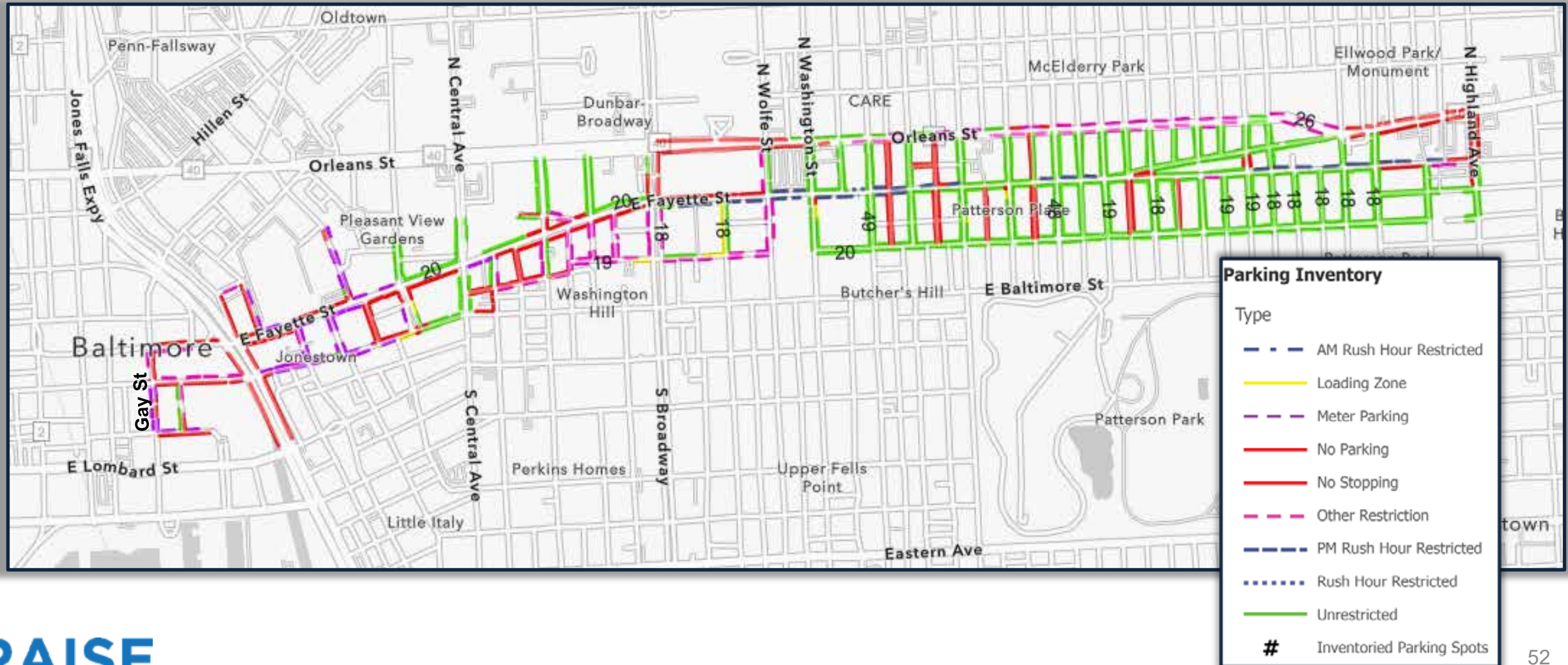


Bus Performance
& Traffic Flow



Traffic Calming
Crossing Distances
Sidewalk Comfort

Fayette Street from Gay Street to Highland Avenue



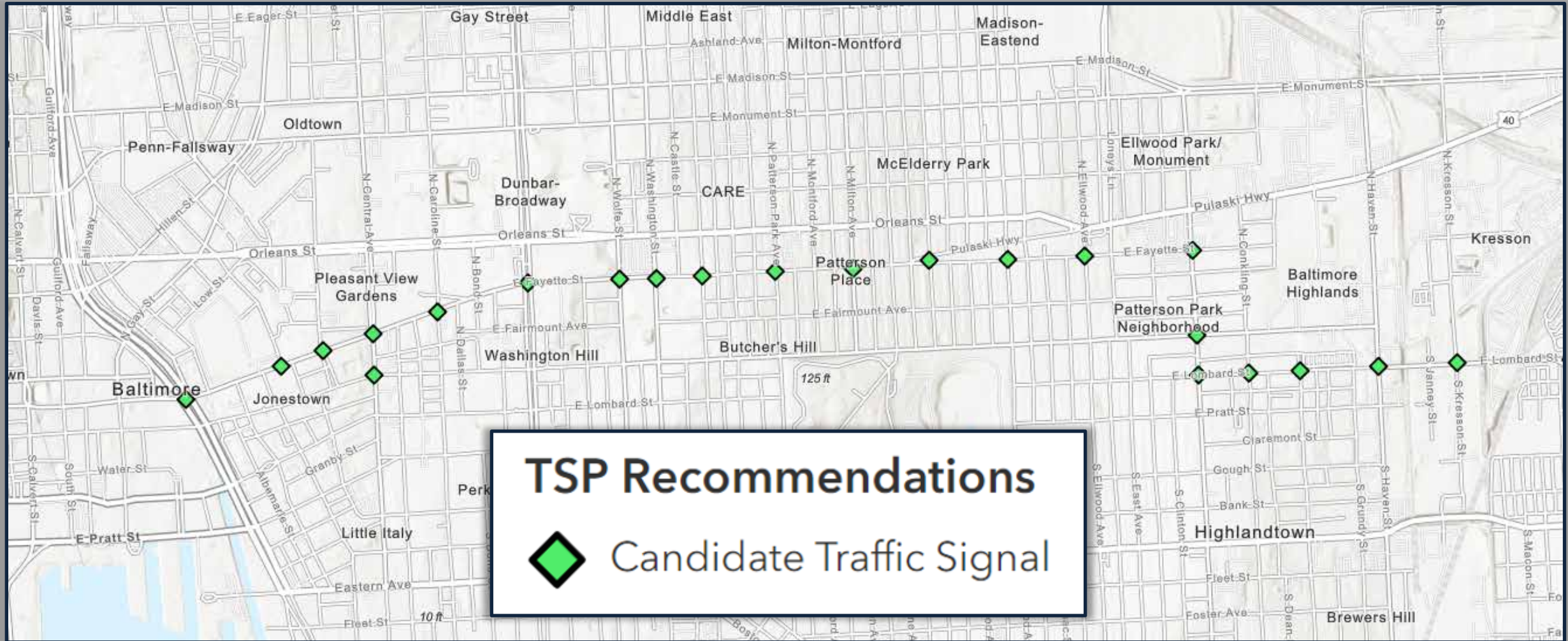


If the Right Lane was used for a Bus Lane then **224** utilized parking spaces would be relocated. There are **238** unused spaces on blocks nearby.

How do you feel about providing more reliable and efficient transit on Fayette with a dedicated bus lane?

- A. Great Idea- Transit should be prioritized in this area.
- B. Good- If I know I can find parking a block or so away.
- C. Unsure - Maybe if I could still park on Fayette during certain hours.
- D. Bad Idea!– Parking should be prioritized over transit service.

Transit Signal Priority Map

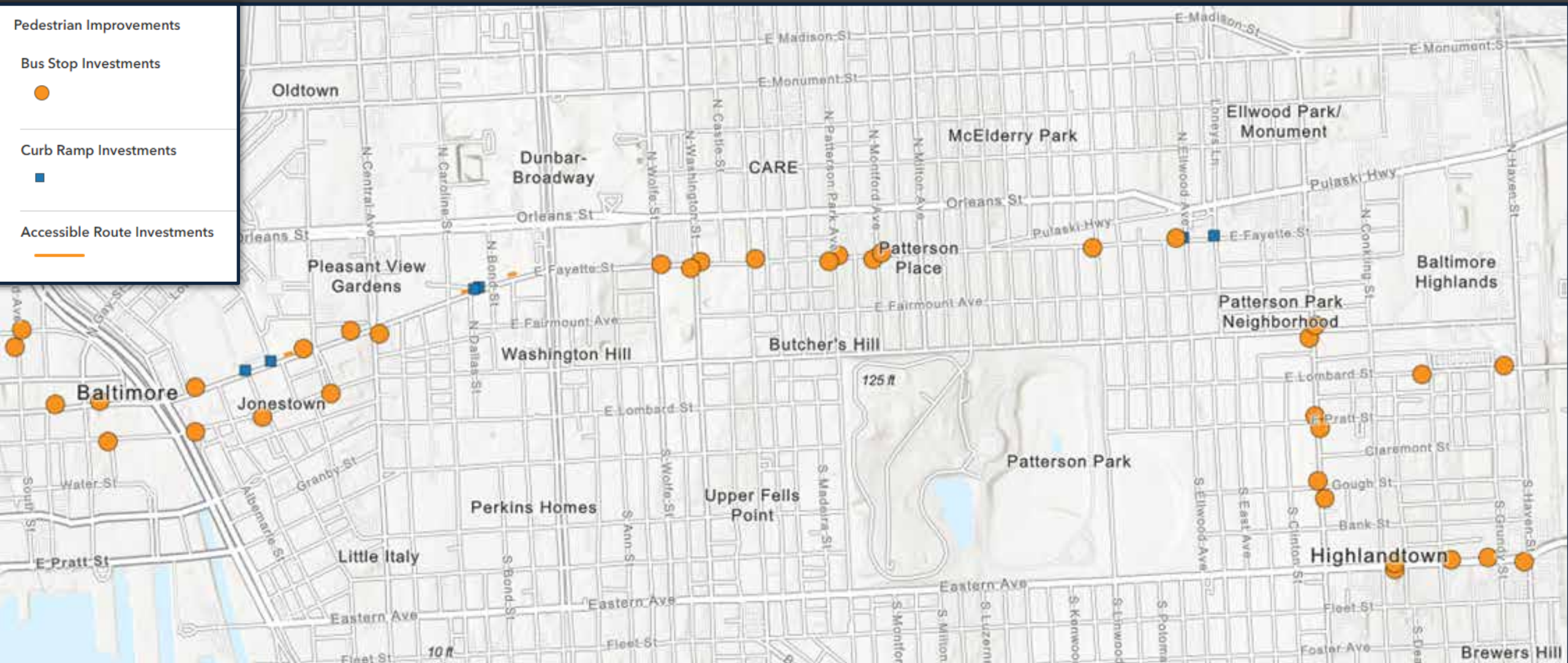


Walking/Rolling & Waiting

- Upgraded shelters, lighting, and amenities improve safety, cleanliness, and comfort while waiting.
- Curb ramp and sidewalk improvements are needed throughout this segment.



Walking/Rolling & Waiting



EV Charging Stations Map



Bicycle Project Opportunities



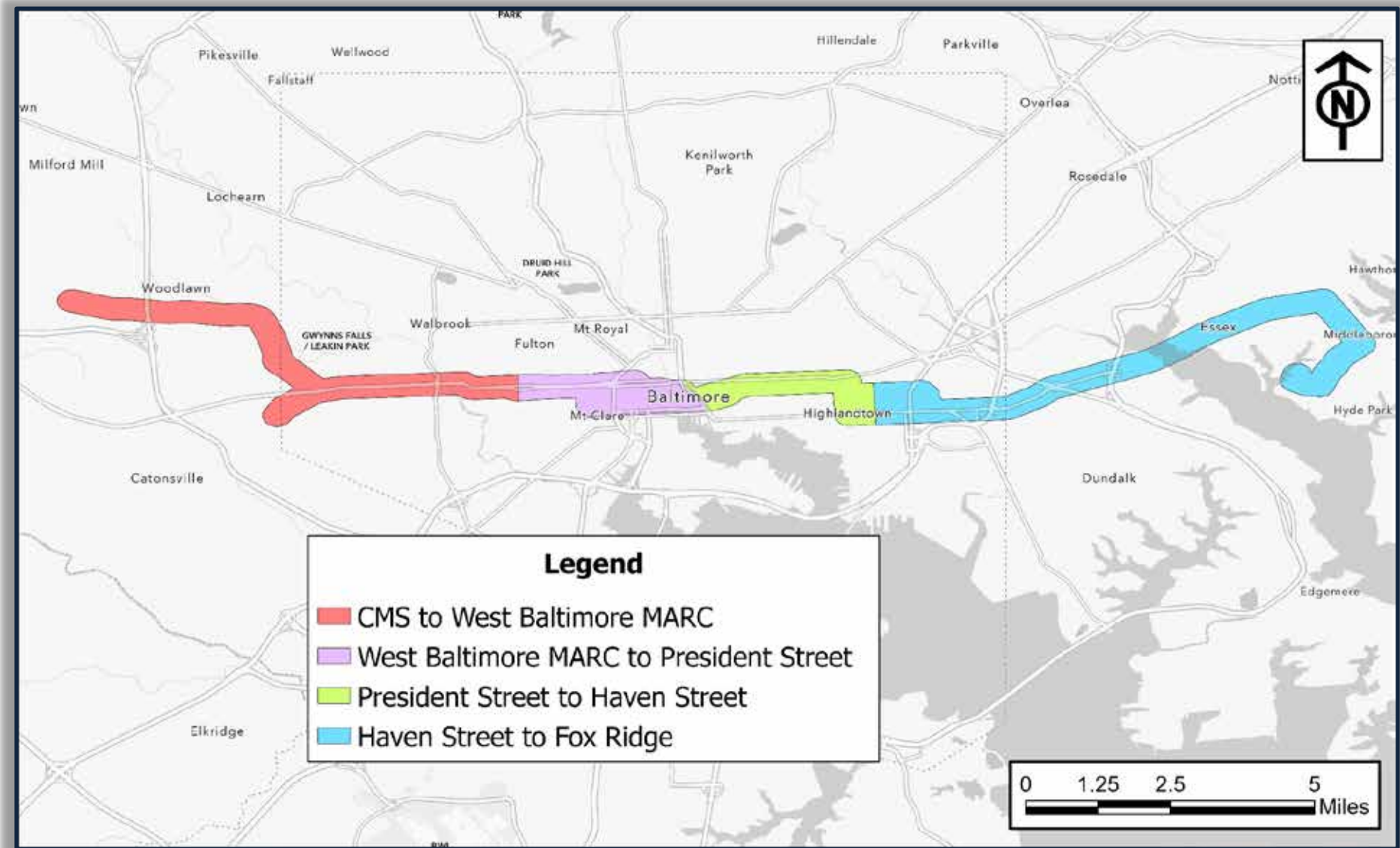
Bike Area 1: Gwynns Falls Trail to West Baltimore MARC



Bike Area 2: West Baltimore MARC to Downtown

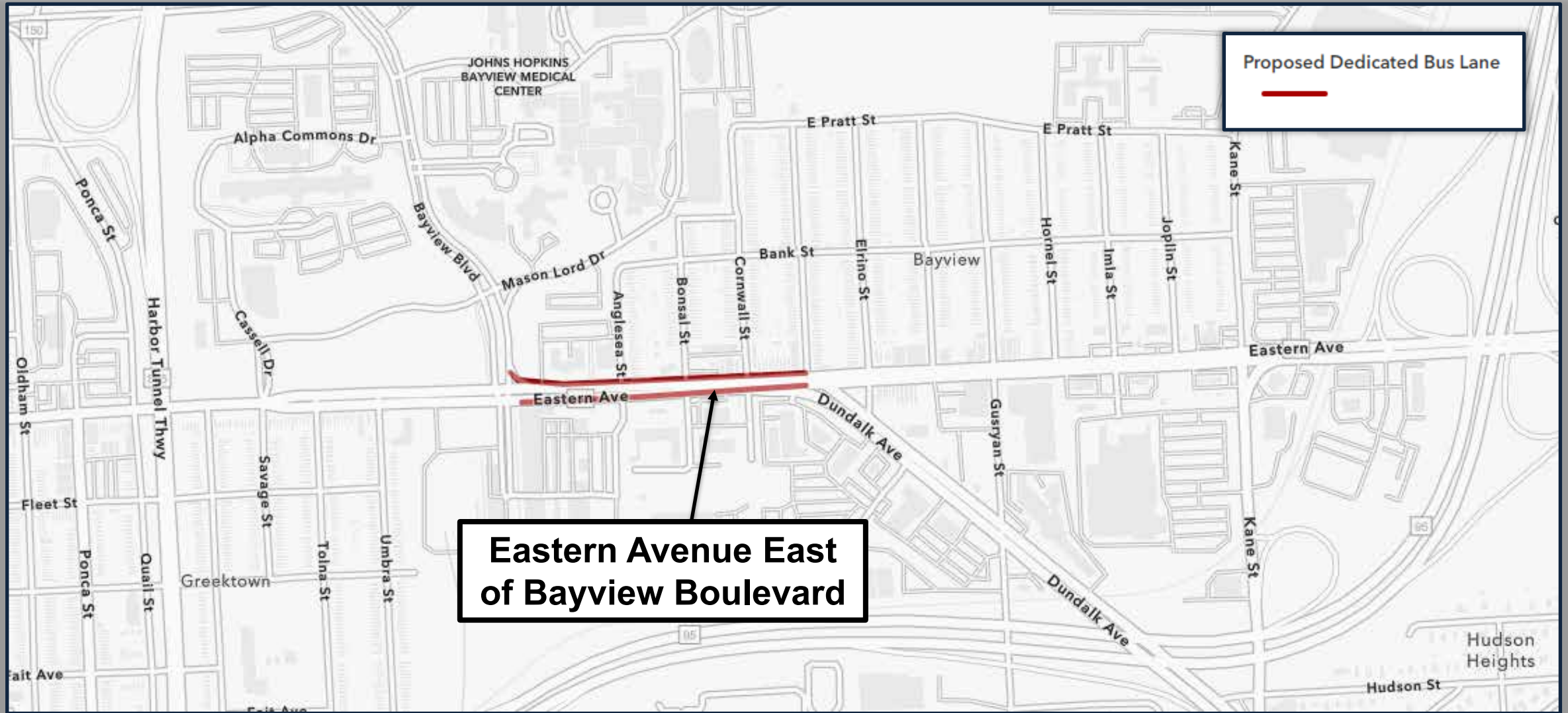
[RAISE Baltimore Project Elements and Scenario Prioritization Analysis \(arcgis.com\)](#)

Breakout Rooms



Dedicated Bus Lanes Map

Bayview Blvd. – Dundalk Ave.



Bus Lane Options – Eastern Avenue

Bayview Blvd. – Dundalk Ave.



Parking/Loading
& Compliance

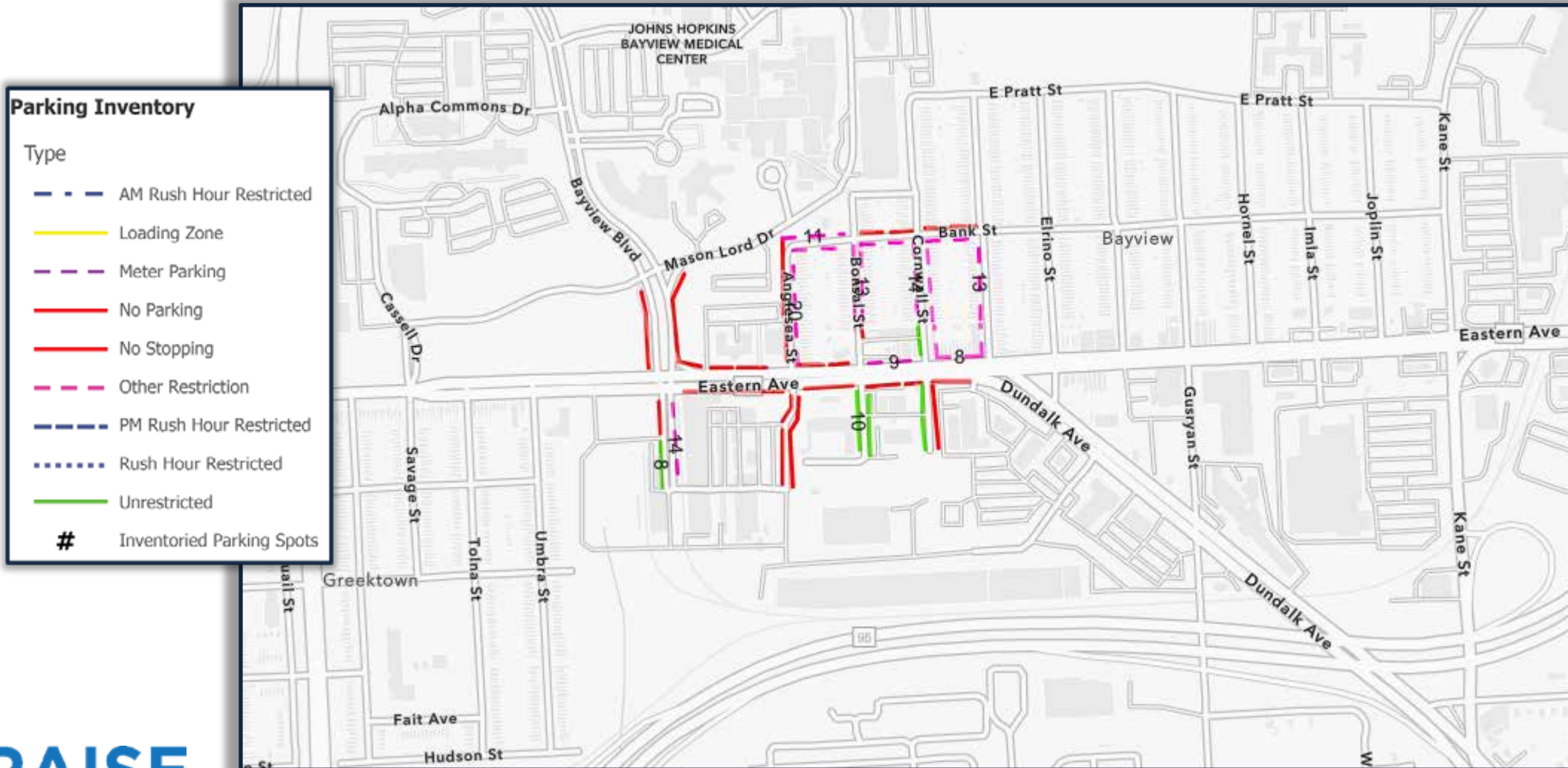


Bus Performance
Traffic Flow
Emergency Access



Traffic Calming
Crossing Distances
Sidewalk Comfort

Bayview Blvd. to Dundalk Ave.



Impacts of DBLs- Parking Availability

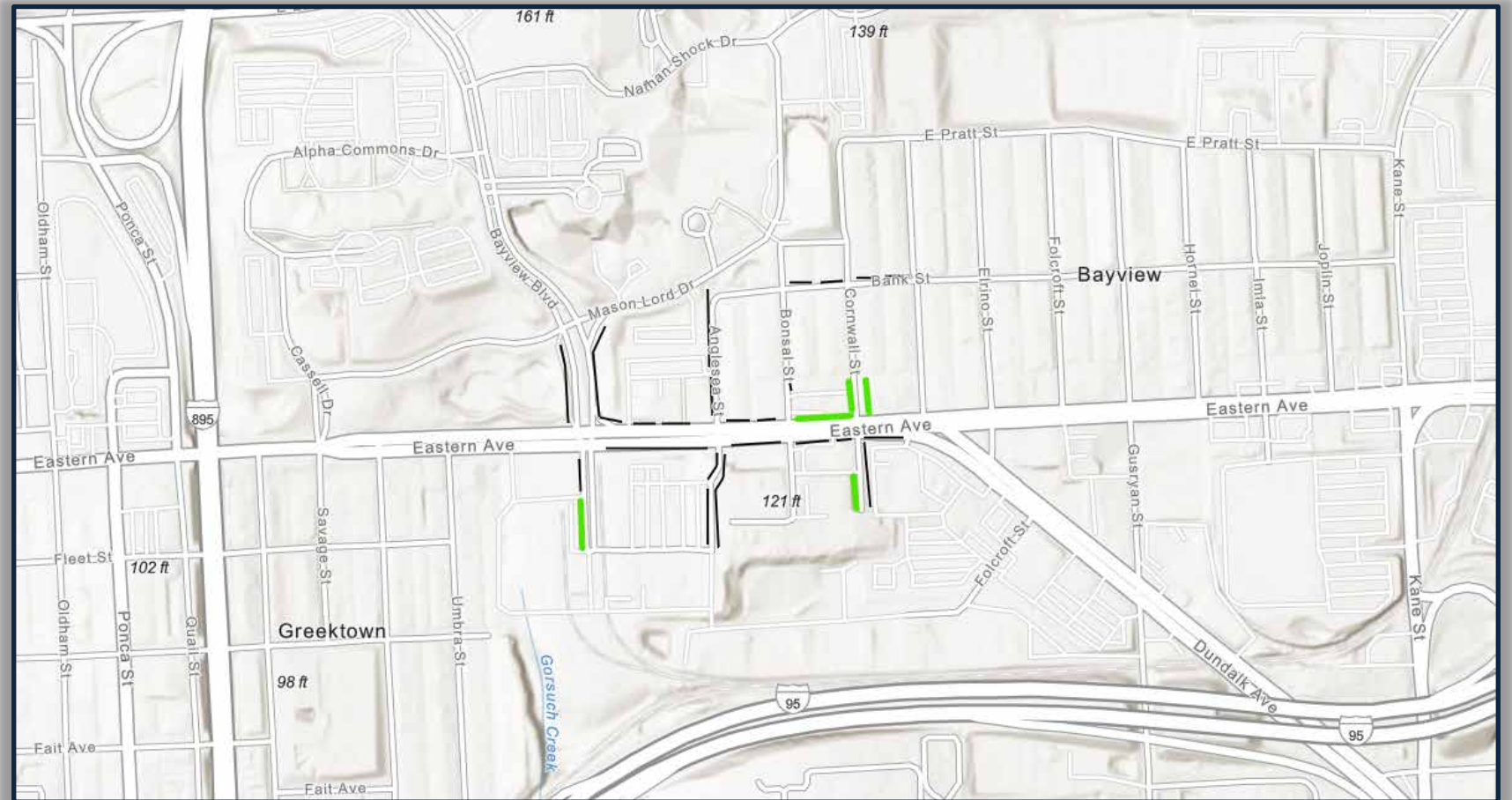
Parking Restrictions and Availability

Usage 0-50%



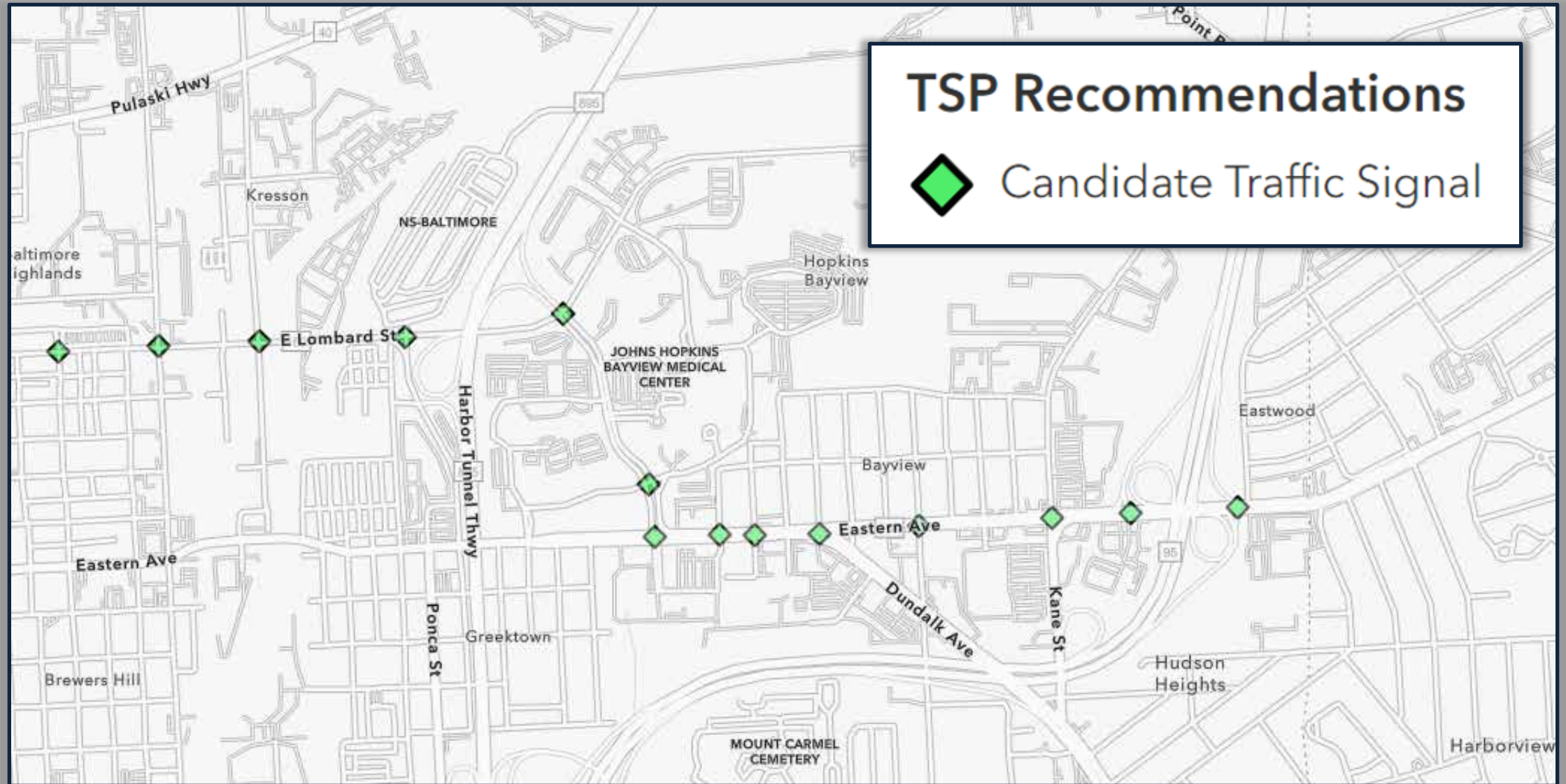
No Parking and Rush Hour Restricted

- No Parking Allowed
- - - AM Rush Hour Restricted
- - - PM Rush Hour Restricted
- . . . Rush Hour Restricted



If the Right Lane was used for a Bus Lane then **10** utilized parking spaces would be relocated. There are **34** unused spaces on blocks nearby.

Transit Signal Priority Map

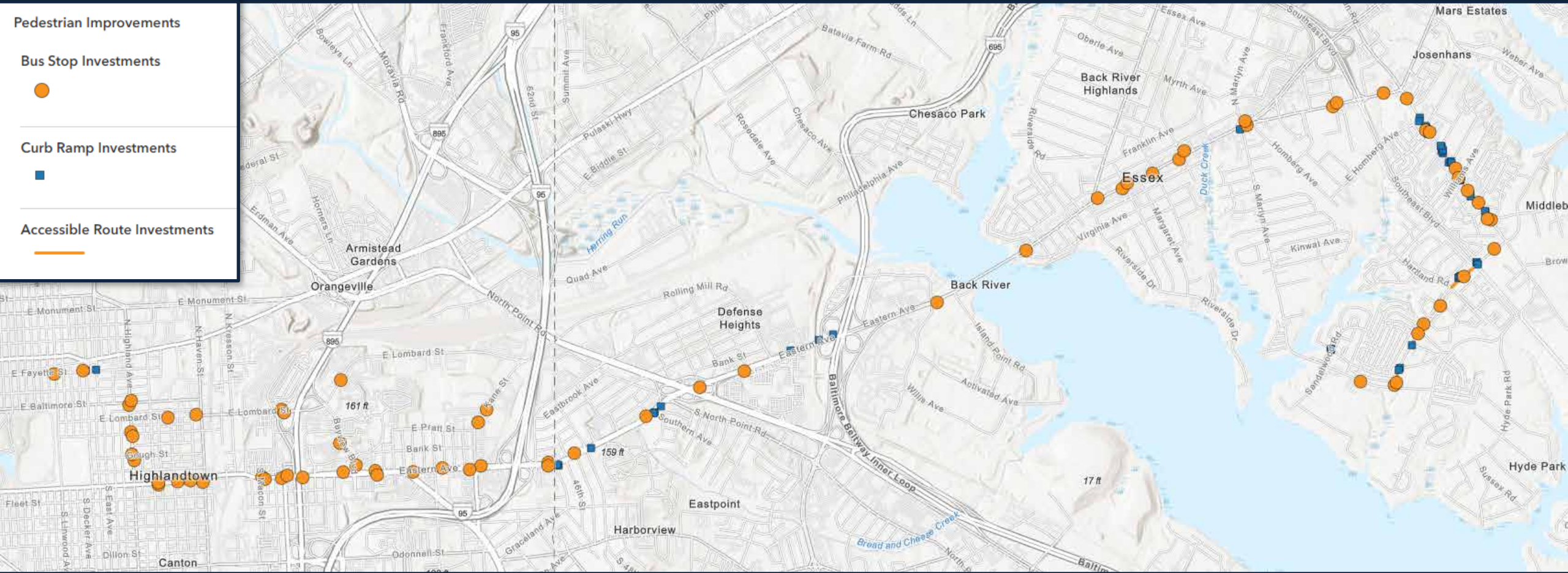


Walking/Rolling & Waiting

- Upgraded shelters, lighting, and amenities improve safety, cleanliness, and comfort while waiting.
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Walking/Rolling & Waiting



Bicycle Project Opportunities



Bike Area 1: Gwynns Falls Trail to West Baltimore MARC



Bike Area 2: West Baltimore MARC to Downtown

[RAISE Baltimore Project Elements and Scenario Prioritization Analysis \(arcgis.com\)](#)

Questions & Answers

- **Raise your hand** using the **reaction** function.
 - When your name is called by the speaker, **unmute** yourself and **turn on your camera** if desired.
 - Remember to make sure you and your camera are **centered and eye level**.

OR

- **Type** a question in the **chat** box.



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)

What Happens Next?

- **Provide comments** via Interactive Web Map, online comment form, email, phone.
 - RAISEBaltimore.com
 - info@RAISEBaltimore.com
 - 443-317-9793
- **Reach out** to others in your communities and **encourage** them to visit the project website & share comments.
- Check out the **Interactive Web Map**.
- **Invite us** to your community meetings & neighborhood events.

Contact Information

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BCDOT Liaison
Montrae.Jones@baltimorecity.gov

**General transit
questions?**

**Call the
MDOT MTA:**
410-539-5000

To view, download and share project information, visit the Project Webpage:
RAISEBaltimore.com

Ask a question or leave a comment for the Project Team by Email or phone:
info@RAISEBaltimore.com
443-317-9793