



# The Transportation & Land Use Connections Grant Program

Project Selection – Round #1

August 9, 2022



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## Project Selection – Round #1

- **Program Purpose –**

The TLC program will provide short-term technical assistance to support local governments in their planning and preliminary design efforts to implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit.

- **Round #1 Projects –**

Three (3) projects were received from two (2) applicants – two from Baltimore City and one from the City of Annapolis.

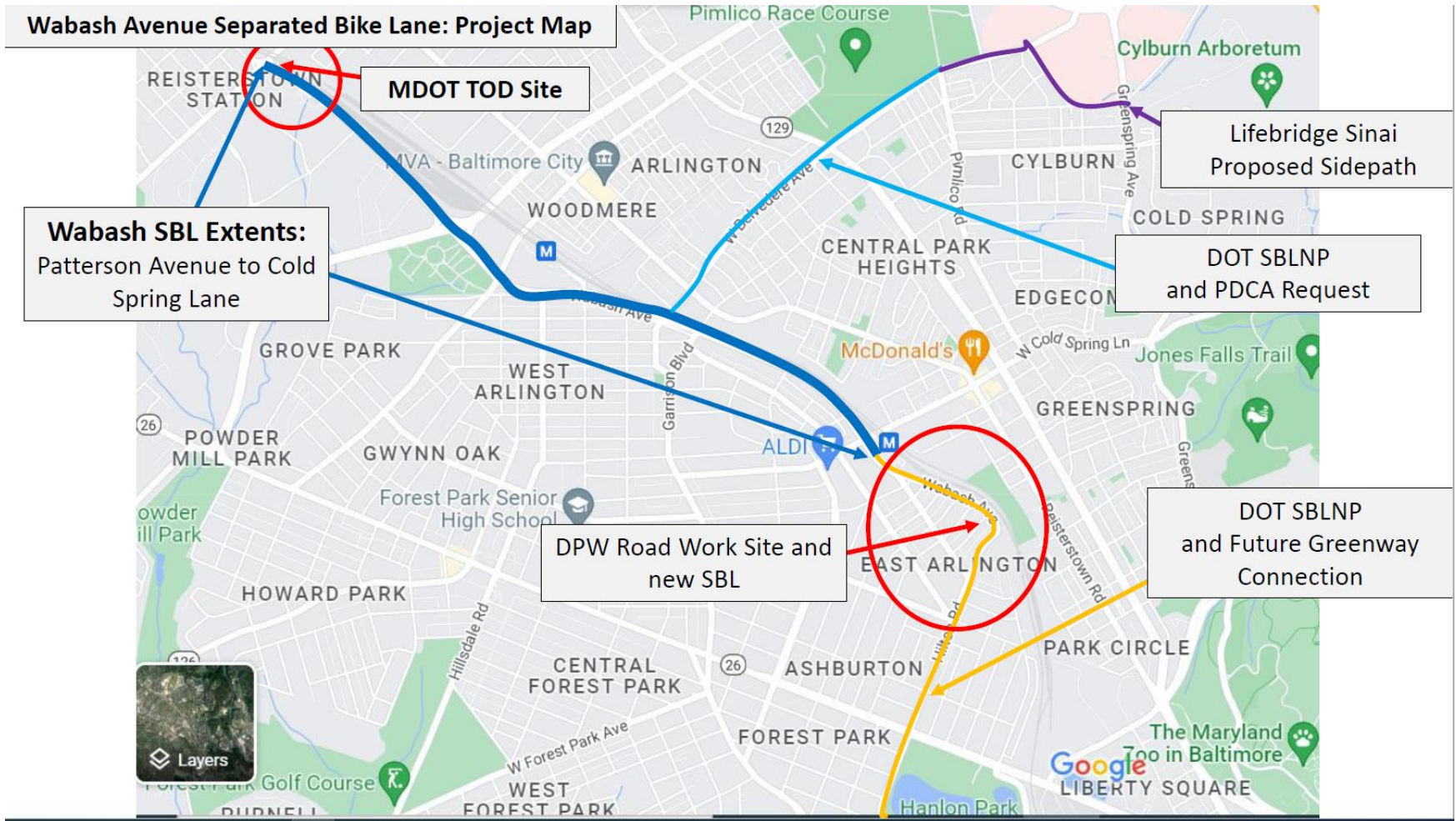
- **Round #1 Funding -**

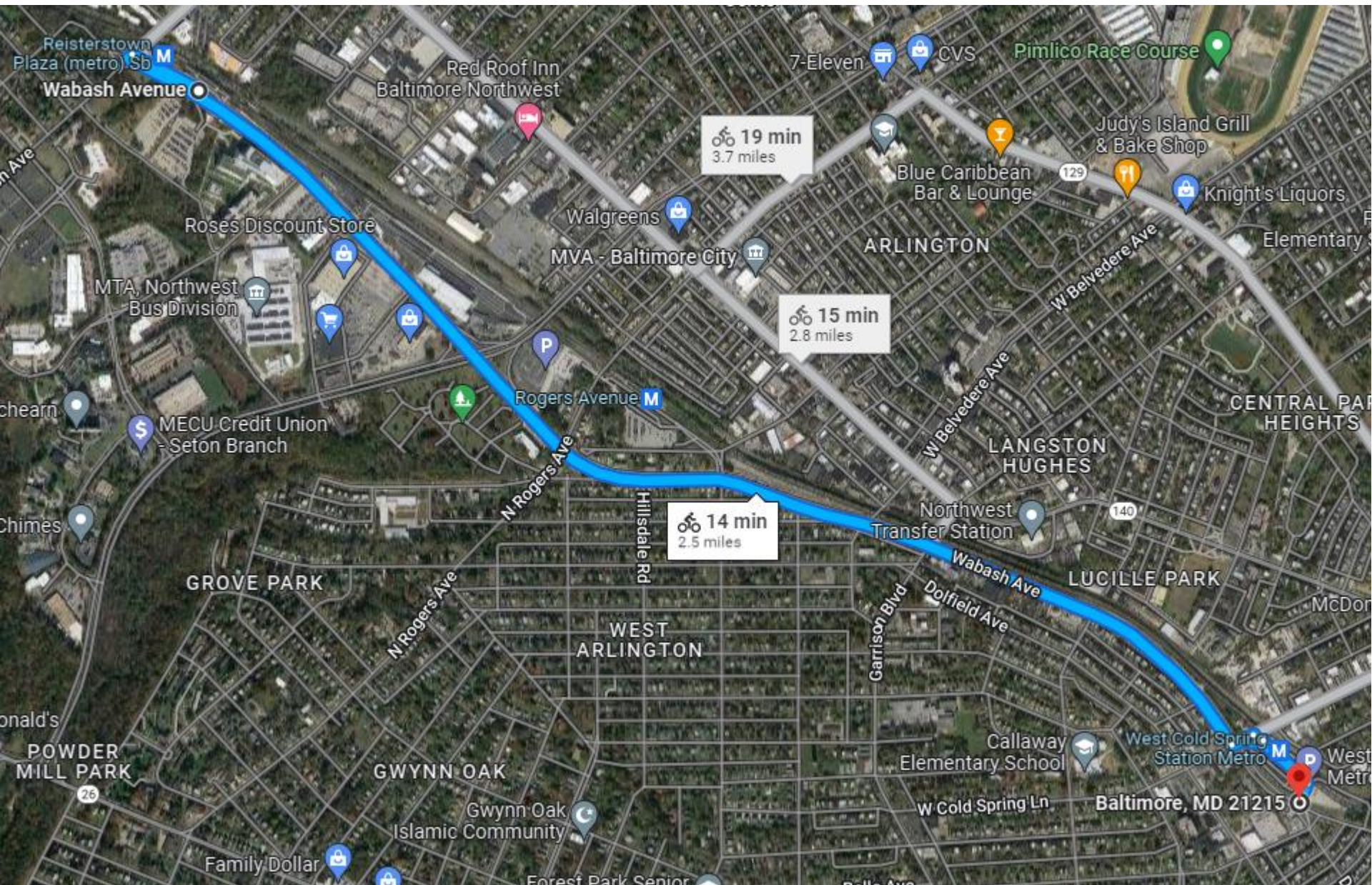
Contract authority is for \$200,000 total.

# Baltimore City – Wabash Avenue

- Preliminary design for a two-mile, “all ages” separated bicycle facility on Wabash Avenue from Patterson Avenue to the Reisterstown Plaza Metro Station
- Adopted in the Separated Bike Lane Network Plan in 2017. This was designated as a corridor with a separated bike facility
- MDOT designated the Reisterstown Plaza area as a Transit-Oriented Development (TOD) site
- Project to connect to upgraded bicycle facilities at the West Cold Spring Metro Station
- Request is for \$84,000 in consultant resources. Total estimated cost of \$115,360 with a commitment to staff resources valued at \$31,360
- This is the City’s top priority for Round 1

# Baltimore City – Wabash Avenue

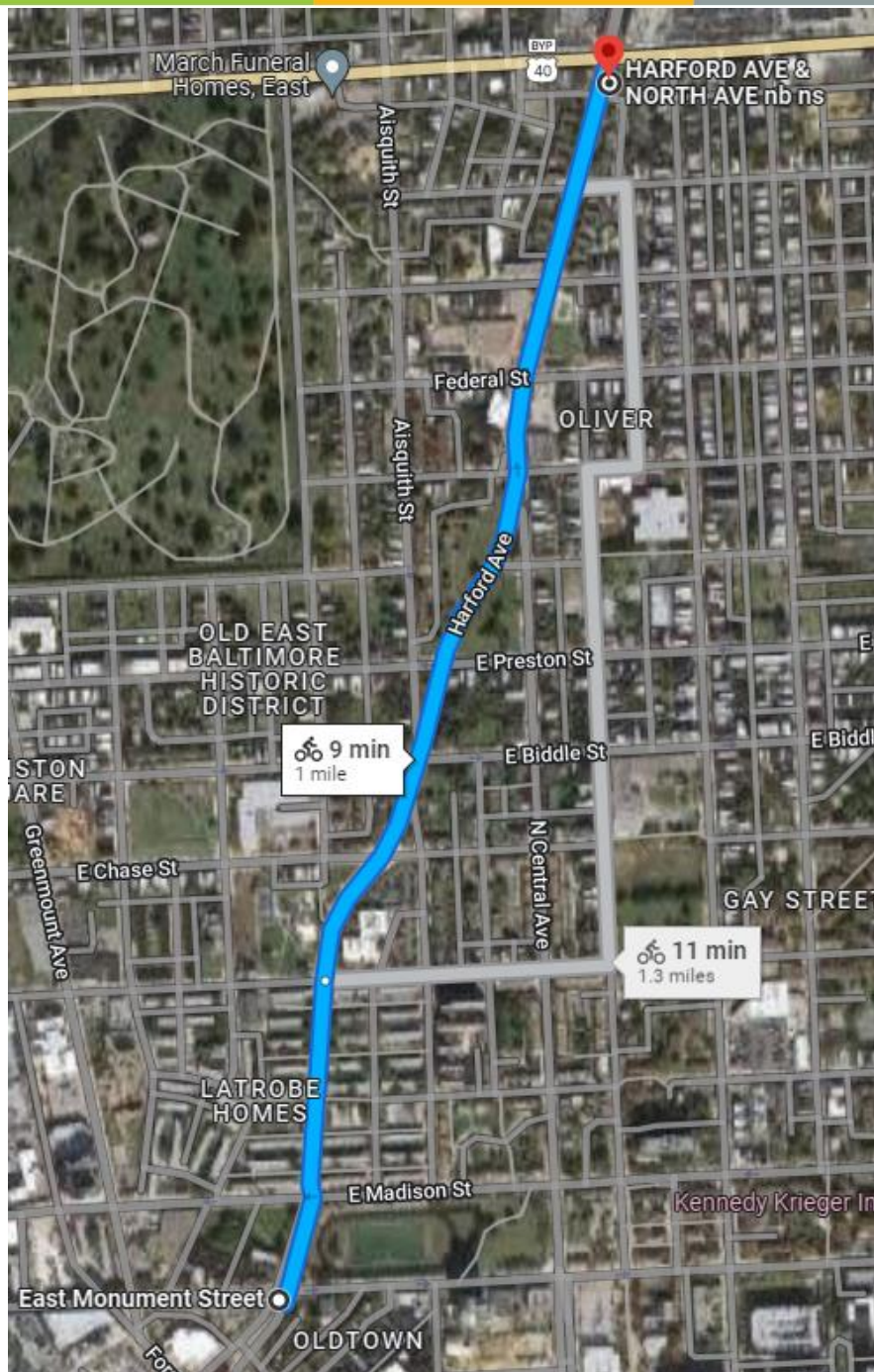




# Baltimore City – Harford Avenue + Ensor Street Complete Streets Corridor Study

- Planning study of the one-mile Harford Avenue corridor from Monument Avenue to North Avenue
- City Departments of Transportation and Planning desire to create a “Harford Avenue/Ensor Street Corridor Master Plan” with a redesigned roadway to accommodate transit, bike and pedestrian facilities, zoning code revisions to promote a mixed-use environment, and reconfigured access points to make existing destinations street-facing
- Request is that study also include a market analysis and community needs assessment
- The study will also include recommendations for policies to incentivize additional businesses, development, and other vital amenities along Harford Avenue/Ensor Street
- Request is for \$81,000 in consultant resources. The City stated it will commit staff resources to match
- This project is the City’s second priority for Round 1

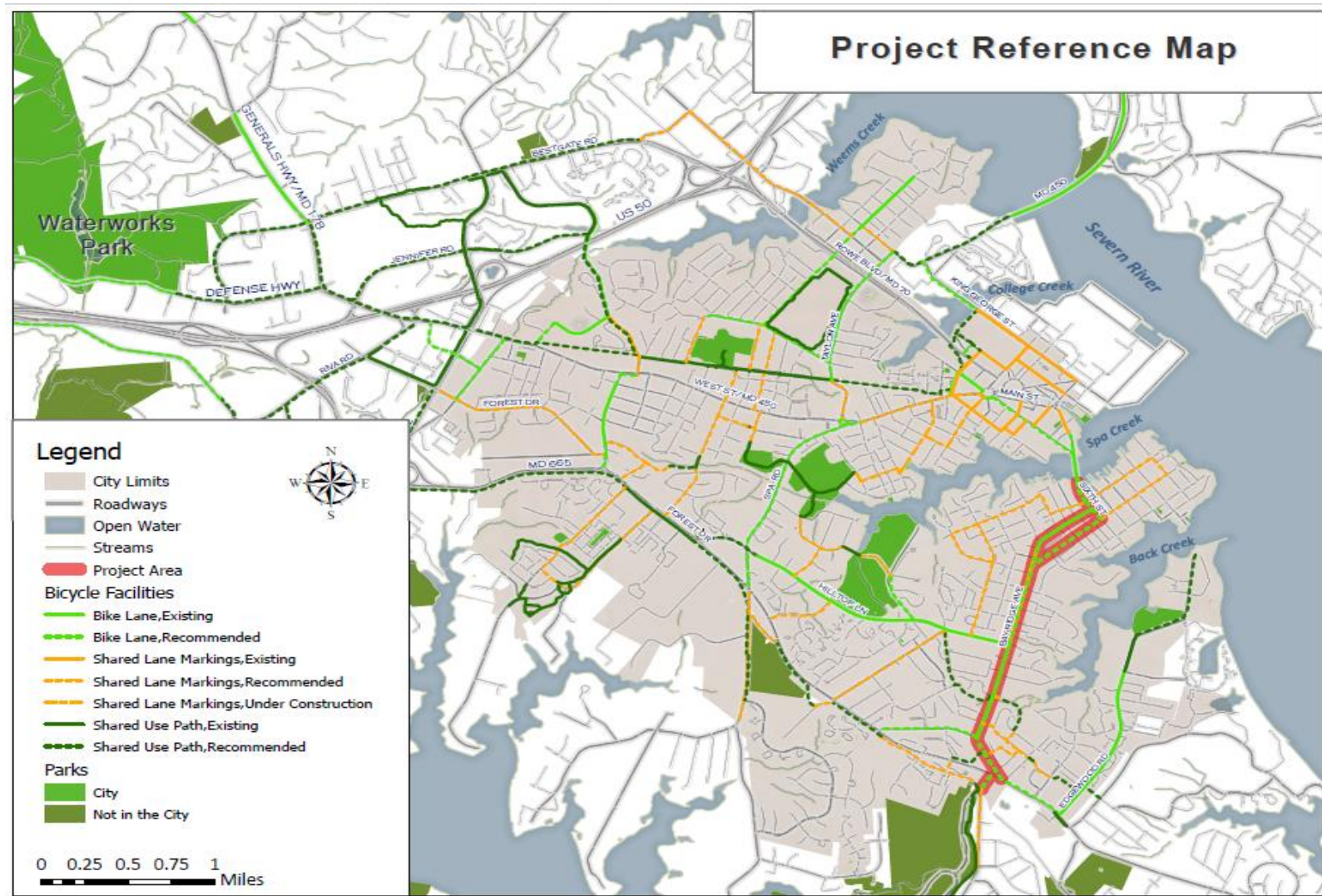


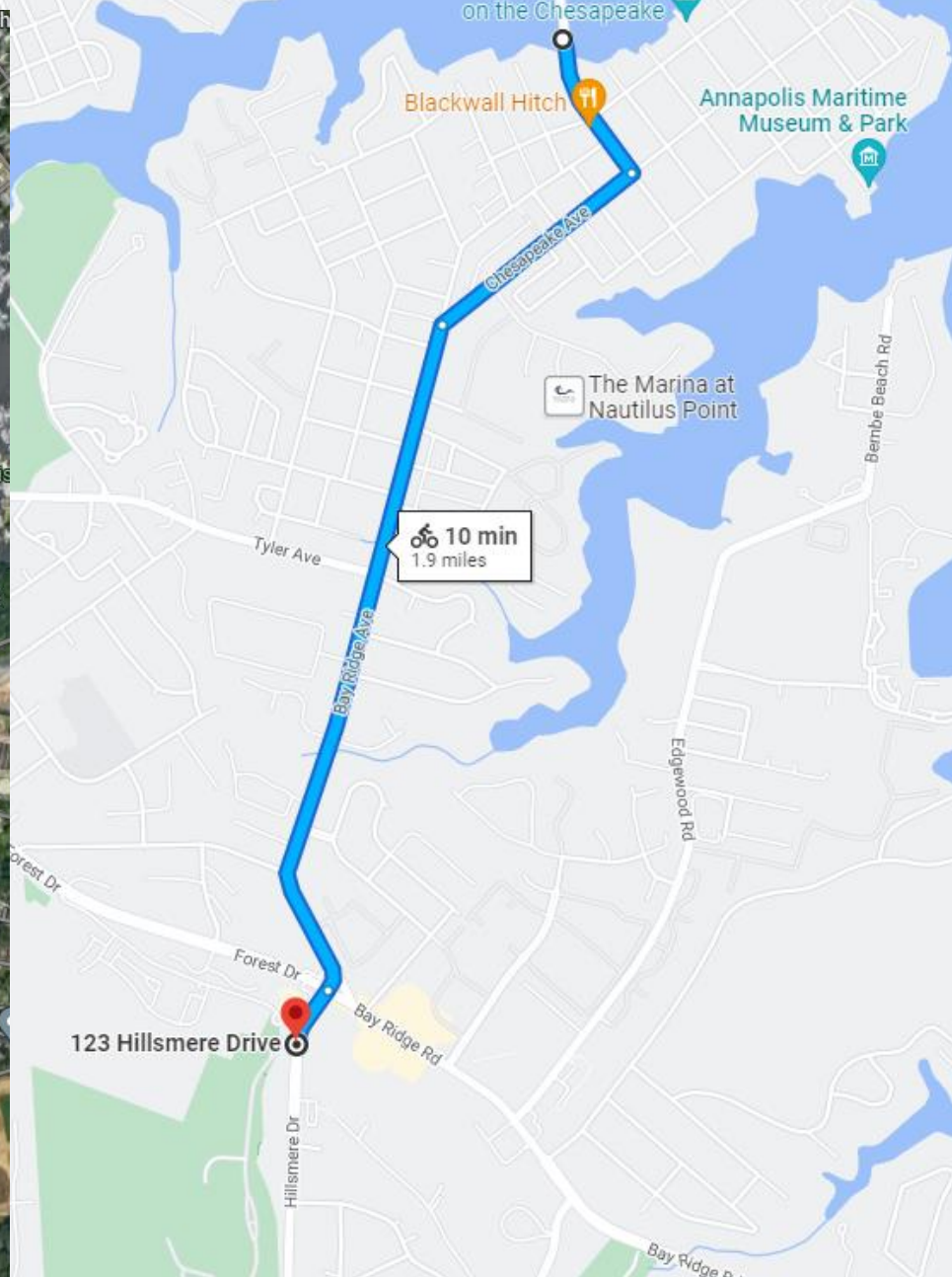
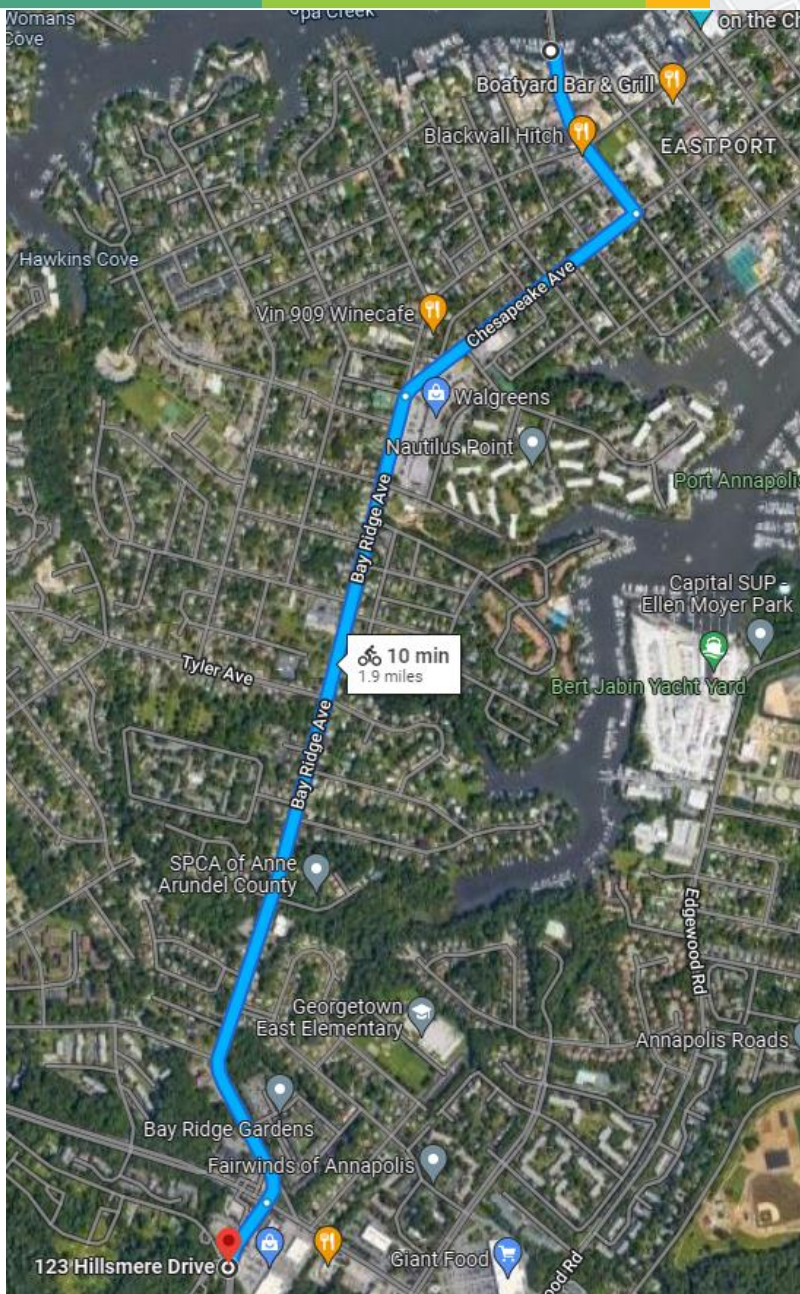


# Annapolis – Bicycle Safety Design Study and Bay Ridge Avenue Retrofit

- Preliminary design project of a ~1.9 mile corridor
- Planning & design of various alternatives for protected on-street bike lanes for the first protected bike lane in Annapolis along the Bay Ridge Avenue corridor, from the Spa Creek Bridge to Quiet Waters Park
- Project would serve as a proof of concept for potential protected bike lanes in Annapolis and elsewhere
- Corridor runs through an area that is being redeveloped as part of a Choice Neighborhood Initiative (CNI) project funded by HUD
- Project would determine feasibility/proof of concept, provide guidance on best practices, and address the Bay Ridge Avenue corridor as case study. A 30% design would address the entire length of the corridor.
- Request is for \$80,000 in consultant resources. The City has committed time from several staff in P&Z & DPW as a match

# Annapolis – Bay Ridge Avenue





# Recommendations

BMC staff evaluated the project applications and recommend the following for Round 1 of the TLC Grant Program –

- Work with Baltimore City and consultant support team (RKK) to refine a scope of work and schedule for up to \$80,000 for the Wabash Avenue project.
- Work with City of Annapolis and consultant support team (Toole) to refine a scope of work and schedule for up to \$80,000 for the Bay Ridge Avenue project.
- Baltimore City should consider submittal of the Harford Avenue project in future rounds of TLC program.
- Balance should go toward Round 2 selection process.

# For More Information

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