BALTIMORE COMPLETE STREETS

2025

Annual Report

Message from Mayor Brandon M. Scott

Dear Residents and Friends of Baltimore City,

Creating a city where residents can move safely and efficiently, regardless of their mode of transportation, is one of our most fundamental responsibilities. It is with great pride that I present the 2025 Annual Report, which showcases the exciting progress we have made in bringing our vision of Complete Streets to life. This past year has been defined by our collective dedication to building a transportation network that is not only robust and reliable, but also safe, equitable, and accessible for everyone—whether you're walking to school, biking to work, taking public transit, or driving.

Baltimore's commitment to this work is rooted in the 2018 Complete Streets Ordinance, which mandated a fundamental shift in how we design our transportation infrastructure. This legislation requires the design of our streets to be safe and accessible for all, with a specific focus on the most vulnerable users. Since the adoption of this ordinance, we have made significant progress by finalizing our official Complete Streets Manual and accelerating projects that put this vision into practice.

This report highlights the Complete Streets improvements implemented by the Baltimore City Department of Transportation this past year, which has been one of significant progress. We partnered with local universities including Morgan State and the University of Maryland to deploy additional safety technologies on our streets and secured a $2 million federal SMART grant to enhance technology deployments along key routes in response to the tragic Key Bridge collapse. We also made substantial progress with our Vision Zero Action Plan, with the goal of eliminating all traffic deaths and serious injuries on city roadways.

The work outlined in this report is a testament to the power of our shared vision and the collaborative work of city agencies and community partners. As we look ahead, we will continue to build on this momentum by prioritizing projects that enhance safety, equity, and connectivity for all. Together, we are laying the groundwork for a future where our streets truly serve everyone, creating a more vibrant, equitable, and mobile city for generations to come.

Brandon M. Scott
Mayor, City of Baltimore

Message from Director Veronica P. McBeth, MSL

Dear Friends,

A safe and dependable transportation network is essential for a thriving city. As Director of the Baltimore City Department of Transportation (BCDOT), I am passionate about creating a transportation network that is not only effective, but equitable for everyone. As we work to implement Complete Streets initiatives, I am pleased to present Baltimore's 2025 Annual Complete Streets Report, which highlights the progress and achievements we've made this past year.

Our work is a direct reflection of the city's commitment to prioritizing people. Using the principles of Complete Streets, BCDOT focuses on planning, designing, and constructing new transportation projects that prioritize the needs of pedestrians, bicyclists, transit riders, and people of all ages and abilities. This report highlights improvements in city communities and evaluates our progress based on key equity measures. Our goal is to deliver infrastructure enhancements that improve the quality of life for all residents.

Our commitment to safety and equity is clear in the progress we've made this year. In 2024, we launched the Charm City Circulator's new Cherry Route to connect South Baltimore residents with downtown schools, jobs, and services. That same year, we also extended the Purple Route to Waverly, giving more communities access to our free transit network. These enhancements contributed to a 33% increase in annual ridership, proving that expanded transit options are a great solution for city residents. But our work to expand transit access doesn't stop there. This winter, BCDOT will implement changes on the Circulator's Green Route, which will bring transit service to areas along Orleans Street and Broadway that currently do not have transit access from either the city or MTA.

Building an integrated and equitable transportation network is a collective effort. I want to extend my sincere appreciation to all our partners, community members, and city staff who have contributed their time and effort to these achievements. Through this shared vision, we are creating a safer, more connected and accessible city for all.

Sincerely,

Veronica P. McBeth, MSL
Director, Baltimore City Department of Transportation (BCDOT)

INTRODUCTION

Purpose of Report

This is the fourth Annual Complete Streets Report following the adoption of Baltimore City's Complete Streets Manual. The Annual Complete Streets Report assesses the status of Baltimore City's transportation system through an equity lens. The report contains assessments of the transportation system using the measures established in Baltimore's Complete Streets Ordinance to the extent that data is available. This report includes data from 2023 and 2024.

Baltimore's Complete Streets Ordinance, adopted on December 6, 2018, states:

The Department shall construct and operate a comprehensive Complete Streets Transportation System that enables access, mobility, economic development, attractive public spaces, health, and well-being for all people. This Transportation System must be designed and operated in ways that ensure the safety, security, comfort, access, and convenience of all users of the streets. This includes pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers. This transportation system must include integrated networks of connected facilities accommodating all modes of travel.

The Complete Streets Ordinance also committed to a more formal equity evaluation for selecting transportation projects. Transportation projects should be prioritized in places with a greater need for improved transportation services. Equitable distribution of transportation services and transportation improvements enhances opportunities for Baltimore residents regardless of access to a personal vehicle. In addition to assessing the inventory of transportation infrastructure in Baltimore's overall transportation system, this report also evaluates the distribution of infrastructure through an equity lens by tracking the sociodemographic trends of where investments occur.

Modal Hierarchy

Baltimore's Modal Hierarchy refers to the priority, in terms of space and investment, that different transportation modes should receive. The hierarchy was established in the Complete Streets Ordinance and clarified in the Complete Streets Manual, prioritizing the safety and accessibility of transportation modes other than single-occupant vehicles. Baltimore's citywide modal hierarchy is:

1. Walking
2. Cycling/Public Transit/Micromobility
3. Taxi/Commercial Transit/Shared Vehicles
4. Single Occupant Automobiles

The modal hierarchy serves as the framework for this report, and implementation of transportation infrastructure and improvements should reflect the priorities it establishes. This report organizes the required performance measures by transportation mode to highlight progress as well as areas of need for each mode.

Conflicts between State/ Federal Standards and Local Requirements

No conflicts between State/Federal Standards and Local Requirements were reported by Baltimore City DOT.

Data Availability

The Census Bureau American Community Survey (ACS) releases data from the prior year in the fourth quarter of the following year. For example, 2023 ACS data was released in the fourth quarter of 2024. Limitations in data availability are reported in the individual performance measures that follow.

Census Data Definitions

These terms related to ACS/Census data are used throughout the report and are defined here.

Census Tracts are subdivisions of Baltimore City that are defined by the U.S. Census Bureau with input from local stakeholders. The boundaries are updated prior to each decennial census, but the boundaries are drawn with the intention of being maintained over time so that long-term comparisons can be made. According to the Census Bureau, Census Tracts generally encompass 1,200 to 8,000 people, with an optimum size of 4,000 people. Census Tract boundaries generally follow visible and identifiable features.

Census Block Groups are subdivisions of Census Tracts and generally encompass 600 to 3,000 people.

A **Housing Unit** is defined by the Census Bureau as "a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants do not live and eat with other persons in the structure and which have direct access from the outside of the building or through a common hall."

A **Household** includes all the people who occupy a housing unit as their usual place of residence. A person living alone in a housing unit and a group of unrelated people sharing a housing unit would both count as a single household.

Transportation Equity

As required by the Complete Streets Ordinance, this report analyzes the geographic distribution of infrastructure investments and other data types based on equity measures. These measures come from 2023 ACS data.

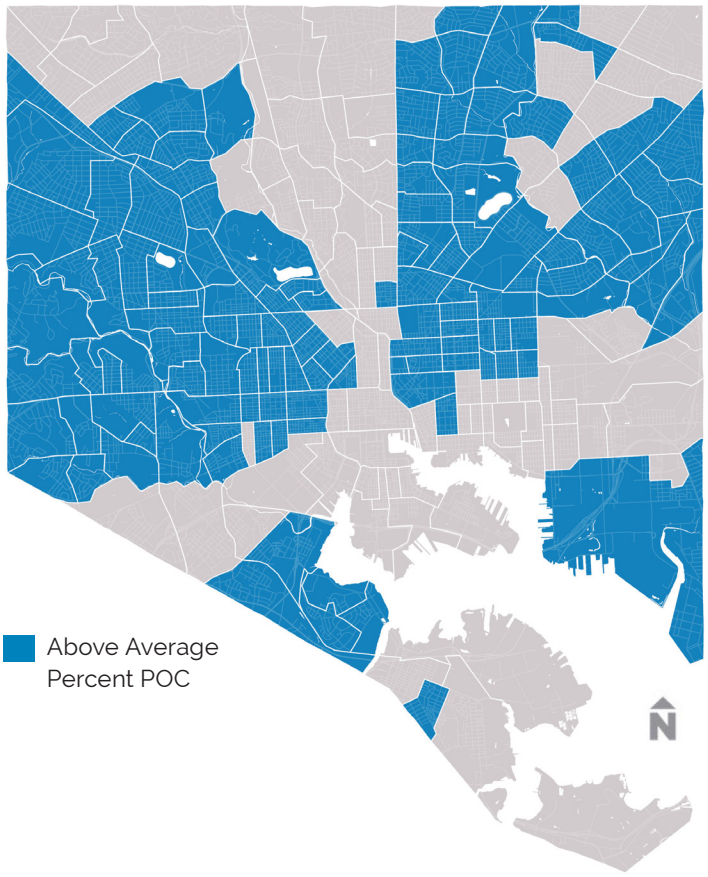
The geographies of focus are:

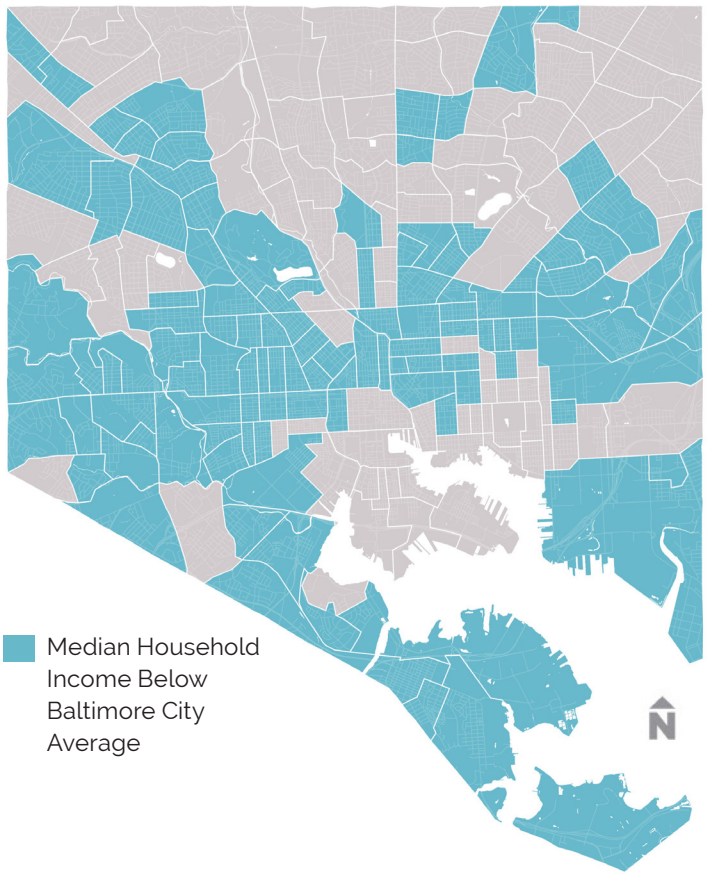
Census tracts with an above-average percentage people of color (POC)[1]

- In 2023, 70.2 percent of the Baltimore City population was non-white.
- 56 percent of Baltimore City's land area was comprised of Census tracts with a POC population greater than 67 percent, which is the citywide percentage of residents who are POC.

Census tracts with median income below citywide median income.

- In 2023, the median household income in Baltimore City was $59,579.
- 56 percent of Baltimore City's land area is comprised of tracts where the median income was below Baltimore City's median income. In this report, such areas are referred to as "below median income" areas.

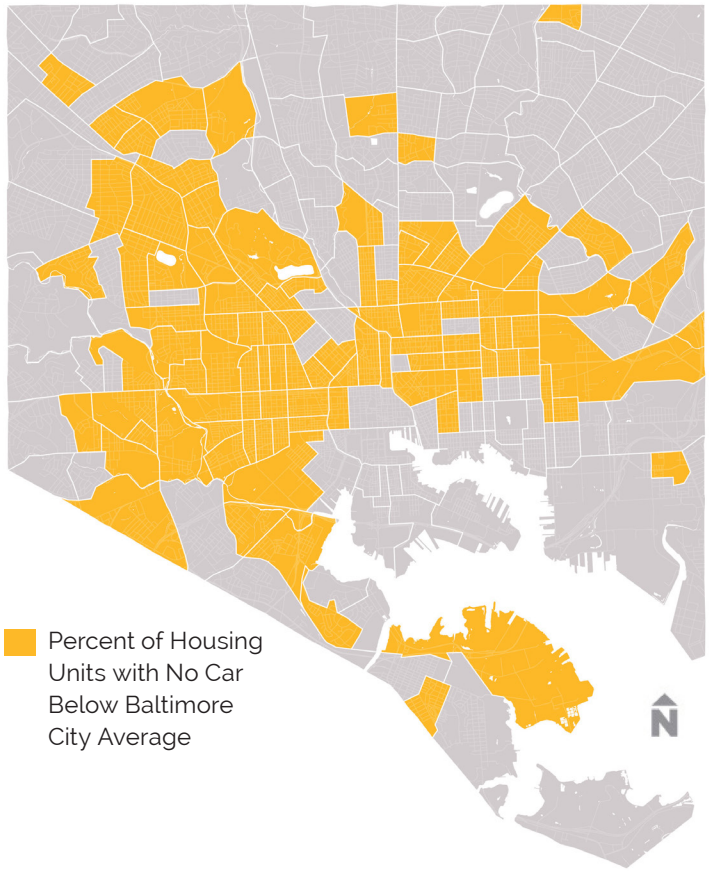




[1] *This report calculates the number of people of color in a given geography as the sum of Black and Hispanic/Latino residents.*

Census tracts with an above-average number of households with no car available.

- In 2023, 28.1 percent of households in occupied housing units lacked access to a car.
- 37 percent of Baltimore City's land area is comprised of census tracts with above-average households with no car available.



Percent of Housing Units with No Car Below Baltimore City Average

Navigating the Performance Measures

This report includes the following performance measures for complete streets in Baltimore City:

SYSTEMWIDE IMPROVEMENTS & SAFETY

Commute Mode Share
Commute Times
Crash Data
Green Stormwater Infrastructure
Number of Street Trees Added
Speed Hump Installations
Quick Build Projects
Resurfacing Projects
Main Street Business Inventory

WALKING INFRASTRUCTURE

Public Space Infrastructure Added for Pedestrians
Sidewalk Maintenance

BIKE INFRASTRUCTURE

Bike Facilities Maintenance Locations
Length of Bike Facilities
Number of Intersections Redesigned for Bikes

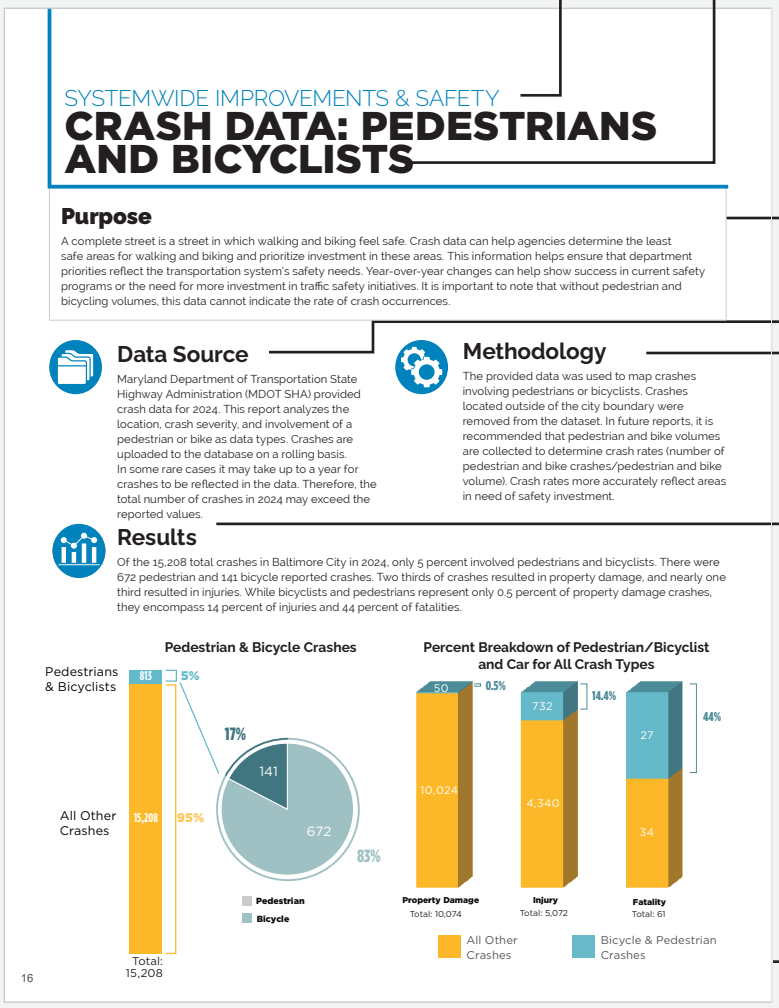
TRANSIT

Intersections Redesigned for Transit
Bus Shelters
Dedicated Bus Lanes
Transit On-Time Performance

THIS IS A GUIDE TO NAVIGATING THE PERFORMANCE MEASURE PAGES.

Top Blue Text: Mode Category

Top Black Text: Title of Performance Measure



SYSTEMWIDE IMPROVEMENTS & SAFETY

CRASH DATA: PEDESTRIANS AND BICYCLISTS

Purpose

A complete street is a street in which walking and biking feel safe. Crash data can help agencies determine the least safe areas for walking and biking and prioritize investment in these areas. This information helps ensure that department priorities reflect the transportation system's safety needs. Year-over-year changes can help show success in current safety programs or the need for more investment in traffic safety initiatives. It is important to note that without pedestrian and bicycling volumes, this data cannot indicate the rate of crash occurrences.

Data Source

Maryland Department of Transportation State Highway Administration (MDOT SHA) provided crash data for 2024. This report analyzes the location, crash severity, and involvement of a pedestrian or bike as data types. Crashes are uploaded to the database on a rolling basis. In some rare cases it may take up to a year for crashes to be reflected in the data. Therefore, the total number of crashes in 2024 may exceed the reported values.

Methodology

The provided data was used to map crashes involving pedestrians or bicyclists. Crashes located outside of the city boundary were removed from the dataset. In future reports, it is recommended that pedestrian and bike volumes are collected to determine crash rates (number of pedestrian and bike crashes/pedestrian and bike volume). Crash rates more accurately reflect areas in need of safety investment.

Results

Of the 15,208 total crashes in Baltimore City in 2024, only 5 percent involved pedestrians and bicyclists. There were 672 pedestrian and 141 bicycle reported crashes. Two thirds of crashes resulted in property damage, and nearly one third resulted in injuries. While bicyclists and pedestrians represent only 0.5 percent of property damage crashes, they encompass 14 percent of injuries and 44 percent of fatalities.

Pedestrian & Bicycle Crashes

Pedestrians & Bicyclists
813
5%
All Other Crashes
15,208
95%
Total: 15,208
17%
141
672
83%
Pedestrian
Bicycle

Percent Breakdown of Pedestrian/Bicyclist and Car for All Crash Types

50
0.5%
10,024
Property Damage
Total: 10,074
732
14.4%
4,340
Injury
Total: 5,072
27
44%
34
Fatality
Total: 61
All Other Crashes
Bicycle & Pedestrian Crashes

16

Purpose: This section describes the purpose of each performance measure and how results are displayed.

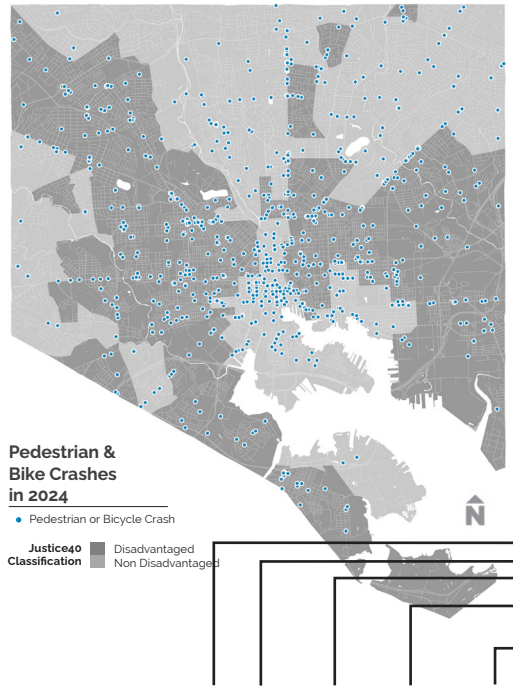
Data Source: This section describes the data source for each measure, the level of detail provided, and any data limitations.

Methodology: This section describes the method used to process and analyze the provided data.

Results: This section will describe key results and trends.

Results graph section: This section will include graphs and other graphics to explain the results.

Results map section: In this section, results will be mapped over the Justice40 disadvantaged tract layer in Baltimore City. Justice40 is a presidential initiative that requires 40 percent of the benefits of investments in infrastructure and climate mitigation go towards disadvantaged areas. A larger version of the Justice40 map can be found on the following page.



Equity Reporting on Pedestrian and Bicycle Crashes

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2024	Pedestrian & Bicycle Crashes	813	58%	42%	57%	43%	50%	50%

There were more pedestrian and bicycling crashes in areas with above average percentage POC and below-average median income. There was no discernable difference in areas with below-average car access. However, without pedestrian and bicycling volumes to use as a baseline, these figures cannot reveal whether those areas have higher rates of crashes.

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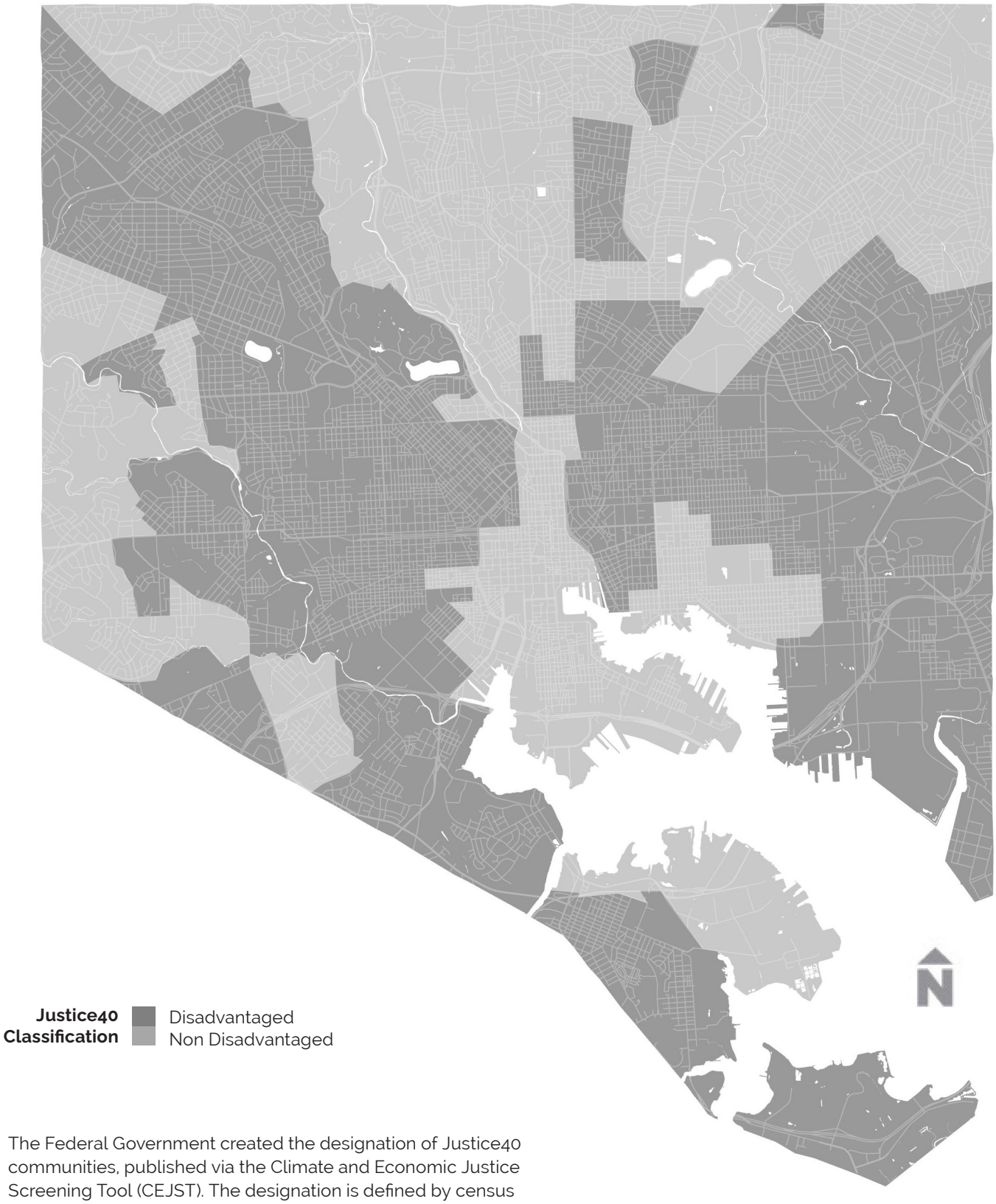
Equity Reporting Section: This section reports the distribution of data according to the equity geographies described above.

- The percentage of relevant data/infrastructure within Census tracts with an above-average percentage of people of color (POC).
- The percentage of relevant data/infrastructure within Census tracts with a below-average percentage of POC.
- The percentage of relevant data/infrastructure within Census tracts with below-average median household income.
- The percentage of relevant data/infrastructure within Census tracts with above-average median household income.
- The percentage of relevant data/infrastructure within Census tracts with a below-average percentage of occupied housing units with a car available.
- The percentage of relevant data/infrastructure within Census tracts with an above-average percentage of occupied housing units with a car available.



The Federal Government created the designation of Justice40 communities, published via the Climate and Economic Justice Screening Tool (CEJST). The designation is defined by census tract, noting "Communities that are disadvantaged live in tracts that experience burdens." The interactive map can be found at https://screeningtool.geoplatform.gov/

PERFORMANCE MEASURES

SYSTEMWIDE IMPROVEMENTS & SAFETY

COMMUTE MODE SHARE

Purpose

Complete streets are planned, designed, and operated with all types of transportation in mind. Not only should they enable more active and sustainable modes of travel, they should also encourage them. Successful complete streets implementation equitably improves the experience and accessibility of all users and provides commute options for residents. Complete streets implementation can help reduce commute times by enabling a greater dispersion of commuters across transportation modes, thereby decreasing car congestion.

Data Source

The United States Census Bureau's American Community Survey collects commute mode share data for all workers aged 16 and over for each Census Tract. At the time of publication of the 2025 Complete Streets Annual Report, the most recent available data was the 2023 5-Year Estimate. This includes an average of data collected from 2019 through 2023.

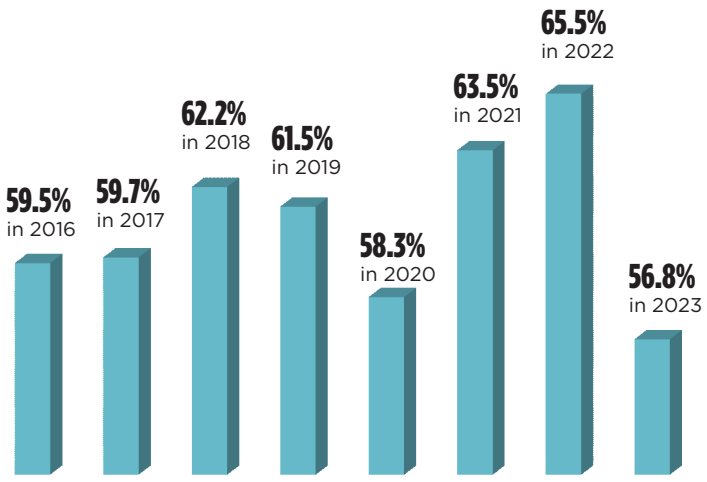
Methodology

ACS data and tract geometries were downloaded from the Census website.

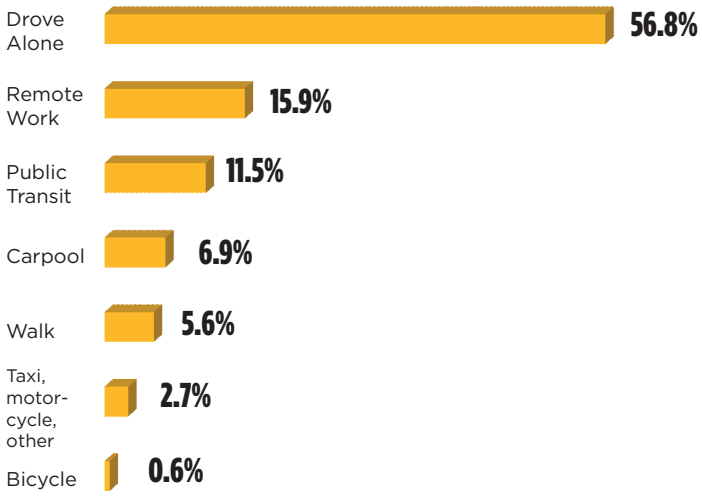
Results

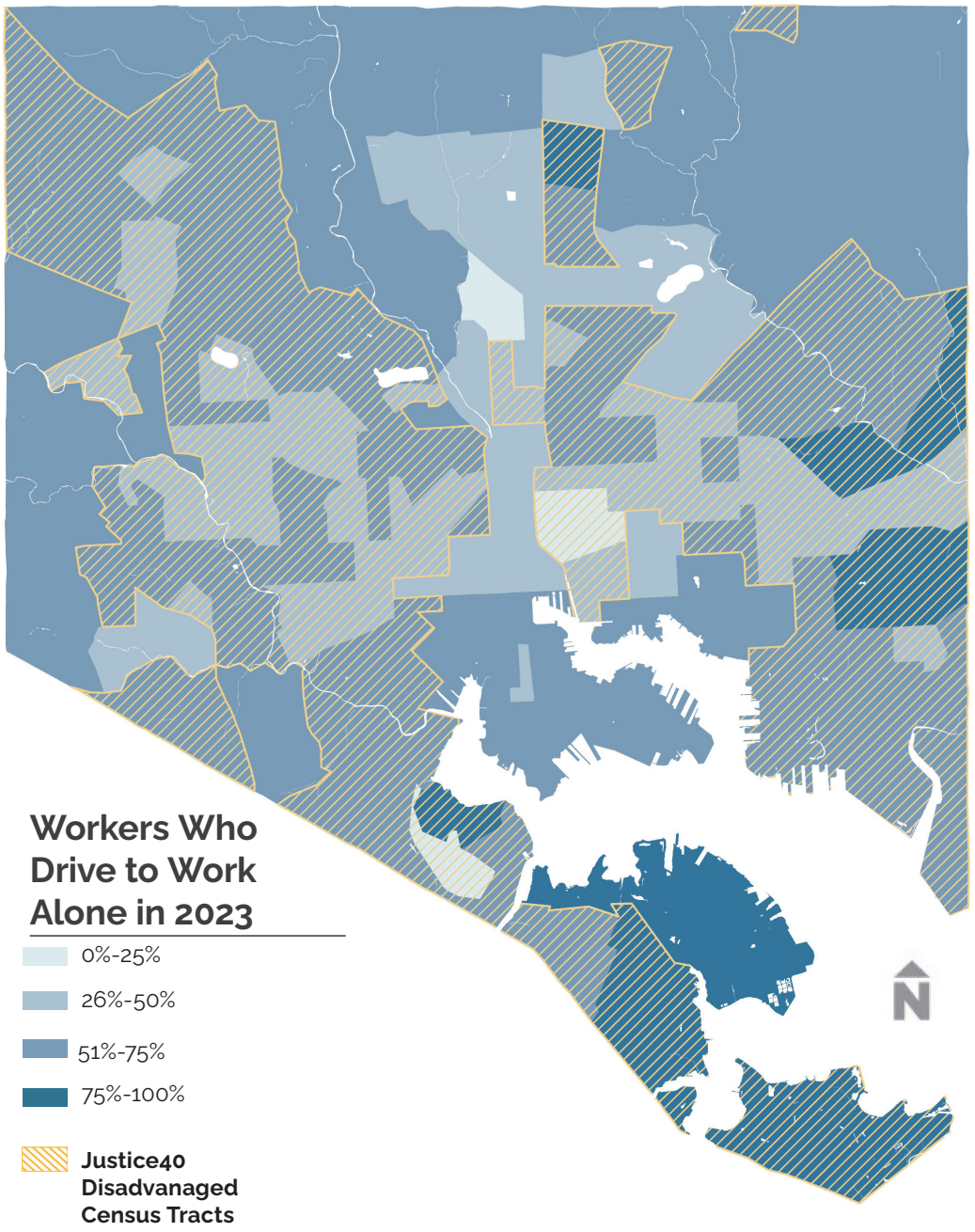
A lower percentage of Baltimore City residents commuted to work by driving alone in 2023 than in previous years. Remote work increased from 6.2 percent in 2020 to 15.9 percent in 2023, while public transit commuting decreased slightly from 12.8 percent to 11.5 percent.

Historical Percentage of Workers Driving to Work Alone



2023 Commute Mode





Equity Reporting on Commute Mode Share

		Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2023	**Percent of Commuters Who Drove to Work Alone**	57%	56%	56%	58%	49%	61%

For each equity geography, a weighted average of the percentage of workers driving alone to work was calculated. Although driving alone was the most common form of commute in all census tracts that were evaluated, driving alone was more common among residents of tracts with above-average percentage POC, above-average median income, and above-average car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

COMMUTE TIMES

Purpose

Commute times are an equity issue in Baltimore City. According to the Baltimore Neighborhood Indicators Alliance (BNIA), the percent of workers in a neighborhood that travel more than 45 minutes to get to work is strongly correlated with population decline in a neighborhood as well as job retention.[1] In 2020, 21.2% of Baltimore City workers age 16 and over had a commute time of 45 minutes or more.[2] Complete streets implementation increases access to alternative commuting options. It encourages mode shift among commuters and can help reduce vehicle congestion.

Data Source

The United States Census Bureau's American Community Survey collects commute mode share data for all workers aged 16 and over for each Census Tract. At the time of publication of the 2025 Complete Streets Annual Report, the most recent available data was the 2023 5-Year Estimate. This includes an average of data collected from 2019 through 2023.

Methodology

ACS data and tract geometries were downloaded from the Census website.

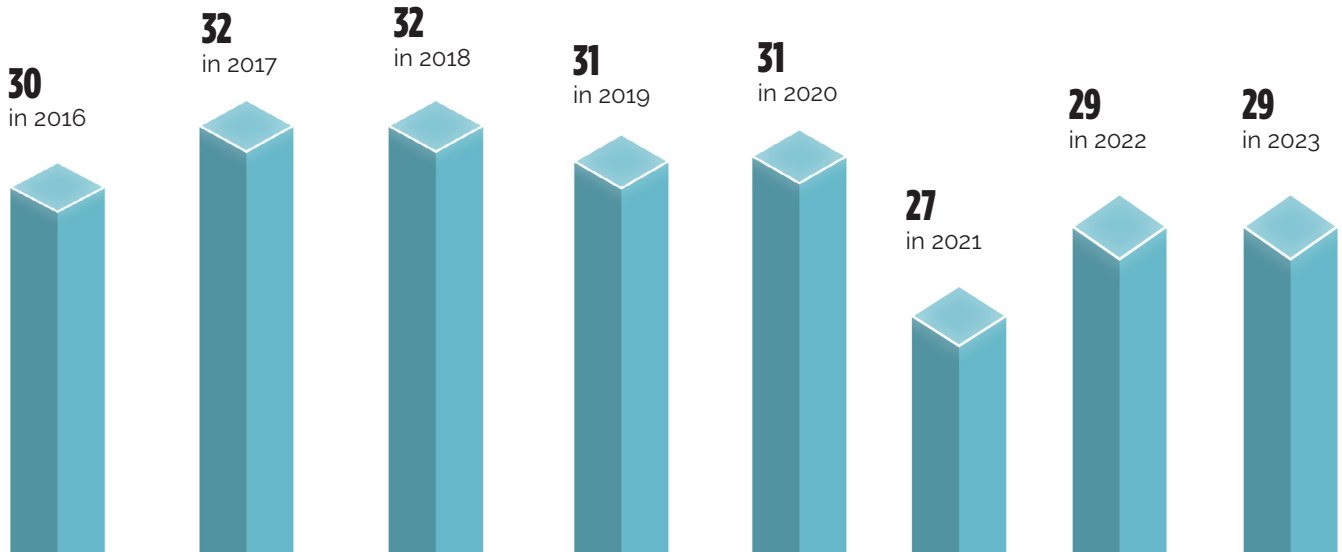
1 https://bniajfi.org/2018/01/02/ lack-of-accessibility-leads-to-highcommute-time-neighborhoods

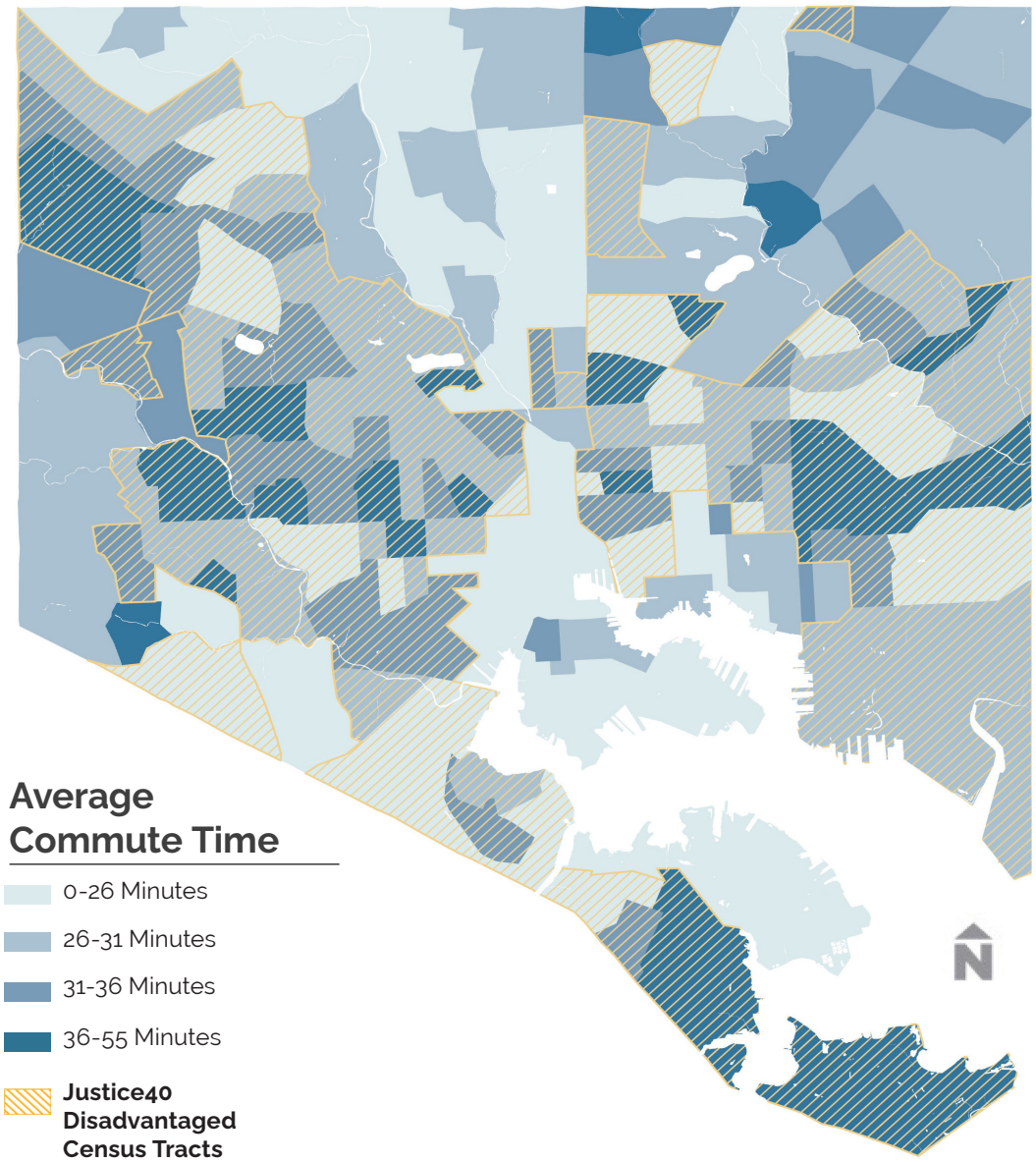
2 American Community Survey FiveYear Estimates, 2016-2020.

Results

Average commute time stayed 29 minutes in 2023, remaining below the pre-pandemic duration of 31 minutes.

Average Commute Time (Minutes)





Equity Reporting on Commute Time – Percentage of Workers with Commute of 45 Minutes or Longer

	Baltimore City Average	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2023	**Percent of Commuters with Commutes Over 45 Minutes**	21%	17%	21%	17%	21%	18%

For each equity geography, a weighted average of the percentage of workers with commutes of 45 minutes or longer was calculated. On average, the proportion of workers with commutes over 45 minutes was greater in tracts with above-average POC populations, below median incomes, and below-average car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

CRASH DATA: PEDESTRIANS AND BICYCLISTS

Purpose

A complete street is a street in which walking and biking feel safe. Crash data can help agencies determine the least safe areas for walking and biking and prioritize investment in these areas. This information helps ensure that department priorities reflect the transportation system's safety needs. Year-over-year changes can help show success in current safety programs or the need for more investment in traffic safety initiatives. It is important to note that without pedestrian and bicycling volumes, this data cannot indicate the rate of crash occurrences.

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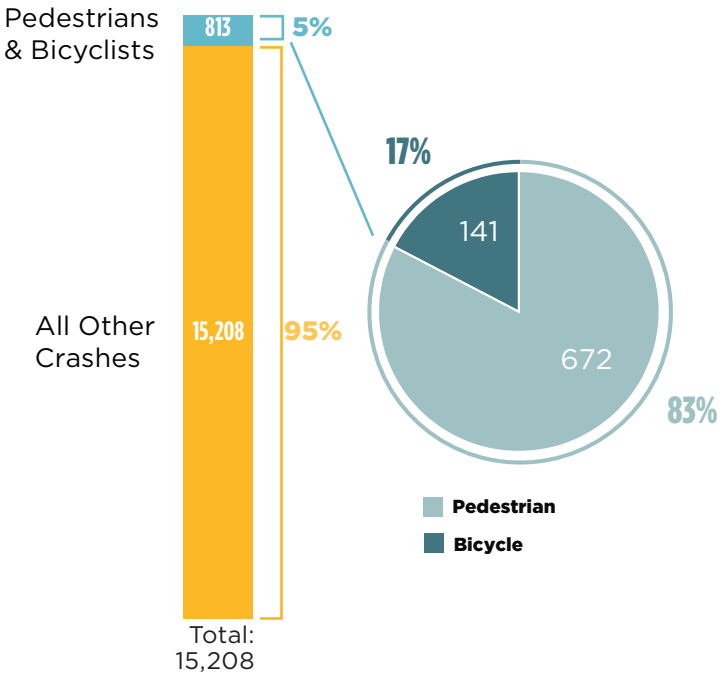
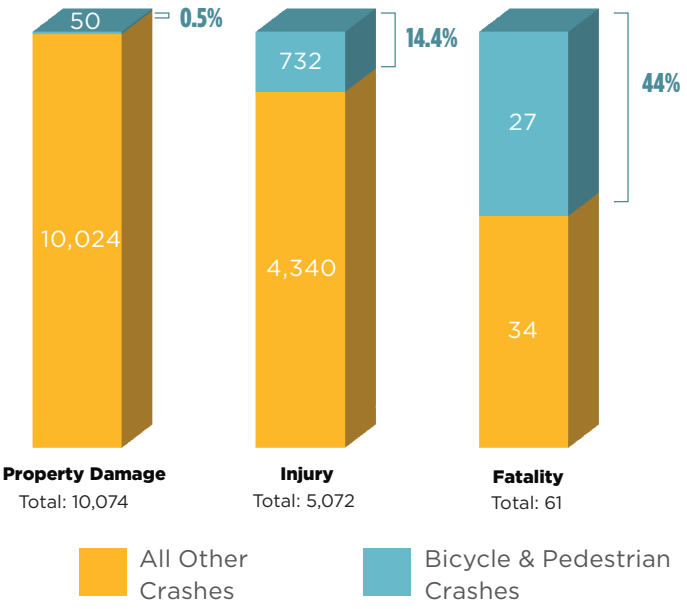
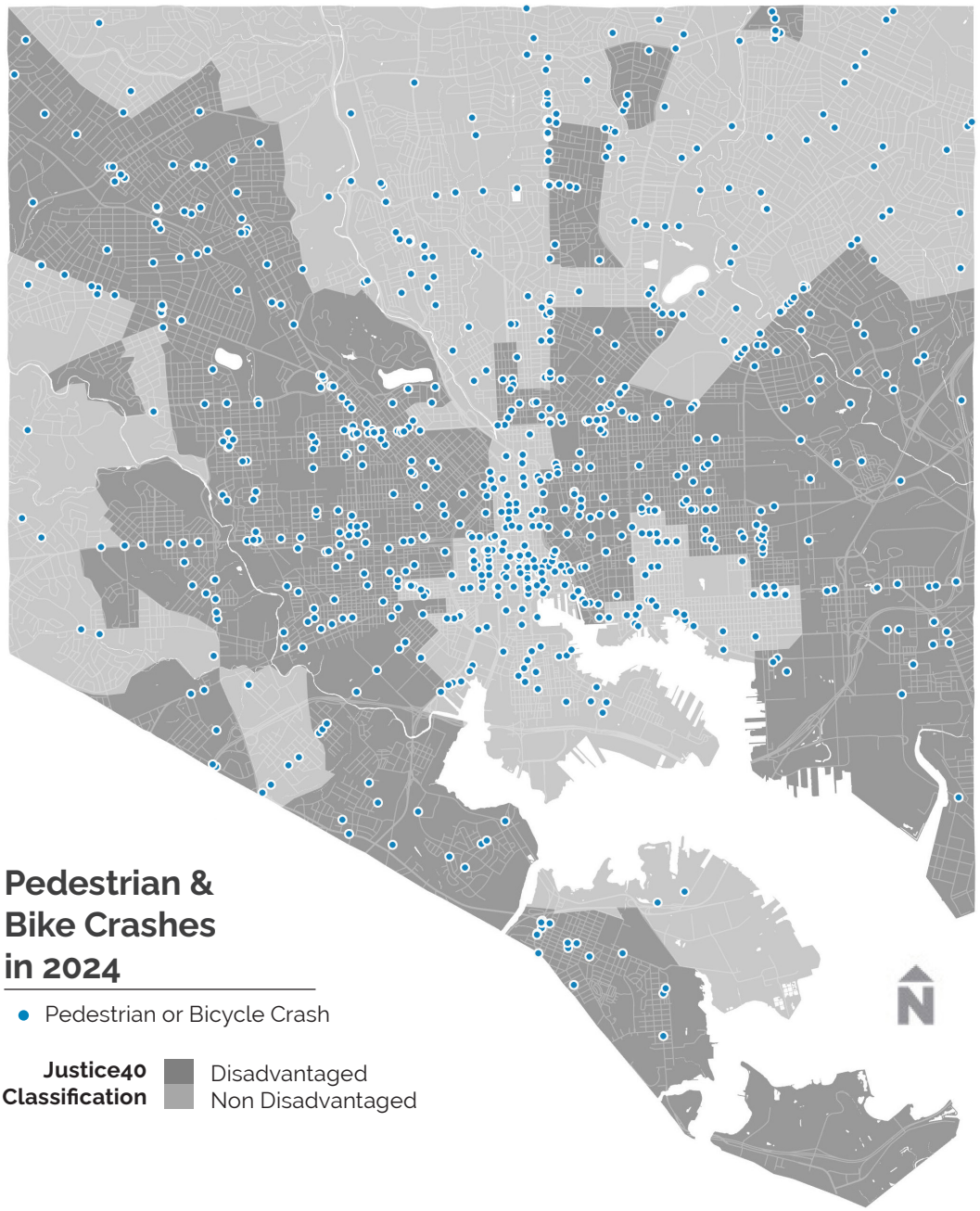
Of the 15,208 total crashes in Baltimore City in 2024, only 5 percent involved pedestrians and bicyclists. There were 672 pedestrian and 141 bicycle reported crashes. Two thirds of crashes resulted in property damage, and nearly one third resulted in injuries. While bicyclists and pedestrians represent only 0.5 percent of property damage crashes, they encompass 14 percent of injuries and 44 percent of fatalities.

Pedestrian & Bicycle Crashes



Percent Breakdown of Pedestrian/Bicyclist and Car for All Crash Types





Equity Reporting on Pedestrian and Bicycle Crashes

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2024	**Pedestrian & Bicycle Crashes**	**813**	58%	42%	57%	43%	50%	50%

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SYSTEMWIDE IMPROVEMENTS & SAFETY

GREEN STORMWATER INFRASTRUCTURE

Purpose

Complete streets should also be green streets. A major component of what the Complete Streets Manual defines as a green street is green stormwater infrastructure (GSI), which may do the following:

- Collect stormwater runoff for water quality treatment.
- Cause a slow, controlled release of stormwater that mitigates adverse downstream impacts, such as flooding and erosion.

Data Source

The Baltimore City Department of Public Works (DPW) provided a GIS layer of stormwater infrastructure in Baltimore City.

Methodology

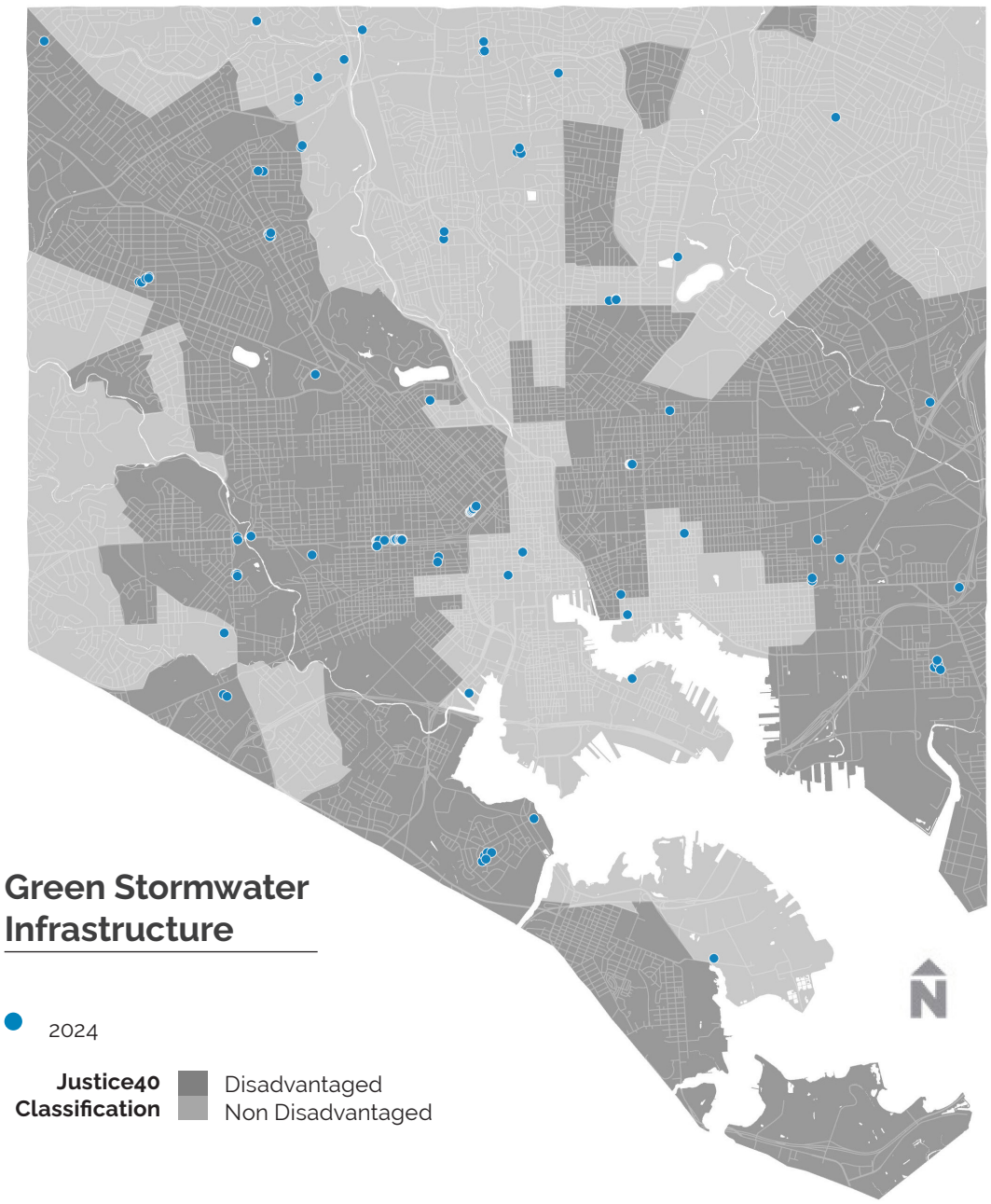
Baltimore Department of Public Works provided a GIS layer of green stormwater infrastructure installed in 2024.

The following facility types were considered by DPW to be green stormwater infrastructure:

- Green Roof-Extensive
- Green Roof-Intensive
- Bioretention Infiltration Basin
- Micro-Bioretention Rain Gardens
- Submerged Gravel Wetlands
- Bio-Swale Grass Swale
- Wet Swale Step Pool
- Storm Conveyance
- Pocket Wetland
- Impervious Surface Elimination (to forest)
- Impervious Surface Elimination (to pervious)
- Planting Trees or Forestation on Pervious

Results

The most common types of GSI facilities—bioretention, micro-bioretention, bio-swales, and rain gardens—all fall under the larger umbrella of bioretention. The Maryland Stormwater Design Manual defines bioretention as "a water quality practice that utilizes landscaping and soils to treat urban stormwater runoff by collecting it in shallow depressions before filtering through a fabricated planting soil media." In other words, these are landscaped areas that slow runoff and use vegetation to filter pollutants from stormwater. Baltimore installed 102 green stormwater projects in 2024.



Equity Reporting on Green Stormwater Infrastructure

		Total Projects	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	GSI Projects	4	100%	0%	100%	0%	50%	50%
2023	GSI Projects	142	39%	61%	43%	57%	34%	66%
2024	GSI Projects	102	69%	31%	65%	35%	69%	31%

102 green stormwater projects were completed in 2024, the majority of which were in areas of above-average POC, below-average median income, and below average car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

NUMBER OF STREET TREES PLANTED

Purpose

Green streets incorporate trees and plants in many ways, including boulevard strips, street trees, planter boxes, rain gardens, and swales. Street trees in complete street design provide multiple benefits, including traffic calming, enhanced aesthetics, reduced runoff, and reduction of the heat island effect, which all contribute to added pedestrian comfort, improved environmental health, and increased livability.

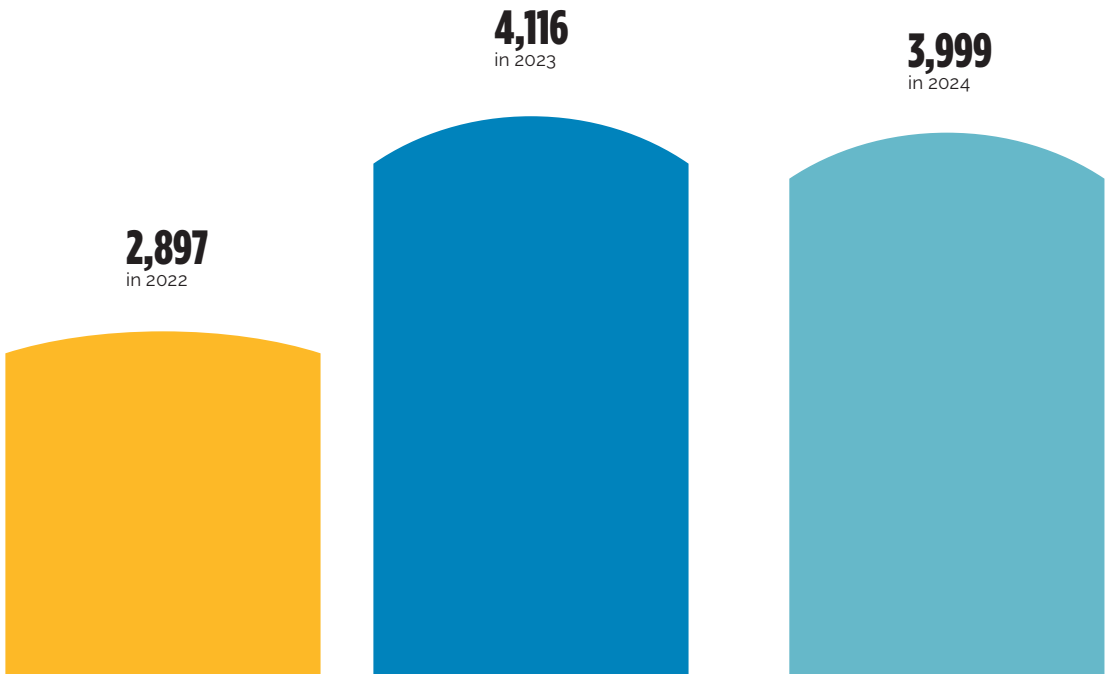
Data Source

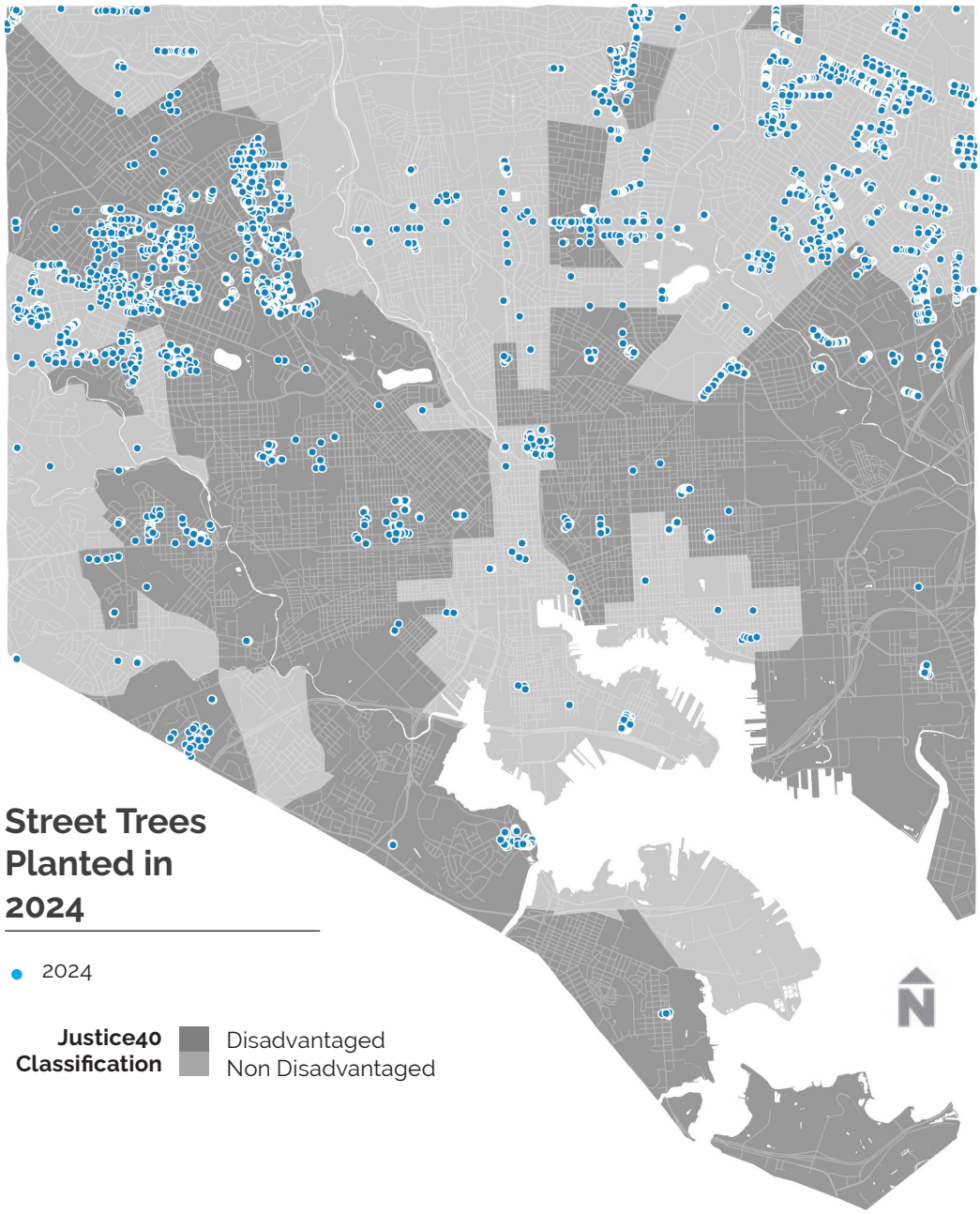
Tree Baltimore provided a spreadsheet of street tree installation in 2024. The spreadsheet lists the location (address) and year of the trees planted. *Only 2023 data through Q3 was provided.*

Results

There were fewer trees planted in 2024 than in 2023. However, only three quarters of 2023 data were reported.

Street Trees Planted





Equity Reporting on Street Trees Planted

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	**Street Trees Planted**	**2,897**	63%	37%	58%	42%	55%	45%
2023	**Street Trees Planted**	**4,116**	84%	16%	60%	40%	37%	63%
2024	**Street Trees Planted**	**3,999**	77%	23%	53%	47%	42%	58%

Over three quarters of street trees were planted in tracts with above-average percentage POC in 2024. Around half of all street trees planted were in areas below median income, and slightly more trees were planted in areas with above average car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

SPEED HUMP INSTALLATIONS

Purpose

Speed humps are intended to slow traffic speeds on low-volume, low-speed roads. Speed humps can reduce speeds by 20 to 25 percent, though the amount of speed reduction depends on hump shape and spacing. According to the Complete Streets Manual, they are most appropriate on the following street types:

- Urban Village Neighborhood
- Urban Village Shared Street
- Neighborhood Corridor

Data Source

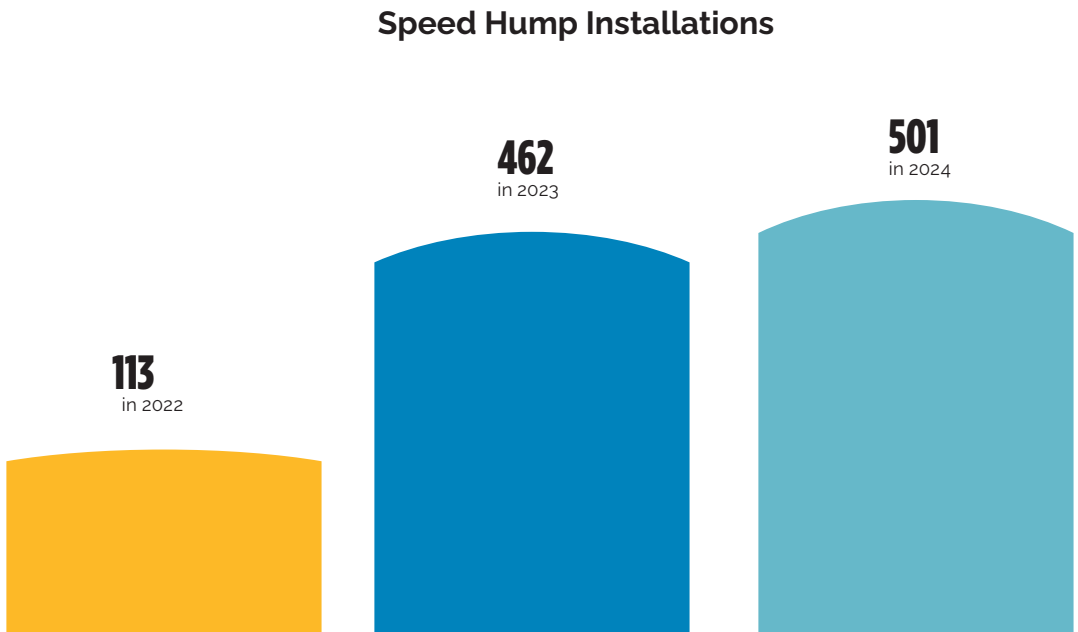
Baltimore City DOT provided a shapefile of speed hump installations in 2024.

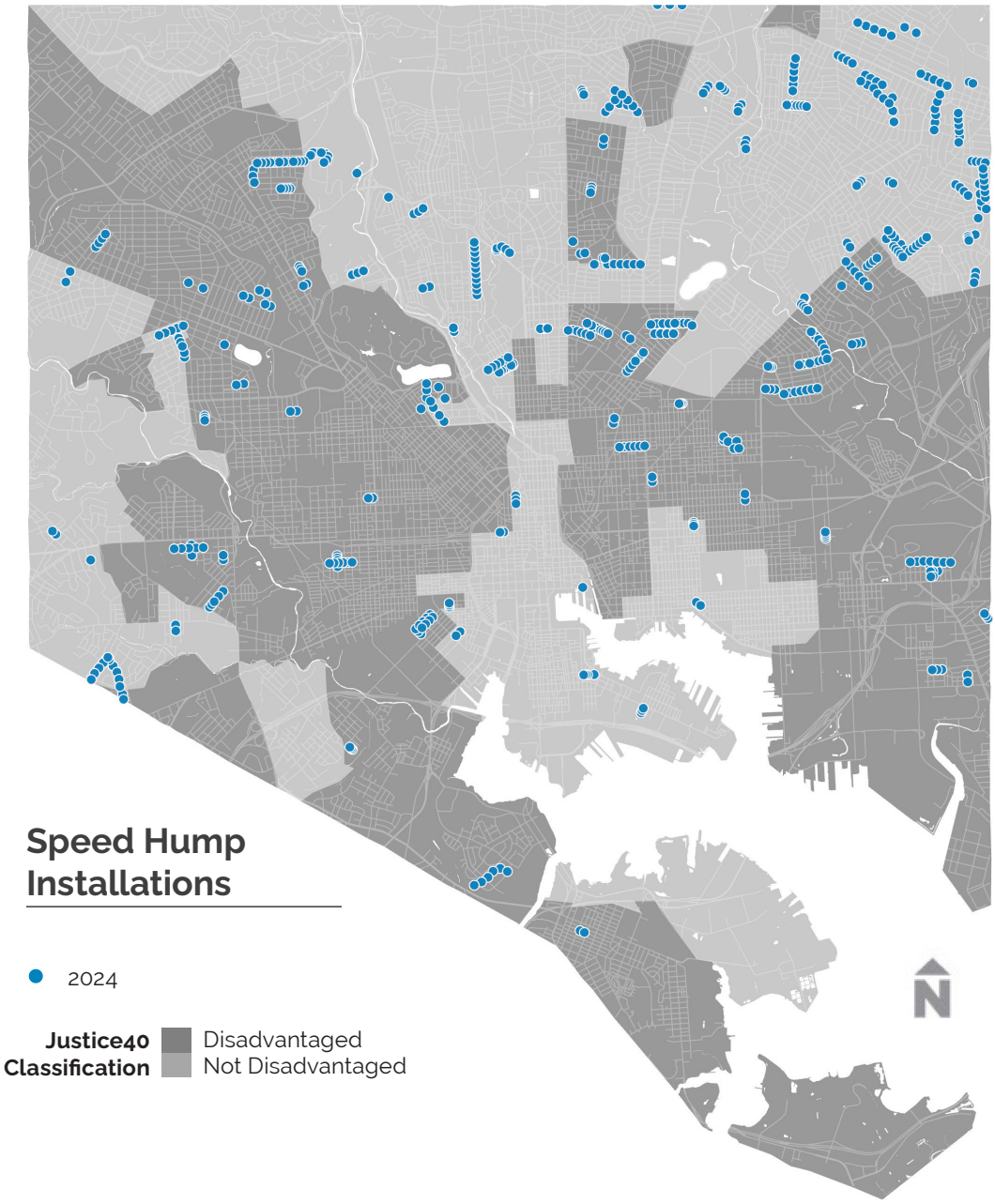
Methodology

The provided spreadsheet was used to create a GIS map of installations in 2024.

Results

The City installed 501 speed humps in 2024, which is nearly five times the amount installed in 2022.





Equity Reporting on Speed Hump Installations

		Total Projects	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	Speed Hump Installations	113	69%	31%	45%	55%	37%	63%
2023	Speed Hump Installations	462	81%	44%	44%	56%	42%	58%
2024	Speed Hump Installations	501	70%	30%	47%	53%	35%	65%

In 2024, most speed humps were installed in tracts with above-average percentage people of color but slightly more were installed in tracts with above-average median income. The majority of speed humps were installed in tracts with above-average car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

QUICK BUILD PROJECTS

Purpose

Quick build projects put bicycle, pedestrian, or traffic safety improvements in place using low-cost materials that can be installed quickly. In 2021, Baltimore's quick build projects included crosswalk enhancements, pavement marking enhancements, traffic circulation changes, and other traffic safety interventions.

Data Source

A list of quick build corridor and intersection projects completed in 2024 were provided by BCDOT.

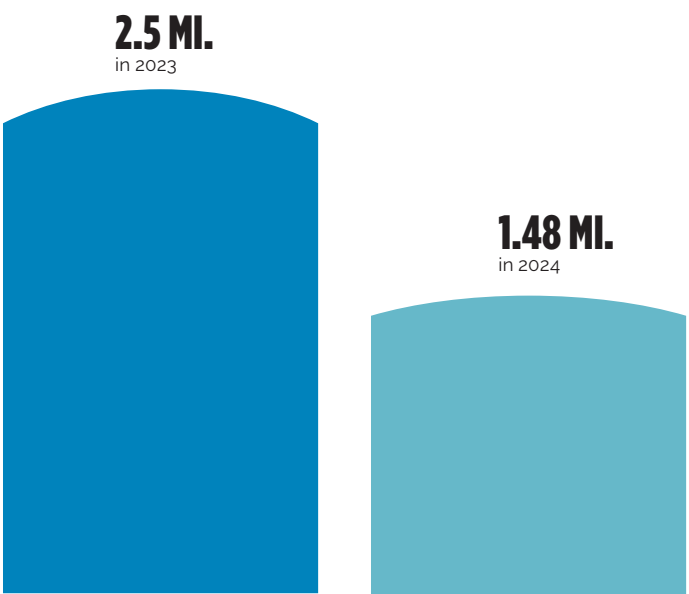
Methodology

The provided spreadsheet was used to create a GIS map of installations in 2024.

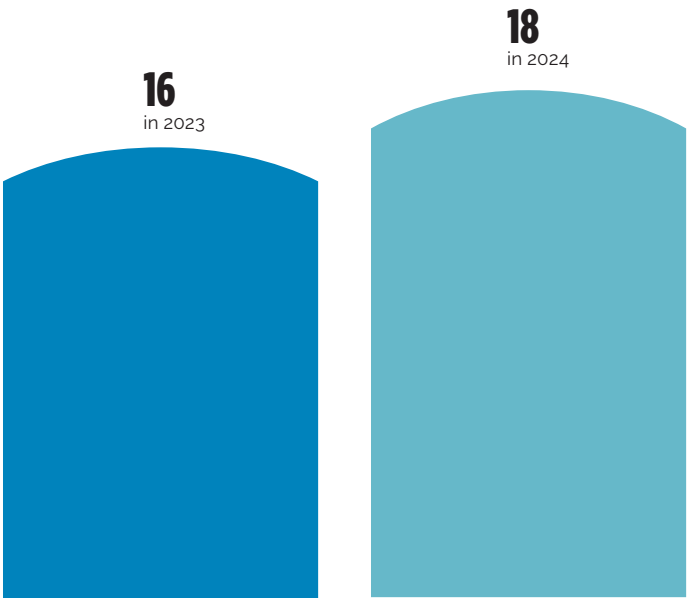
Results

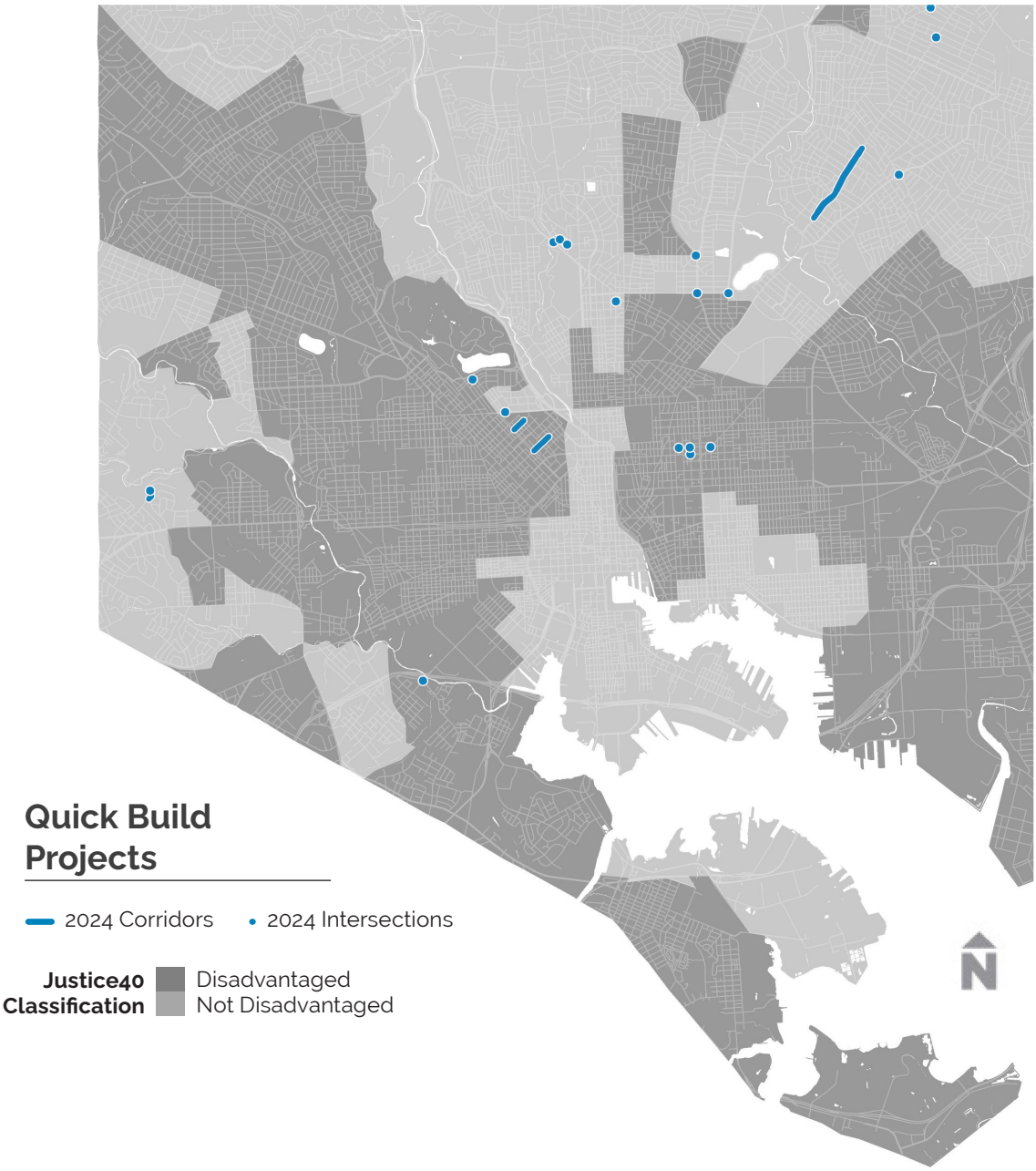
BCDOT completed 12 Quick Build intersection projects in 2022 and 16 in 2023, and installed about 2.5 miles of corridor projects in each report year.

Quick Build Corridor Project Miles



Quick Build Intersection Projects





Equity Reporting on Quick Build Projects

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2023	Quick Build Intersection Projects	16	50%	50%	44%	56%	56%	44%
	Quick Build Corridor Miles	2.5	71%	29%	43%	57%	26%	74%
2024	Quick Build Intersection Projects	18	61%	39%	22%	78%	33%	67%
	Quick Build Corridor Miles	1.48	10%	90%	90%	10%	0%	100%

In 2024, 61 percent of Quick-Build Intersection projects were installed in areas with above-average POC populations. Over three-quarters of quick-build intersection projects were installed in areas with above-average median income, and one third in areas with below-average car access.

Around 1.5 miles of quick-build corridor projects were installed in 2024, with 10 percent of projects in areas with above-average POC and above-average median income, and none in areas with below-average car access.

SYSTEMWIDE IMPROVEMENTS & SAFETY

RESURFACING PROJECTS

Purpose

Resurfacing is a road maintenance technique in which the top layer of asphalt is removed, or milled, and replaced with a new layer. Opportunities to implement complete street measures arise when a road is resurfaced, because the road will also need to be restriped. Striping can be used to repurpose some space used for cars to be used for other modes, such as bikes or transit.

Data Source

A list of resurfacing projects completed in 2023 and 2024 was provided by Baltimore City DOT.

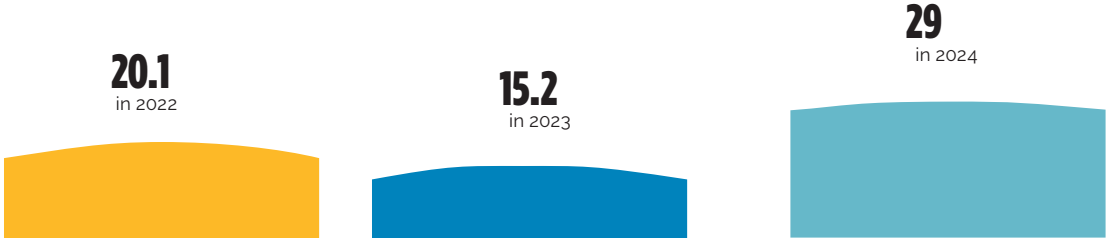
Methodology

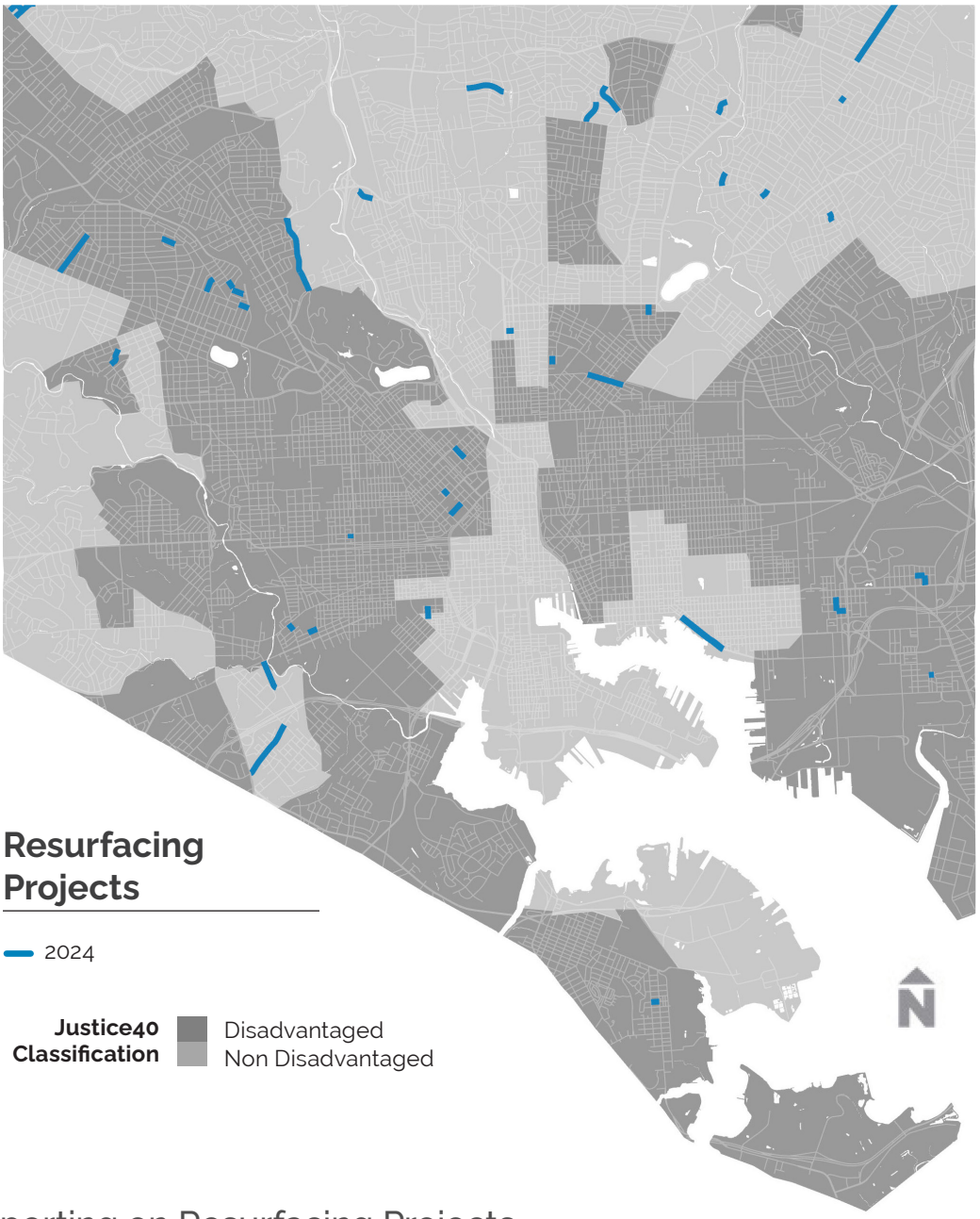
The provided list was used to create a GIS map of the resurfacing projects.

Results

Baltimore resurfaced about 29 miles of roadway in 2024, almost double the amount of roads resurfaced in 2023.

Roadway Miles Resurfaced





Equity Reporting on Resurfacing Projects

	Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	**20 miles**	65%	35%	61%	39%	44%	56%
2023	**15 miles**	66%	34%	53%	47%	43%	57%
2024	**29 miles**	37%	63%	29%	71%	27%	73%

While the number of resurfacing projects completed in Baltimore City nearly doubled between 2023 to 2024, the percent of those completed in tracts with above-average POC populations decreased by almost half (66 percent to 37 percent). About a quarter of resurfacing projects were completed in tracts with below-average median household income in 2024.

Around a quarter of resurfacing projects were completed in tracts with below-average car access in 2024.

**Resurfacing projects are reported by planning year. Up-to-date status of resurfacing projects is available at https://transportation.baltimorecity.gov/resurfacingprojects.*

SYSTEMWIDE IMPROVEMENTS & SAFETY

MAIN STREET BUSINESS INVENTORY

Purpose

The Complete Streets Manual states that economic performance of Main Street areas is a performance measure through which complete streets should be measured. Other cities including New York City have identified an increase in business sales following complete streets improvement projects.

Data Source

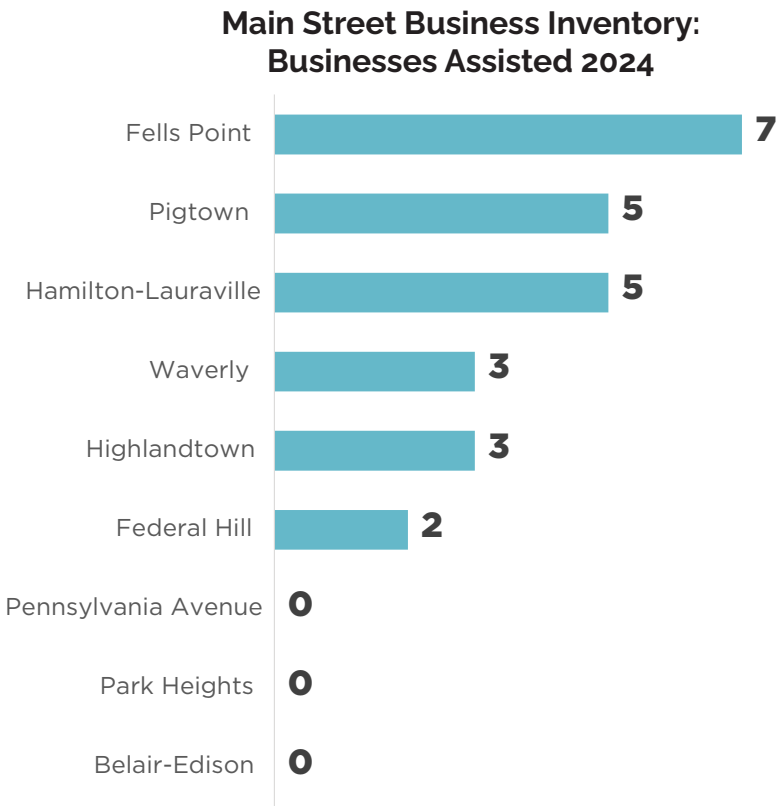
The Baltimore Development Corporation (BDC) provided a list of nine Retail Business District License areas (subareas within larger Baltimore City Main Street regions) and businesses in each that they assisted. The BDC provides funding, grants, technical assistance or additional services.

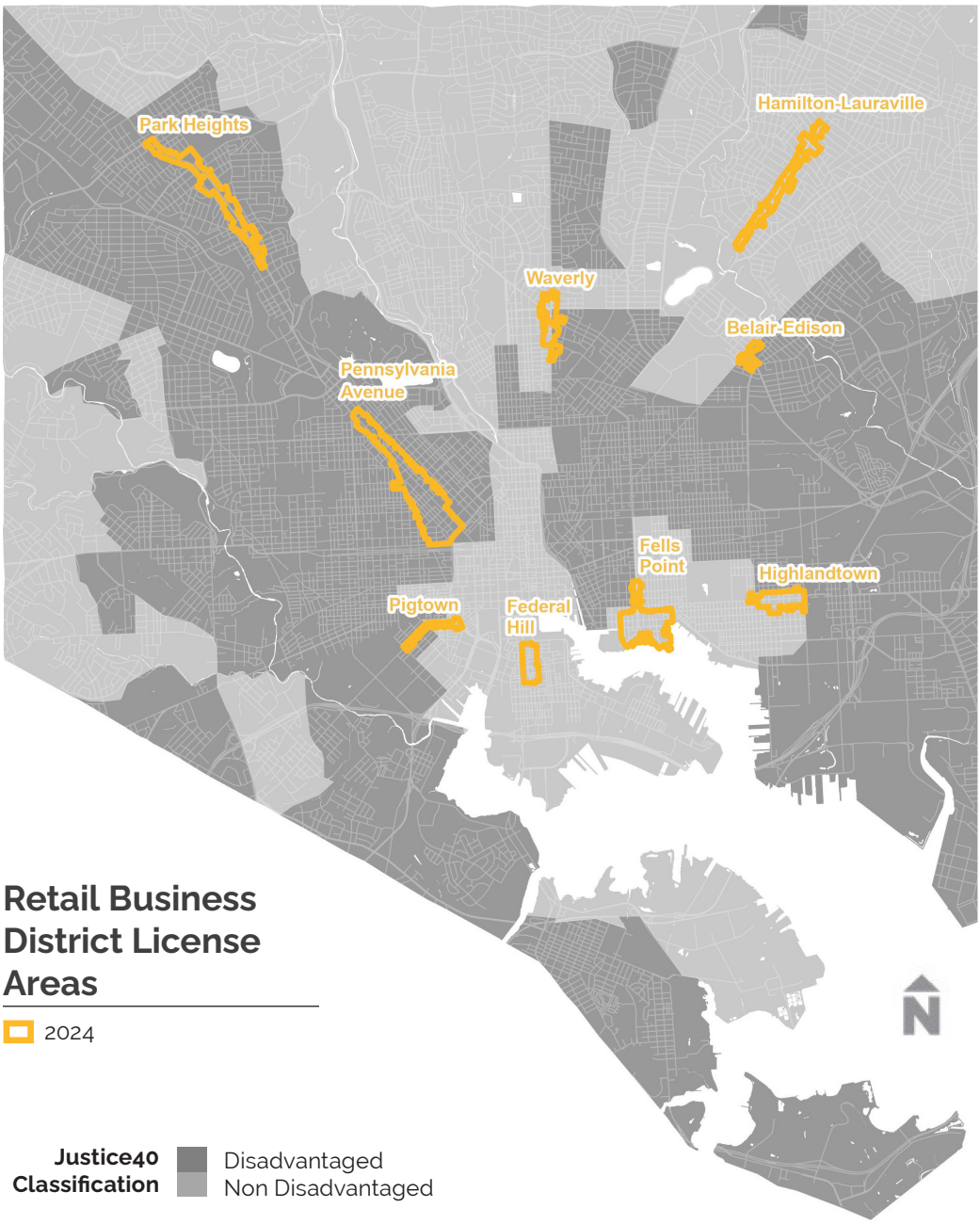
Methodology

The provided list was used to create a GIS map of the Retail Business District Licence Areas.

Results

There were a total of 25 businesses assisted through the program, with the majority in Fells Point, Pigtown, and Hamilton-Lauraville.




Park Heights
Hamilton-Lauraville
Waverly
Belair-Edison
Pennsylvania Avenue
Fells Point
Highlandtown
Pigtown
Federal Hill
Retail Business District License Areas
2024
Justice40 Classification
Disadvantaged
Non Disadvantaged
N

WALKING INFRASTRUCTURE

PUBLIC SPACE INFRASTRUCTURE ADDED FOR PEDESTRIANS

Purpose

Baltimore City DOT provided a list of new outdoor dining installations for 2023. Note that 2022 data was unavailable.

Data Source

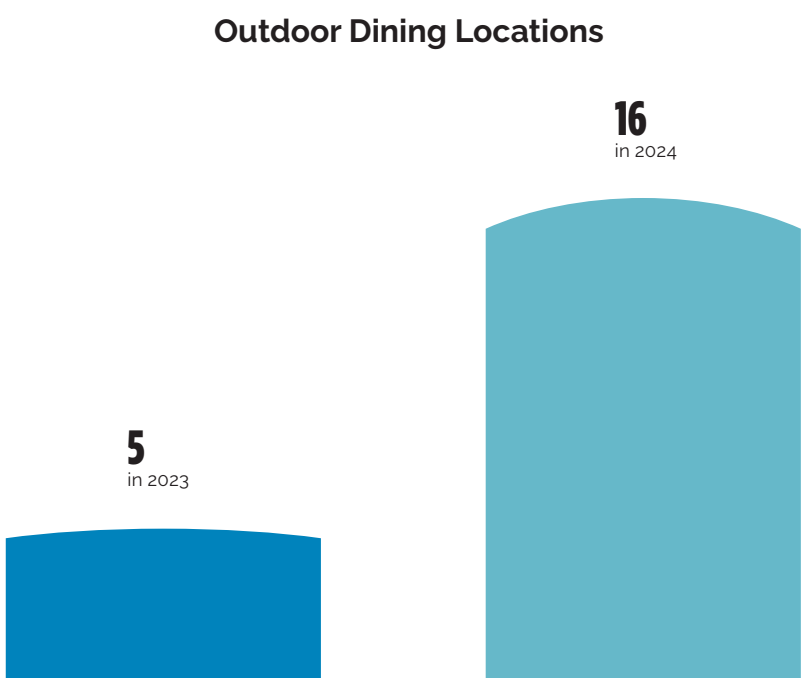
Baltimore City DOT provided a list of new outdoor dining installations for 2024.

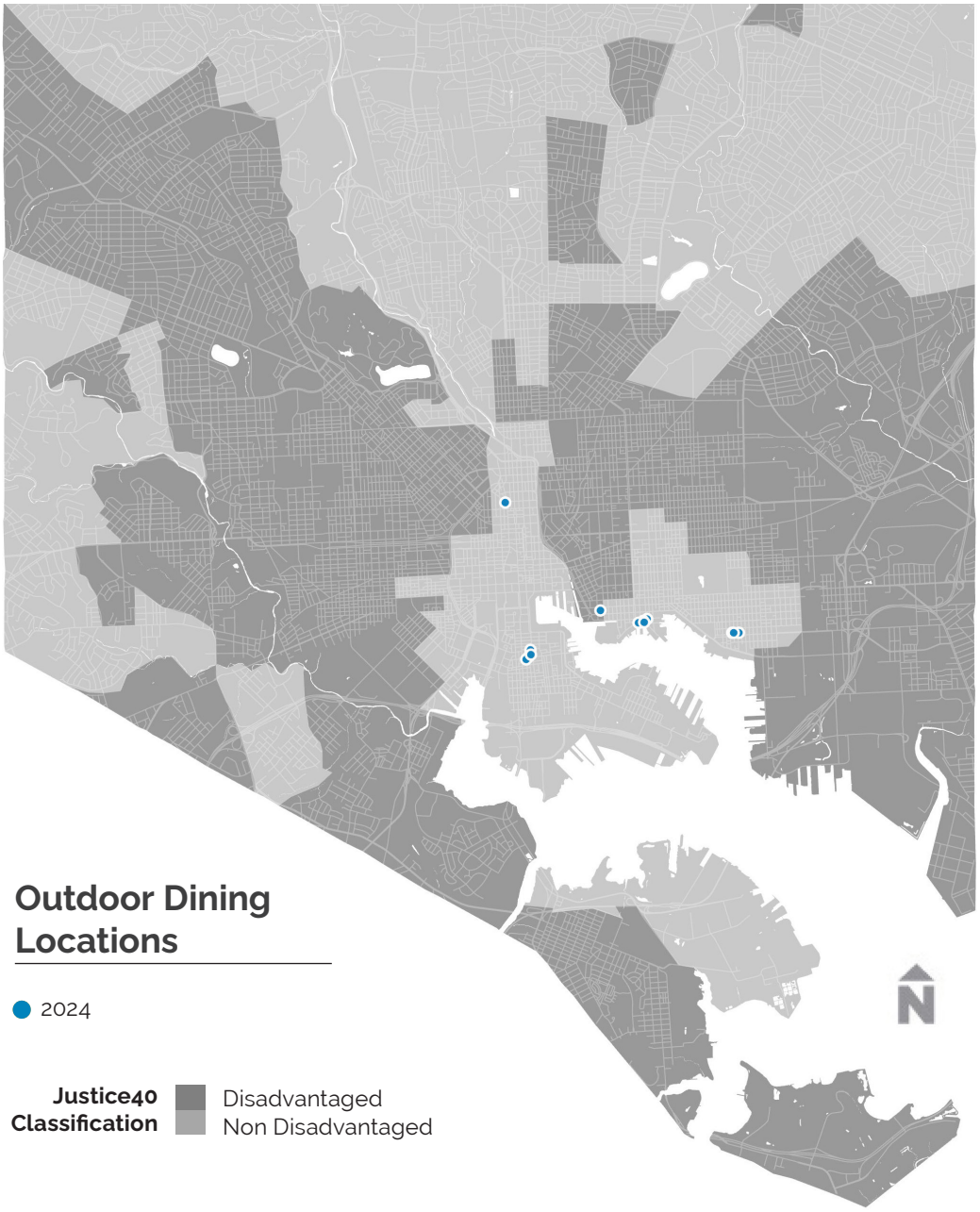
Methodology

The provided spreadsheets were used to create GIS map of new outdoor dining spaces.

Results

Baltimore installed 16 new outdoor dining facilities in 2024, triple the amount in 2023.





Equity Reporting on Public Space Infrastructure

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2023	Outdoor Dining	5	0%	100%	0%	100%	0%	100%
2024	Outdoor Dining	16	0%	100%	6%	94%	6%	94%

In 2024, all outdoor dining installations occurred in areas with below average percentage POC and the majority in high-income census tracts. Almost all outdoor dining installations in 2024 were in tracts with above average car access.

WALKING INFRASTRUCTURE

SIDEWALK MAINTENANCE

Purpose

Maintaining sidewalks is essential to ensure the accessibility and safety of Baltimore City Streets for pedestrians. Property owners in Baltimore City are financially responsible for the maintenance of sidewalk adjacent to their property. Work performed by Baltimore City DOT on the sidewalks is billed to the property owner. Complete Streets Manual identifies a project prioritization process for sidewalk improvements.

Data Source

Baltimore City DOT provided an Excel spreadsheet containing records of sidewalk repairs in 2024. These locations were then aggregated to the street-block level in GIS. In this report, sidewalk maintenance is reported as the number of sidewalk projects completed. Data on the length and square footage of sidewalk maintenance projects was not available for 2022 or 2023.

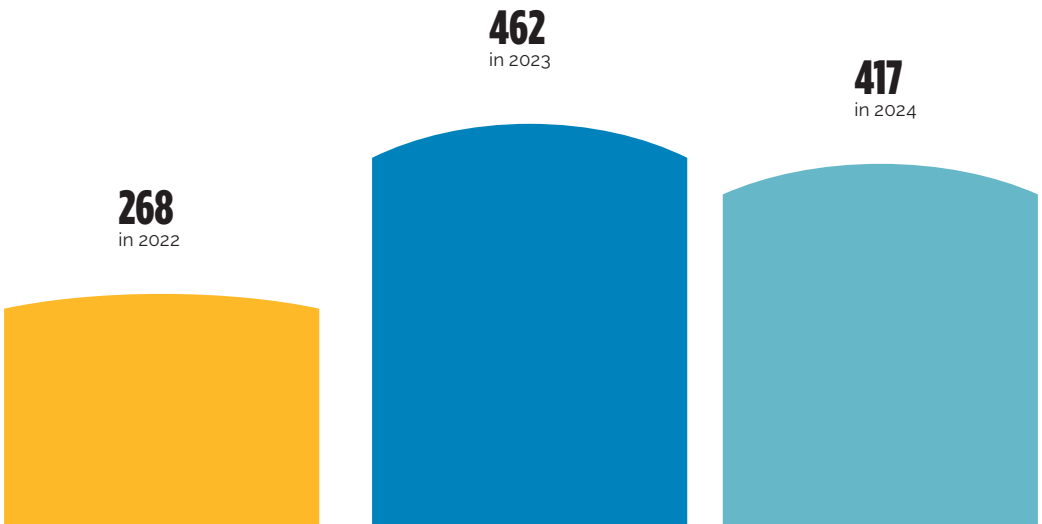
Methodology

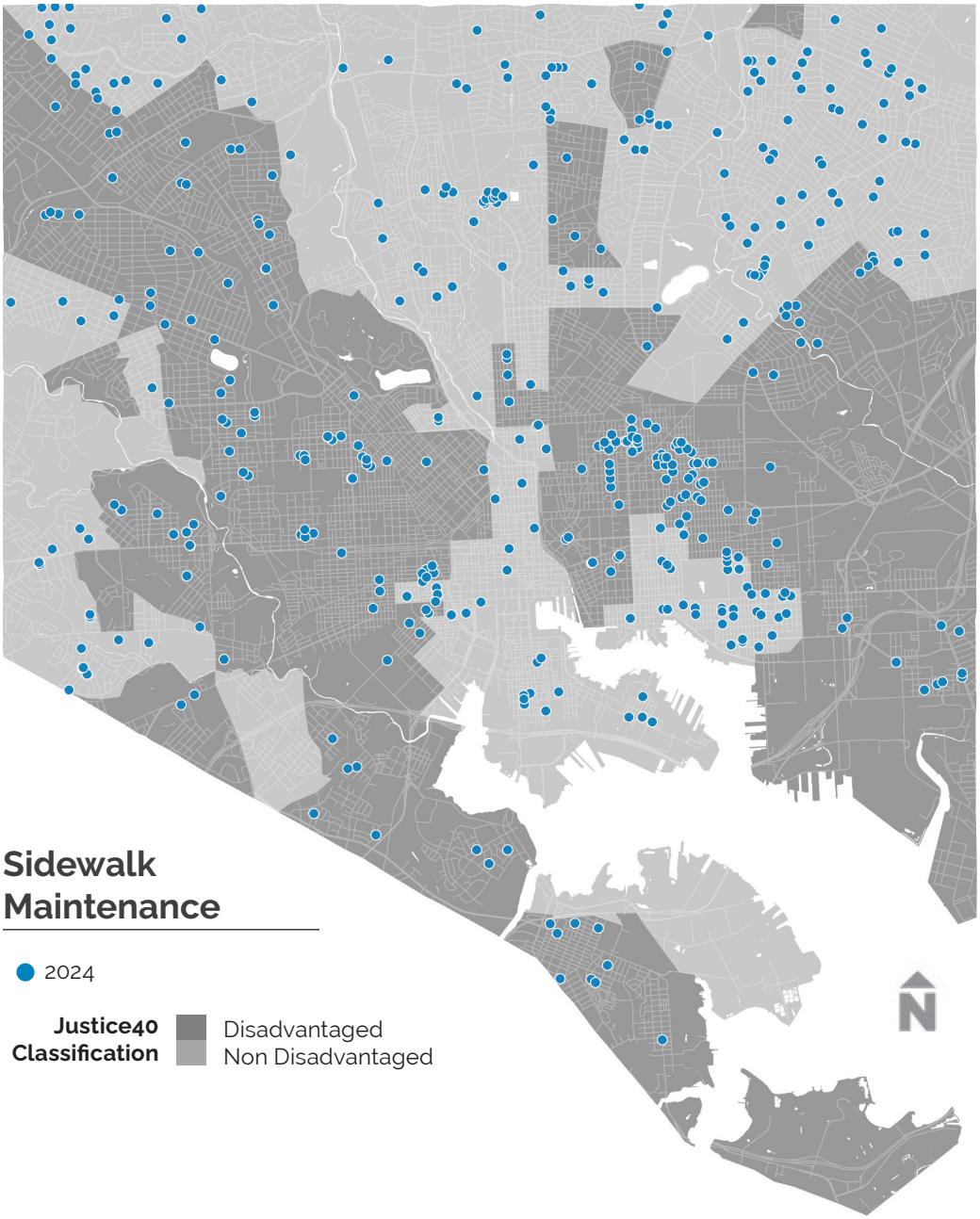
The point layer was used to map maintenance locations and was aggregated at the census tract level for equity reporting.

Results

Baltimore completed 417 sidewalk projects in 2024, fewer than in 2023 but more than in 2022.

Sidewalk Maintenance Projects





Equity Reporting on Sidewalk Maintenance

		Total Projects	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	Sidewalk Maintenance Projects	268	79%	21%	56%	44%	53%	47%
2023	Sidewalk Maintenance Projects	462	54%	46%	50%	50%	40%	60%
2024	Sidewalk Maintenance Projects	417	58%	42%	45%	55%	38%	62%

In 2024, most sidewalk repair projects occurred in tracts with above-average percentage POC and above average median income. Around two-thirds of sidewalk maintenance projects were completed in tracts with higher-than-average car access.

BIKE INFRASTRUCTURE

BIKE FACILITIES MAINTENANCE LOCATIONS

Purpose

Frequent and responsive maintenance of bike facilities ensures the safety of people biking. Maintenance can include repairs to various elements of bike facilities, including roadway striping, flex post replacement, and keeping other assets related to bike infrastructure in a state of good repair. Maintenance of bike facilities is critical to ensure people biking are provided with adequate guidance and protection from automobiles. Due to data availability, this spread only incorporates data on flex post installations from fall 2023.

Data Source

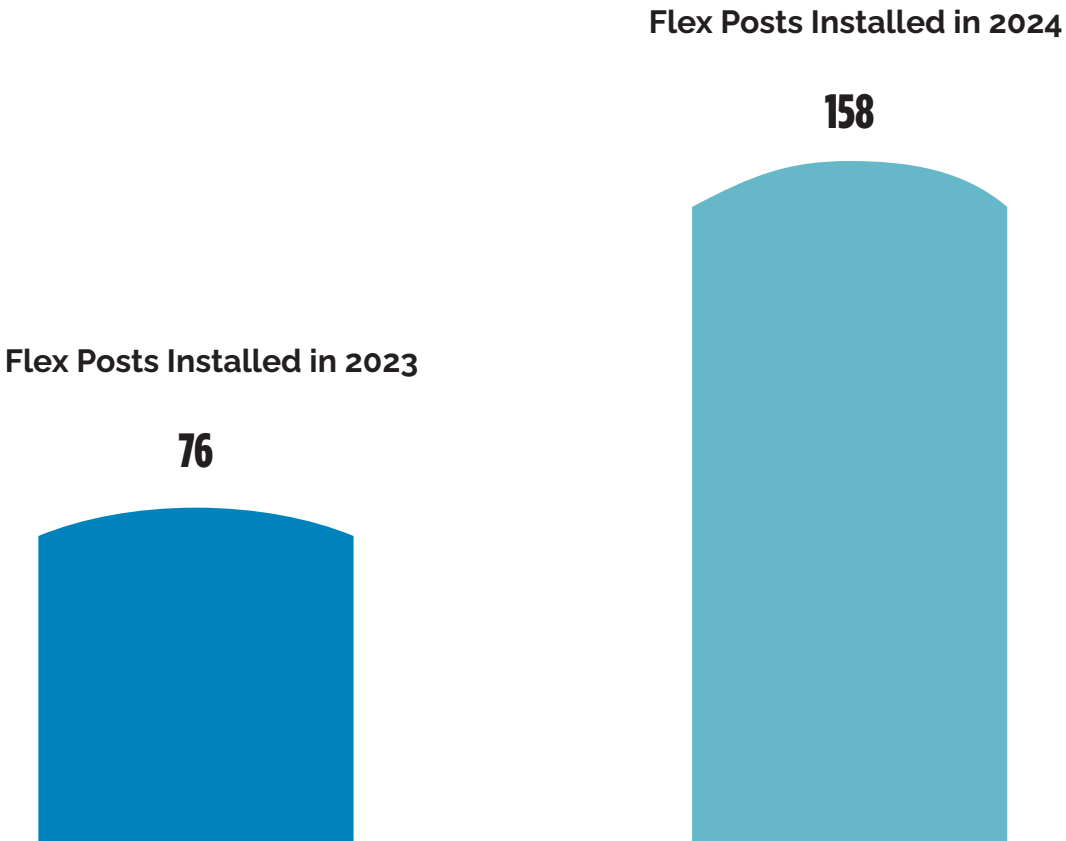
Baltimore City DOT provided an Excel spreadsheet containing records of flex post installations in 2024. So as to only include flex posts that are relevant to bicycle infrastructure, the layer of flex posts were filtered to only those within 50 feet of a bike lane.

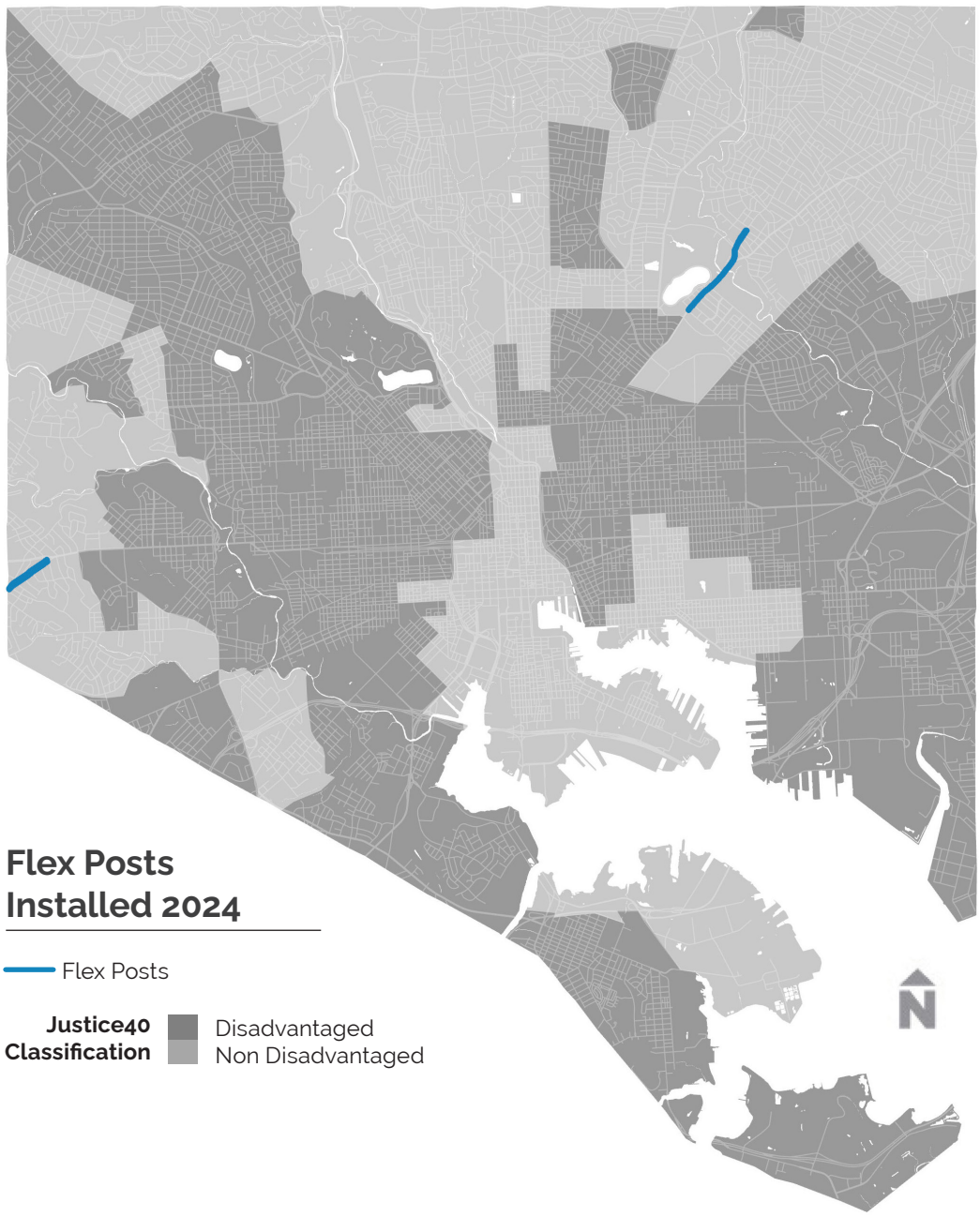
Methodology

The provided GIS layer was used to create a GIS map of installations at the street block level.

Results

Baltimore installed 158 flex posts adjacent to bicycle infrastructure in 2024.





Equity Reporting on Length of Bike Facilities

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2023	**Flex Post Installed on Bike Lanes**	**76**	17%	83%	22%	78%	29%	71%
2024	**Flex Post Installed on Bike Lanes**	**158**	67%	33%	37%	63%	22%	78%

In 2024, most flex post installations occurred in tracts with above average percentage POC, above average median income, and above average car access.

BIKE INFRASTRUCTURE

LENGTH OF BIKE FACILITIES

Purpose

Most cities that have improved the quality and extent of their bike infrastructure have seen increases in biking. This supports the assumption that more total miles of bike facilities will result in more trips taken by bicycle, which will lead to the tracking of length of bike facilities as a complete streets implementation measure. However, it is also important to consider the types of bike facilities installed and the connectivity they provide when evaluating a city's bike network. Potential riders are unlikely to choose to ride a bike unless they are confident that they will feel safe for the entire, end-to-end trip. The type of bike facilities available will attract bicyclists of different comfort levels, and connectivity determines a bicyclist's ability to access key destinations safely and efficiently.

Data Source

Baltimore City DOT provided a GIS layer of existing bike facilities and facilities installed in 2024. The GIS layer shows the location, facility type, and length of the facility. Please note the following facility type definitions from the Baltimore City 2021 Complete Streets Manual:

- **Buffered bike lanes** function in the same manner as standard bike lanes with the addition of a 3-foot wide painted buffer between the adjacent vehicle lane and/or parking lane. This provides extra protection for users from vehicles and serves as a zone to be avoided by both cars and bikes.

- **Separated bike lanes** are dedicated portions of the roadway for preferential use by bicycles that are physically separated from the vehicle travel lanes. Separated bike lanes allow bicyclists to ride at their own pace with the only conflict with motor vehicles occurring at intersections and driveways.

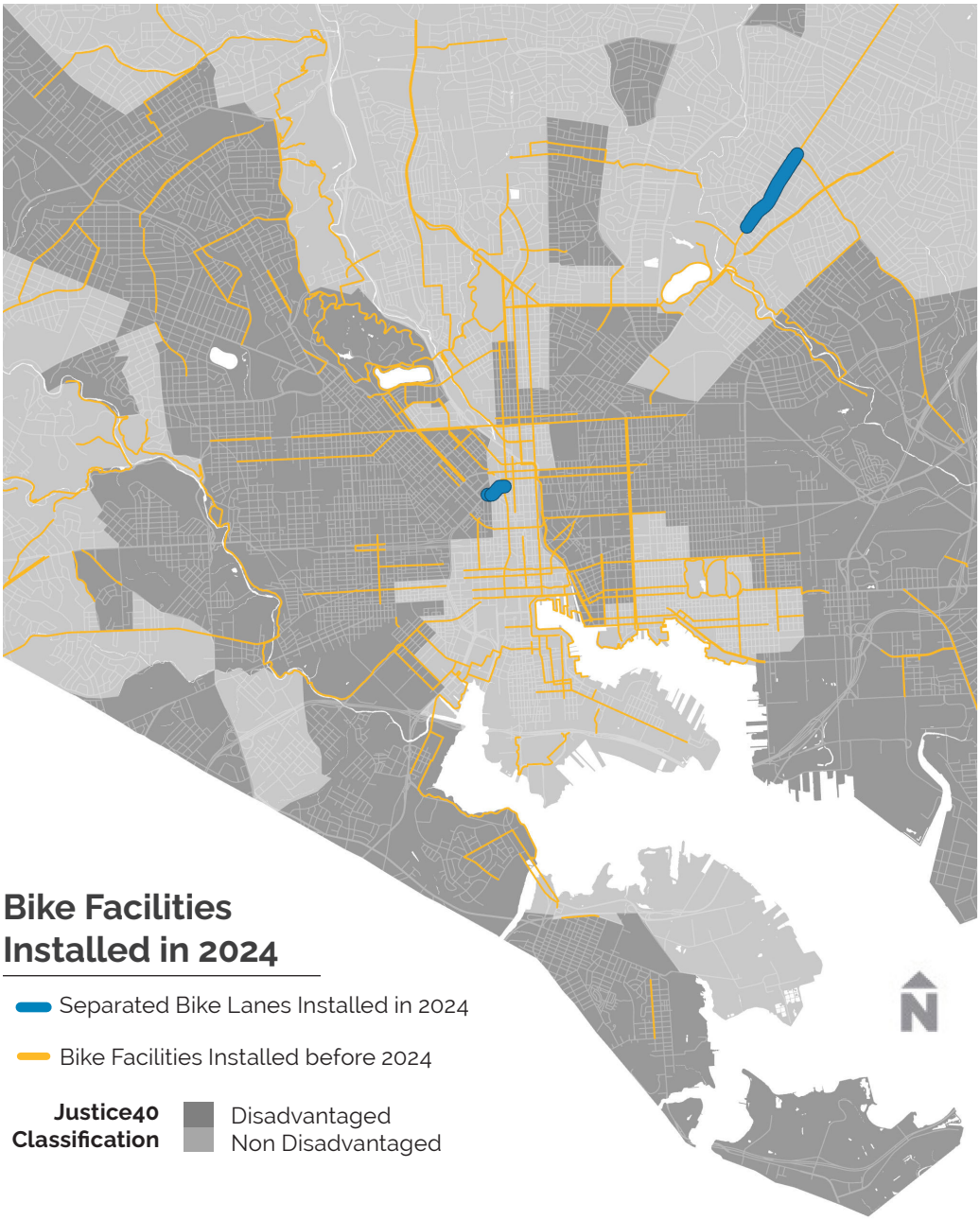
- **Shared bike lanes** are lanes that bicycles share with motor vehicles. Typically, designated shared lanes are enhanced with pavement markings including sharrows and signs to help reinforce the legitimacy of bicycle traffic on the street and to provide guidance on the recommended route for bicyclists.

Methodology

The provided GIS layer was used to create a GIS map of installations at the street block level.

Results

BCDOT installed 1.3 miles of new bike facilities in 2024. There are currently 182.7 miles of bike facilities in the City of Baltimore.



Equity Reporting on Length of Bike Facilities

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2024	**Separated Lanes**	**1.3 miles**	0%	100%	33%	67%	33%	67%

In 2024, all new separated bike lanes were installed in areas with below average percentage POC. A third were installed in areas with below-average median income and below-average car access.

BIKE INFRASTRUCTURE

NUMBER OF INTERSECTIONS REDESIGNED FOR BICYCLISTS

Purpose

Most crashes involving a bicyclist occur at an intersection. Intersections with bike facilities should be designed to reduce conflict between bikes and vehicles by heightening the level of visibility of people on bikes or providing dedicated time for them to cross the intersection through changes to signal timing and phasing. Heightened visibility for bikes may include color, signage, medians, signal detection, and pavement markings.

Data Source

Baltimore City DOT provided a GIS layer of existing bike facilities and facilities installed in 2024. The GIS layer shows the location, facility type, and length of the facility.

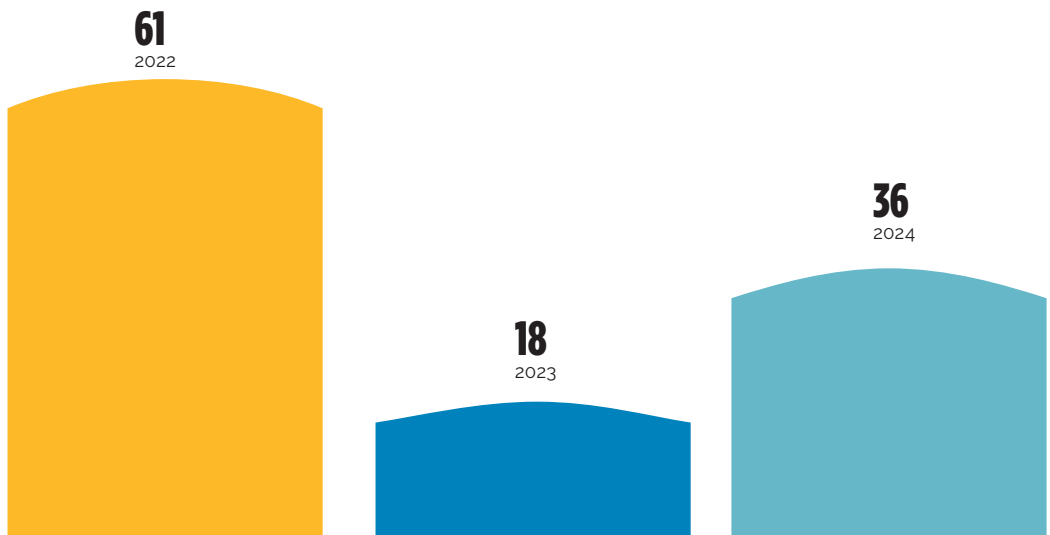
Methodology

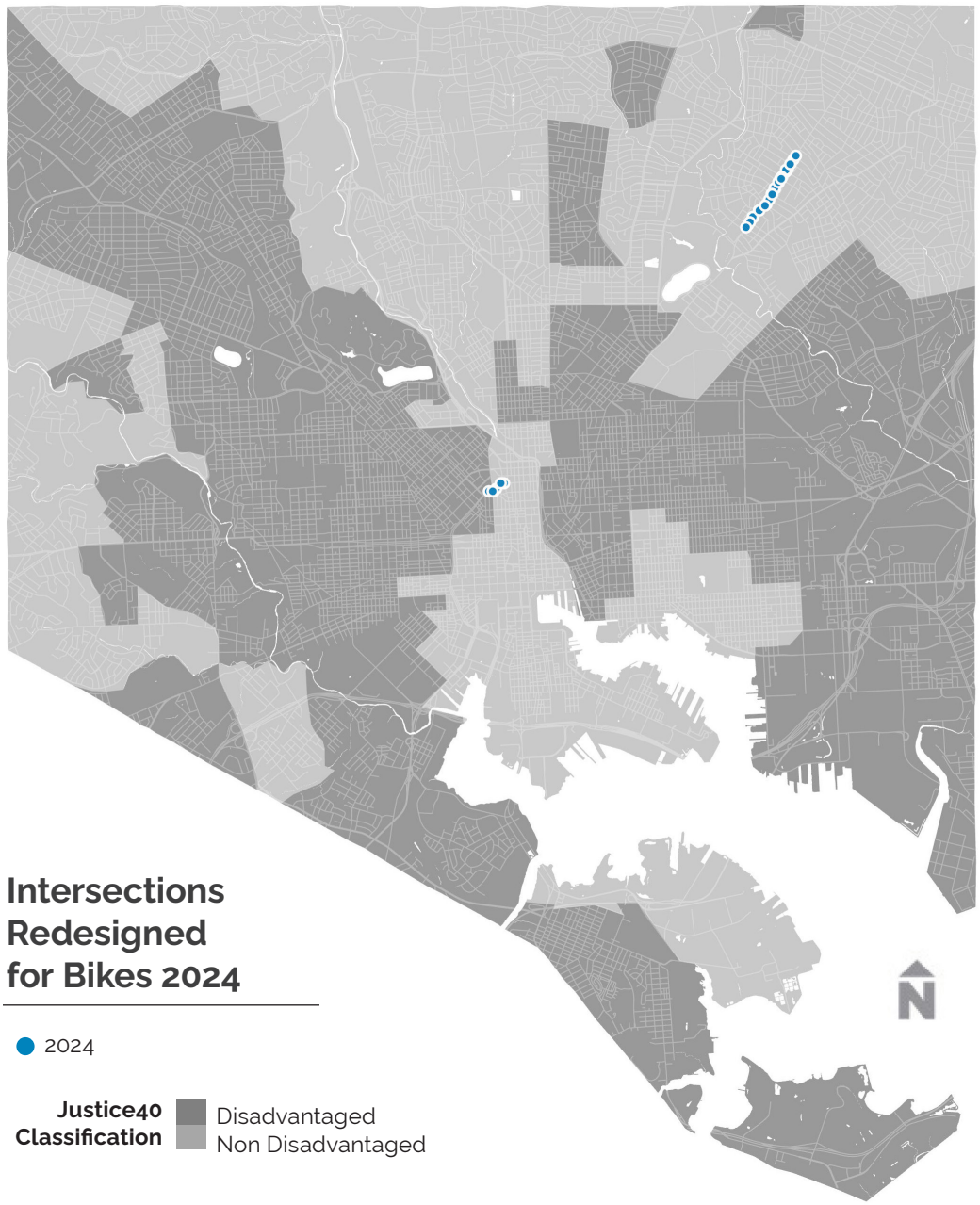
The provided GIS layer was used to create a GIS map of bike facility installations at the street block level. From this information, it was assumed that any intersection that a new bike facility continued through was redesigned to accommodate bikes. Redesigns include the addition of paint or flexposts to protect bicyclists.

Results

In 2024, 36 intersections received new bicycle treatments. This is double the amount from 2023 and about half as many as in 2023.

Intersections Redesigned for Bikes





Equity Reporting on Intersections Redesigned for Bikes

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	Intersections Redesigned for Bikes	61	48%	52%	27%	73%	25%	75%
2023	Intersections Redesigned for Bikes	18	28%	72%	44%	56%	44%	56%
2024	Intersections Redesigned for Bikes	36	0%	100%	22%	77%	22%	78%

In 2024, all intersection treatments were installed in tracts with below average POC populations. Around a quarter were installed in tracts with a below-average median income and below-average car access.

TRANSIT

INTERSECTIONS REDESIGNED FOR TRANSIT

Purpose

Transit signal priority (TSP) helps to move buses through intersections with less delay by modifying the timing and/or phasing of a traffic signal as a bus approaches. Dedicated bus lanes (DBLs) can also help buses to move through intersections by creating dedicated space where the bus can bypass queues, but most DBLs in Baltimore City are shared with right-turn lanes.

Data Source

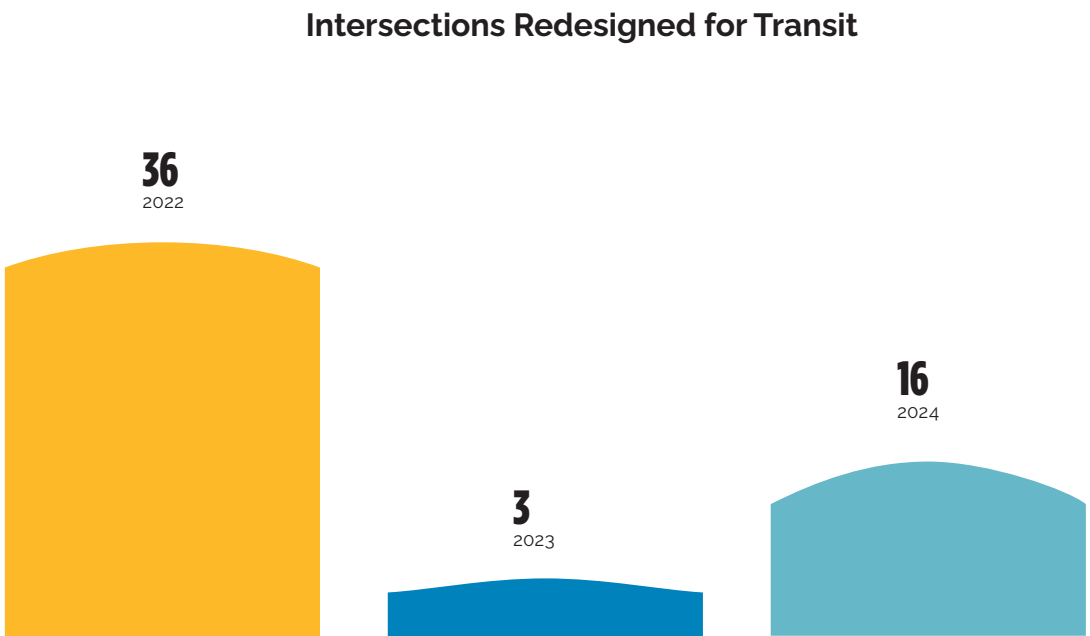
The Maryland Transit Administration provided a list of TSP intersections with installations in 2024.

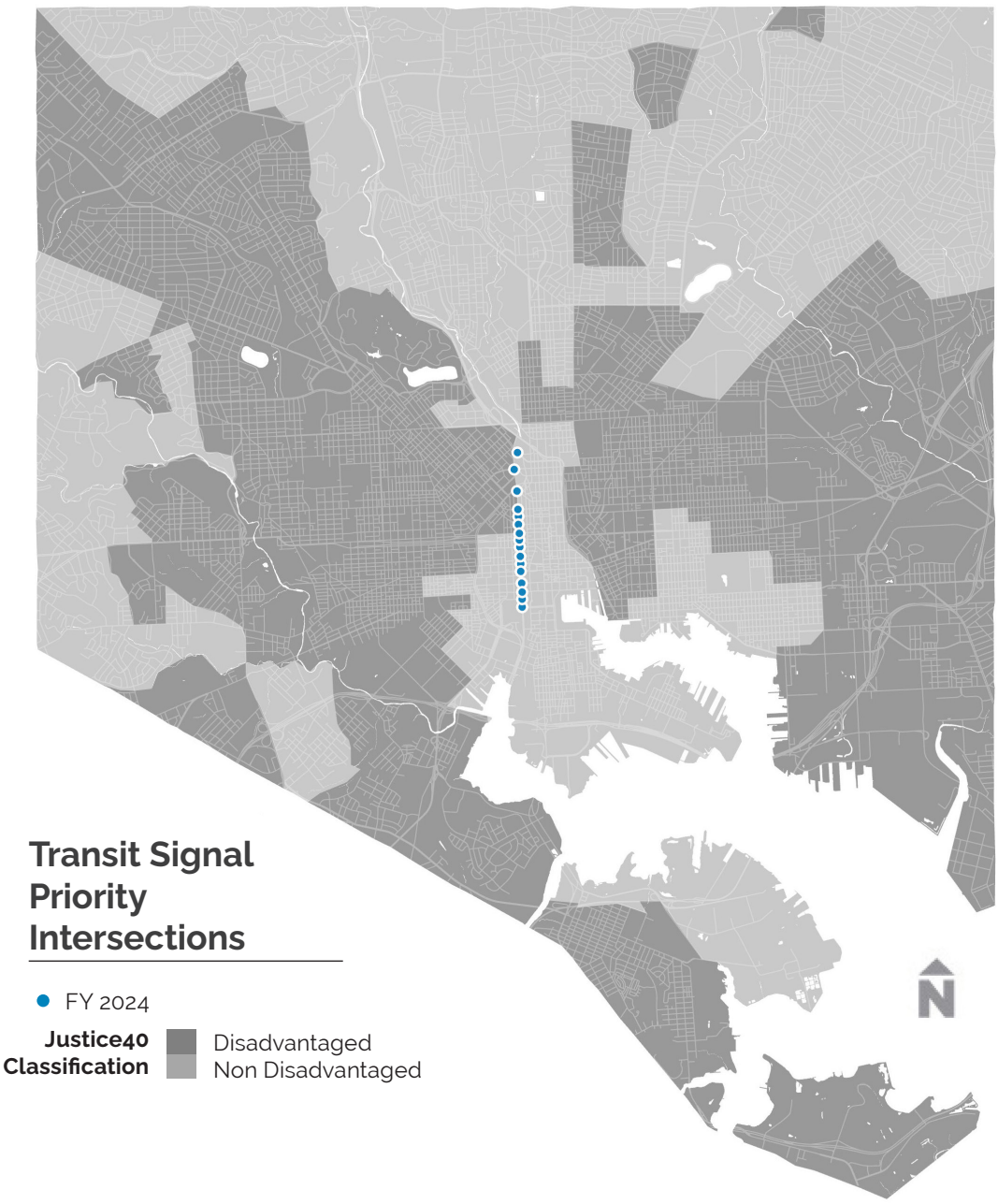
Methodology

The provided layers were mapped and analyzed without modification.

Results

MTA installed transit signal priority at 16 locations in 2024.





Equity Reporting on Intersections Redesigned for Transit

		Total	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2023	Intersections Redesigned for Transit	3	67%	33%	100%	0%	100%	0%
2024	Intersections Redesigned for Transit	16	100%	0%	44%	56%	44%	56%

In 2024, all new transit signal priority intersections were within tracts with above average POC. Over half of them were in tracts with below average income and above average access to a car.

TRANSIT

BUS SHELTERS

Purpose

Bus shelters make waiting for the bus more comfortable. According to MTA, "The goal for placing shelters within the BaltimoreLink network is to improve comfort for the greatest number of passengers." [1]

MTA uses a scoring system to determine eligibility for new shelters. Characteristics that improve eligibility include: [1]

- A high number of average weekday boardings;
- Location at an official transfer point;
- Low bus frequency (less than 4 buses per hour during peak periods);
- Location in a "predominantly minority area, low income area, or both";
- Proximity to human service facilities; and
- Location at an operator relief point.

Data Source

MTA provided a layer of all MDOT MTA bus stops, which included a field indicating the presence of a bus shelter, as well as a layer of new shelter installations in 2024.

Methodology

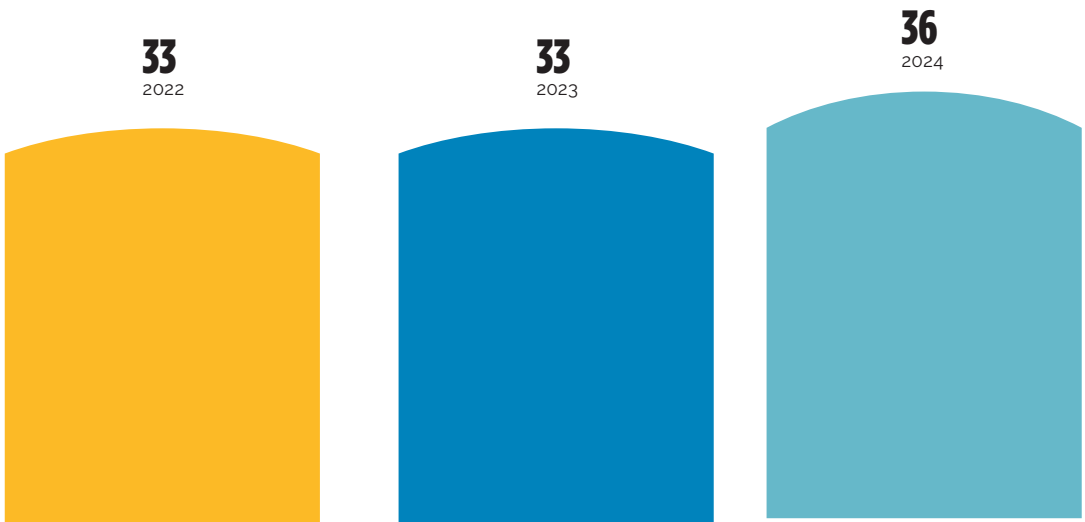
The layer of MTA bus stops was joined to the layer of shelter installations to provide information on which shelters pre-dated 2022. The map shows the percentage of stops with shelters, which was calculated by dividing the number of stops with shelters as of each year by the total number of stops in each census block group.

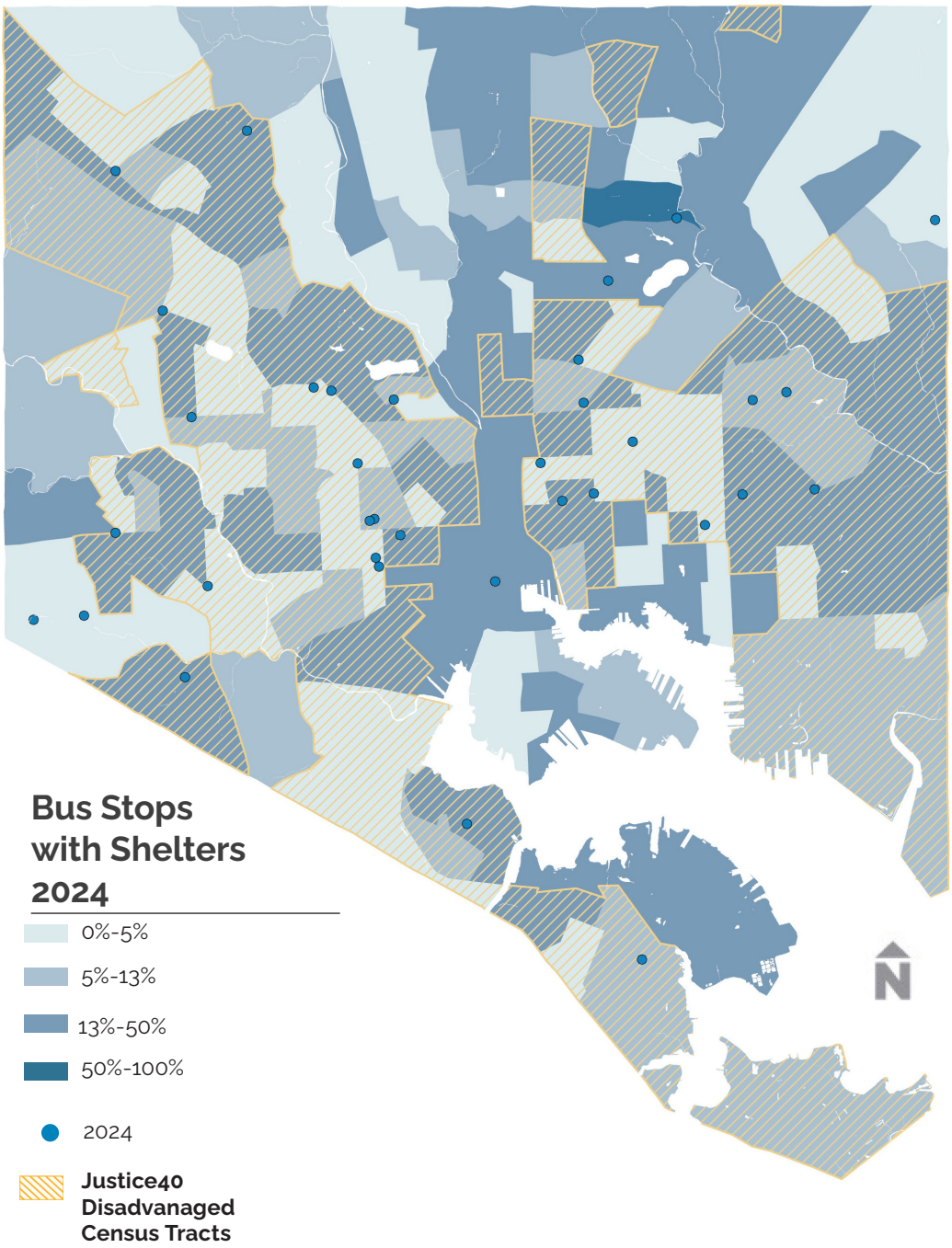
Results

In 2024, 36 new bus stop shelters were added.

[1] MDOT MTA Bus Stop Design Guide.
While the chart is installed shelters, the equity reporting table is percent of all stops.

Bus Shelters Installed





Equity Reporting on Bus Stop Shelters

		Total Shelters Installed	Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	% Bus Stops with Shelters	33	11%	14%	12%	14%	12%	14%
2023	% Bus Stops with Shelters	33	13%	16%	13%	14%	13%	14%
2024	% Bus Stops with Shelters	36	83%	17%	78%	22%	67%	33%

83 percent of new bus stop shelters were added in areas with above average POC populations, 78 percent in areas below median income, and 67 percent below average car access.

TRANSIT

DEDICATED BUS LANES

Purpose

Dedicated bus lanes (DBL) are sections of the roadway designated exclusively for buses that improve bus speed and reliability, especially during peak traffic.

Data Source

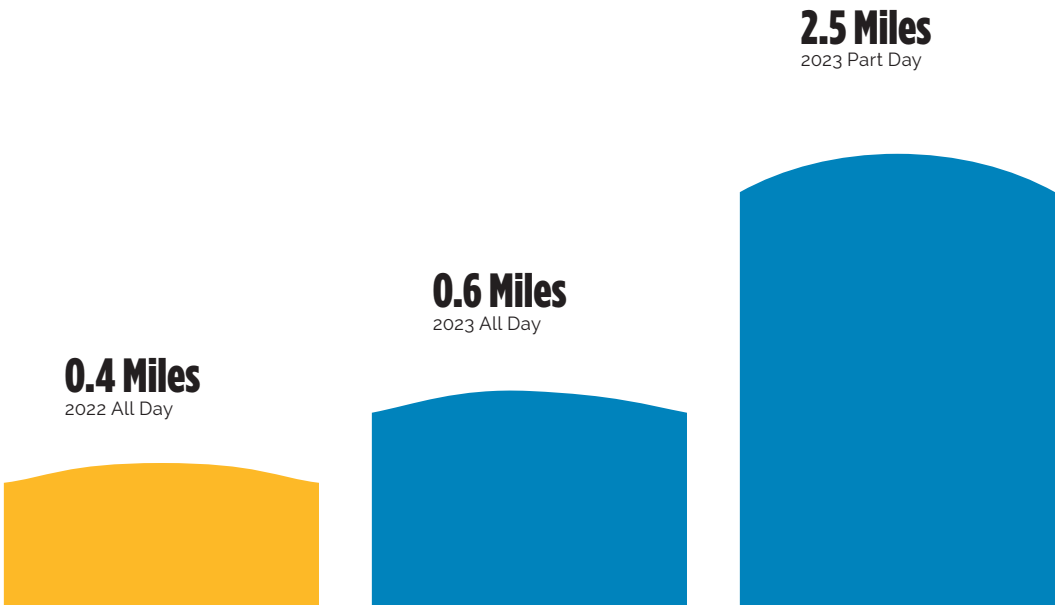
MTA reported that there were no new dedicated bus transit lanes added in 2024.

Methodology

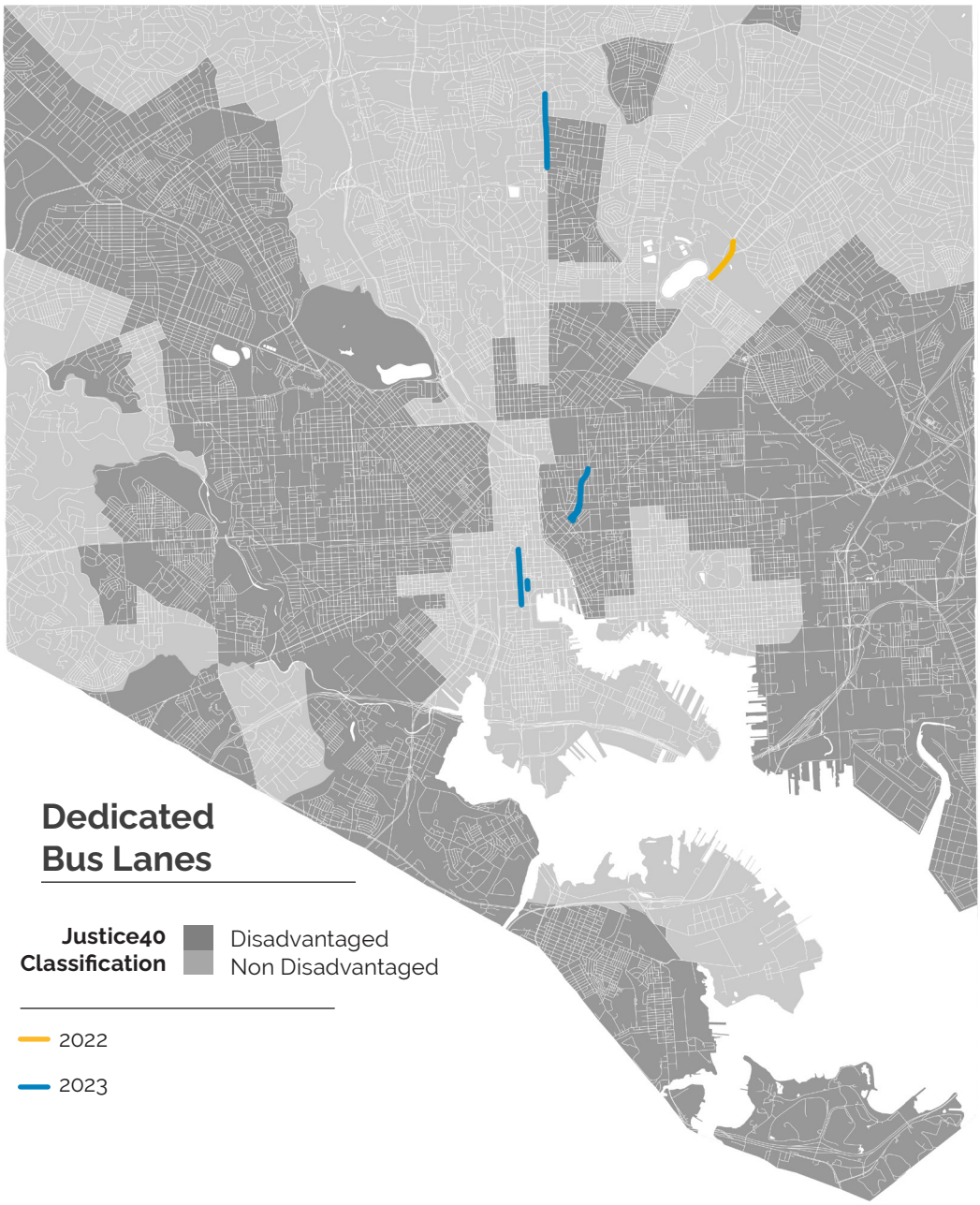
N/A

Results

An additional 0 miles of dedicated bus lanes were installed in Baltimore in 2024, leaving the citywide total dedicated bus lanes at around ten miles.



Cars are always prohibited in All Day dedicated bus lanes. Cars may travel in Part Day dedicated bus lanes outside of prescribed periods.



An additional 0 miles of dedicated bus lanes were installed in Baltimore in 2024, leaving the citywide total dedicated bus lanes at around ten miles.

Equity Reporting on Dedicated Bus Lanes

			Above Average POC	Below Average POC	Below Median Income	Above Median Income	Below Average Car Access	Above Average Car Access
2022	**Dedicated Bus Lanes**	**0.4**	44%	56%	0%	100%	0%	100%
2023	**Dedicated Bus Lanes**	**3.2**	80%	20%	34%	66%	67%	33%

In 2023, when more dedicated bus lanes were installed, 80 percent of new lane mileage occurred in tracts with above average percentage POC. Sixty six percent of mileage occurred in areas with above average median income. Please note that the discrepancy in total mileage between this table and the graph on page 44 is due to rounding differences in data from the City.

TRANSIT

TRANSIT ON-TIME PERFORMANCE

Purpose

Transit on-time performance (OTP) measures the rate at which the transit provider delivers service that matches the service provider's stated schedule of when trips will arrive and depart within a set tolerance for variation, which varies by service. Increased OTP can mean decreased wait times for passengers who plan their trips around transit schedules. It also allows the transit service provider to better predict the locations of its vehicles and better manage its fleet. It does not measure other things that could decrease passenger travel times more generally, such as increased transit speeds.

Data Source

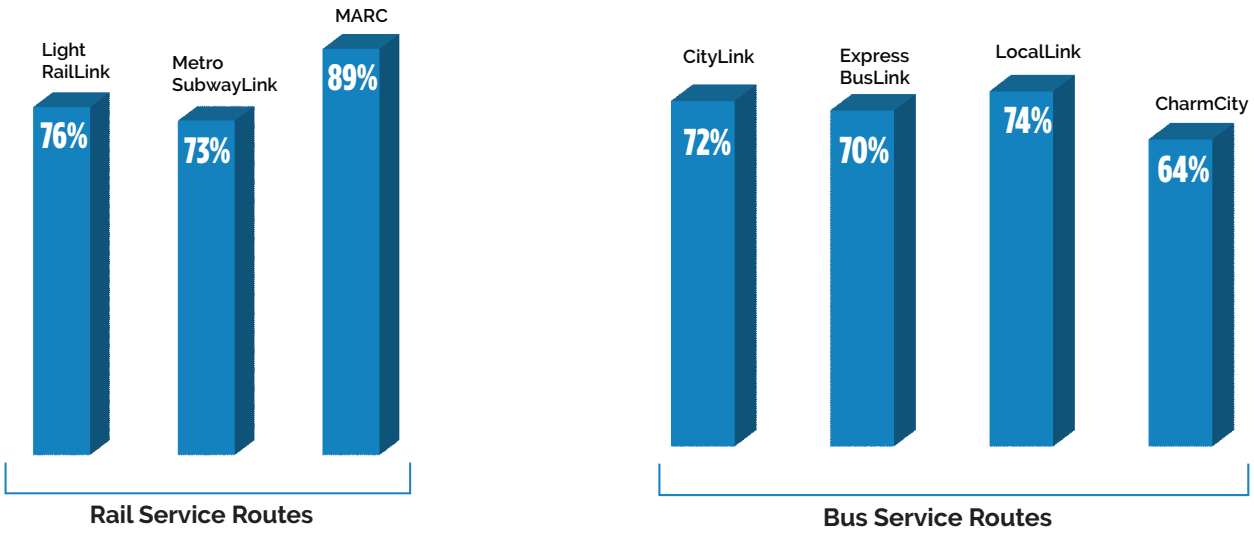
The Maryland Transit Administration (MDOT MTA) provided OTP data for CityLink, LocalLink, and Express BusLink routes as well as for all commuter buses that serve Baltimore City. MDOT MTA also provided OTP data for Light RailLink and Metro SubwayLink.

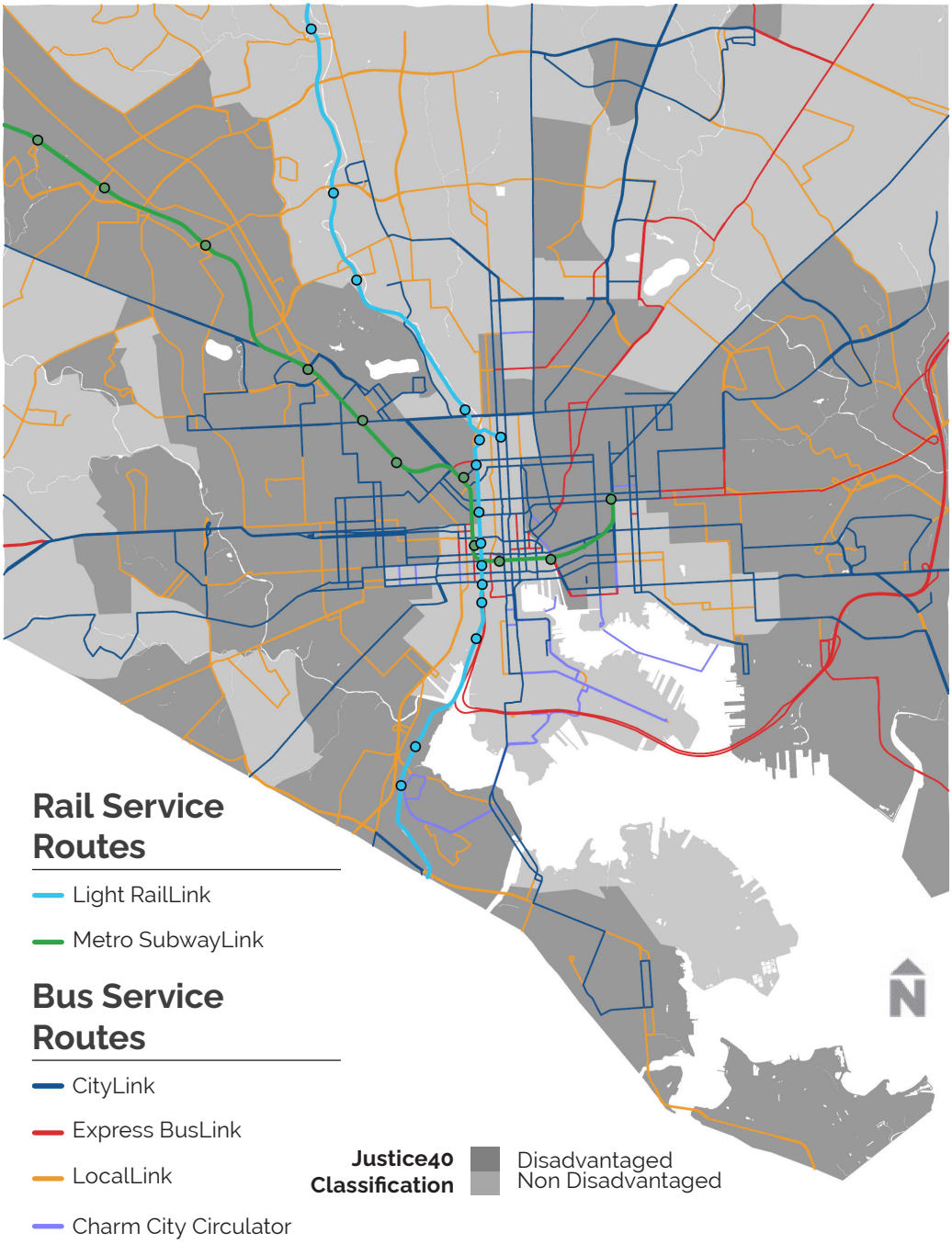
Baltimore City DOT provided overall system-wide OTP for the Charm City Circulator for 2024. MDOT MTA defines on-time performance by mode as follows:

- Core Bus (CityLink, LocalLink, and Express BusLink): A bus is considered on time if it departs a given timepoint between two minutes before and seven minutes after the scheduled departure time. For each route, certain stops are designated as "timepoints." The OTP goal is 80% for Core Bus.
- Commuter Bus: Commuter Bus trips are considered on-time if they depart the first stop of a route within a time window of one minute and 59 seconds early to six minutes and 59 seconds late. The OTP goal is 95% for Commuter Bus.
- Light RailLink: A train trip is considered on time if it arrives within three minutes of the scheduled time. The OTP goal is 95% for Light RailLink.
- Metro SubwayLink: A train trip is considered on time if it leaves the terminus within three minutes of the scheduled time. The OTP goal is 95% for Metro SubwayLink.

Baltimore City DOT considers a Charm City Circulator bus on time if it departs a given timepoint between one minute before and five minutes after the scheduled departure time.

Transit On-Time Performance





Results

Light RailLink was close to reaching its goal of 95% on-time performance in 2024 with an average of 89%. Based on the data available, no modes or services met MDOT MTA's on-time performance goals in 2024.

CONCLUSION

This Complete Streets Annual Report summarizes relevant performance metrics and infrastructure investments in Baltimore City in 2024. This document aims to provide a base for more comprehensive data reporting in the future.

Based on lessons learned from this process, the following are recommended for reports in future years:

- Utilize historic data from the last five years to show data trends and track progress made since the passing of the Complete Streets Ordinance.

The following recommendations are retained from the previous report:

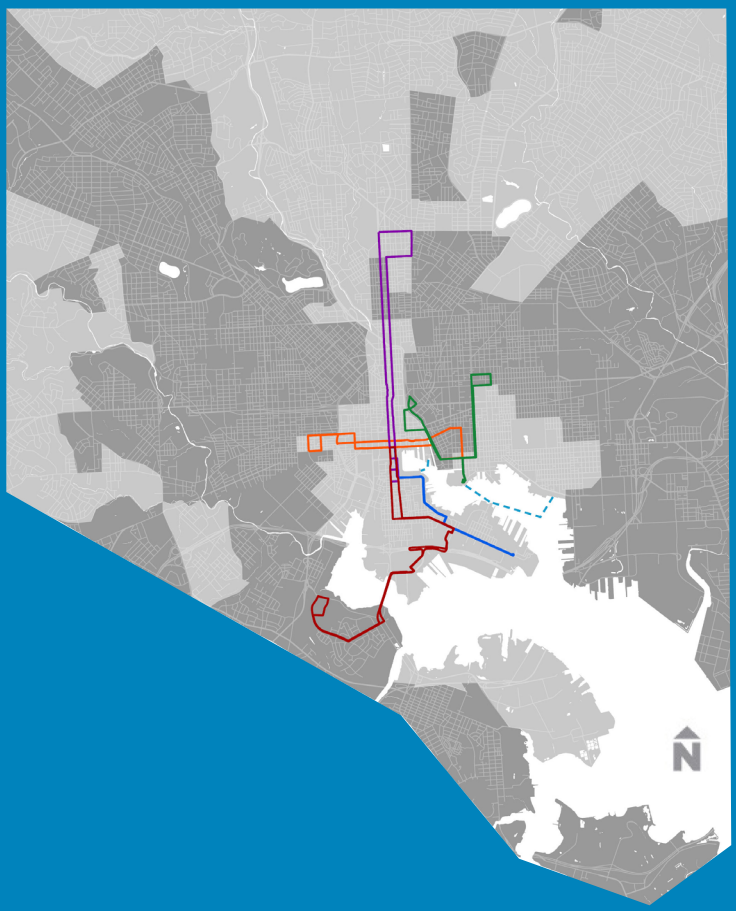
- Develop short- and long-term goals and benchmarks for each performance measure.
- Report on specific complete streets projects and their measurable impacts.

The Baltimore City Department of Transportation (DOT) saw a strong return on its 2024 investments in public transportation. By expanding the Charm City Circulator's **Purple Route** and launching the new **Cherry Route**, more residents were provided with convenient transit options. This improved access led to impressive ridership growth, with a **33%** increase on the Circulator and a **38%** increase in Harbor Connector usage.

These numbers are a testament to the City's commitment to its mission of "constructing and operating a comprehensive Complete Streets Transportation System that enables access, mobility, economic development, attractive public spaces, health, and well-being for all people."

CHERRY ROUTE

Charm City Circulator



Charm City Circulator Routes

- Banner
- Cherry
- Green
- Orange
- Purple
- Harbor Connector

Justice40 Classification

- Disadvantaged
- Non Disadvantaged

APPENDIX A

Ongoing Projects

Project	Project Description	Project Scope	Construction NTP	Current Milestone
TR16301	SE Baltimore Freight Corridor –Replacement of Broening Hwy Bridge Over Colgate Creek TIP# 12-1609-13 SE Baltimore Freight Corridor – Holabird Avenue Realignment At Poncabird Pass TIP# 12-1610-11 SE Baltimore Freight Corridor – Broening Hwy Complete Streets Streetscape (Boston to Holabird Avenue) TIP# 12-1611-09 (TIGER GRANT) TR16301	**Replacement of Bridge BC-4204, Repave Holibird Ave from Ponca Pass to Broening Hwy, Repave Broening Hwy from Holibird Ave to Boston St	11/15/2018	Construction Ongoing
TR18301	GEOMETRIC INTERSECTION IMPROVEMENTS: W Saratoga @ Eutaw, York @ Woodbourne, Walther @ Moravia, Reisterstown @ W Cold Spring, and 5100 CHARLES ST SIGNAL IMPROVEMENTS-From Tunbridge Rd to Goodale Rd (Friends School) TIP# 12-1218-07	ADA ramps, sidewalk, traffic signals and poles.	9/25/2023	Final Inspection held 10/2/2025, punch list completed.
TR17303	INNER HARBOR CROSSWALK ENHANCEMENT (Pratt & Light; Pratt & Calvert; Pratt & President)	**Upgrading intersections at Pratt & Light, Pratt & Calvert, and Pratt & President St. **Upgrades to include high-visibility crossings, audible and visual countdown signals and ADA ramp upgrades. **Award Amount $1.05Million; Local Match $765,788 ***Flanigan's project has been placed on hold by the Administration. Also Flanigan asked why estimates 2,3& 4 have not been processed in unifier. Please advise	3/11/2024	Construction Ongoing
TR24003	CONCRETE SLAB REPAIR CITYWIDE TR24003	**Slab Repair Urgent Needs	9/23/2024	Construction Ongoing
TR-22014	Urgent Need	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	6/5/2023	1) Seneca St. 2) Biddison Ln. 3) W. Rogers Ave. 4) Dellwood Ave. 5) Hamilton Ave.
TR21016	Vision Zero and Bike Maintenace and Construction		4/18/2022	
TR22011	Resurfacing Highways at Various Locations Northwest Sector-II	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	1/17/2023	Contractor has completed all work assigned
TR21018	Urgent Need Contract Citywide	As needed assigned work locations.	12/28/2021	Construction Ongoing
TR23010	Resrfacing highways at Various locations, Northwest Sector II	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	3/18/2024	completed punch list
TR23012	Resurfacing Highways at Various locations Southeast Sector-IV	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	3/18/2024	Contractor has completed all work assigned
TR23015	Urgent Need Contract Citywide	Resurface-Milling and paving of existing roadway, repairs curbs, curb and gutters and sidewalks, ADA Ramps, utility structure adjustments and stripping the roadway.	7/30/2024	Construction Ongoing
TR23001	RECONSTRUCTION OF FOOTWAYS CITYWIDE	**Footway Repairs	4/1/2024	Construction Ongoing
TR23002	RECONSTRUCTION OF FOOTWAYS CITYWIDE	**Footway Repairs	4/1/2024	Construction Ongoing
TR23003	RECONSTRUCTION OF FOOTWAYS CITYWIDE	**Footway Repairs	4/1/2024	Construction Ongoing
TR23013	ADA CURB RAMP RECONSTRUCTION VARIOUS LOCATIONS CITYWIDE (JOC)	**ADA Ramp Repairs	5/20/2024	Construction Ongoing
TR24008	ADA CURB RAMP AND SIDEWALK CONSTRUCTION URGENT NEED EAST (JOC)	**ADA Ramp Repairs	8/28/2024	Construction Ongoing
TR24009	ADA CURB RAMP AND SIDEWALK CONSTRUCTION URGENT NEED WEST (JOC)	**ADA Ramp Repairs	9/9/2024	Construction Ongoing
TR23007R	CURB REPAIRS CITYWIDE	**Curb Repair	4/1/2024	Construction Ongoing
TR23004R	INSPIRE SCHOOLS SIDEWALK RECONSTRUCTION	**Footway Repairs	3/17/2025	Construction Ongoing
TR24003	RECONSTRUCTION OF FOOTWAYS CITYWIDE	**Footway Repairs	11/25/2024	Construction Ongoing
TR24005	CURB REPAIRS CITYWIDE	**Curb Repair	9/23/2024	Construction Ongoing
TR25001	RECONSTRUCTION OF FOOTWAYS CITYWIDE	**Footway Repairs	10/6/2025	Construction Ongoing
TR25002	RECONSTRUCTION OF FOOTWAYS CITYWIDE	**Footway Repairs	10/6/2025	Construction Ongoing
TR25003	RECONSTRUCTION OF FOOTWAYS CITYWIDE	**Footway Repairs	10/6/2025	Construction Ongoing
TR25004	RECONSTRUCTION OF ALLEYS CITYWIDE	**Alley Repairs	9/15/2025	Construction Ongoing