

We are here to Listen!

Streets of Baltimore is an initiative of the Baltimore City Department of Transportation (BCDOT) that promotes community engagement with all of our projects across the city.

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WABASH PUBLISHED
IMPROVEMENTS

WED, AUGUST 23, 2023
6PM - 8PM
Zona Center for Healthy and Active Aging
4501 Taden Avenue Rd.
Baltimore, MD 21215

Accessible via Metro and LocalLink routes 63 and 28. Bike parking will be available.
Accommodation needed? We value inclusion and access for all meeting participants! If you require accommodations, please contact us at DOT-Civil@baltimorecity.gov or 410-361-9720. For any other inquiry contact us at DOT-Community@baltimorecity.gov or 410-396-6960.
@BMCRCITYDOT

Wabash Ave Multimodal Improvements Study

About this study

With technical assistance from the Baltimore Metropolitan Councils' Transporta...

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Ideas



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Patrick M. Patterson, AICP
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Baltimore City Department of Transportation

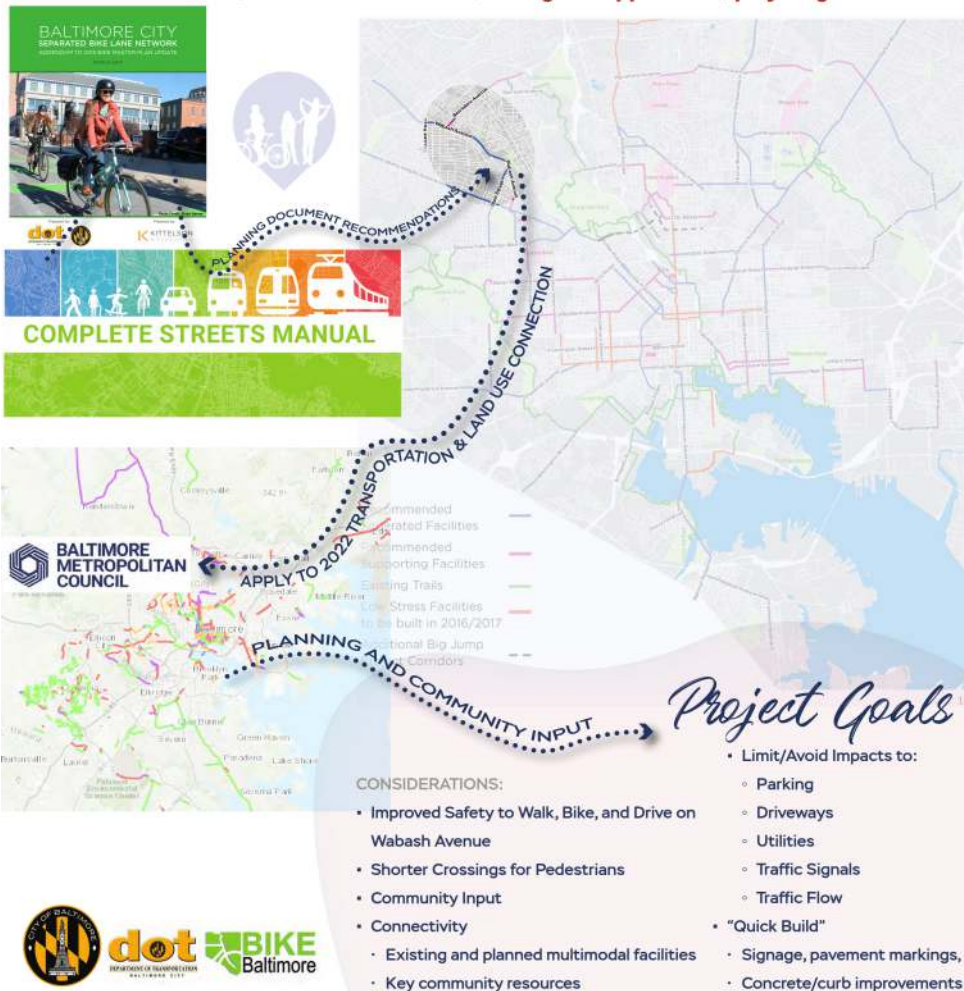


WABASH AVENUE COMMUNITY

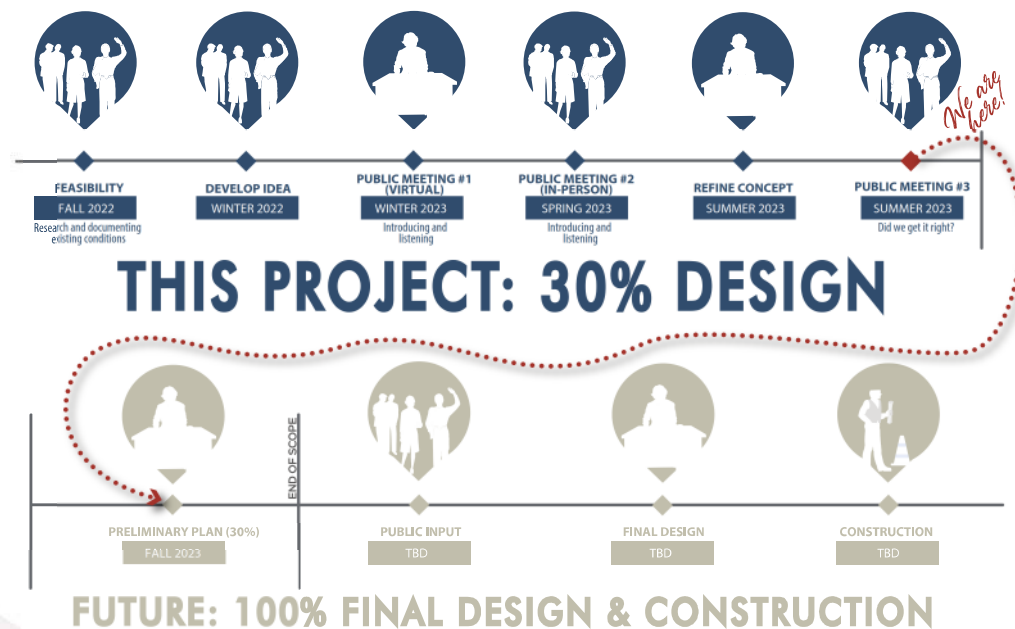


Part 1: FOUNDATION

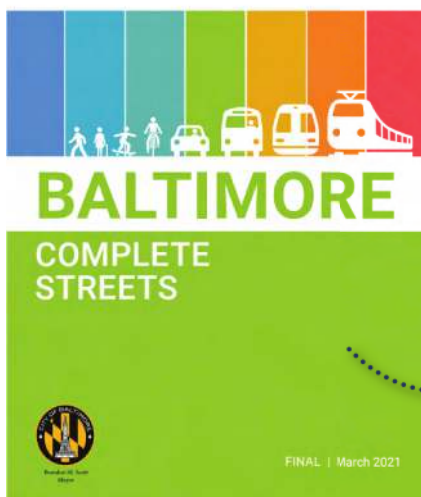
WHERE DOES THE IDEA BEGIN previous planning documents, grant application, project goals



WHERE ARE WE NOW what comes next in the concept development and final design process for Wabash Ave



Part 2: HOW DOES WABASH AVENUE BECOME A GREAT STREET?



Focus of Improvements:



Urban Center Connector

Urban Center Connectors (UCC) can be streets that are identified as truck routes and/or frequent transit routes which also has a high level of pedestrian traffic. Design of a UCC must consider the needs of larger vehicles while prioritizing pedestrian safety and providing safer and comfortable bicycle accommodations.



Typology (noun)

ty·pol·o·gy

Typology is the classification of roadway types. In transportation engineering, typology refers to the task of grouping roadways according to the similarity of their essential characteristics.

COMMON IMPROVEMENTS ON URBAN STREETS:



SIGNAGE AND PAVEMENT MARKING IMPROVEMENTS



TRAFFIC LIGHT TIMINGS



BICYCLE LANE



VERTICAL SEPARATION



SHARED USE PATH



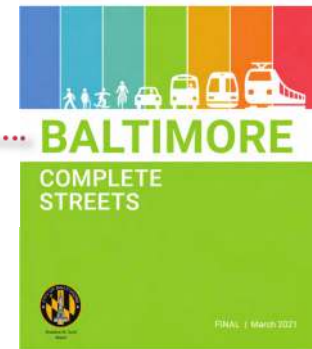
CROSSWALK SIGNALS



SIDEWALK IMPROVEMENTS

Part 3: HOW WE GOT HERE

The Complete Streets Manual provides guidance on how to balance the roadway for all travelers.



COMMUNITY INVOLVEMENT SO FAR

Public Involvement Meeting #1

February 2, 2023 · Virtual

The purpose of the meeting was to provide the public with the project history, scope, and schedule the project will follow.

What do you love about Wabash Avenue?

- Subway stations
- Serves as a good connection

We asked:

Do you prefer a meeting in person?

- In-person meetings: **78%**
- Virtual meetings: **0%**
- Unsure / No preference: **22%**

78%

Public Involvement Meeting #2

April 18, 2023 · In-Person, Forest Park High School

Listening to the feedback we received at Public Involvement Meeting #1, **this meeting was held in person.**

As a result of the feedback we received at Public Involvement Meeting #2, the project's scope was expanded to include improvements for a broader cross-section of the community.

WABASH
SEPARATED BIKE LANE

WABASH
MULTIMODAL STUDY

Public Involvement Meeting #3

Today · August 23, 2023 · In-Person Open House, Zeta Center

Community feedback has taught us to expand involvement of community stakeholders and agency partners for a more inclusive design process.

- Department of Planning
- Park Heights Renaissance
- Looking for additional community partners



HOW TO REIMAGINE THE ROADWAY

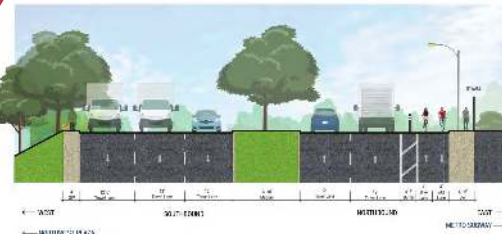
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CONCEPT 1: TWO-WAY SEPARATED BIKE LANE - SOUTHBOUND
WABASH AVENUE
NORTHWEST OF W. NORTHERN PARKWAY

- LOSS OF TRAVEL LANE ☒
- NO PARKING IMPACTS ☒
- INCREASED PROTECTION FOR PEDESTRIANS, CYCLISTS AND TRANSIT USERS ☒

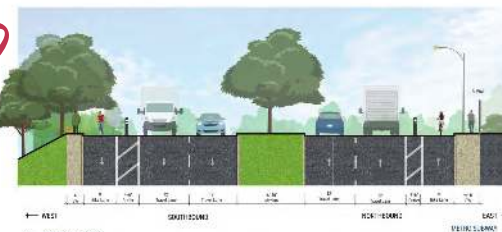
2



CONCEPT 2: TWO-WAY SEPARATED BIKE LANE - NORTHBOUND
WABASH AVENUE
NORTHWEST OF W. NORTHERN PARKWAY

- LOSS OF TRAVEL LANE ☒
- NO PARKING IMPACTS ☒
- INCREASED PROTECTION FOR PEDESTRIANS, CYCLISTS AND TRANSIT USERS ☒

3



CONCEPT 3: ONE-WAY SEPARATED BIKE LANES - BOTH SIDES
WABASH AVENUE
NORTHWEST OF W. NORTHERN PARKWAY

- LOSS OF TRAVEL LANE ☒
- NO PARKING IMPACTS ☒
- INCREASED PROTECTION FOR PEDESTRIANS, CYCLISTS AND TRANSIT USERS ☒

The 30% Concept

Part 3: HOW WE GOT HERE (cont'd)

CONSIDERATIONS

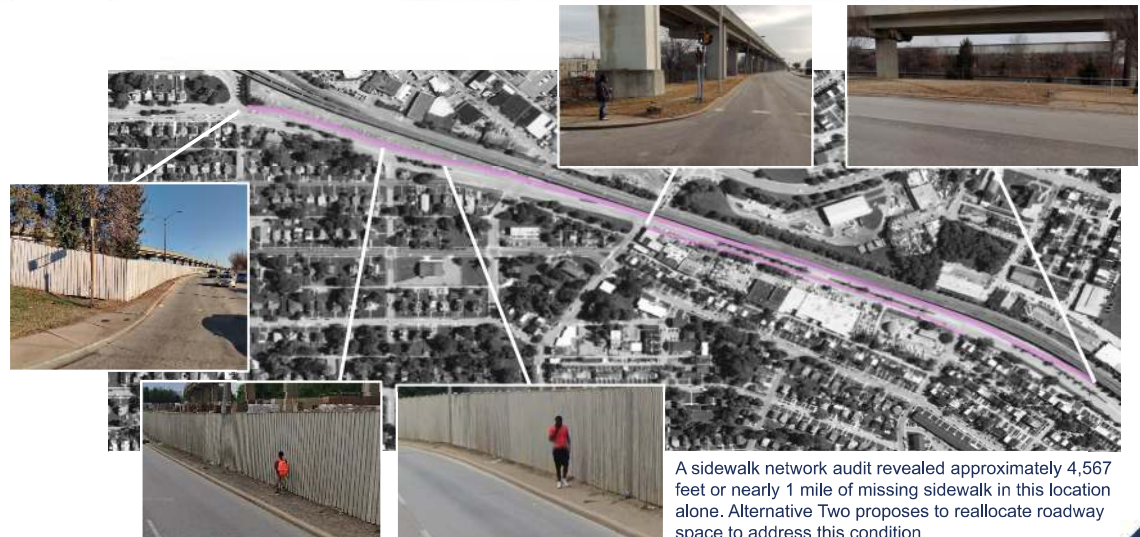
- ❓ Improve Safety for All Travelers
- ❓ Contextual Fit Within the Community
- ❓ Minimize Parking Impacts
- ❓ Align With a Proposed Long-Term Vision of Wabash
- ❓ Create Connections With Transit Stations and Bus Stops
- ❓ Close Sidewalk Gaps for Pedestrians

30% Concept

- ✅ Organizing Different Travelers in Their Own Spaces Helps Provide Predictable Movements
- ✅ Improving Access and Mobility for Pedestrians, Bicyclists, Scooter Users, People With Strollers, and Mobility Devices Enables Safer Connections to Transit, Shopping, Recreation, and More
- ✅ Placement on the North Side of the Roadway Results in Zero On-Street Parking Loss
- ✅ Creating Organization, Improving Traffic Movements, and Defining Spaces for Pedestrians Lays the Groundwork for a Neighborhood Oriented Street
- ✅ Improving Intersections Provides Clearly Defined Spaces for Pedestrians and Bicyclists to Safely Cross Wabash Avenue



A parking analysis was performed on Wabash Avenue from Hillsdale Road to El Dorado Avenue. Alternative One and Three resulted in parking losses.



A sidewalk network audit revealed approximately 4,567 feet or nearly 1 mile of missing sidewalk in this location alone. Alternative Two proposes to reallocate roadway space to address this condition.

Part 4: WHAT ELSE IS INCLUDED

WHAT'S INCLUDED UNDER THIS PROJECT

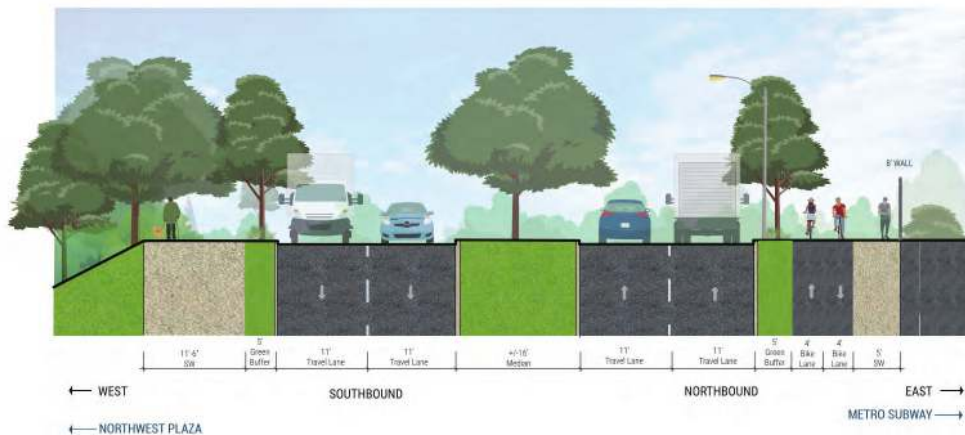


CONCEPTUAL PEDESTRIAN IMPROVEMENTS AT WABASH AVENUE AND NORTHERN PARKWAY (TOP)



CONCEPTUAL PEDESTRIAN IMPROVEMENTS AT WABASH AVENUE AND GARRISON BOULEVARD (BOTTOM)

Proposed Vision



Improving Conditions & Connections

This project is an opportunity to improve conditions and connections for people who walk, ride bikes, and use mobility devices



ADA RAMP



PEDESTRIAN SIGNALS



SIDEWALK IMPROVEMENTS



TWO-WAY SHARED USE PATH



TRANSIT SHELTERS



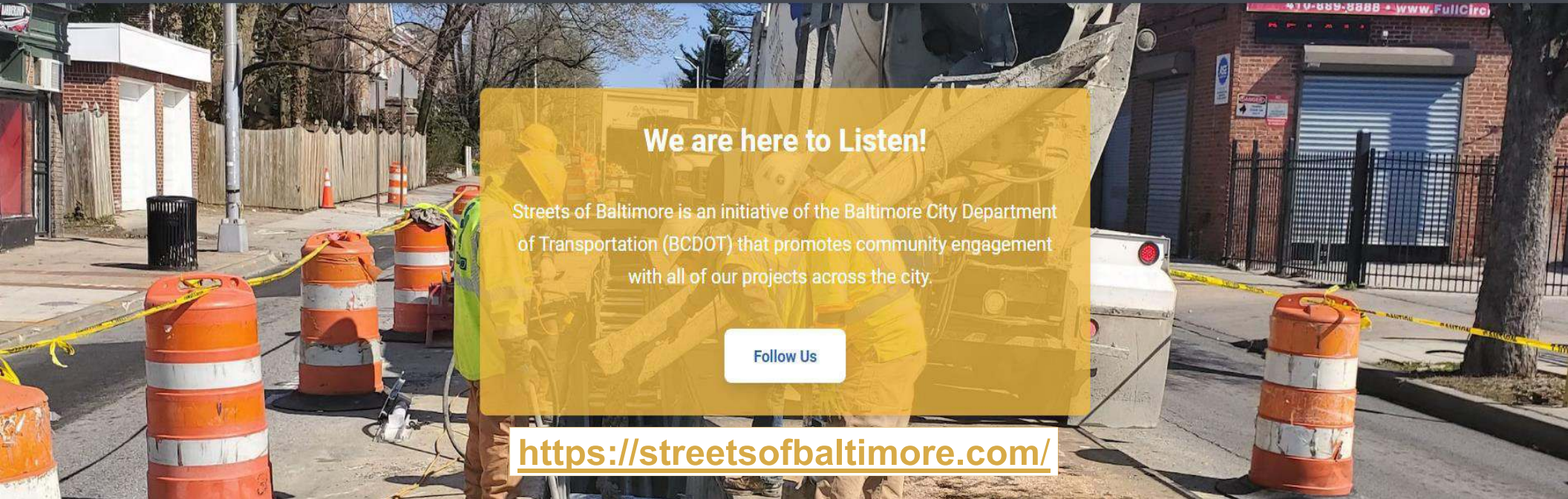
BIKE RACKS



BENCHES



TREES



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