



South Baltimore Gateway Complete Streets Plan

Ridgely's Delight Chapter



RIDGELY'S DELIGHT

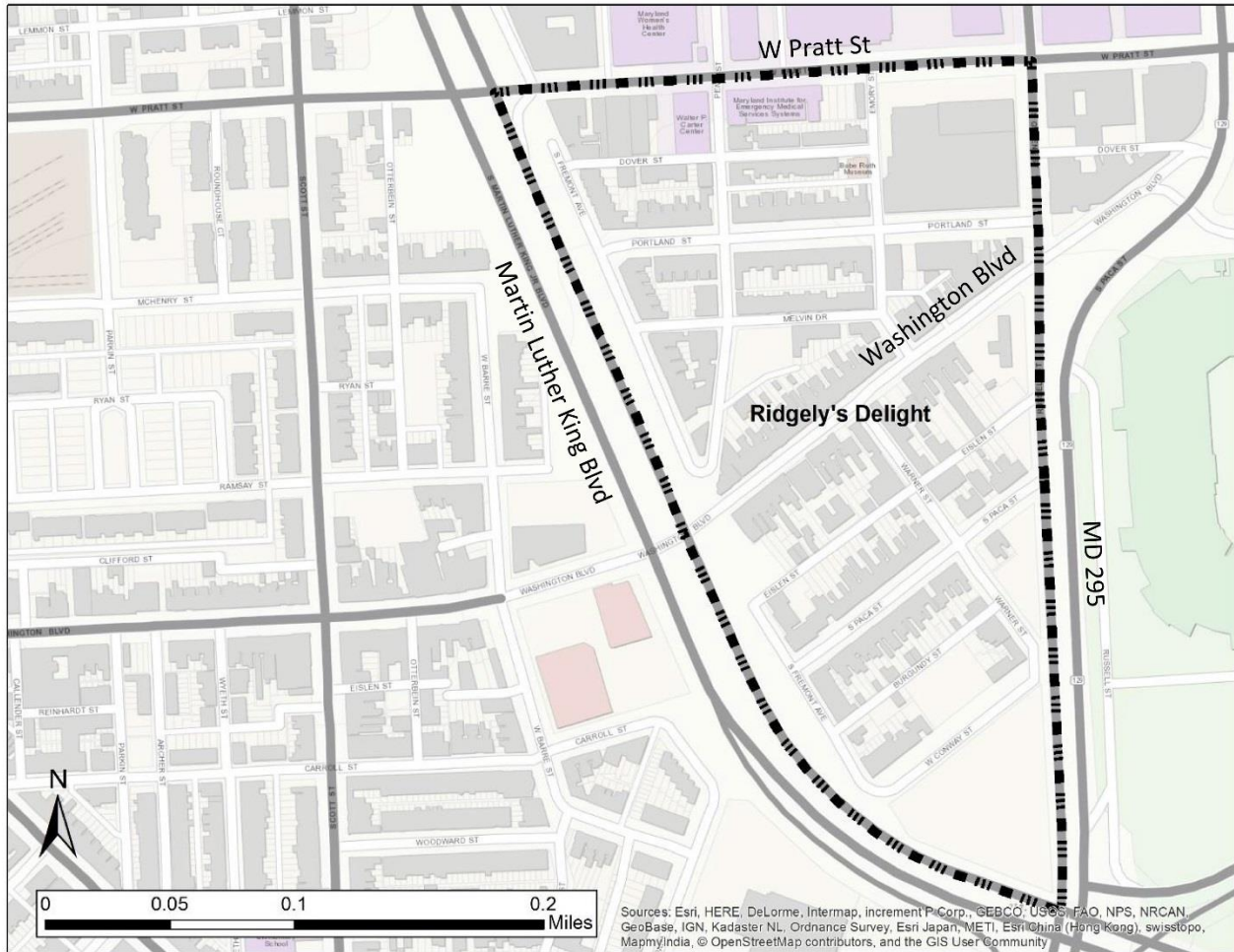
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EXHIBIT 1 Neighborhood Map



Overview

Ridgely's Delight is a small, historic residential neighborhood located one mile southwest of downtown. Bounded by MLK Blvd, West Pratt Street, and Russell Street, its 30 acres are home to approximately 400 residents. The population generally reflects the demographics of the city as a whole, although the area has a slightly higher percentage of families with children and educated professionals. Exhibit 1 shows the boundaries of the Ridgely's Delight neighborhood.

Ridgely's Delight is connected to many urban arterials and is in very close proximity to local and regional transit routes. Consequently, the neighborhood is a popular area for Washington, D.C. and suburban Baltimore visitors.

The University of Maryland, Baltimore, Oriole Park at Camden Yards, and M&T Bank Stadium are all located in the immediate vicinity of the neighborhood, and the Inner Harbor is also within walking distance. A handful of small shops, restaurants and other eateries are located in the neighborhood, making it a lively place all hours of the day.

Residents of Ridgely's Delight are within walking distance to many Baltimore attractions including:

- The Baltimore Inner Harbor
- Oriole Park at Camden Yards
- M&T Bank Stadium
- The B&O Railroad Museum
- Hippodrome Theater
- Enoch Pratt Free Library
- Baltimore Convention Center
- Burial Site of Edgar Allan Poe
- Horseshoe Casino

The number one priority of the Ridgely's Delight community is to maintain separation from the entertainment district of the Maryland Stadium Authority. Working with BCDOT for many years, the Ridgely's Delight community has been successful at getting street traffic in the neighborhood redirected to prevent cut through traffic between the major arterials: Pratt Street, Russell Street, and MLK Blvd. This has resulted in a quiet, insulated neighborhood that provides opportunities for residents to use their right-of-ways for family activities. The community would like to maintain the current charm of the neighborhood while allowing economic activity to grow around the neighborhood boundaries.

The goal of the Ridgely's Delight community is to create a pedestrian-friendly, well-lit and quiet atmosphere through the neighborhood's Complete Streets plan.

Goals

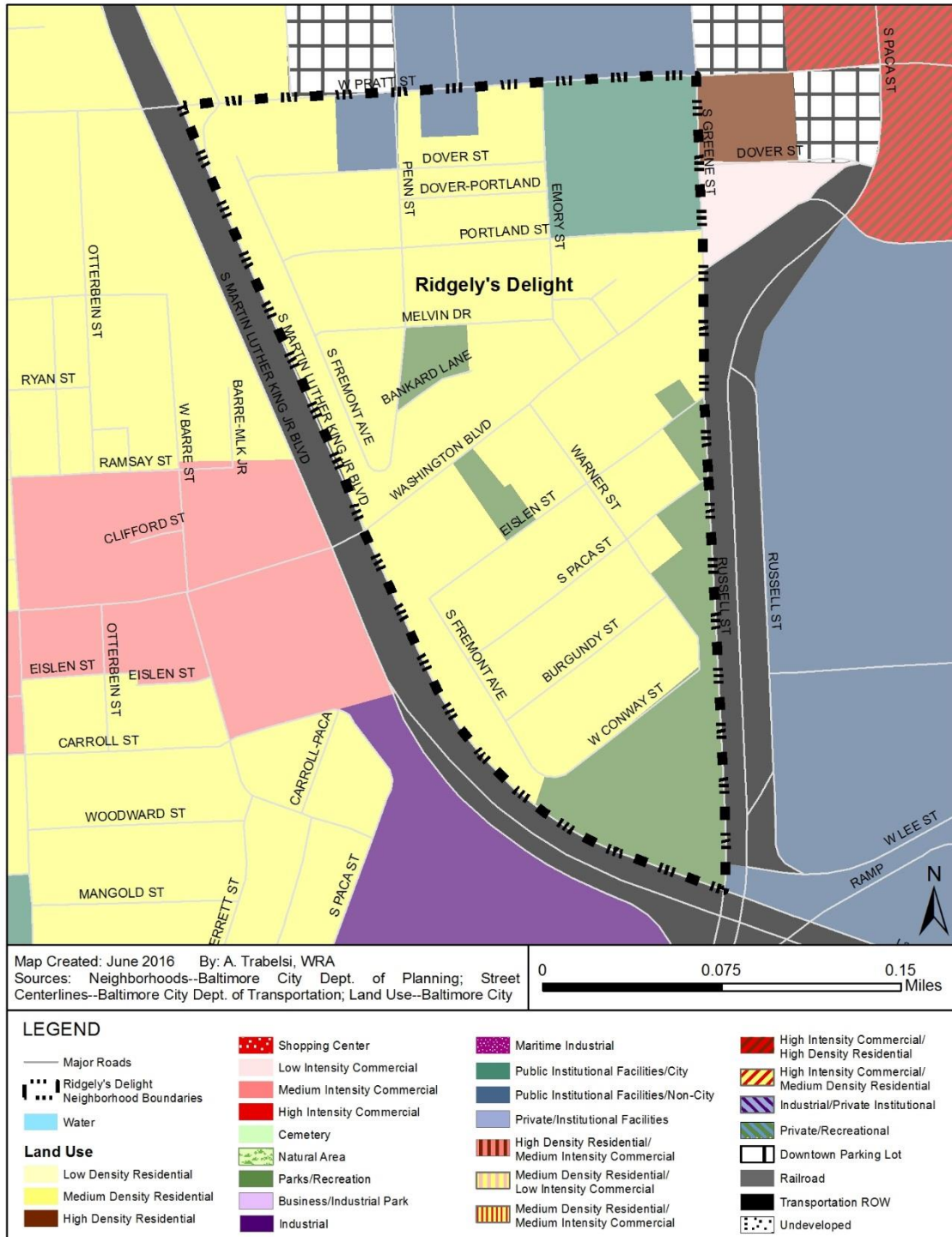
- Enhance pedestrian connections within the neighborhood as well as surrounding communities. The Ridgely's Delight community has identified pedestrian connectivity within the neighborhood and surrounding communities as its highest transportation priority.
- Walkability is very important to residents.
- Tree canopies are the aesthetic priority of the community.
- Pedestrian lighting in areas in need of this amenity.
- Expand fiber-optic and other communications and broadband options for residents.

Land Use

The primary land use category for Ridgely's Delight is residential. At the southern tip of the

neighborhood is a park with designated recreation land use.

EXHIBIT 2 Land Use Map



Existing Transportation

According to the Complete Streets Principles used by the Baltimore City Department of Transportation (BCDOT) each mode of transportation- walking, bicycling, riding transit, driving, and delivering freight- has been identified within the neighborhood. One way to measure the livability of a neighborhood is to use national scores for walking, bicycling, and transit. These measurements provide a comparison among neighborhood, suburbs, cities, and regions,

Walking

Sidewalks and pedestrian crossing facilities are located throughout the neighborhood, as well as ADA curb ramps. The small tree-lined blocks and well-kept building facades make walking ideal within the neighborhood, but connecting to adjacent areas can be challenging because of the major thoroughfares that surround the neighborhood. Exhibit 3 illustrates where sidewalks are present.

The Walk Score for Ridgely's Delight is 87 according to Redfin Walk Score (<https://www.redfin.com/how-walk-score-works>). Ridgely's Delight is the 34th most walkable neighborhood in Baltimore.

Walk Score measures the walkability of any address based on the distance to nearby places and pedestrian friendliness.

- 90–100 Walker's Paradise - Daily errands do not require a car
- 70–89 Very Walkable - Most errands can be accomplished on foot
- 50–69 Somewhat Walkable - Some errands can be accomplished on foot
- 25–49 Car-Dependent - Most errands require a car
- 0–24 Car-Dependent - Almost all errands require a car

Bicycling

There are currently no bicycle networks within Ridgely's Delight. The Shared Bus Bike Network is the closest bicycle network, which is located at W. Lombard and W. Pratt Streets.

The Bike Score for Ridgely's Delight is 69, indicating that the neighborhood is somewhat bikeable.

Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations.

- 90–100 Biker's Paradise - Daily errands can be accomplished on a bike
- 70–89 Very Bikeable - Biking is convenient for most trips
- 50–69 Bikeable - Some bike infrastructure
- 0–49 Somewhat Bikeable - Minimal bike infrastructure

The 2015 Bicycle Master Plan shows bicycle facilities along Washington Blvd. is a priority to the neighborhood. The MLK, Jr. Blvd. side path begins just outside of the neighborhood boundary. This side path provides an opportunity to connect the neighborhood north along MLK, Jr. Blvd. to the Maryland Avenue and Cathedral Street cycle track.

Exhibit 4 shows the existing and proposed bike infrastructure in Ridgely's Delight.

EXHIBIT 3 Sidewalk Map



Transit

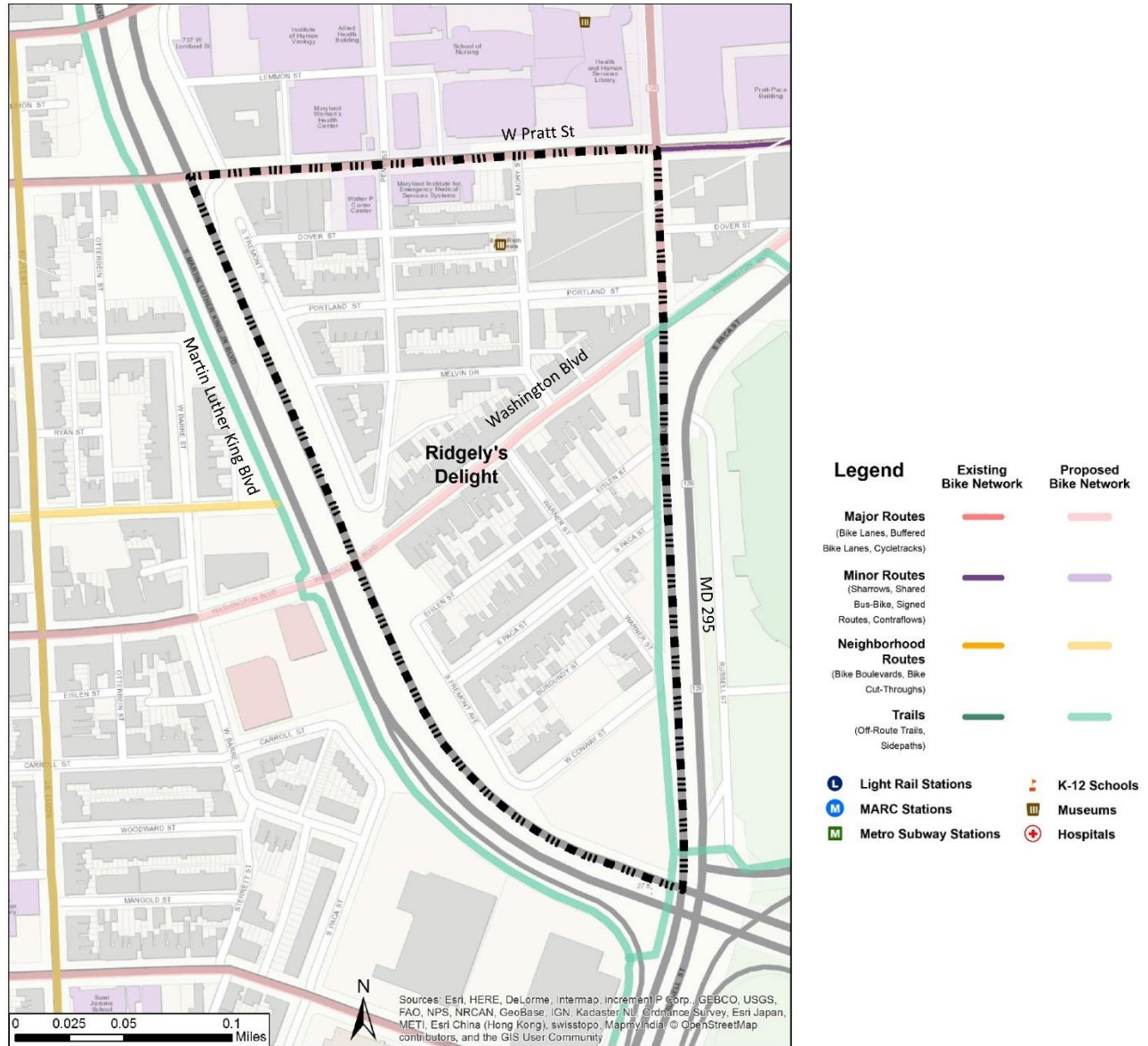
The MARC train and the Camden light rail stations are a short walk from the neighborhood. The Charm City Circulator operates along West Pratt Street, Greene Street, and West Lombard Street, just north and east of the neighborhood. Local MTA bus routes 10, 36, and 14 run along bordering streets.

The Transit Score for Ridgely's Delight is 87, which indicates that the neighborhood has excellent public transportation.

Transit Score measures how well a location is served by public transit based on the distance and type of nearby transit lines.

- 90–100 Rider's Paradise - World-class public transportation
- 70–89 Excellent Transit - Transit is convenient for most trips
- 50–69 Good Transit - Many nearby public transportation options
- 25–49 Some Transit - A few nearby public transportation options
- 0–24 Minimal Transit - It is possible to get on a bus

EXHIBIT 4 Baltimore City Bike Master Plan Map, March 2015



Driving

Martin Luther King Boulevard, West Pratt Street, and Russell Street serve as major thoroughfares. Driving for residents is easy as the one-way directional changes as familiar. Driving for non-residents is confusing due to the directional changes. These one-way directional changes on residential streets is on purpose to protect the neighborhood from cut-through traffic and loss of on-street parking from stadium and entertainment events.

There are 2.82 Miles of each Street in Ridgely's Delight broken down by street type as described in the Street Typology section:

- Urban Arterial: 0.53 miles
- Community Collector: 0.43 miles
- Neighborhood Street: 1.13 miles
- Service/Alleyway: 0.51 miles
- Pedestrian Only Street: 0.00 miles

Street Typology

Streets throughout the Ridgely's Delight neighborhood have been classified according to a set of observed characteristics including speed, traffic volume, roadway width, number of lanes, and surrounding land use. The different classifications, or street typologies, can be used as a framework for understanding the function of the street and setting the guidelines for various design elements that are appropriate and may be used to foster more Complete Streets.

Exhibit 5 is a neighborhood map showing the classification of each street segment according to the typology.

Exhibit 6 is a table which describes the Complete Streets typology framework, including the individual characteristics and design elements associated with each type.

Following the table are lists of the individual streets within each of the typologies found in the Federal Hill neighborhood, a summary of the defining characteristics of each, and an example section view for each street type.

Note that the street typologies in this report are closely aligned with the typologies presented in the Baltimore City Bike Master Plan (2013), from which the below typology descriptions are derived. The "Community Collector" category in this Complete Streets Plan comprises both the "Community Collector" and "Community Main Street" categories from the Bike Master Plan. The typologies used in the Complete Streets Plan also relate to the Federal Highway Administration's functional classification system. This system is used when the City is developing capital improvement projects (CIP) seeking federal funding.

EXHIBIT 5 Street Typology Map

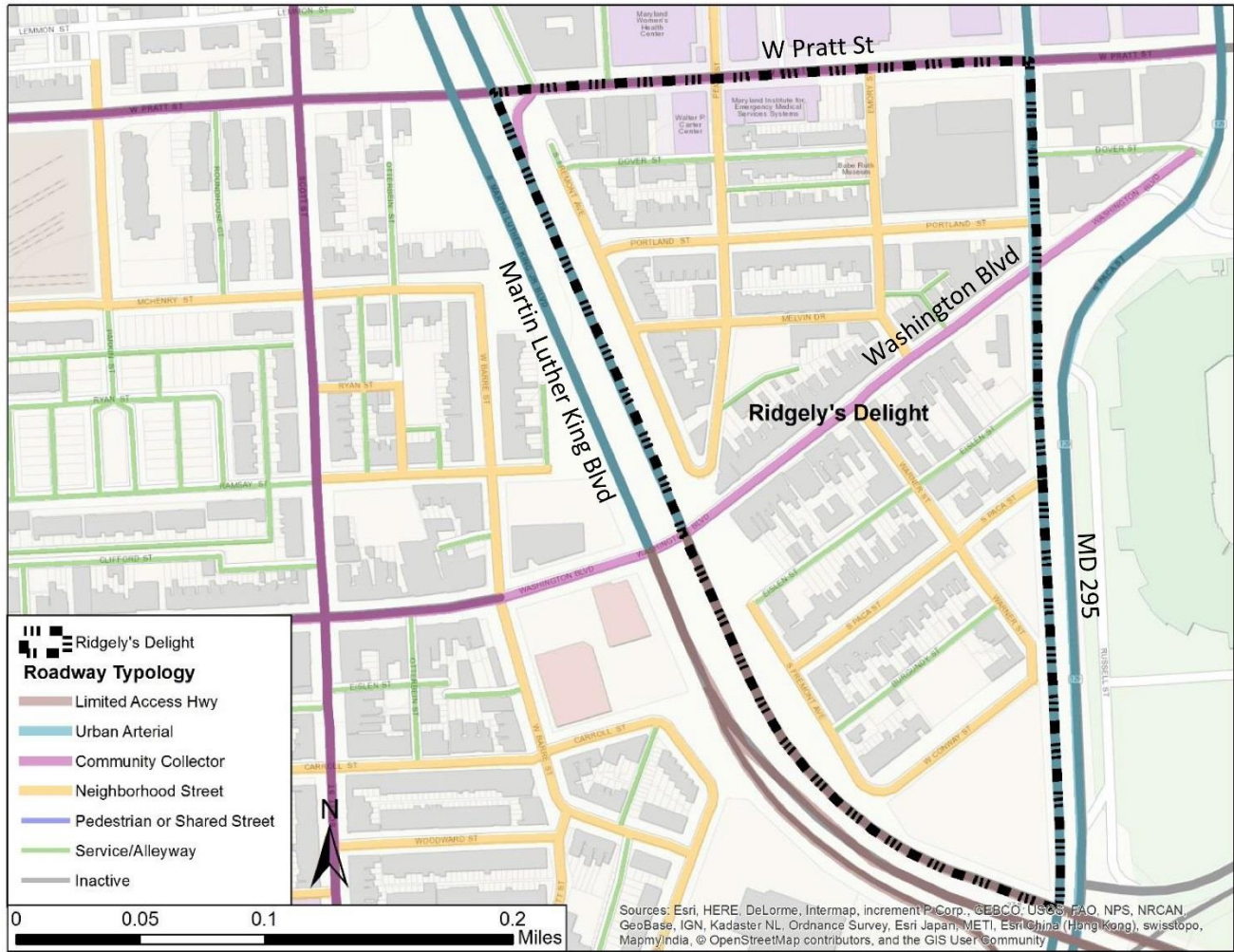


EXHIBIT 6 Complete Streets Typologies and Elements

STREET TYPE (TYPOLOGY)	STREETS	DESCRIPTION	CHARACTERISTICS			
			# of Lanes	Speed (mph)	Vehicles/Day	Traffic Flow
Urban Arterial	Greene Street, Martin Luther King Jr. Boulevard, Russell Street	<ul style="list-style-type: none"> • Widest right-of-way • Raised medians • Wide sidewalks • Pass through and local traffic • Mainly commercial land uses 	4 - 6	25+	20K +	2-way
Community Collector	Pratt Street, Washington Boulevard	<ul style="list-style-type: none"> • Main roads • Generally connects arterials and/or neighborhoods • Connects destinations • Serves mainly local traffic • May have mix of land uses 	2 - 4	20 - 25	3 - 20K	1 - way 2 - way
Neighborhood Street	Conway Street, Emory Street, Fremont Avenue, Melvin Drive, Paca Street, Penn Street, Portland Street, Warner Street	<ul style="list-style-type: none"> • Serves residential areas • Serves local traffic • No centerline or lane striping required 	1 - 2	25 - 30	< 6K	1 - way 2 - way
Service / Alleyways	N/A	<ul style="list-style-type: none"> • Narrow roadway • No sidewalks • Provides short service link between two streets 	1	Unposted	N/A	1 - way 2 - way
Pedestrian Only Street	N/A	<ul style="list-style-type: none"> • Primarily serves as pedestrian passageway or walkway, but may permit bicycle traffic • Pedestrian access between buildings 	N/A	N/A	N/A	N/A

Note: Exceptions, if any, are addressed within the chapter.

EXHIBIT 6 Complete Streets Typologies and Elements (continued)

STREET TYPE (TYPOLOGY)	STREETS	ELEMENTS								
		Sidewalks	Medians	Shoulders	Bike Lanes	Street Lighting	Pedestrian Lighting	Street Furniture	Parking	Landscaping
Urban Arterial	Greene Street, Martin Luther King Jr. Boulevard, Russell Street	●	◐	◐	○	●	◐	◐	◐	●
Community Collector	Pratt Street, Washington Boulevard	●	◐	○	◐	●	●	●	◐	●
Neighborhood Street	Conway Street, Emory Street, Fremont Avenue, Melvin Drive, Paca Street, Penn Street, Portland Street, Warner Street	●	○	○	○	●	◐	◐	●	●
Service / Alleyways	N/A	○	○	○	○	◐	◐	○	○	○
Pedestrian Only Street	N/A	●	N/A	N/A	○	○	●	◐	N/A	◐

LEGEND -	●	Always
	◐	ROW Permitting
	○	With Approval

Urban Arterial: Greene Street, Martin Luther King Jr. Boulevard, Russell Street

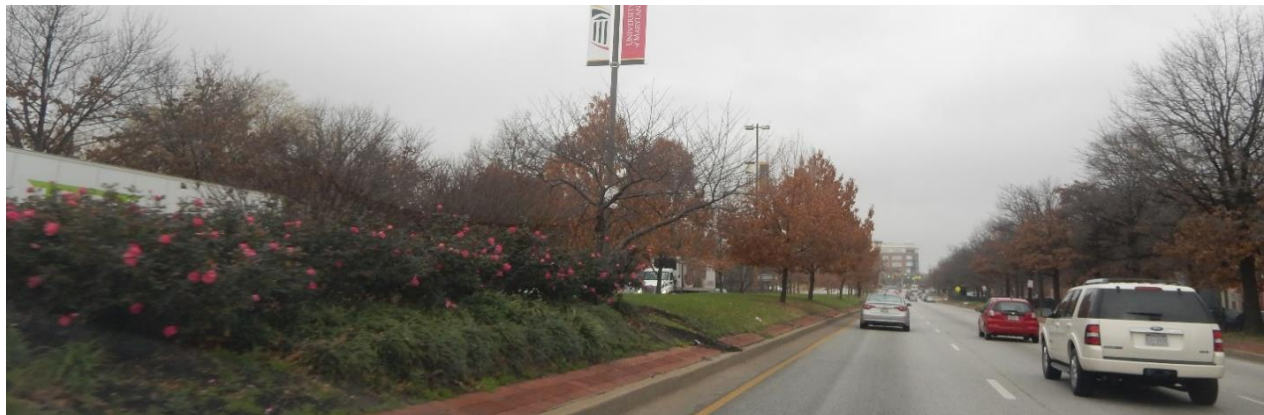
This type of street may join with controlled access facilities to carry the major movements of traffic to, from, and through Baltimore City. Urban arterials

typically have at-grade intersections with traffic signals at the major intersections. Urban arterials are traditionally distinguished from other street types in that greater priority is given to efficient vehicular travel movement along the street.

EXHIBIT 7 Urban Arterial Street Typology

STREET TYPE (TYPOLOGY)	DESCRIPTION	CHARACTERISTICS			
		# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Urban Arterial	<ul style="list-style-type: none"> • Widest right-of-way • Raised medians • Wide sidewalks • Pass through and local traffic • Mainly commercial land uses 	4 - 6	25+	20K +	2-way

Martin Luther King Jr. Boulevard



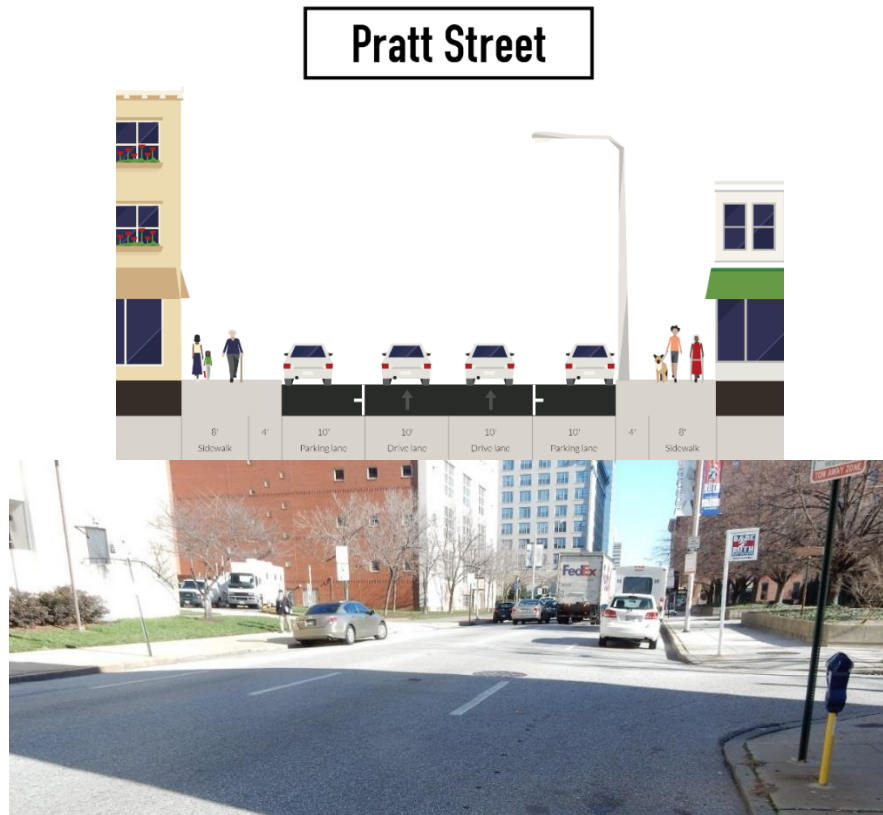
Community Collector: Pratt Street, Washington Boulevard

Community collectors combine with arterials to complete a network providing access to and from significant traffic generators in Baltimore City as well as providing convenient access into and out of the community. This street type serves travel as a

result of the land use nearby and connects neighborhood streets to urban arterial. (Urban arterials carry a mix of traffic which is both local and through in nature, but generally greater emphasis is placed on efficient vehicular travel movement along the street.) Community collectors serve a broader area than neighborhood streets.

EXHIBIT 8 Community Collector Street Typology

STREET TYPE (TYPOLOGY)	DESCRIPTION	CHARACTERISTICS			
		# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Community Collector	<ul style="list-style-type: none"> • Main roads • Generally connects arterials and/or neighborhoods • Connects destinations • Serves mainly local traffic • May have mix of land uses 	2 - 4	20 - 25	3 - 20K	1 - way 2 - way



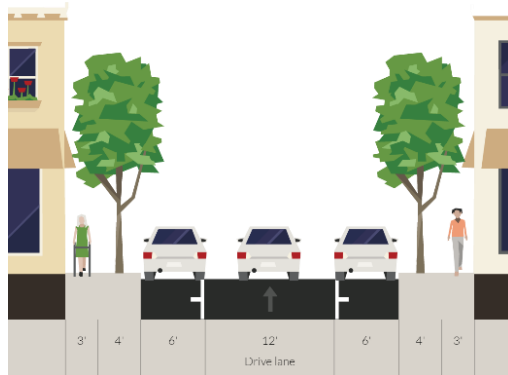
Neighborhood Street: Conway Street, Emory Street, Fremont Avenue, Melvin Drive, Paca Street, Penn Street, Portland Street, Warner Street

Neighborhood streets primarily serve adjacent land uses rather than facilitating through traffic. The cross-section requirements for neighborhood streets are related to the intensity of land use in the immediate area.

EXHIBIT 9 Neighborhood Street Type Typology

STREET TYPE (TYPOLOGY)	DESCRIPTION	CHARACTERISTICS			
		# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Neighborhood Street	<ul style="list-style-type: none"> Serves residential areas Serves local traffic No centerline or lane striping required 	1 - 2	25 - 30	< 6K	1 - way 2 - way

Sharp Street



Service / Alleyways: Bankard Lane, Burgundy Street, Dover Street, Eislen Street, Fremont Avenue

This street type is most commonly a narrow alleyway between two neighborhood streets,

though it can also be a wider road used for limited purposes, such as access to industrial areas. This type of street would generally not be considered for Complete Streets improvements.

EXHIBIT 10 Service / Alleyways Street Typology

STREET TYPE (TYPOLOGY)	DESCRIPTION	CHARACTERISTICS			
		# of Lanes	Speed (mph)	Vehicles/ Day	Traffic Flow
Service / Alleyways	<ul style="list-style-type: none"> Narrow roadway No sidewalks Provides short service link between two streets 	1	Unposted	N/A	1 - way 2 - way

Bankard Lane



Development Traffic Impacts and Mitigation

The Ridgely's Delight neighborhood is located within the South Baltimore Middle Branch Traffic Mitigation Zone (TMZ). All new development and redevelopment over 15,000 square feet or greater than ten residential units are required to meet Traffic Impact Study (TIS) requirements per legislation 11-529. Within the TMZ, developments meeting the TIS threshold requirements are required to pay a Traffic Mitigation Agreement (TMA) fee based on the forecasted new trips generated by the development. BCDOT uses these fees to mitigate traffic impacts across the

multimodal transportation system with the TMZ. BCDOT prioritizes traffic mitigation projects for each zone.

The inclusion of the TIS/TMA information in the neighborhood chapter is to inform the residents that new development and redevelopment provides financial contributions to fund multimodal transportation improvements within the study area.

See Appendix III for map of Traffic Mitigation Zones.

City and Other Agency Projects

ADA Self-Evaluation

The Baltimore City Department of Transportation is currently performing a citywide ADA self-evaluation. Over the next five fiscal years, the self-evaluation will identify all ADA facilities (curb ramps, sidewalks, etc., in the right of way) that do not meet current ADA standards. BCDOT has an ADA Transition Plan that is a strategic guide prioritizing required improvements to bring ADA facilities up to standard.

MTA BaltimoreLink

The Maryland Transit Administration (MTA) BaltimoreLink plan was announced in 2015 and planning has begun. This multi-phase plan will create an interconnected transit system including the redesign of the entire local and express bus systems throughout Baltimore. The effort will add 12 new high-frequency, color-coded bus routes that improve connections to jobs and other transit modes.

The BaltimoreLink system will deliver a unified transit network and includes renaming existing MTA

modes—LocalLink (Local Bus), Light RailLink, Metro SubwayLink and MobilityLink—to create an interconnected transit system. Other key elements of the BaltimoreLink system include transitways, transit hubs, and transit signal priority.

BCDOT is coordinating with MTA and advocating for the needs of residents and transit users in area neighborhoods. MTA will be implementing the BaltimoreLink system by June 30, 2017. The Waterfront Partnership completed the Inner Harbor Master Plan 2.0 in 2015 and is working on implementation of the plan.

BaltimoreLink 2.0 is MTA's second version of the complete overhaul and rebranding of the core transit operating system operating within the city and throughout the greater Baltimore region. BaltimoreLink 2.0 has incorporated the feedback from public workshops that took place in the winter of 2015/2016. This second draft of the plan also adjusted the 56 and 65 routes.

More information can be found at <http://www.baltimorelink.com>.

Neighborhood Complete Streets Inventory

The Complete Streets inventory is a physical inventory of the right of way (ROW). The ROW is the area between private property boundaries, which includes all above ground and underground infrastructure controlled by the City of Baltimore. BCDOT conducted the inventory phase of the Complete Streets Plan between October 2015 and March 2016. The inventory captured key features of the street for each block, including:

- Presence and width of sidewalks on each side of street
- Presence of a planting strip / buffer between sidewalk and street on each side of street
- Presence and width of parking on each side of street
- Presence, type, and width of bicycle facilities on each side of street
- Number of vehicle travel and turn lanes and their total width on each side of street
- Presence, type, and width of median
- Street width (curb-to-curb)
- Total width of the individual components between the outer edges of sidewalks (back of sidewalk to back of sidewalk).
- Total number of tree planting spaces on each side of street
- Total number of trees on each side of street of the street

The complete list of streets and their associated inventory data are provided in Appendix I or viewable at the City of Baltimore's GIS page.

Street Tree Inventory

As part of the Complete Streets inventory process, basic information about the presence of street tree planting spaces and street trees was collected and catalogued in a geodatabase during the spring of 2016. The inventory and corresponding maps are representative of trees in the right of way. Trees that are located in adjacent property, such as a public park or private yard, are not included. This information was collected on a block-by-block basis to coincide with the City's street centerline GIS file. Maps intentionally show street tree data for all areas inventoried within the view extent, not just the neighborhood of interest, in acknowledgement of the importance of continuity of tree canopy when evaluating the urban forest. The data provide a point of reference regarding the streetscape and street tree canopy along each street segment within the study area and the dataset is intended to enable preliminary identification of where additional trees may be needed/desired. This information should be supplemented with up-to-date field verification.

Note: the table and maps do not show information for streets classified as "service/alleyway," "inactive," or "limited access highway," which generally are not suitable for street trees. However, there are some cases where trees or tree planting spaces exist on streets of those types.

The full set of data collected is available in Appendix II and in GIS format through the City's GIS system.

Community Connections

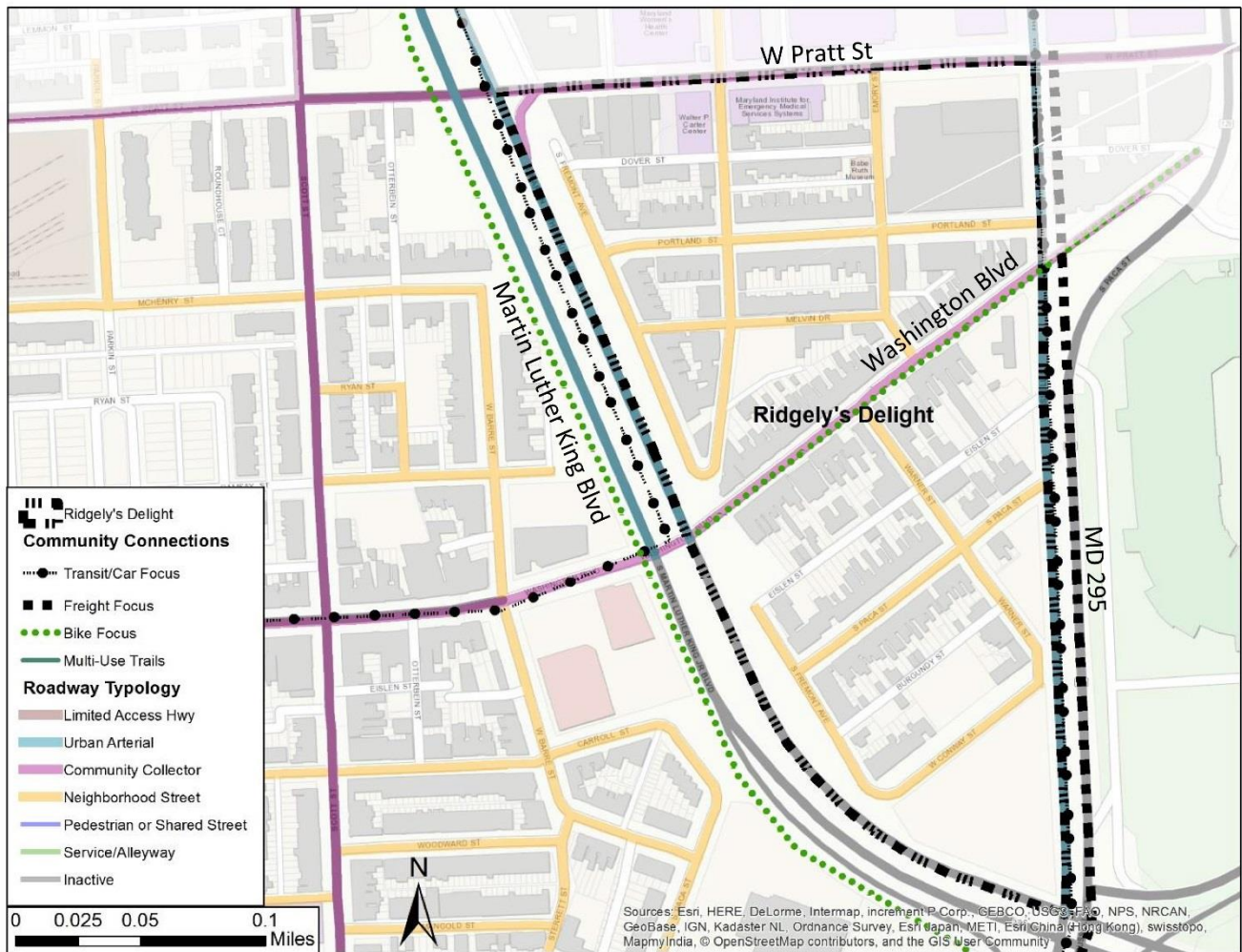
Neighborhood goals must also be considered within a broader context. Connections between communities are essential for all modes of travel. Exhibit 11 illustrates key community connections for Ridgely's Delight. MLK Blvd is the urban arterial that connects the neighborhood to destinations north including the Maryland University BIO Park, State Center and MICA. Transit along MLK Blvd is important to maintain connectivity for neighborhood residents. Bicycling along MLK Blvd provides another critical transportation choice for Ridgely's Delight. The MTA Baltimore Links has identified MLK Blvd as a major transit corridor and is working with Baltimore City Department of Transportation on appropriate bus stop enhancements.

Pratt Street provides single occupancy vehicles and freight to move between the central business district and west Baltimore while protecting the residential streets of the neighborhood. Continued enhancements to the roadway will keep this street attractive to vehicles. Enhancements for pedestrians are a priority between the neighborhood and the University of Maryland Medical Center as well as other institutional

employers.

MLK Blvd has been identified as a major bicycle infrastructure link to the greater Baltimore City MLK sidepath has been identified as a bicycle infrastructure priority that would connect neighborhoods and employment centers along the boulevard as well as connect to the Mt. Royal cycletrack and the Maryland Avenue cycletrack providing a continuous protected bicycle route to the Johns Hopkins University Homewood campus. Washington Boulevard Corridor connects Ridgely's Delight to Pigtown and into the downtown corridor. A contraflow cycletrack has been identified on Washington Boulevard through Ridgely's Delight. This bicycle infrastructure provides a protected bike lane while maintaining on-street parking for the neighborhood. Connecting Ridgely's Delight through bicycle infrastructure southward to the Gwynns Falls Trail and Jones Falls Trail will provide connectivity the Carroll Camden, Westport, Lakeland, Mount Winans.

EXHIBIT 11 Community Connections Map



Complete Streets Plan Principles

BCDOT has focused its efforts since 2010 in developing best practices for typical street configurations within Baltimore City. The initial focus was on tracking and reporting. Individual components of Complete Streets have been generally described for walking, bicycling, passenger vehicles, parking, transit, freight and loading. Balanced consideration for the needs of each area would improve the efficiency of mobility.

The guiding principle for Baltimore Complete Streets is to create streets and related infrastructure that provide safe, convenient, and comfortable travel for all users. Because Baltimore is a city of neighborhoods, each Complete Street needs to reveal the unique characteristics of the neighborhood the street serves. A Complete Street accommodates the needs and expectations of the travelers who want to access or pass through the surrounding neighborhood, community, or region.

Typical elements that make up a Complete Street in Baltimore include the following.

For walking:

- Sidewalks
- Safe crossings and crosswalks
- ADA-compliant curb ramps, accessible routes, and accessible pedestrian signals
- Pedestrian refuge areas across wide streets including medians and bump outs
- Street trees for shade, ornamental trees, planting beds
- Amenities including benches, trash receptacles, shade structures, and public art
- Pedestrian lighting
- Pedestrian signage
- Pedestrian signals

For bicycling:

- Bicycle lanes
- Shared-use paths
- Bicycle signals
- Bicycle signage and markings

For riding transit

(including bus, rail, and water services):

- Designated bus lanes
- Bus rapid transit corridors
- Safe and accessible transit stops
- Transit amenities including benches, trash receptacles, shade structures, public art)
- Pedestrian lighting
- Transit signage

For delivering freight:

- Designated truck routes
- Sufficient travel lane widths and intersection geometry for through and turning movements
- Safe at grade rail crossings and separated rail and roadway crossings
- Freight signage

For driving:

- Appropriate lane configurations, width and geometry
- On-street parking that is safe and convenient
- Appropriate speed limits for street designations and use
- Alternative energy (electric charging stations)
- Traffic signage and markings
- Traffic signal infrastructure and supporting systems

Complete Streets Plan

The BCDOT met with the Ridgely's Delight community on February 3, 2016 to present the findings of its Complete Streets Plan. A summary of the Ridgely's Delight Complete Streets Plan was provided for the stakeholders to review.

The community likes the idea of being an isolated island. They do not want traffic redirected through the neighborhood. The community expressed concern about the increased number of motorists cutting through the Ridgely's Delight neighborhood, which creates unsafe conditions for pedestrians. Further discussion identified Ridgely's Delight as a diverse community that offers walkable neighborhoods that are close to but separate from Oriole Park at Camden Yards, M&T Bank Stadium and other parts of the entertainment district. There was also discussion on lighting and how this could possibly help deter crime in their neighborhood.

Creating connections between neighborhoods for various modes of travel, as well as connections to the larger city, is important for creating a Complete Street network for Ridgely's Delight. The insular grid of the Ridgely's Delight neighborhood and its geographic location provide a unique balance for residents to access and connect to adjacent neighbors. The following elements are priorities for creating a Complete Streets action plan for Ridgely's Delight:

- Upgrade the MLK, Jr. Blvd. side path for pedestrian and bicycle connectivity between Washington Blvd. and the Maryland Avenue and Cathedral Street cycle track.
- Implement the Washington Blvd. protected bicycle lanes that connect Ridgely's Delight to Carroll Park and the Stadium.
- Refresh the neighborhood sign for Ridgely's Delight on MLK, Jr. Blvd. including new landscape planter beds.

Community Signage would help this community create a community identity. Identified locations include but are not limited to

1. Community sign on W. Pratt Street at MLK Boulevard
2. Community sign on S. Greene Street at W. Pratt Street
3. Community sign at Washington Boulevard and S. Greene Street
5. Community signs at Washington Boulevard and MLK Boulevard
6. Community sign at Conway Street Park

BCDOT has a community sign program that allows communities to identify their neighborhoods. Included in the resource document is more detail on the community sign program. When a neighborhood is ready to develop its community sign, BCDOT will work with them under the community sign program. If communities desire custom signs, BCDOT requirements must be met in order for the custom sign to be installed within the right of way. Custom signs must be reviewed and approved through the appropriate permit process.

4. Plan for a Signature Community Gateway at Washington Boulevard and MLK Boulevard. Gateway connections are primarily pedestrian and bicycle routes and facilities that allow residents and school children to seamlessly travel between neighborhoods. Elements that may create these connections include lighting, shade trees, and wayfinding signage.
7. A bike lane on Washington Boulevard from Carroll Park to the Stadium would provide a link between neighborhoods.
8. Extend park character from Conway Street Park to S. Fremont Avenue and add a park let, which will provide more community pedestrian amenities at Eislens Street and S. Fremont Ave.

Pedestrian Lighting

In areas where pedestrian lighting is desired, BCDOT will perform a field investigation to determine the extent of existing infrastructure available to support the installation of pedestrian lighting. A plan and cost estimate will be developed and reviewed with the neighborhood. Only approved City fixtures and poles are allowed to be installed. The resource document provides details on the approved pedestrian lighting fixture and pole.

9. Add pedestrian lighting along S. Fremont from Eislen Street to S. Pace to enhance pedestrian amenities

Way finding signage would help create neighborhood connections. Identified locations include but are not limited to:

10. Washington Boulevard and Martin Luther King Jr. Boulevard
11. Washington Boulevard and S. Greene Street

Median replanting

The entire median and/or specific portions and tree pits could be replanted as follows:

- The specific tree species would be approved by BCDOT and Recreation and Parks, Forestry Division.
- Regrade medians if needed. Augment soil amenities as necessary.
- Replant medians with low ground cover and mulch.

The following locations have been identified for median replanting:

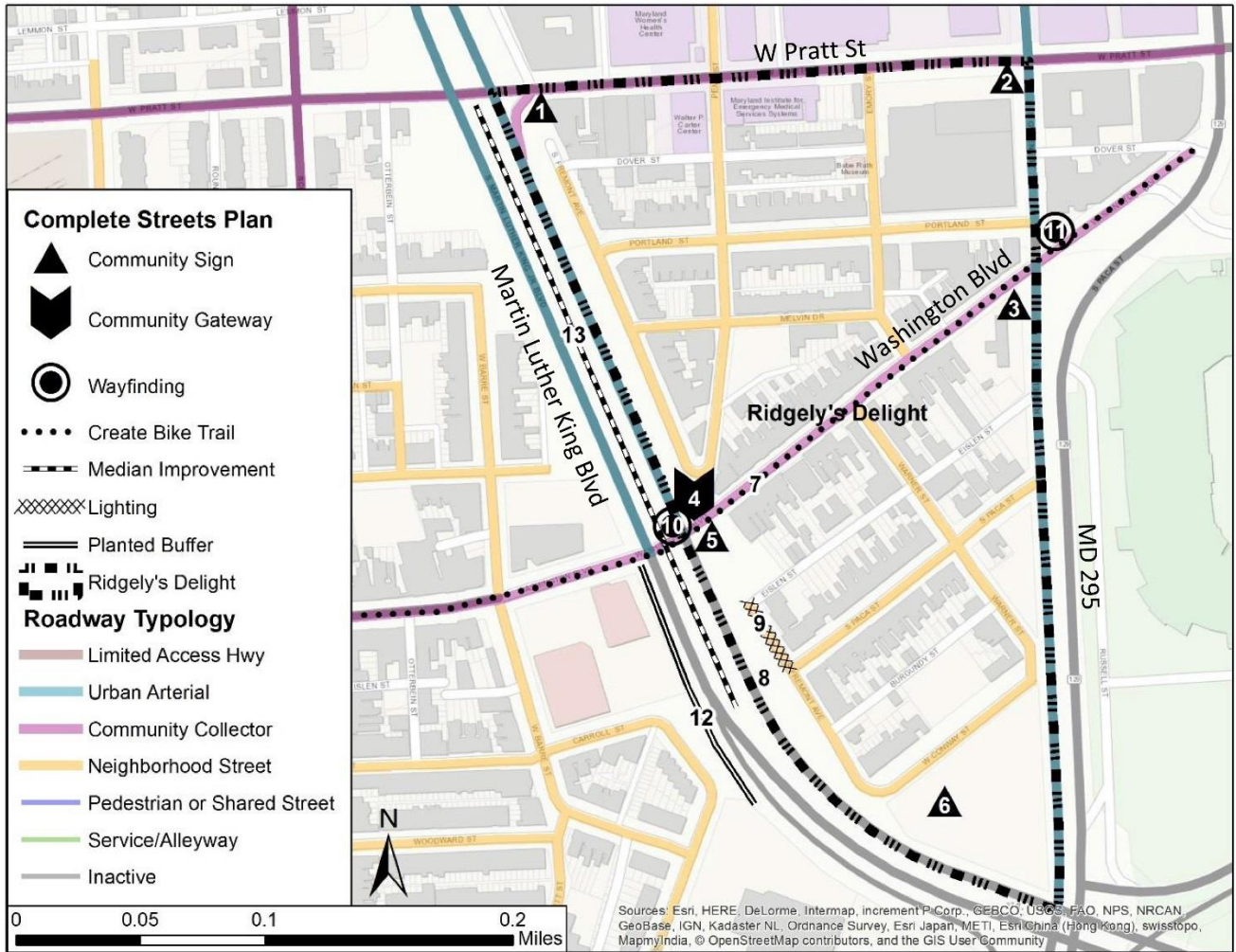
12. Replace median tree planting along Martin Luther King Jr. Boulevard

13. Replace median tree planting between Russell Street, Eislen Street and Washington Blvd.

Projects applicable throughout the area:

- Expand the tree canopy where possible to create tree lined streets that complement the historic nature of the neighborhood.

EXHIBIT 12 Complete Streets Plan Map



The South Baltimore Gateway Complete Streets Plan includes a Resource Guide (Part 3 of the Plan), which provides information for Ridgely's Delight to move forward with the recommendations of this Plan and any future improvements that the neighborhood wishes to pursue.

EXHIBIT 13 Complete Streets Plan Cost Table

PROJECT DESCRIPTION	LOCATION (#) Map reference number	QTY	CAPITAL BUDGET	ANNUAL MAINTENANCE BUDGET	TOTAL BUDGET
Community Sign	(1) W. Pratt Street and MLK Blvd. (2) South Greene Street at West Pratt St. (3) Washington Blvd. and South Green St. (5) Washington Blvd and MLK Blvd. (6) Conway St Park?	6	\$60,000	\$6,000	\$66,000
Replace Median Trees	(13) MLK Blvd. and Russell Street & MLK Blvd. Median	20	\$30,000	\$3,000	\$33,000
Parklet	Eislen Street and South Freemont Avenue	1	\$10,000	\$1,000	\$11,000
Wayfinding Sign	(10) MLK Blvd. and Washington Blvd (11) S. Greene St. and Washington Blvd.	2	\$10,000	\$1,000	\$11,000
Pedestrian Lighting	(9) S. Fremont Street from Eislen Street and South Paca	2	\$80,000	\$4,000	\$84,000
Bike Lane	(7) Washington Boulevard	1	\$50,000	\$250	\$50,250
MLK Sidepath	Upgrade MLK sidepath 20% local match**				
Signature Gateway	(4) MLK Boulevard at Washington Boulevard***	1	\$1,000,000	\$20,000	\$1,020,000
Repurpose ROW along MLK	Develop ROW as a community amenity	1	\$50,000	\$10,000	\$60,000
Increase tree canopy in area	Planting street trees in ROW*				
TOTAL			\$1,290,000	\$35,250	\$1,275,250

Notes:

All projects are within the Right-of-Way (ROW).

Maintenance Budget is the annual operating budget to maintain projects in the ROW.

*Tree Planting costs do not include opening new tree pits.

**MLK Bike Sidepath 20% local match, BCDOT is seeking grant funding for construction.

***Signature gateway intersection is shared by three communities Washington Village/Pigtown, Barre Circle, and Ridgely's Delight. Item is included in all three community cost estimates.

APPENDIX I: COMPLETE STREETS INVENTORY

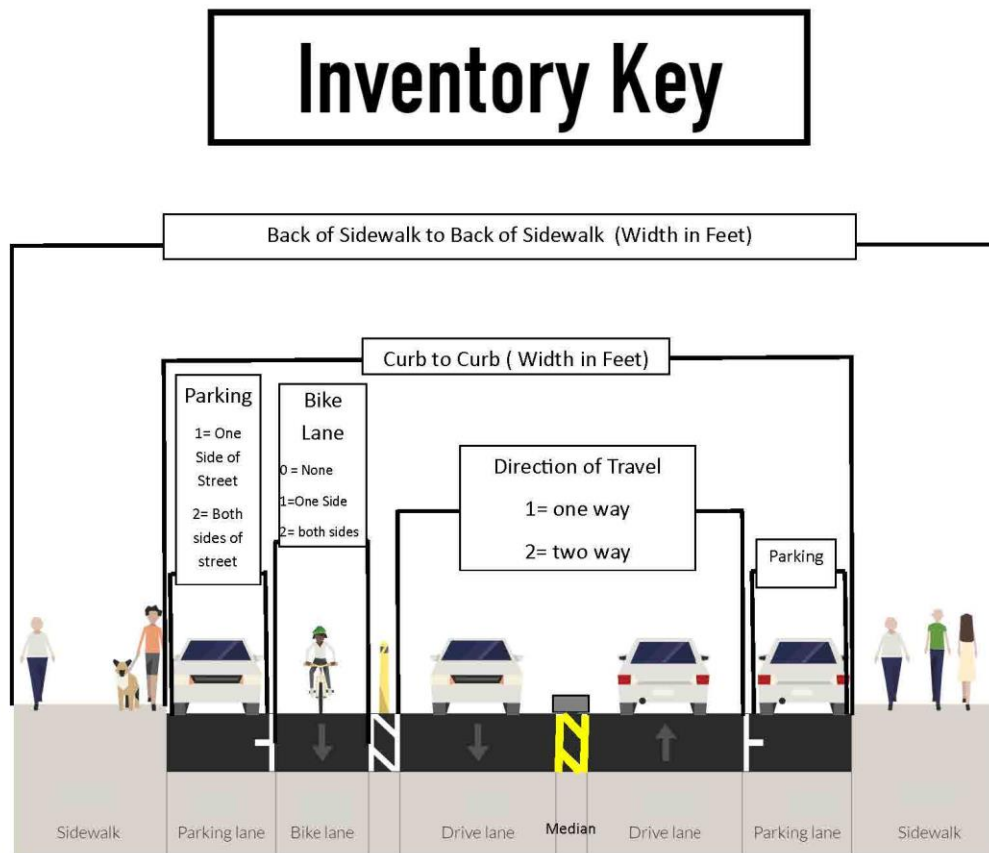
Introduction

The Complete Streets inventory is a physical inventory of the right of way (ROW). The ROW is the area between private property boundaries, which includes all above ground and underground infrastructure controlled by the City of Baltimore. BCDOT conducted the inventory phase of the Complete Streets Plan between October 2015 and March 2016. The inventory captured key features of the street for each block, including:

- Presence and width of sidewalks on each side of street
- Presence of a planting strip / buffer between sidewalk and street on each side of street
- Presence and width of parking on each side of street
- Presence, type, and width of bicycle facilities on each side of street
- Number of vehicle travel and turn lanes and their total width on each side of street
- Presence, type, and width of median
- Street width (curb-to-curb)
- Total width of the individual components between the outer edges of sidewalks (back of sidewalk to back of sidewalk).

The complete list of streets and their associated inventory data are provided in the table on the following page, or viewable at the City of Baltimore’s GIS page.

The diagram below illustrates what information is shown in each column of the table.



Complete Street Inventory Tables

Urban Arterial

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
200 BLK	GREENE ST	63	40	1	3	0	1
500 BLK	MARTIN LUTHER KING JR BLVD	160	122	2	6	0	0
400 BLK	RUSSELL ST @Washington Blvd	68	36	2	6	0	0
400 BLK	RUSSELL ST	84	74	2	6	0	0
600 BLK	RUSSELL ST	44	36	2	6	0	0

Community Collector

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
600 BLK	PRATT ST	64	40	1	4	0	2
700 BLK	PRATT ST	63	40	1	4	0	1
600 BLK	WASHINGTON BLVD	43	32	1	1	0	2

Neighborhood Street

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
600 BLK	CONWAY ST	64	20	1	1	0	1
200 BLK	EMORY ST	34	18	1	1	0	1
300 BLK	EMORY ST	50	30	1	1	0	2
300 BLK	EMORY ST @Melvin Dr	37	18	1	1	0	1
200 BLK	FREMONT AVE	51	32	2	2	0	2
300 BLK	FREMONT AVE	43	29	2	2	0	2
400 BLK	FREMONT AVE	49	35	2	2	0	2
500 BLK	FREMONT AVE	46	30	2	2	0	2
600 BLK	FREMONT AVE	42	29	1	1	0	2
600 BLK	MELVIN DR	27	18	1	1	0	1

Neighborhood Street

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
700 BLK	MELVIN DR	29	18	1	1	0	1
500 BLK	PACA ST	51	37	2	2	0	2
600 BLK	PACA ST	48	36	2	2	0	2
200 BLK	PENN ST	34	25	1	1	0	2
300 BLK	PENN ST	38	24	1	1	0	2
400 BLK	PENN ST	38	22	1	1	0	2
600 BLK	PORTLAND ST	55	39	2	2	0	2
700 BLK	PORTLAND ST	56	39	2	2	0	2
500 BLK	WARNER ST	44	22	1	1	0	1
600 BLK	WARNER ST	45	30	2	2	0	2

Service / Alleyways (unlikely to be considered for Complete Streets improvements)

BLOCK	STREET	BACK OF SIDEWALK TO BACK OF SIDEWALK (feet)	CURB TO CURB (feet)	DIRECTION OF TRAVEL	TOTAL # TRAVEL LANES	BIKE LANES	PARKING ONE SIDE / BOTH SIDES
600 BLK	BANKARD LANE	14	11	1	1	0	0
600 BLK	BURGUNDY ST	19	11	1	1	0	0
600 BLK	DOVER ST	24	18	1	1	0	1
700 BLK	DOVER ST	22	12	1	1	0	0
500 BLK	EISLEN ST	15	11	1	1	0	0
600 BLK	EISLEN ST	20	11	1	1	0	0
200 BLK	FREMONT AVE	50	32	2	2	0	2

***List does not include many unnamed alleys

APPENDIX II: STREET TREE INVENTORY

Introduction

As part of the Complete Streets inventory process, basic information about the presence of street tree planting spaces and street trees was collected and catalogued in a geodatabase during the spring of 2016. The inventory and corresponding maps are representative of trees in the right of way. Trees that are located in adjacent property, such as a public park or private yard, are not included. This information was collected on a block-by-block basis to coincide with the City's street centerline GIS file. Maps intentionally show street tree data for all areas inventoried within the view extent, not just the neighborhood of interest, in acknowledgement of the importance of continuity of tree canopy when evaluating the urban forest. The data provide a point of reference regarding the streetscape and street tree canopy along each street segment within the study area and the dataset is intended to enable preliminary identification of where additional trees may be needed/desired. This information should be supplemented with up-to-date field verification.

Note: the table and maps do not show information for streets classified as "service/alleyway," "inactive," or "limited access highway," which generally are not suitable for street trees. However, there are some cases where trees or tree planting spaces exist on streets of those types.

The full set of data collected is available in GIS format through the City's GIS system.

Street Tree Inventory Table

BLOCK	STREET	PLANTING SPACES*	EXISTING TREES	TREES MISSING*	SURVEY DATE	SEGMENT LENGTH (Ft)
600 BLK	W CONWAY ST	20	20	0	4/5/2016	593
200 BLK	EMORY ST	10	8	2	4/5/2016	449
300 BLK	EMORY ST	9	9	0	4/5/2016	320
200 BLK	S FREMONT AVE	~10	7	~3	4/5/2016	251
300 BLK	S FREMONT AVE	~11	6	~5	4/5/2016	232
400 BLK	S FREMONT AVE	~14	12	~2	4/5/2016	441
500 BLK	S FREMONT AVE	0	0	0	4/5/2016	207
600 BLK	S FREMONT AVE	6	6	0	4/5/2016	355
200 BLK	S GREENE ST	9	7	2	4/12/2016	443
600 BLK	MELVIN DR	4	3	1	4/5/2016	422
700 BLK	MELVIN DR	5	5	0	4/5/2016	262
500 BLK	S PACA ST	12	12	0	4/5/2016	294
600 BLK	S PACA ST	21	21	0	4/5/2016	559
200 BLK	PENN ST	13	13	0	4/5/2016	450
300 BLK	PENN ST	9	9	0	4/5/2016	228
400 BLK	PENN ST	11	11	0	4/5/2016	433
600 BLK	PORTLAND ST	27	25	2	4/5/2016	859
700 BLK	PORTLAND ST	12	10	2	4/5/2016	345
600 BLK	W PRATT ST	2	2	0	4/12/2016	790
700 BLK	W PRATT ST	4	4	0	4/5/2016	618
400 BLK	RUSSELL ST	0	0	0	4/12/2016	593
600 BLK	RUSSELL ST	0	0	0	4/12/2016	1186
500 BLK	WARNER ST	13	12	1	4/5/2016	478
600 BLK	WARNER ST	13	11	2	4/5/2016	440

BLOCK	STREET	PLANTING SPACES*	EXISTING TREES	TREES MISSING*	SURVEY DATE	SEGMENT LENGTH (Ft)
600 BLK	WASHINGTON BLVD	34	33	1	4/5/2016	1219

* Where continuous planting strips are present, estimates were generated using a 30 ft. on center spacing factor

Note: figures reflect street trees and planting areas on either side of the street and does not include medians. See the map of median trees for further consideration; existing trees includes large shrubs in some cases.

Street Tree Maps

Trees in the Median: Exhibit 1 highlights those segments of street in the Ridgely's Delight neighborhood where a median exists and whether trees are present in the median (indicated as green segments).

Trees on the right and left sides of street: Exhibit 2 depicts the presence of street trees on each side of the street. A red line represents no street trees on that segment of street. A yellow line indicates there is one or more street trees on one side of that segment of street. A green line indicates there are street trees on both sides along that segment of street. This map may be useful to determine where trees already exist and the areas where the addition on trees may be needed/desired. Information about physical site constraints, such as overhead wires, below ground utilities, and the presence of trees and other plants in adjacent areas should be considered in determining the extent to which additional street trees are appropriate.

Percent of planting spaces filled: Exhibit 3 represents the percent of street tree planting spaces filled along each segment of street centerline. Information about physical site constraints, such as overhead wires, below ground utilities, and the presence of trees and other plants in adjacent areas should be considered in determining the extent to which additional street trees are appropriate.

EXHIBIT 1 Street Trees in Median

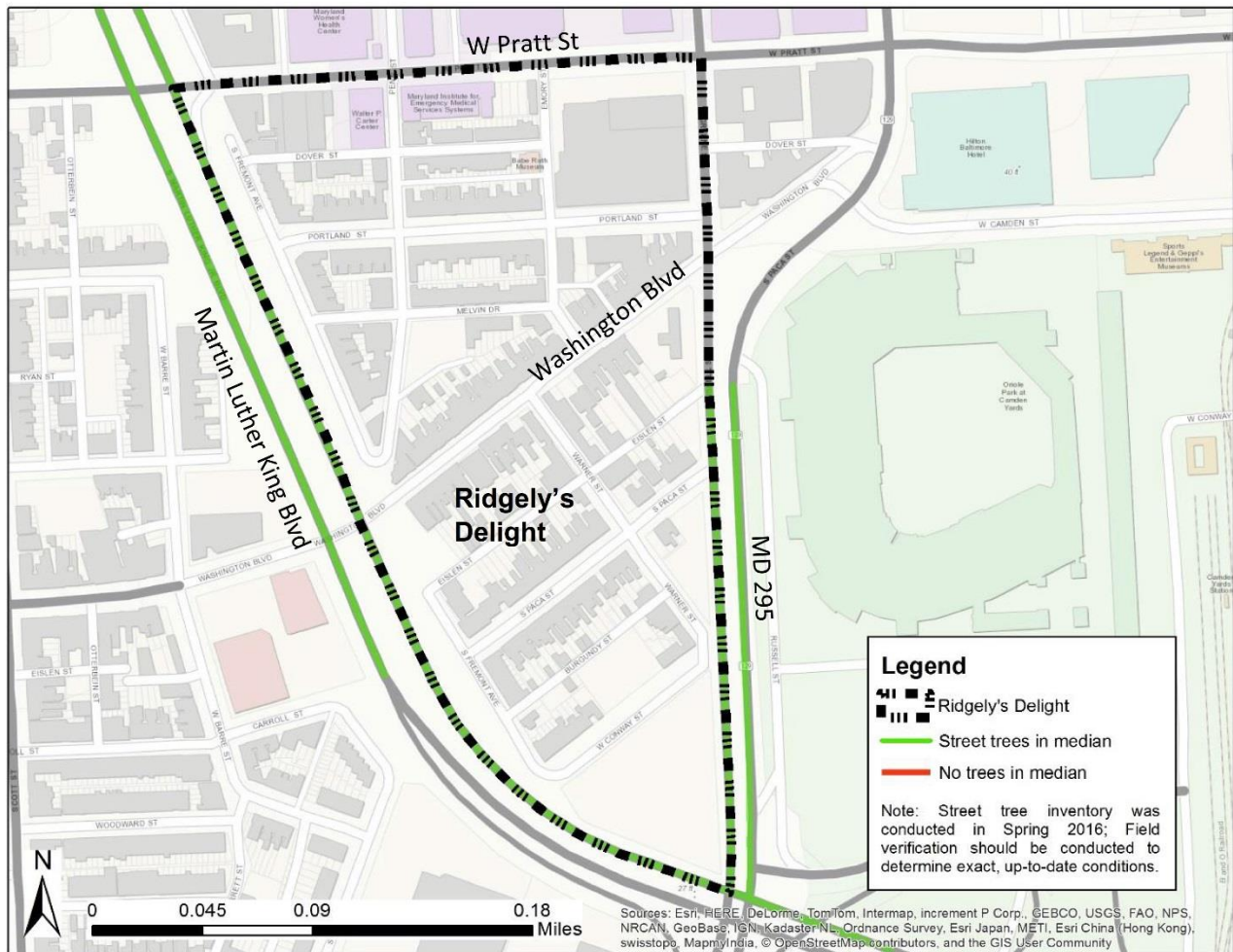


EXHIBIT 2 Street Trees On Each Side of the Street

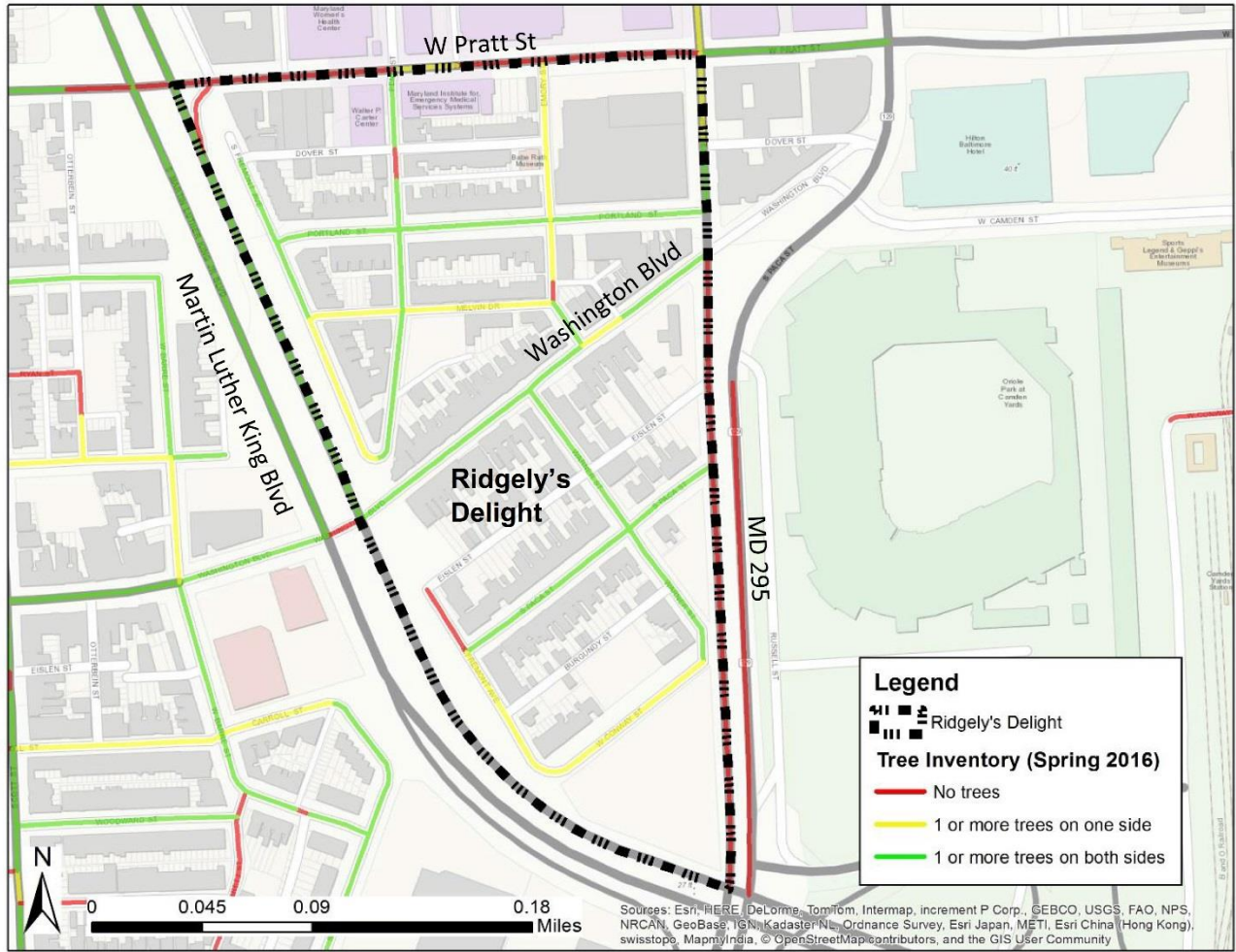
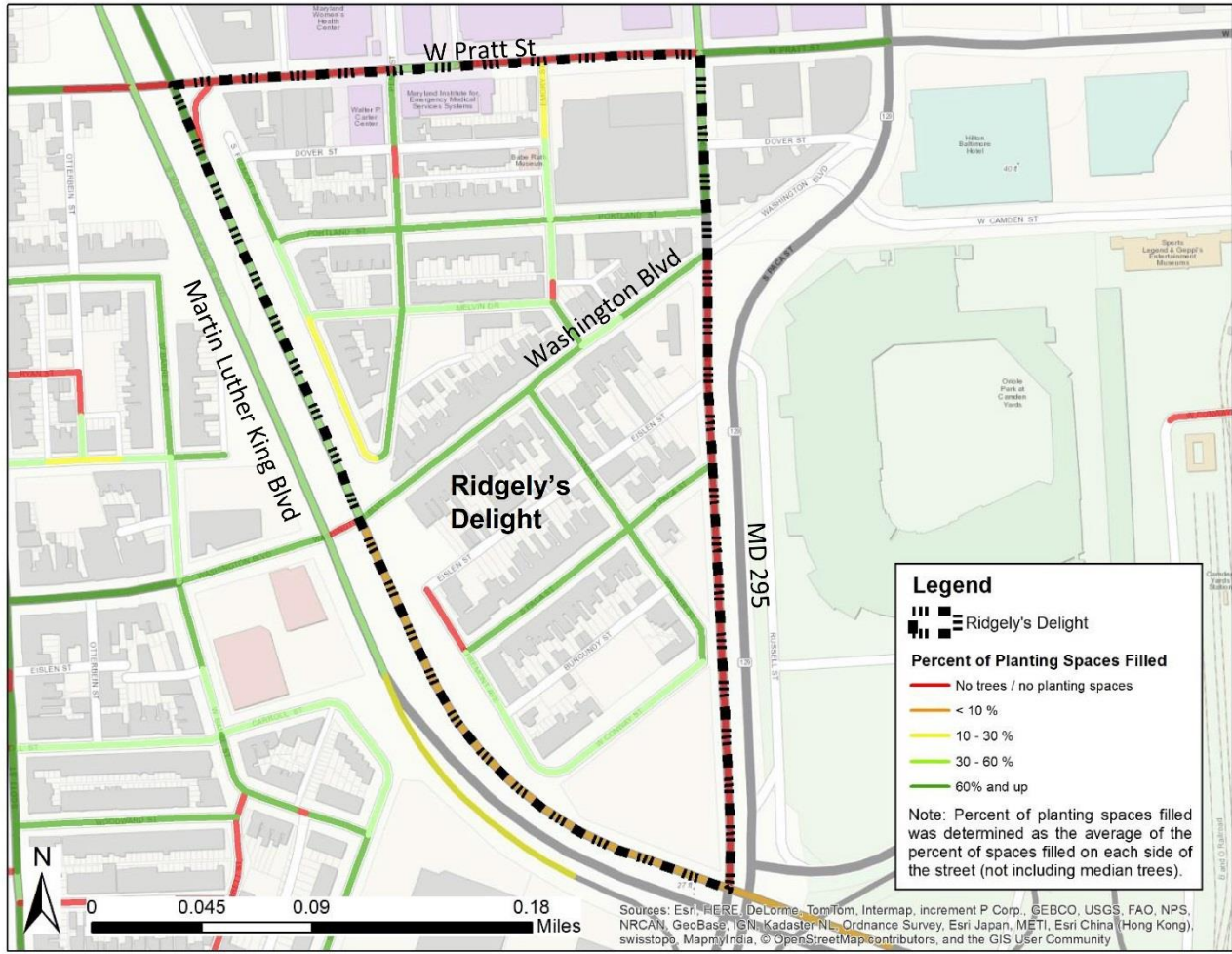
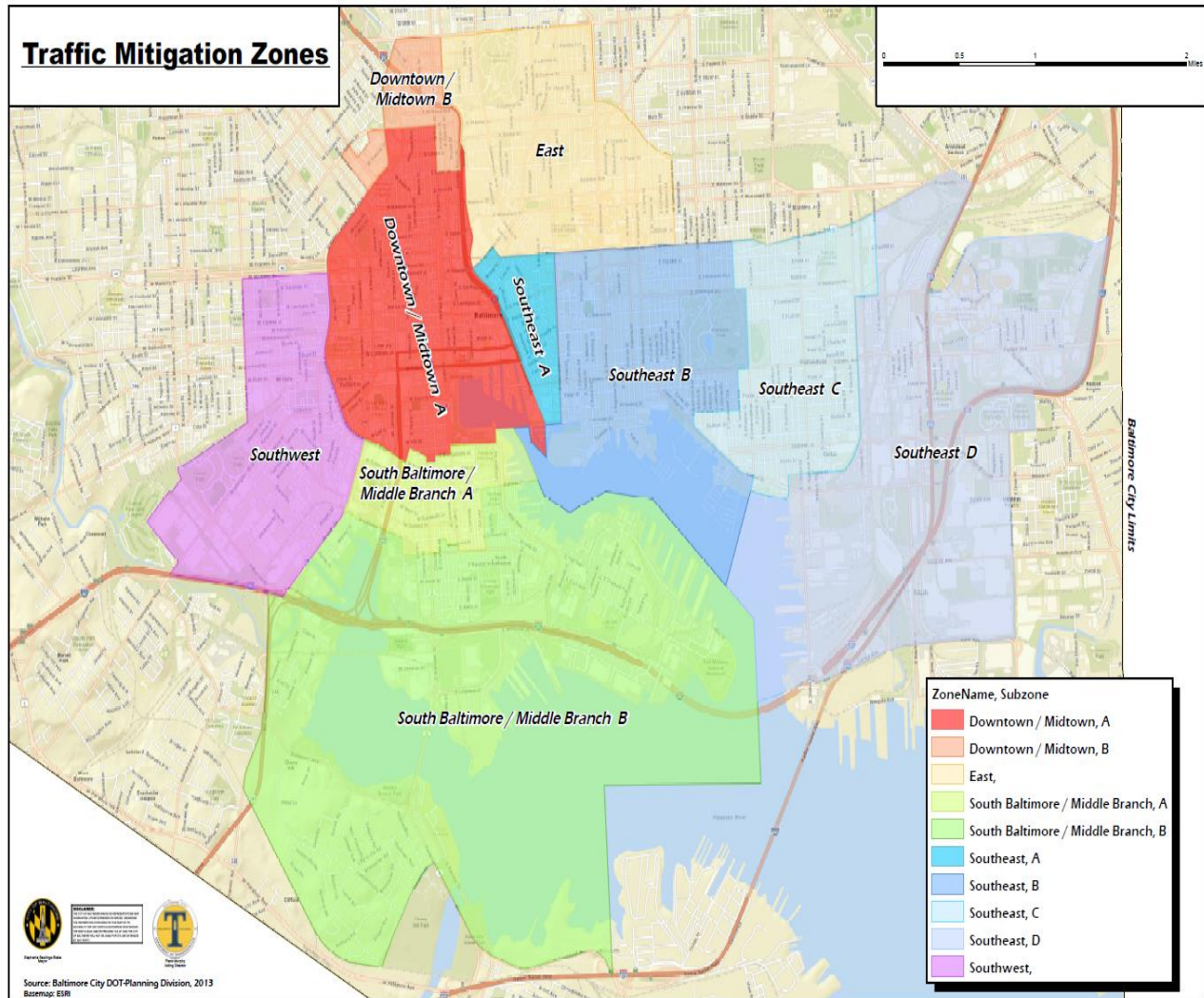


EXHIBIT 3 Percent of Planting Spaces Filled



APPENDIX III: TRAFFIC MITIGATION ZONES

Baltimore City Department of Transportation Traffic Mitigation Zones



APPENDIX IV: PHOTO GUIDE

PHOTO GUIDE - RIDGELY'S DELIGHT

TAG	BLOCK	NSEW	STREET	NEIGHBORHOOD	PHOTO NUMBER
930000000023725	600		BANKARD LANE	Ridgely's Delight	978
930000000021851	600		BURGUNDY ST	Ridgely's Delight	2906
930000000022701	600	W	CONWAY ST	Ridgely's Delight	2842
930000000023697	500		DOVER ST	Ridgely's Delight	1056
930000000021690	600		DOVER ST	Ridgely's Delight	402
930000000021690	600		DOVER ST	Ridgely's Delight	402A
930000000021700	700		DOVER ST	Ridgely's Delight	1589
930000000024467	600		DOVER-PORTLAND	Ridgely's Delight	815
930000000021779	500		EISLEN ST	Ridgely's Delight	2520
930000000021809	600		EISLEN ST	Ridgely's Delight	1566
930000000021684	200		EMORY ST	Ridgely's Delight	37
930000000024465	200		EMORY ST	Ridgely's Delight	2001
930000000024466	200		EMORY ST	Ridgely's Delight	2424
930000000021740	300		EMORY ST	Ridgely's Delight	86
930000000021729	300		EMORY ST	Ridgely's Delight	675
930000000021727	300		EMORY ST	Ridgely's Delight	2225
930000000024183	600		EMORY-RUSSELL	Ridgely's Delight	1711
930000000021654	100	S	FREMONT AVE	Ridgely's Delight	2986
930000000021722	200	S	FREMONT AVE	Ridgely's Delight	746
930000000021701	200	S	FREMONT AVE	Ridgely's Delight	2571
930000000021735	300	S	FREMONT AVE	Ridgely's Delight	1152
930000000023703	400	S	FREMONT AVE	Ridgely's Delight	586
930000000021831	500	S	FREMONT AVE	Ridgely's Delight	551
930000000021879	600	S	FREMONT AVE	Ridgely's Delight	1246
930000000021852	600	S	FREMONT AVE	Ridgely's Delight	2407
930000000021580	100	S	GREENE ST	Ridgely's Delight	2174
930000000021709	200	S	GREENE ST	Ridgely's Delight	291
930000000021687	200	S	GREENE ST	Ridgely's Delight	1572
930000000023734	600	S	MARTIN LUTHER KING JR BLVD	Ridgely's Delight	1038
930000000021731	600		MELVIN DR	Ridgely's Delight	923
930000000021734	700		MELVIN DR	Ridgely's Delight	2086
930000000021790	500	S	PACA ST	Ridgely's Delight	982
930000000021830	600	S	PACA ST	Ridgely's Delight	2367
930000000024573	200		PENN ST	Ridgely's Delight	771
930000000024574	200		PENN ST	Ridgely's Delight	1335
930000000021691	200		PENN ST	Ridgely's Delight	1544
930000000021732	300		PENN ST	Ridgely's Delight	1732
930000000021774	400		PENN ST	Ridgely's Delight	2324

930000000021760	400		PENN ST	Ridgely's Delight	2354
930000000023700	600		PORTLAND ST	Ridgely's Delight	391
930000000023701	600		PORTLAND ST	Ridgely's Delight	434
930000000021721	700		PORTLAND ST	Ridgely's Delight	2965
930000000024185	600		PORTLAND-WASHINGTON	Ridgely's Delight	2966
930000000021640	500	W	PRATT ST	Ridgely's Delight	1398
930000000022951	600	W	PRATT ST	Ridgely's Delight	2004
930000000022950	600	W	PRATT ST	Ridgely's Delight	2079
930000000021646	600	W	PRATT ST	Ridgely's Delight	3001
930000000024160	700	W	PRATT ST	Ridgely's Delight	357
930000000024161	700	W	PRATT ST	Ridgely's Delight	2830
930000000021776	400		RUSSELL ST	Ridgely's Delight	2400
930000000021925	600		RUSSELL ST	Ridgely's Delight	2481
930000000021780	500		WARNER ST	Ridgely's Delight	508
930000000021791	500		WARNER ST	Ridgely's Delight	1378
930000000022700	600		WARNER ST	Ridgely's Delight	241
930000000021807	600		WARNER ST	Ridgely's Delight	1796
930000000021733	600		WASHINGTON BLVD	Ridgely's Delight	519
930000000023702	600		WASHINGTON BLVD	Ridgely's Delight	2198
930000000021758	600		WASHINGTON BLVD	Ridgely's Delight	2830
930000000021786	600		WASHINGTON BLVD	Ridgely's Delight	2971



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2001.jpg



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