

BEFORE WE BEGIN...

How did you hear about the project?

IN PERSON: from a friend, neighbor, or community meeting

ONLINE: From the web, social media, or email

MASS ADVERTISING: From a postcard, flyer, or other notice

What's your biggest concern about the project?

Traffic

Parking

Safety

Other

What are you most excited about?

New Bus Lanes

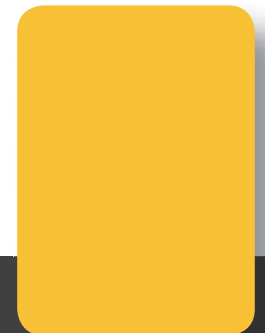
New Shelters/Lighting

Rebuilt Sidewalks

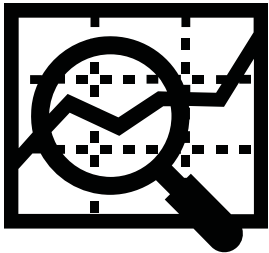
Repaved Roadways

YOU TELL US!

You'll see many of the boards will have yellow sections like this. We're looking for your feedback on various project elements. Use your stickers to answer questions in these "You Tell Us!" sections.



PROJECT OVERVIEW

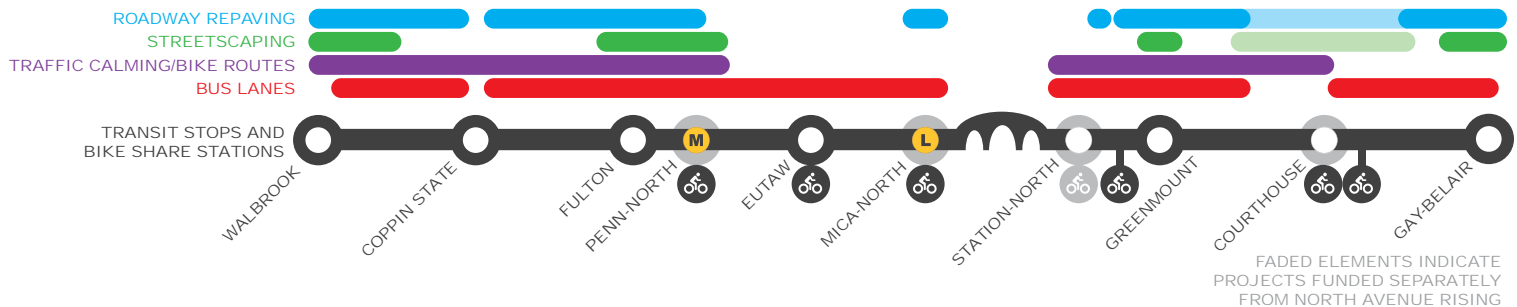


PROJECT GOAL

To support economic revitalization along North Avenue by increasing mobility and broadening residents' access to economic opportunity throughout Baltimore by:

- Building upon previous and ongoing public and private investments
- Opening avenues for continued investments and future projects
- Providing opportunities for community growth and development

PROJECT ELEMENTS



DEDICATED BUS LANES

- Dedicated bus/bike lanes painted red to encourage compliance, with minimized impacts to on-street parking
- Clearly-marked mixed-traffic zones to accommodate right turns
- Transit signal priority installed at key intersections to reduce delay at traffic signals



STREETSCAPING

- Sidewalk improvements, ADA-compliant curb ramps, highly-visible crosswalks, and pedestrian signals at commercial nodes
- Pedestrian lighting with a focus on safety and security
- Street trees, trash receptacles, and public art



ENHANCED BUS STOPS

- Installation of shelters at high-activity stops along the corridor
- Targeted investments to several major bus stops including landscaping, wayfinding signage, and real-time information
- Off-board fare options at key locations to reduce dwell time



ROADWAY RENOVATIONS

- Reconstruction of the Pennsylvania Avenue / North Avenue intersection
- Targeted sub-surface road reconstruction and repaving to bring the roadway to a state of good repair
- Restriping focused on improving safety of pedestrian crossings and travel of bicycles, buses, and automobiles



RAIL IMPROVEMENTS

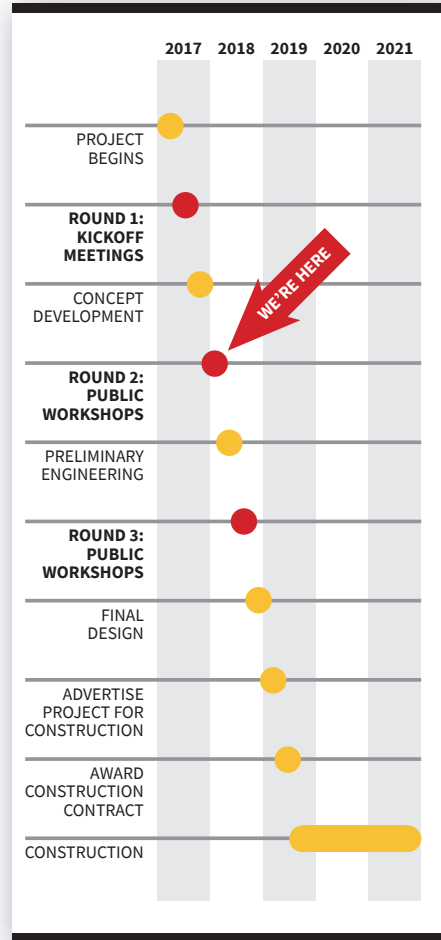
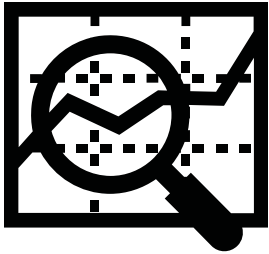
- Improvements to the entrance of the Penn-North Metro Subway Station
- Renovations at the platform and mezzanine levels of the Penn-North Metro Subway Station
- Customer facilities and pedestrian access improvements to the North Avenue Light Rail Station



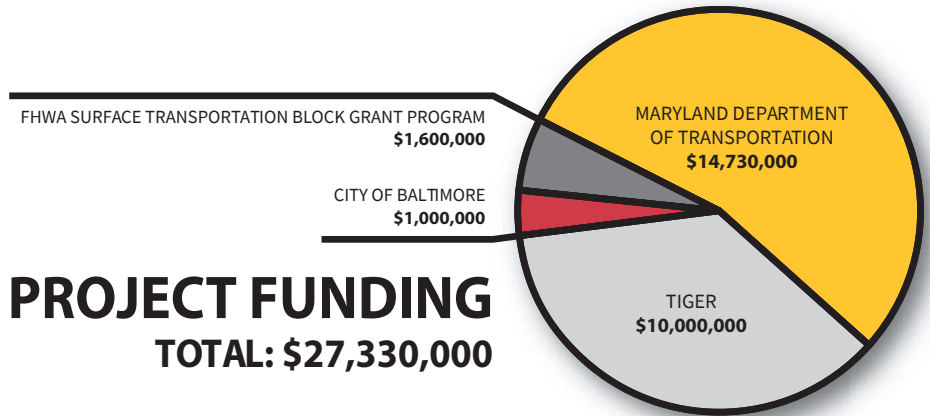
BIKE FACILITIES

- Bike share docks at key locations that connect to the citywide network
- Shared bus/bike lanes with separate bike lanes where feasible
- Bike boulevard treatments such as sharrows, signage, and bike-friendly speed humps along parallel streets that have lower automobile traffic

PROJECT OVERVIEW



PROJECT SCHEDULE



PROJECT FUNDING
TOTAL: \$27,330,000

STREETSCAPING	\$7,160,000
DEDICATED BUS LANES	\$6,340,000
PENN-NORTH STATION IMPROVEMENTS	\$4,920,000
REPAVING	\$4,050,000
PENN NORTH INTERSECTION IMPROVEMENTS.	\$2,000,000
TRANSIT SIGNAL PRIORITY	\$1,360,000
ENHANCED BUS STOPS	\$760,000
BIKE ROUTES/TRAFFIC CALMING	\$430,000
BIKE SHARE DOCKS	\$250,000
TOTAL	\$27,270,000

COST PER PROJECT ELEMENT

TRAVEL ON NORTH AVENUE



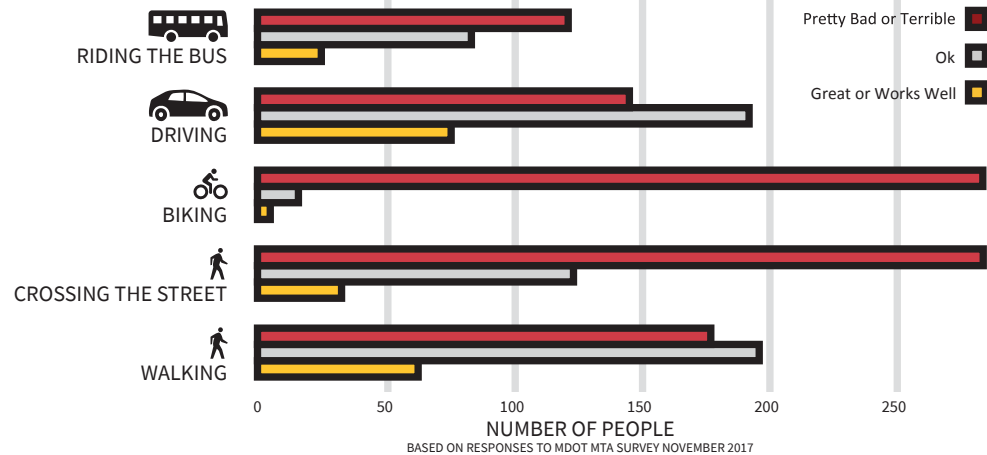
SOME THINGS WE KNOW ABOUT HOUSEHOLDS NEAR NORTH AVENUE FROM THE BALTIMORE METROPOLITAN COUNCIL

- Almost half of households in the project area have no vehicle
- Over a third of those who live in the project area get to work by walking, biking, or riding transit

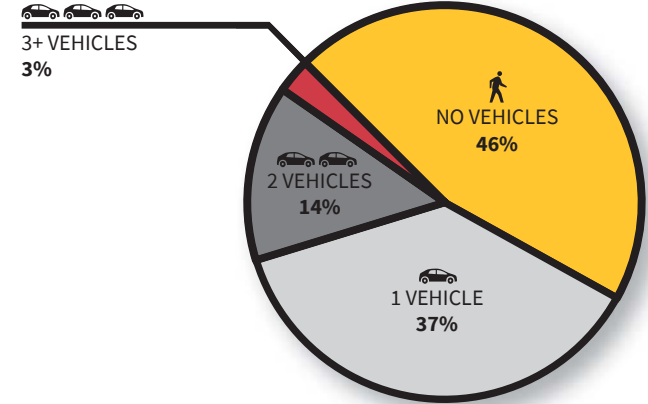
SOME THINGS WE LEARNED FROM OUR SURVEY

- Survey responses demonstrate the strongest need for investments in transit, pedestrian, and bicycle infrastructure
- People want investments to improve safety and bus reliability

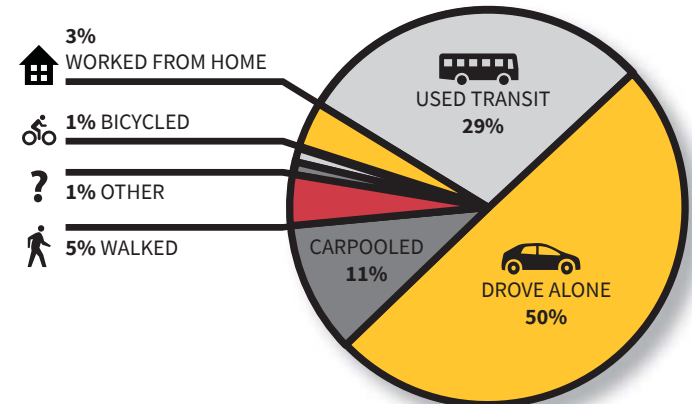
WHAT PEOPLE ALONG NORTH AVENUE SAID ABOUT DIFFERENT TRANSPORTATION OPTIONS



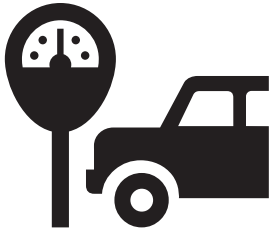
HOW MANY VEHICLES DO NORTH AVENUE AREA HOUSEHOLDS HAVE?



HOW DO PEOPLE IN THE NORTH AVENUE AREA GET TO WORK?



PARKING



POTENTIAL PARKING LOSSES

Bus lanes and bus stop changes will affect parking, with different parts of the corridor experiencing losses and gains:

- Most of the parking loss would be between Charles and Greenmount because it has the highest bus volumes and bike usage; it also has surface parking lots and parking on side streets
- Most parking impacts are in areas with existing morning/evening rush hour parking restrictions
- In areas with wide sidewalks, some parking could be replaced in the future with recessed parking spaces

AFFECTED SEGMENTS

Block	Direction	Impact	Block	Direction	Impact
2900 Block W North Ave	WB	Grey	1100 Block W North Ave	WB	Grey
2800 Block W North Ave	WB	Green	1000 Block W North Ave	WB	Green
	EB	Green	600-1000 Block W North Ave	WB	Red
2700 Block W North Ave	EB	Grey	100 Block W North Ave	EB	Green
	EB	Green	Unit Block E North Ave	WB	Red
2600 Block W North Ave	EB	Grey	100 - 400 Block E North Ave	WB	Red
2300 Block W North Ave	WB	Grey		EB	Red
	EB	Green	500-700 Block E North Ave	WB	Red
2200 Block W North Ave	WB	Green	800 Block E North Ave	WB	Green
	EB	Grey			
1700-1800 Block W North Ave	EB	Red			
1300 Block W North Ave	WB	Grey	Legend		
	EB	Green	0 to 3 spaces gained		Green
1200 Block W North Ave	WB	Green	1 to 4 spaces lost		Grey
	EB	Grey	>4 spaces lost		Red

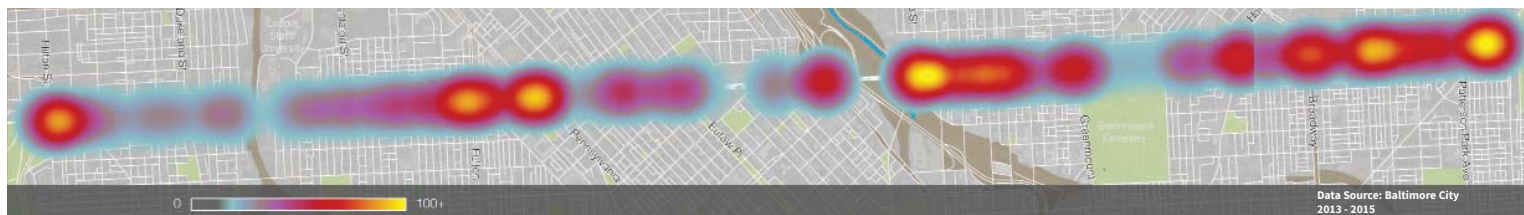
YOU TELL US!

With any project there are tradeoffs.
The benefits of adding shared bus/bike lanes in the central portion of North Avenue outweigh the minimal loss of parking.

Agree

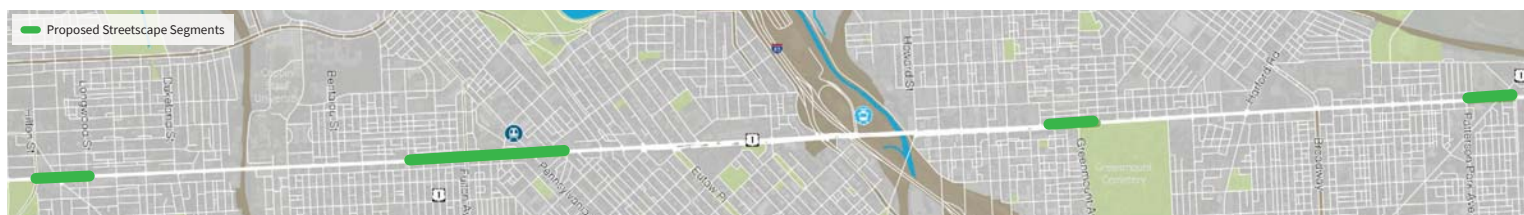
Disagree

SAFETY



Data Source: Baltimore City
2013 - 2015

CRASH DENSITY



CORRESPONDING STREETScape IMPROVEMENTS

**SAFETY WAS A MAJOR THEME IN SURVEY RESPONSES.
THE PROJECT ENHANCES SAFETY BY:**

- Prioritizing streetscape improvements in high-crash areas
- Using dedicated lanes to separate buses and bicycles from cars and trucks
- Prioritizing ADA and safety-related investments in high-crash areas
- Installing pedestrian-scaled lighting to improve visibility
- Removing the existing decorative metal bars at Penn-North Metro SubwayLink Station to improve visibility

YOU TELL US!

What would most effectively improve pedestrian safety?

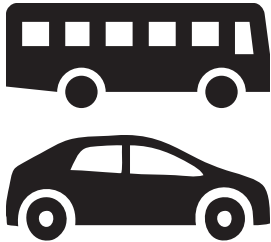
Better Marked Crosswalks

**A walk sign before green light
(leading pedestrian interval)**

Pedestrian Countdown Signals

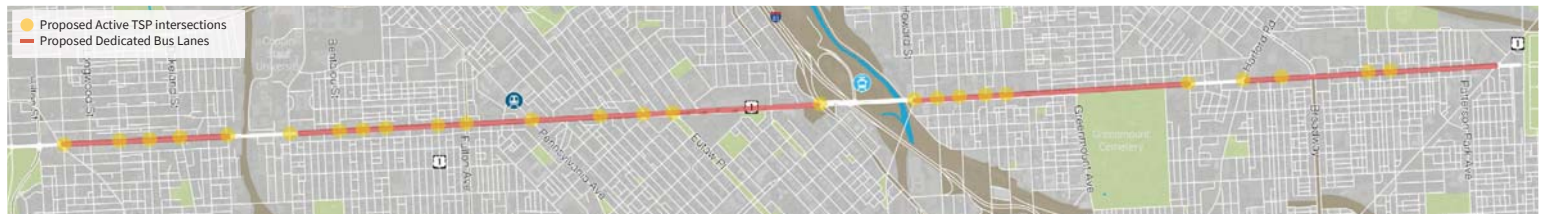
Curb Extensions

TRANSIT AND TRAFFIC



TRAFFIC IMPACTS ARE PART OF A SHIFT IN PRIORITY ALONG THE CORRIDOR, RAISING THE IMPORTANCE OF TRANSIT, WALKING, AND BICYCLING

- Bus transit times through the corridor are predicted to improve, saving about five minutes in each direction
- Vehicular traffic may be minimally impacted, especially during morning and afternoon rush hour



PROPOSED TRANSIT SIGNAL PRIORITY (TSP) AND BUS LANES

LEVELS OF SERVICE:

- A
 - B
 - C
 - D
 - F
- AM | PM



EXISTING LEVELS OF SERVICE



PROPOSED LEVELS OF SERVICE

ENHANCED BUS STOPS



HOW WOULD YOU LIKE TO SEE BUS SHELTERS IMPROVED?

Many things affect shelter improvements (cost, available space, materials, and access to power), so we're looking for your feedback on what you think is worth focusing on the **most**:

1 Focus on Artistry:



2 Focus on Signs and Wayfinding:



3 Focus on Capacity:



YOU TELL US!

What do you think we should focus on most when improving bus shelters?

Artistry

Signs and Wayfinding

Capacity

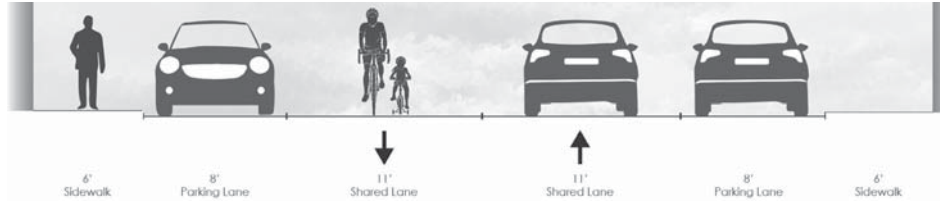
SLOWER AND SAFER STREETS

20TH

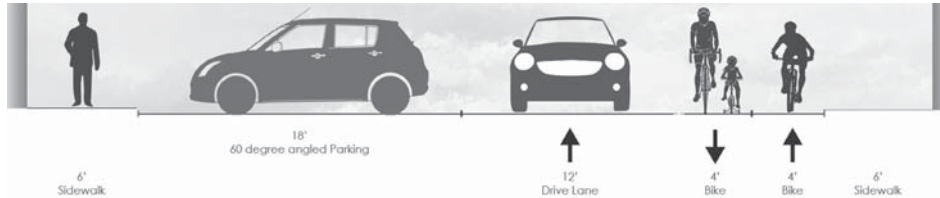


SECTION LOCATIONS

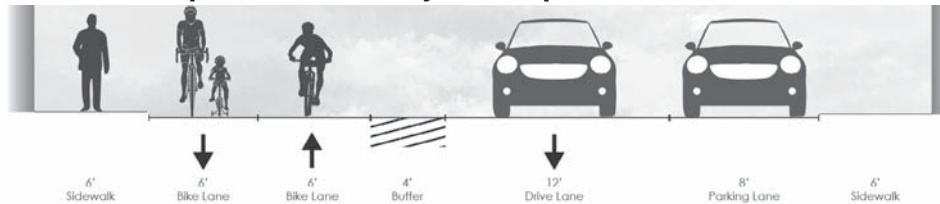
Section A: 20th from Howard to Maryland



Section B: 20th from Maryland to Barclay



Section C: Aisquith from Kennedy to Bonaparte



Contraflow/Sharrow



Two-Way Bike Lane



Angled Parking

- 20th Street is a possible parallel route for less experienced bicycle riders and local traffic
- These sections provide two-way travel for bicycling, preserve most on-street parking, and keep speeds low
- Traveling up Aisquith to Bonaparte provides a signalized crossing at Harford

YOU TELL US!

What would create a safe bike route on 20th?

Install signage indicating the road is one-way except for bicycles

Create a two-way bike facility by removing some parking

Nothing, we shouldn't do this

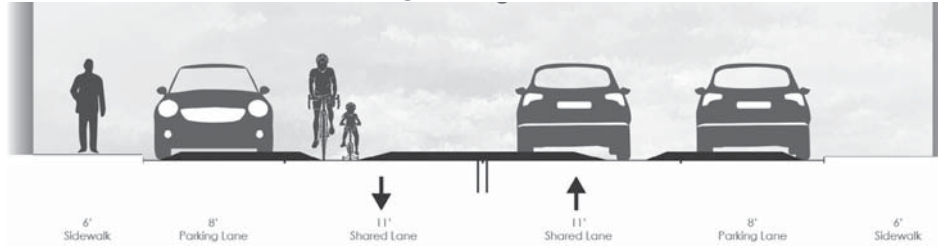
SLOWER AND SAFER STREETS

BAKER

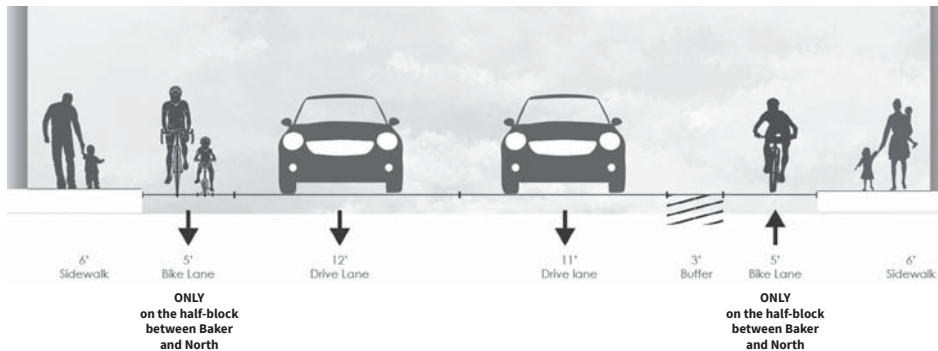


SECTION LOCATIONS

Section A: Baker from Bloomingdale to Druid Hill



Section B: Druid Hill from Baker to North



Speed Hump



Bike Lane

- Baker Street is the only street that connects across the railroads between North and Lafayette
- Baker is a mostly residential street with schools and parks along the way
- Speed humps on Baker would allow fire trucks and ambulances to pass through
- Previous City plans identify Baker as a possible east/west bicycle route
- We want your comments on speed hump placement locations

YOU TELL US!

What should be done to make Baker slower and safer?

Speed humps with gaps for fire trucks

Signing it as a neighborhood bike route

Nothing, it's fine as it is

TYPICAL SECTION

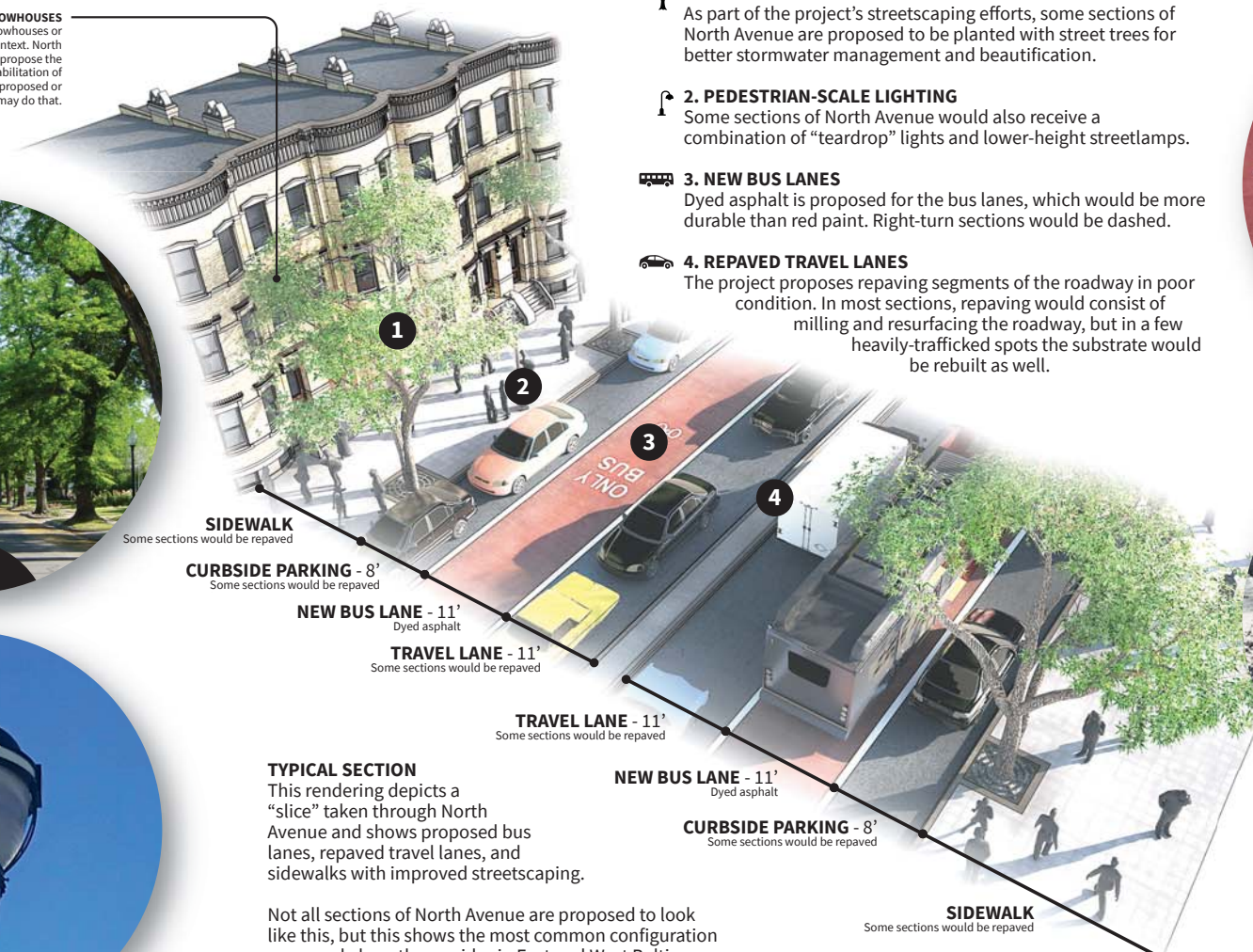
EXISTING ROWHOUSES
Project renderings show rowhouses or other buildings only for context. North Avenue Rising does not propose the removal, addition, or rehabilitation of any buildings. Other proposed or potential projects may do that.



1



2



SIDEWALK
Some sections would be repaved

CURBSIDE PARKING - 8'
Some sections would be repaved

NEW BUS LANE - 11'
Dyed asphalt

TRAVEL LANE - 11'
Some sections would be repaved

TRAVEL LANE - 11'
Some sections would be repaved

NEW BUS LANE - 11'
Dyed asphalt

CURBSIDE PARKING - 8'
Some sections would be repaved

SIDEWALK
Some sections would be repaved

TYPICAL SECTION

This rendering depicts a “slice” taken through North Avenue and shows proposed bus lanes, repaved travel lanes, and sidewalks with improved streetscaping.

Not all sections of North Avenue are proposed to look like this, but this shows the most common configuration proposed along the corridor in East and West Baltimore.

See the roll map for more details on what’s proposed for your block, because details vary from block to block.

1. STREET TREES

As part of the project’s streetscaping efforts, some sections of North Avenue are proposed to be planted with street trees for better stormwater management and beautification.

2. PEDESTRIAN-SCALE LIGHTING

Some sections of North Avenue would also receive a combination of “teardrop” lights and lower-height streetlamps.

3. NEW BUS LANES

Dyed asphalt is proposed for the bus lanes, which would be more durable than red paint. Right-turn sections would be dashed.

4. REPAVED TRAVEL LANES

The project proposes repaving segments of the roadway in poor condition. In most sections, repaving would consist of milling and resurfacing the roadway, but in a few heavily-trafficked spots the substrate would be rebuilt as well.



3



4

Note: These renderings depict conditions proposed as of February 2018, and are subject to change based on further design and community feedback.

GREENMOUNT & NORTH

1. View of rebuilt intersection
2. View of enhanced eastbound bus stop

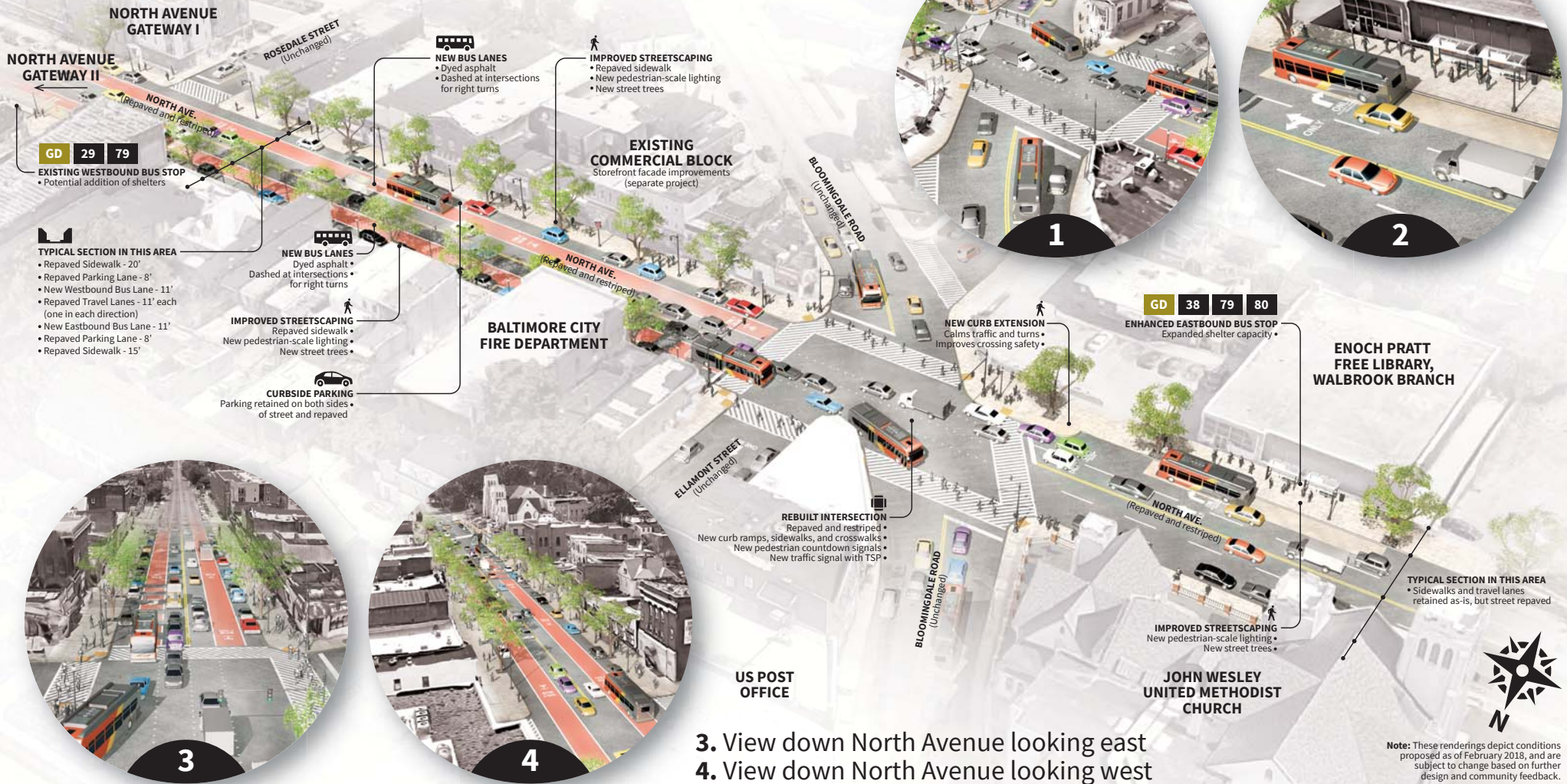


3. View of enhanced westbound bus stop
4. View of bus lane on North Avenue looking east

Note: These renderings depict conditions proposed as of February 2018, and are subject to change based on further design and community feedback.

WALBROOK JUNCTION

1. View of rebuilt North/Bloomingdale/Ellamont intersection
2. View of enhanced eastbound bus stop next to Walbook Library



WHAT COMES NEXT?

What do you want to see happen next in the North Avenue corridor?

Let's work together to keep investments and progress moving in the right direction!

Fill out a sticky note(s) with your comments and place it in the category below that best describes your thoughts.

YOU TELL US!

**ECONOMIC &
COMMUNITY
DEVELOPMENT**

SAFETY

BEAUTIFICATION

OTHER