



# downtown **RISE**

**A  
10-Year Vision  
for  
Downtown Baltimore**





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## A letter from **Mayor Brandon M. Scott**

A few weeks ago, my administration released the full Downtown RISE plan – outlining the work we’re doing to improve the heart of our City. Today, after over a year of collaboration with Governor Moore, his administration, anchor institutions, and downtown stakeholders, I am proud to announce the next phase of Downtown RISE, a comprehensive 10-year vision for downtown.

Envision with me, a walkable downtown, a green downtown, a transit-oriented downtown that will drive not only investment and growth, but jobs, vibrancy, and safety. Envision with me a future that will enable our great businesses and entrepreneurs to thrive, that will enable residents and visitors alike to gather, dine, play, and enjoy all the amazing assets our downtown has to offer. From Harbor East to Pigtown, from Lexington Market and CFG Bank Arena to the Stadium district, from the Aquarium and the Science Center to Power Plant Live! and Pier 5, from Harborplace to Howard Street, I see a future that welcomes everyone – residents and visitors from every corner of our City, State, and the globe – to experience all that Baltimore has to offer.

Over the next six months, my Department of Planning and other agencies will work to finalize a master plan for downtown that uses this vision as the foundation for our future.

Today begins a citywide community conversation about downtown. We will be hosting charrettes around the city to engage the community and seek feedback on all aspects of this vision, and as the Baltimore City Department of Planning works to finalize its Comprehensive Plan, I invite you and all of Baltimore to engage with us and provide your feedback on this vision.

As we have strived to do since the beginning of my Administration, I ask that we set aside antiquated notions of the old “downtown vs neighborhoods” zero sum game. Our more than 250 neighborhoods cannot thrive if the heart of our City, our downtown neighborhood, is not thriving and vice versa. I ask that we think not of what limits us, but what we can do to make our future unlimited.

Governor Moore and I are aligned in our mutual desire to see downtown RISE.

If we continue the work that my administration began in its first term, I have every expectation that Baltimore will reestablish itself as a worldwide model for how downtowns can reinvent themselves for the future.

Sincerely,

**Brandon M. Scott**  
Mayor of Baltimore

downtown  
**RISE**





## A letter from **Governor Wes Moore**

After years of neglect and disinvestment, my administration has reprioritized the growth of Baltimore City. As I've said on countless occasions, this cannot be Maryland's decade without it also being Baltimore's time. And as my dear friend Shelonda Stokes says often, "For it to be Baltimore's time, it's got to be downtown's moment." And I couldn't agree with her more.

Today, I'm proud to say: that moment has come. Over the past year, Mayor Brandon Scott and my administration have worked hand-in-hand to create a vision for downtown Baltimore. We brought key stakeholders and investors to the table, like the Baltimore Orioles and the Ravens, the Baltimore Convention Center, the National Aquarium, UMB, UMMS, Downtown Partnership, Baltimore Development Corporation, and other investors in downtown to create a Master Plan that interconnects our major assets and focuses on trajectory and growth.

This vision begins a new chapter for the economic engine of our state, a chapter in which we move beyond the constraints of our past and look to create a prosperous future for our city and its residents. A future that focuses on transit, pedestrian access and safety, and business growth. A future that puts Baltimore at the forefront of urban revitalization by both looking to successful strategies in other cities and leveraging the great work already underway here. And we bring that vision to you, all of Baltimore, for feedback, for revision, and for discussion.

Make no mistake: this is an enormous task, but nothing worth doing is ever easy. My administration and Mayor Scott's administration stand ready to answer the call, but we need your help. Over the next six months, the City of Baltimore will seek community input for this vision with the goal of ratifying the master plan for downtown by the end of the year.

The time is now. The opportunity is now, and together, we will see Baltimore RISE.

Sincerely,

**Wes Moore**  
Governor







## A letter from **Shelonda Stokes**

I am honored to stand alongside and in support of both Governor Moore and Mayor Scott in the RISE: 10-Year Vision. At Downtown Partnership of Baltimore (DPOB), our mission is to foster a deep love and appreciation for Downtown Baltimore within our community. We strive to showcase the beauty, vibrancy, and authenticity that contribute to the rapid growth of one of our city's fastest growing residential neighborhoods. However, we are fully aware that there is still work to be done to create a Downtown that is inclusive, connected, and inspiring for all.

The Downtown RISE: 10-Year Vision is the outgrowth of work by dozens of public and private stakeholders over the past year. The vision also builds upon DPOB's years of research and to map a blueprint for Downtown. This vision incorporates valuable insights from the Urban Land Institute, the Governor's Office, and numerous research and investment projects. It outlines our current needs as described in the RISE: Strategic Action Plan, as well as our future aspirations outlined in the following report.

We envision a Downtown Baltimore with connected assets, walkable streets, accessible transportation and housing, a vibrant entertainment district, and connection with our beloved hometown teams, the Orioles and the Ravens.

We are eager to collaborate with the entire Baltimore community in engaging conversations and ongoing planning to bring this vision to life. A vibrant, inclusive, and prosperous Downtown Baltimore can only be achieved through cooperation, shared vision, and determination. When the heart of our city thrives, Baltimore thrives.

Expanding on Governor Moore's assertion that "This is Maryland's decade, and Baltimore's time," this is unquestionably Downtown's moment. I am privileged and excited to continue this work at DPOB and to enter into it with all of you, the amazing, diverse, and determined community of Baltimore.

Sincerely,

**Shelonda Stokes**

President, Downtown Partnership of Baltimore





# Downtown Partners

downtown  
**RISE**





# A 10-Year Vision for Downtown

The Downtown RISE: **Strategic Action plan** serves as the now-to-medium-term strategy for downtown investment.

This document, the Downtown RISE: **10-Year Vision for Downtown**, serves as the long-term framework for reimagining our Baltimore's downtown core.



## ECONOMIC DEVELOPMENT

Promoting business growth and investment



## INFRASTRUCTURE DEVELOPMENT

Investing in the long-term success of downtown



## ARTS, CULTURE, & ENTERTAINMENT

Creating a unique and vibrant destination



## PUBLIC SAFETY & CLEANLINESS

Ensuring a safe and welcoming downtown





**Baltimore must remain  
the economic engine of  
the state of Maryland.**

**Downtown Baltimore will  
make Baltimore the most  
livable city in America.**





## Regional Connectivity

Boston

New York

Philadelphia

Baltimore

Washington, D.C.

**Baltimore's unique location  
within the northeast corridor  
creates huge opportunity.**

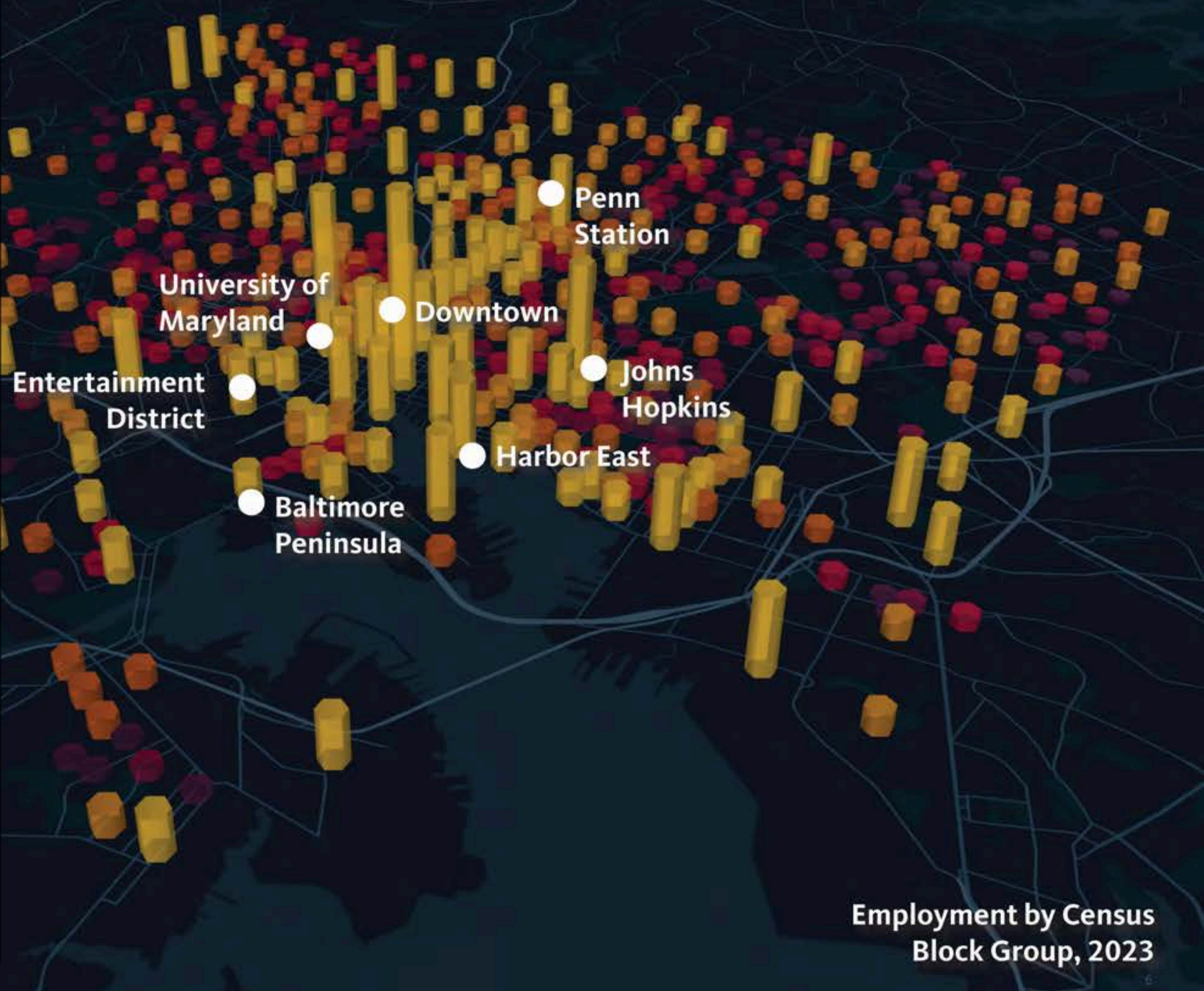




# Baltimore is growing its Centers of Employment

## Polycentric Cities<sup>1</sup>

- The Baltimore-Washington CSA already has immense strength as a polycentric urban area.
- Polycentric cities are the future of sustainable city development. The cities that are best positioned for the future are evolving along a polycentric, multi-nodal model.
- Commuters constantly travel between several urban areas to participate in the larger regional economy. Baltimore should amplify these polycentric qualities.



Employment by Census  
Block Group, 2023



## Downtown Investment Investing in Assets

Baltimore is seeing massive public and private investment downtown, adding assets to an asset-rich environment. Downtown Baltimore's asset map begins to form a cohesive district.







With more than \$6.9 billion of investment in development downtown between 2018 and 2028; the recent announcement of Baltimore as one of the 31 inaugural Tech Hubs, which will allow Baltimore City to unlock up to \$75M in federal investment; and the throngs of visitors coming to downtown to cheer on the Orioles and the Ravens sports teams, attend concerts, and shop small businesses – the renaissance of downtown Baltimore is happening now!

Baltimore's planned investment and development have created a once-in-a-generation opportunity to imagine the future of our downtown.

Regionally, Statewide, Citywide, and within Downtown, Baltimore has tremendous assets and is poised for growth.



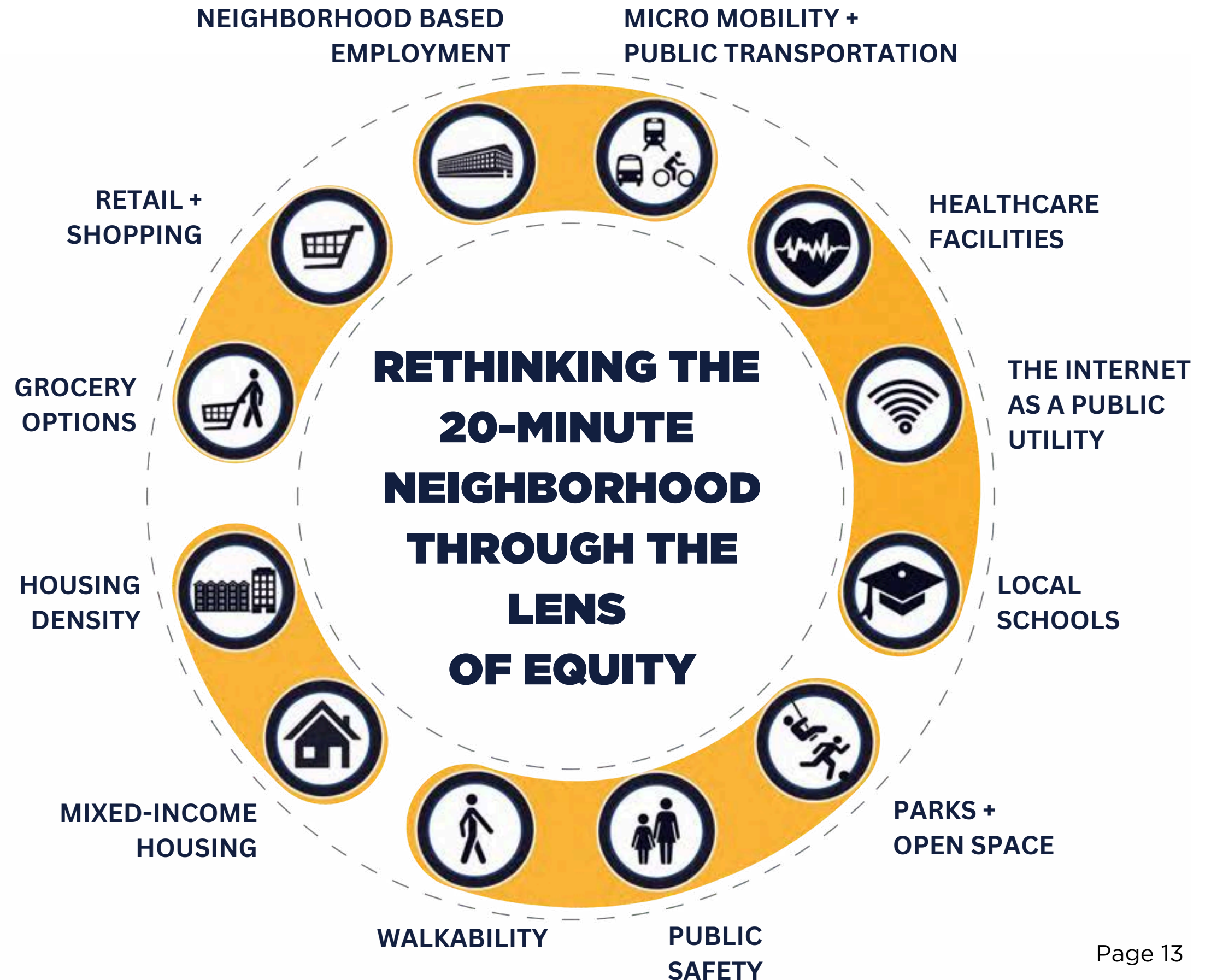




# How those assets connect will shape Baltimore's Future

## A 20-minute city:

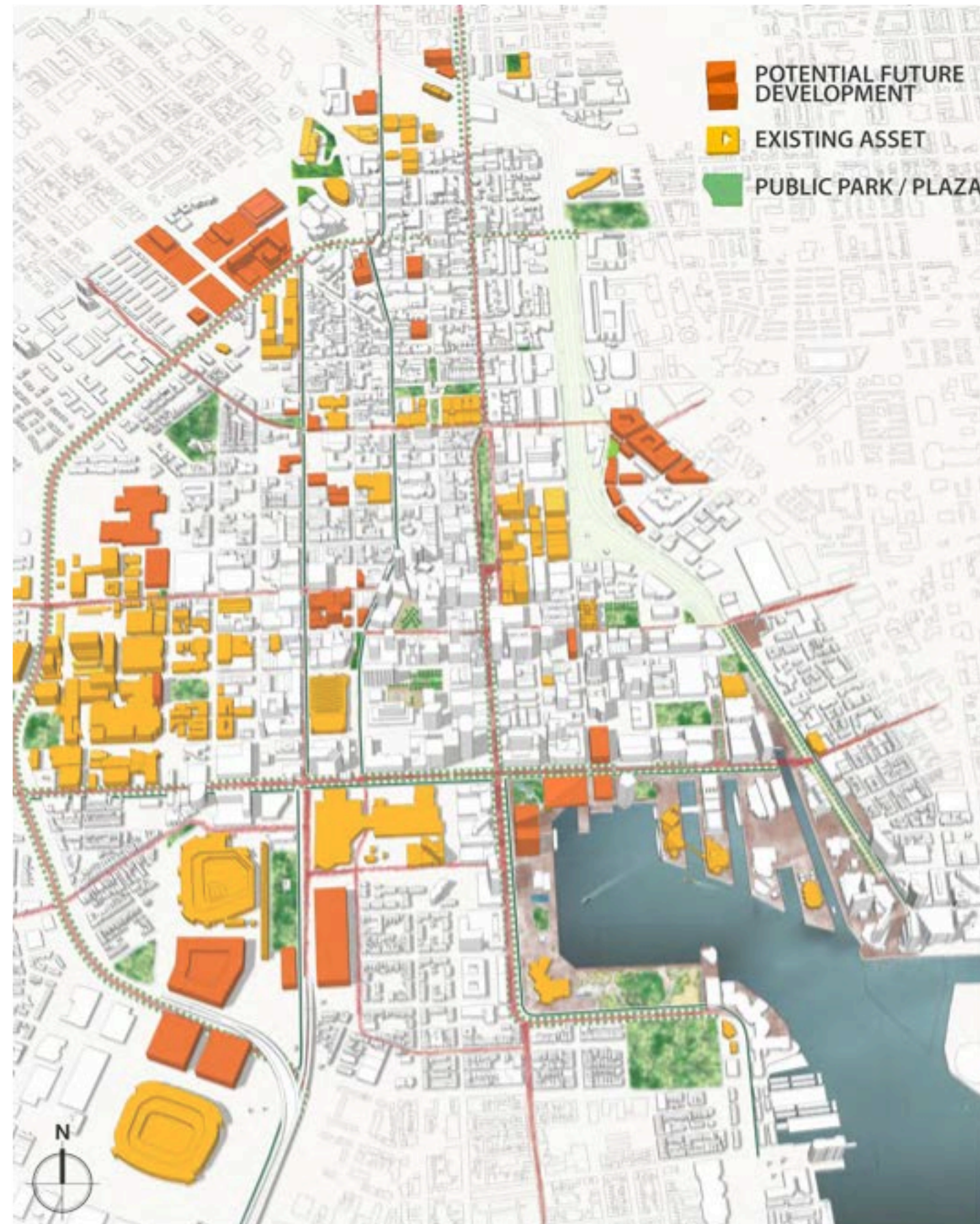
- results in a more equitable allocation of public services;
- creates a more robust neighborhood equipped with businesses, entertainment, recreation, and services;
- allows residents to meet their needs within a 20-minute walk from their home;
- provides visitors from Baltimore and elsewhere with diverse and exciting experiences.







# Downtown Baltimore as a 20-Minute City





# What does it mean to be a **Livable City?**

**A Livable City promotes equity, opportunity, and quality of life.**

**Livable cities prioritize:**

- 1 Transportation equity and choice**
- 2 Safe streets**
- 3 Walkability**
- 4 Housing diversity**
- 5 High quality services: retail, grocery, healthcare, community facilities, green space, and education.**
- 6 Access to employment**



**Investments in the public realm are critical to increasing equitable access to resources and enhancing livability.**



# Creating a more Livable Baltimore

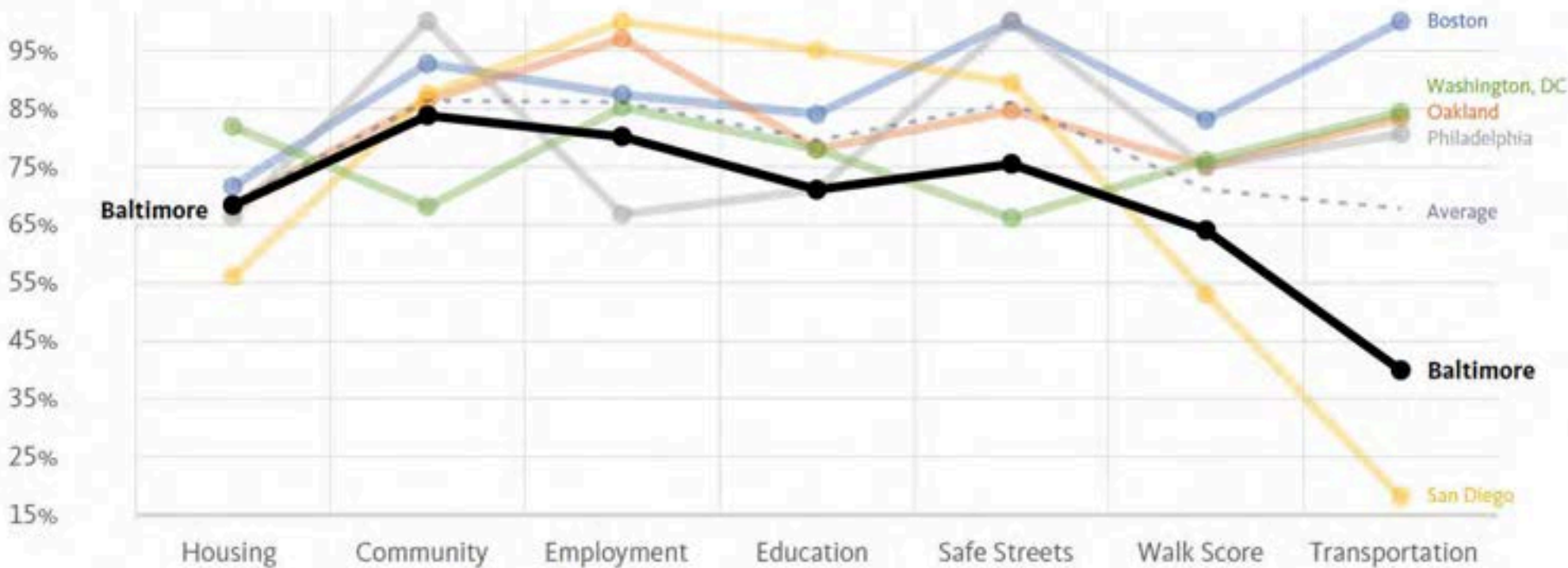
To maximize livability for the City of Baltimore, key areas to address include:

- Multi-modal transportation
- Safe streets
- Walkability
- Housing
- High quality retail, grocery, healthcare, community facilities, and educational institutions
- Access to employment

Baltimore lags farthest behind in transportation and walk score when compared to peer cities.

Multi-modal transportation and mobility is the greatest opportunity to make a significant positive impact for livability in Baltimore.

Livability by City and Sector Measure

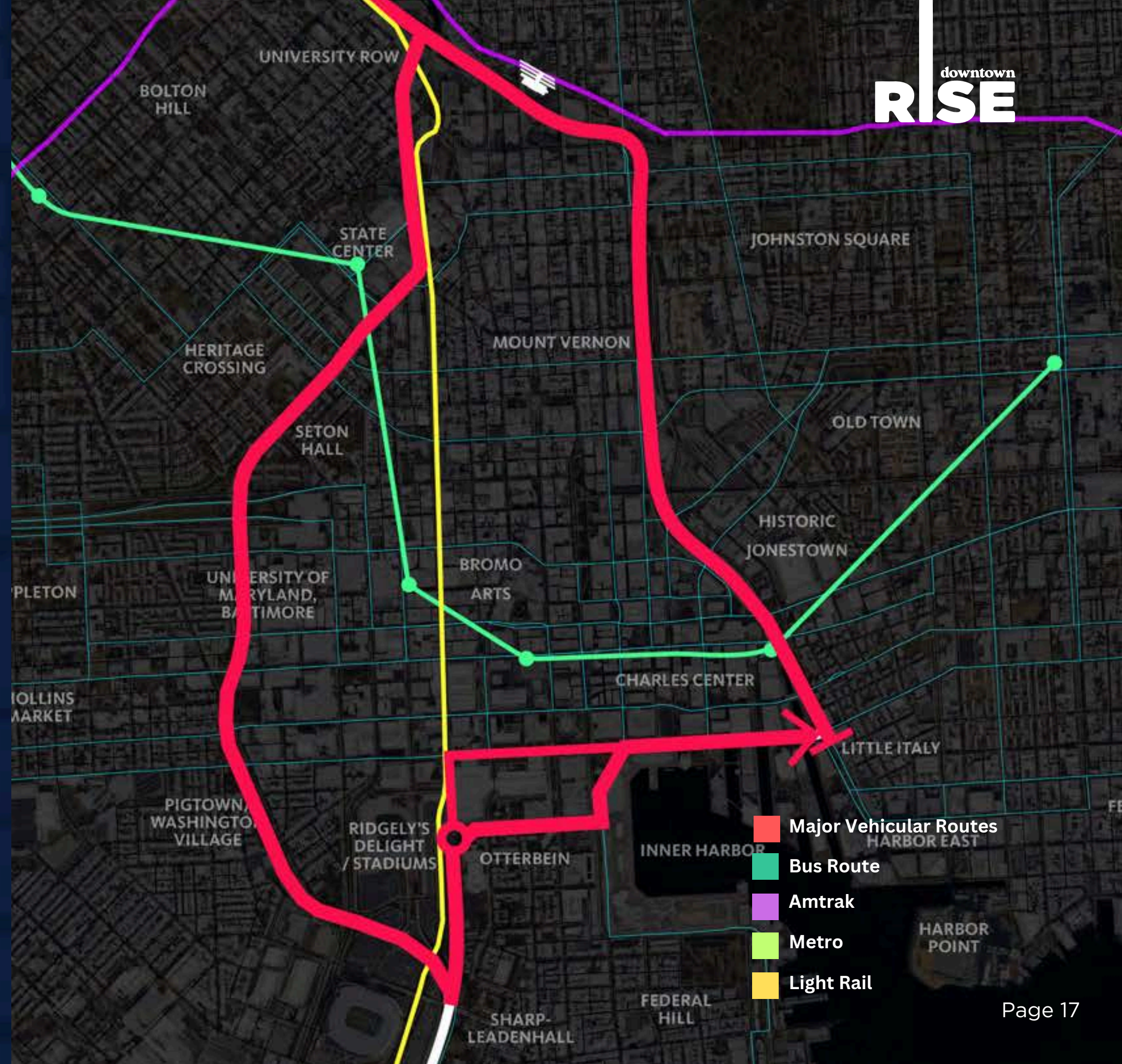


City	% of Population Rent-Burdened	Average Google 5-Star Ratings	% of Labor Force Unemployed	Niche.com Quality Public Schools Grade	Primary, Secondary, Tertiary, Residential, Slow Streets Score	WalkScore®	% of Population within 20-mins walk of a Transit Station
Boston	46%	4.24	7%	B	2.8	83	85%
Oakland	47%	4.22	6%	C+	3.0	75	72%
Philadelphia	48%	4.26	9%	C-	2.8	75	70%
Washington	43%	4.17	7%	C+	3.2	76	73%
San Diego	52%	4.22	6%	A	2.9	53	20%
Baltimore	47%	4.21	8%	C-	3.1	64	37%
Average	47%	4.22	7%	B-	3.0	71	59%



# Mobility is Baltimore's Key challenge

Baltimore has historically prioritized regional vehicular mobility over pedestrian connectivity.





## What led to Baltimore's Mobility Crisis?



Hudson Street, Manhattan

Despite Downtown's growing asset base and its trajectory as a Downtown on the RISE, a constellation of crises, funding deficits, and population trends have exacerbated the mobility challenge, cutting neighborhoods and residents off from recreation, economic opportunity, and each other.

Baltimore has historically prioritized regional vehicular mobility over pedestrian connectivity. This began in the 50s and 60s and led to an easy-to-drive-to and easy-to-drive-through downtown. Baltimore's population peak in the 50s gave way to suburban flight, eased by vehicular access to Baltimore's Central Business District (CBD), which led to the proliferation of suburban office and retail complexes, which began to hollow-out downtown office space over decades. This spiral continued over the course of 70+ years, and with the Great Recession, dramatic state-level cuts to Baltimore's Highway User Revenue funds, the impact of COVID-19, and decades of disinvestment and subsequent deferred maintenance, vibrancy of the CBD has waned. Downtown was built for commuters, not for pedestrians.



# Lessons in Catalytic Development

Catalytic development facilitates value creation and large-scale investment in walkable, urban developments to generate long-term value and returns.

## WalkUPS

“Walkable Urban Places” (WalkUps) are dense, regionally significant mixed use places with multiple transportation modes (cars, transit, bikes, walking, etc.) which are significantly amenitized within walking distance.

## Lessons for Catalytic Development from the Brookings Institution <sup>2</sup>

- Catalytic development generally emerges from crisis
- Catalytic developers have focused intention and mission
- To be successful, a developer’s personal mission must be balanced by an inclusive project vision
- Catalytic developments are implemented in many phases
- Catalytic developers have a commitment to quality development
- The scale of the enterprise means that the risk and rewards are shared between the local government and the catalytic developers
- Catalytic developers must advocate for transit, bike, and pedestrian infrastructure to create value and additional development opportunities
- Strong place management is crucial to building vibrant, healthy WalkUps



# Fixing Baltimore's Mobility Crisis

Downtown is the economic engine of the region. Over 25% of city businesses and 33.5% of city jobs are located Downtown, up from previous years. This increase expected to continue as employers are turning to hybrid work models and state agencies are relocating to Downtown. The Downtown Partnership of Baltimore found that Baltimore's Downtown has the 13th largest total employment in the U.S., with approximately 133,000 jobs.

**Downtown  
Baltimore is  
an Economic  
Driver**

**Downtown  
Baltimore is  
a Transit Hub**

Transit connections are critical to a functioning Downtown. Baltimore's Downtown is one of the most connected locations within the state, with two MARC stations, Amtrak, numerous bus routes, and existing light rail and metro routes, but further investment is needed. Projects like investment in the Howard Street light rail corridor and the return of the Red Line are critical.

Cultural institutions and assets are plentiful downtown. These include museums, universities, sports venues, theaters, and more. To support these institutions, which help to create Baltimore's identity, the city needs to connect and amplify them and create comfortable pedestrian routes between them.

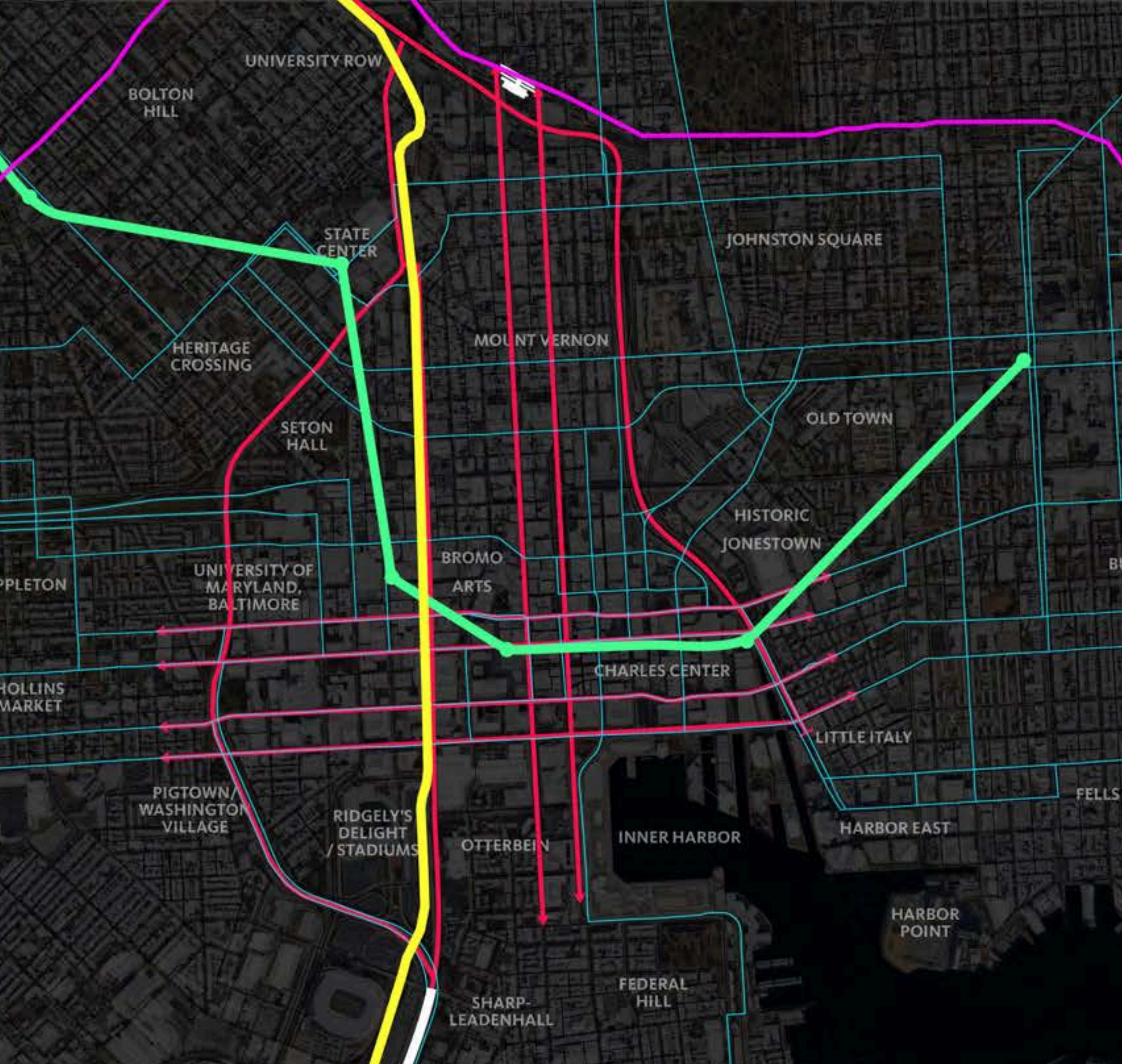
**Downtown  
Baltimore is  
a Cultural  
Center**

**Downtown  
Baltimore is  
home to  
many  
Unique  
Spaces**

Unique and welcoming spaces are a critical element to any downtown to make residents and visitors comfortable. Spaces such as Rash Field and Mount Vernon Place provide unique attractions to a wide range of users, but more attention is needed in the areas surrounding many of the City's assets to allow users more comfort visiting and exploring beyond these locations.



## Transit is Baltimore's Key Opportunity



Bernauer Strat, Berlin

- Major Vehicular Routes
- Bus Route
- Amtrak
- Metro
- Light Rail



## Fixing Baltimore's Mobility Crisis

Baltimore's historic prioritization of car traffic creates an incredible opportunity:

- A high-quality pedestrian experience can be created with investment in diverse mobility options for a more livable, connected downtown neighborhood.
- Rethinking the way cars move through downtown allows for the reimagination of downtown public space and rights-of-way (sidewalks and streets).
- If additional multi-modal transit investments are made, Baltimore can have both improved transit and a dramatically enhanced public realm.

By seizing on this opportunity, Baltimore can:

- Create new, great green space.
- Foster opportunity for new restaurateurs, small businesses, artists, and artisans.
- Grow Baltimore's downtown population.
- Create jobs.
- Increase downtown's vibrancy and, by extension, the vibrancy of all of Baltimore.



## Why Now

When Mayor Scott launched the **Downtown RISE: Strategic Action Plan**, the administration was clear: Baltimore's downtown needs a long-term, community-informed, vision. And while that work gets underway, downtown can't wait. **The Strategic Action Plan**, a near-term plan for improving our downtown, serves as a bridge to the ultimate reimagination of our downtown core.

The vision in the pages that follow represents an unprecedented level of commitment and collaboration between public, private, and non-profit partners. The Baltimore City Department of Planning has engaged in citywide community and planning effort that coincides with the production of the City's Comprehensive Plan. In parallel path, the City and the State have worked with a broad group of downtown stakeholders to create a vision for the future of our downtown. While these ideas, as discussed below, go through a rigorous community engagement process, Mayor Scott and his Administration, in partnership with the Downtown Partnership of Baltimore, have been actively working to make our downtown more vibrant through the **Downtown RISE: Strategic Action Plan**.





**DOWNTOWN RISE: A STRATEGIC ACTION PLAN**

This short-term action plan focuses on specific needs in infrastructure, community development, public safety & cleanliness, and arts & culture to implement immediate need improvements in the Downtown core.

**BALTIMORE CITY'S COMPREHENSIVE PLAN: OUR BALTIMORE**

Baltimore City's Comprehensive Plan, mandated by the State, works to drive equitable neighborhood development across the City over the next 10 years. This plan is adopted by Planning Commission and City Council, and will guide decisions on land use and capital improvement projects in Baltimore over the next decade.

**BALTIMORE TOGETHER**

The City's Comprehensive Economic Development Strategy (CEDS), Baltimore Together lays out a strategy to build an equitable, inclusive, and thriving economy for all of Baltimore. This plan connects the dots between physical development, retail and commercial industry development, workforce development, and small business development for Baltimore

**GREATER BALTIMORE COMMITTEE 10-YEAR STRATEGY**

GBC's 10-Year Economic Opportunity aims to enhance the region's brand, attract strategic investments, advance transit infrastructure, support neighborhood redevelopment and foster entrepreneurship. This strategy focuses on Baltimore as the economic heart of the region, but stretches beyond the City to the Baltimore MSA.



**DOWNTOWN RISE:  
A 10-YEAR VISION FOR  
DOWNTOWN BALTIMORE**

These plans are aligned, build off of each other, are linked together, and orient partners toward the same overarching goal: **a vibrant, livable Baltimore City.**



## Growing Momentum And Aligning Efforts

This 10-Year Vision is being created in alignment with the many planning and strategic efforts across downtown and the city. This vision considers neighborhood- and community-level master plans, nonprofit and private sector strategic plans, and the thoughtful efforts underway across Baltimore. For more about the resources that were relied on in this visioning, please visit:

[DowntownBaltimoreRise.com/Resources](https://DowntownBaltimoreRise.com/Resources)







# This is the beginning

After the 2022 legislative session in which the State committed up to \$1.2 billion for the renovation of the stadium complexes, the **Maryland Stadium Authority (MSA)**, the **Orioles**, and the **Ravens** started talking about how that investment could be leveraged to grow downtown Baltimore: How can we best connect these assets, the stadiums, to other cultural and recreational assets in our downtown and across the city. How do we make our downtown more connected to our neighborhoods? How do we make elements of our downtown more connected to each other? How do we make our downtown place for recreation for all of Baltimore residents and for all of Baltimore's visitors to enjoy.

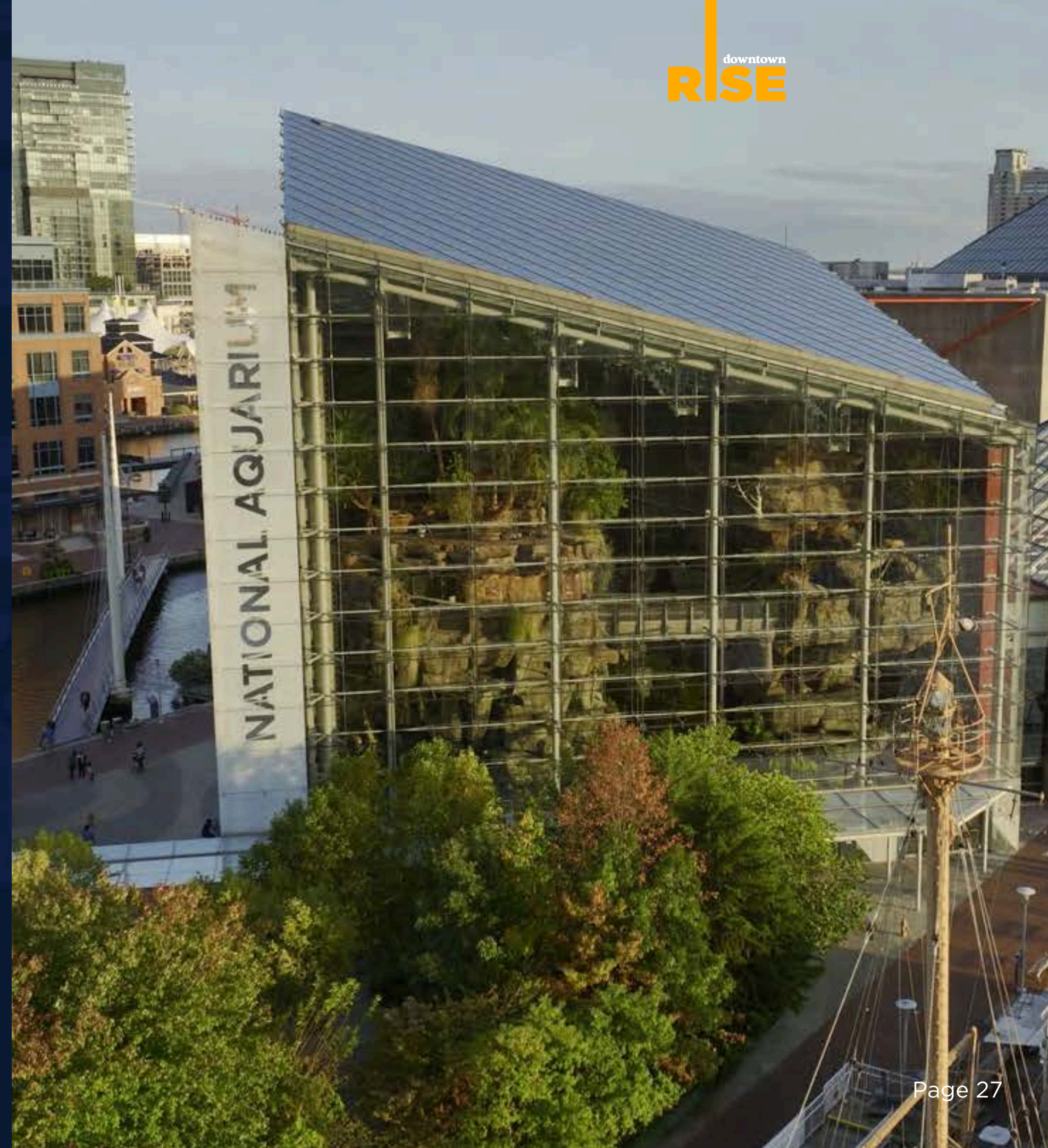
Initially called **Project Livable**, that group grew to be representative of 30+ institutions who focus on downtown or are headquartered downtown. Those organizations included **Downtown Partnership of Baltimore**, the **University of Maryland Medical System**, the **University of Maryland, Baltimore**, the **National Aquarium**, and so many more. That group, under the leadership of Governor Wes Moore and Mayor Brandon M. Scott, spent significant time talking about connecting our assets and our neighborhoods, about how we help people move from one experience to another, about how we make our downtown more vibrant and primed for growth.

On behalf of that stakeholder group, the MSA commissioned a team of designers and traffic engineers to present a framework for a connected, pedestrian-oriented, complete streets compliant downtown. That vision, discussed below, reconsiders how we route think about traffic. As a result, it was important that those changes were considered thoughtfully and intentionally by traffic experts – in addition to designers – to understand what Baltimore gains if we make these changes. All of that information is included in what follows.



# This is the beginning

Importantly, **this is a first step**. The city and state are undertaking this effort because they believe that a connected downtown is a vibrant downtown, that a connected downtown is one that brings people from across the city together. This effort begins now, knowing that a tremendous amount of dialogue, of community engagement, of strategic transportation planning will be required going forward, that is why Mayor Scott has directed his Department of Transportation and his Department of Planning to focus on how we make our downtown pedestrian friendly in line with the vision described in Project Livable. Our city has a history of vehicular prominence, and of community fighting back to prevent prioritizing vehicular traffic over our residents. We have a history of prioritizing throughput over communities and neighborhoods, over recreation and connectivity. Those days are over. Cities around the world are reinventing themselves to be pedestrian oriented neighborhoods which prioritize walkability, mobility, and transit. Baltimore has a unique opportunity to not only adopt, but lead, this trend.





# Community Engagement

The pages that follow are meant to start the conversation. Over the course of this summer, **join the Downtown RISE team** in a series of public forums to share your **thoughts, feedback, and stories.**

**We are downtown. To design and envision a Downtown that is thriving, inclusive, and made for all of Baltimore, we need to hear from you, the community.**

The 6-month engagement process will include the following components:

- Open community meetings
- Specific focus area small group meetings
- Virtual briefings
- Online feedback
- Tabling at events around the city

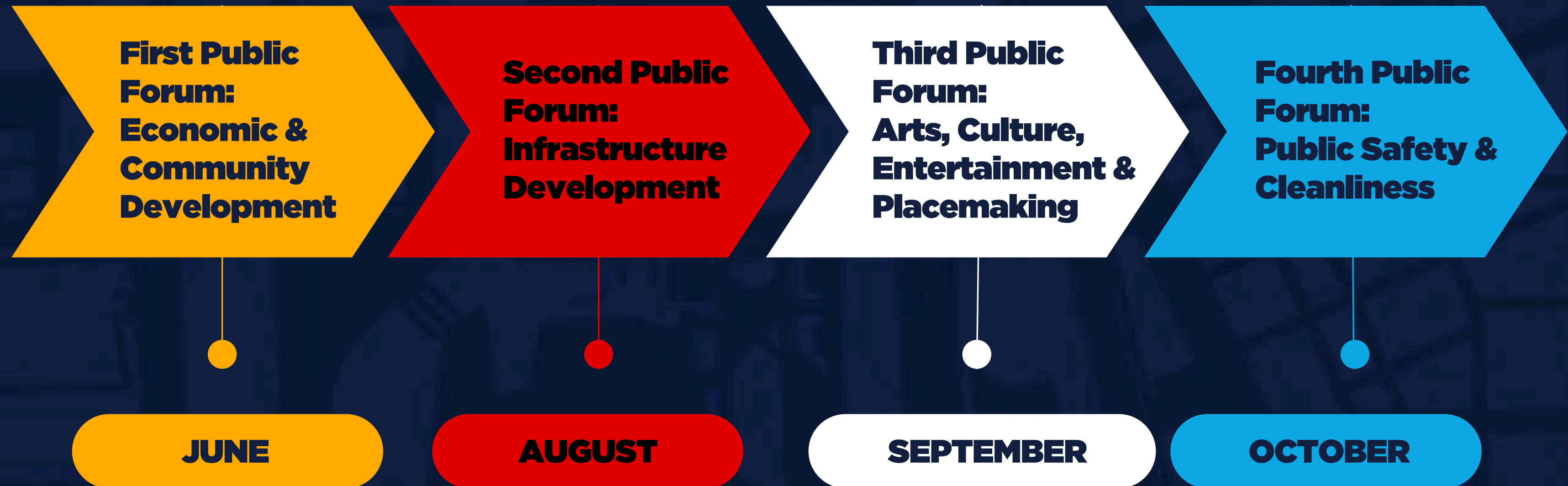
Who we want to engage:

- Downtown Residents
- Baltimoreans who don't live downtown
- Businesses: both small business-owners & large employers within Downtown
- Youth/teens: young people provide invaluable insight into what's needed Downtown, now and in the years to come
- Older adults: our seniors are a source of generational wisdom and, like teens, will provide invaluable input



# Community Engagement

**We will host four (4) large, open to the public, community engagement events. These events will be focused on each of the 4 pillars of the RISE: Strategic Action Plan:**



**To stay updated and register for community engagement events, visit:**  
**[DowntownBaltimoreRise.com](https://DowntownBaltimoreRise.com)**



# The Vision:



Prioritize the pedestrian and create great pedestrian spaces.



**CREATE AN INTERCONNECTED DOWNTOWN NEIGHBORHOOD WITH PEDESTRIAN ACCESS TO SPORTS, ARTS, & ENTERTAINMENT**



**RE-ENVISION PRATT STREET AS A COMMUNITY MAIN STREET**



**MAXIMIZE CONNECTIVITY & MOBILITY THROUGH EQUITY & CHOICE IN TRANSPORTATION**



**INVEST IN THE PEDESTRIAN EXPERIENCE TO PROMOTE SAFETY**

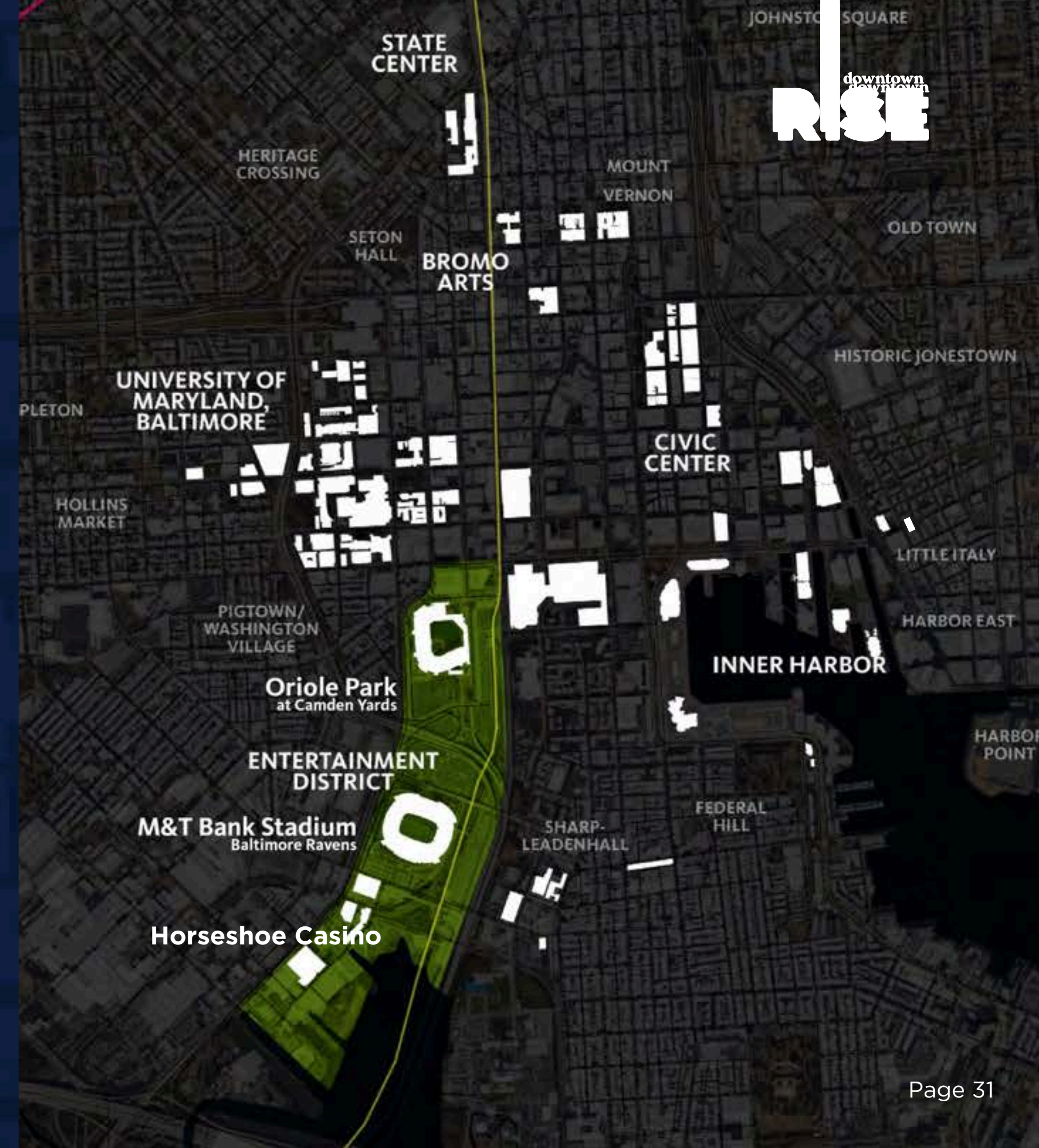




## Create an Interconnected Downtown Neighborhood with Multimodal access to Sports, Arts, & Entertainment

### Connect the Sports and Entertainment District

Leverging the state's investment in the sports and entertainment district as a catalyst, we start by making investments in a mixed use district, inclusive of significant redevelopment and multi-modal transit on Warner Street between Horseshoe Casino and M&T Bank Stadium and Oriole Park at Camden Yards, with connectivity to neighborhoods and the rest of downtown.







## Create an Interconnected Downtown Neighborhood with Multimodal access to Sports, Arts, & Entertainment

### Build pedestrian connectivity through Pratt Street

By elevating the pedestrian experience on Pratt Street, we can provide new opportunities for restaurants, retail, housing, jobs, and more, driving investment from Martin Luther King, Jr. Boulevard to President Street.



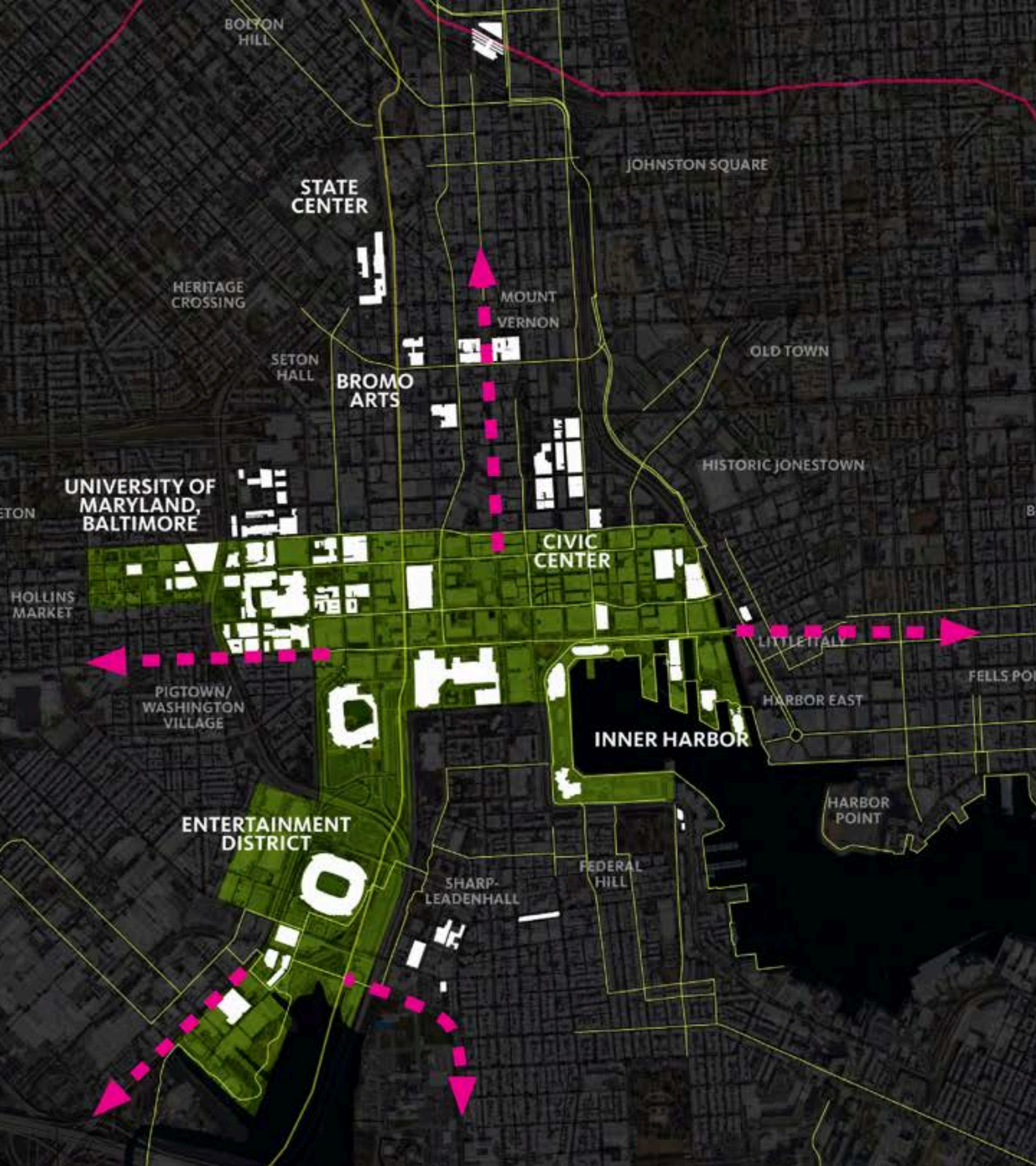




## Create an Interconnected Downtown Neighborhood with Multimodal access to Sports, Arts, & Entertainment

### Promote interconnectivity with Baltimore's Neighborhoods

Building from the Stadium District and Pratt Street as a community main street, enhanced connectivity to neighborhoods and beyond makes downtown more accessible to the rest of the city.







## Re-envision Pratt Street as A Community Main Street

Pratt Street should be Downtown's primary pedestrian and retail boulevard. By redistributing private passenger vehicle traffic from critical areas to the edges of Downtown, we can prioritize pedestrians, transit, scooters, and bicycles in a safe, connected network. Vehicles can be routed to the major arterial roads of Baltimore and Lombard Streets via Charles and Greene Streets. Sidewalks and the public realm should be well-lit, protected from traffic, and visibly safe for all who visit, at any time.







# Maximize Connectivity & Mobility through Equity & Choice in Transportation

## Impact of the Red Line

Building on one of the proposed Red Line routes (Pratt Street), we can create a transit focused district that connects all users to their final destinations via protected paths and park-like walks through the Downtown. Imagine arriving regionally at Camden Yards, moving past the Convention Center and arriving at the Inner Harbor without ever leaving a gracious promenade or shady walkway.

- Anchor Asset
- Focus Area of Impact
- Public Realm Enhancement
- Proposed Red Line\*
- Existing MTA Transit Line
- Existing Bike Infrastructure

*\*Note: This is one of MTA's proposed alignments.*









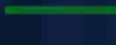





# Maximize Connectivity & Mobility through Equity & Choice in Transportation

## Multi-modal Pathways

Our existing multi-modal pathways are not fully connected, creating unsafe and undesirable conditions as pedestrians seek to navigate through Downtown.

-  Anchor Asset
-  Focus Area of Impact
-  Public Realm Enhancement
-  Existing MTA Transit Line
-  Proposed Red Line
-  Existing Bike Infrastructure
-  Proposed Bikeway Connection
-  Blueways Trail (kayak)





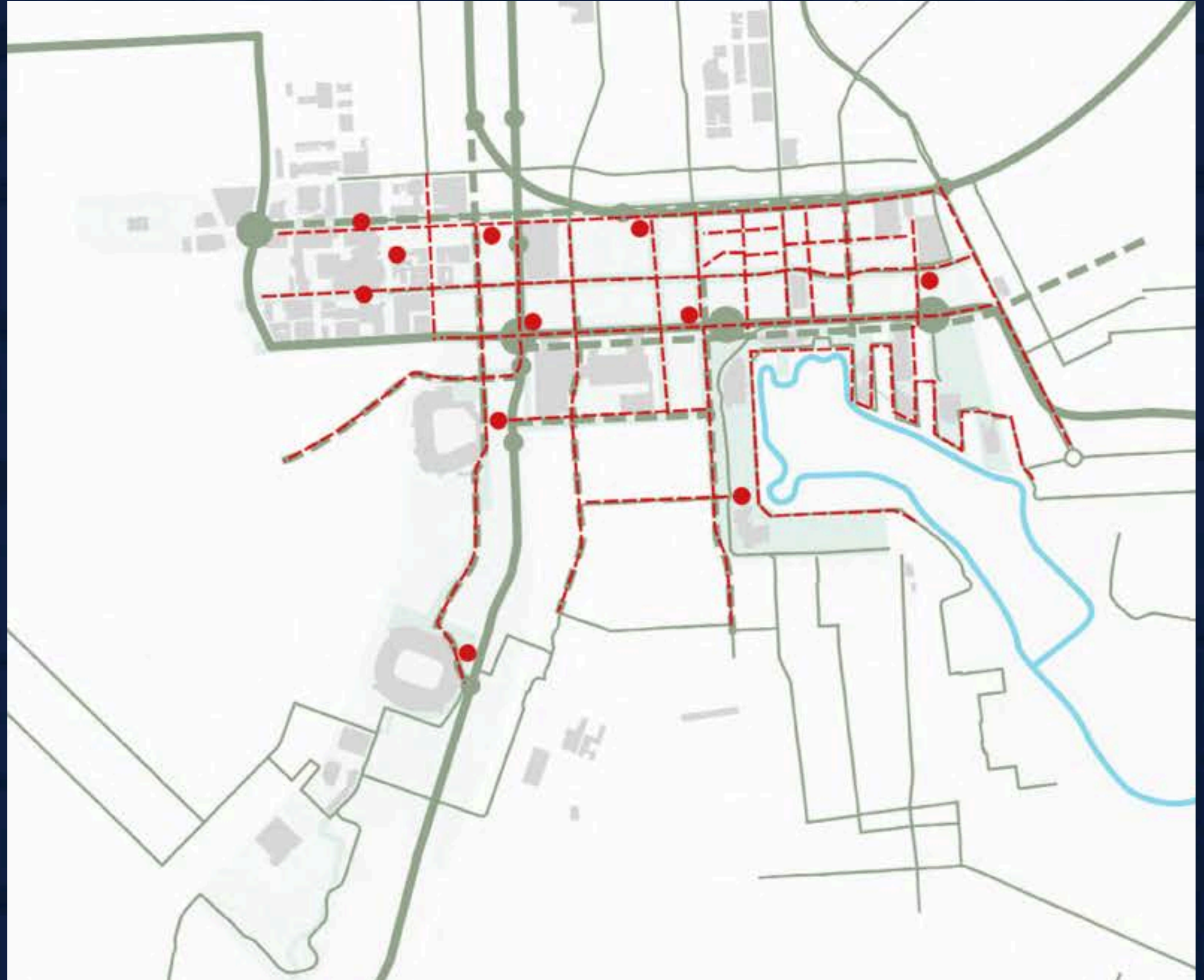


# Maximize Connectivity & Mobility through Equity & Choice in Transportation

## A Complete Network

By completing the multi-modal network throughout Downtown, we enable safe and efficient movement between nodes of activity and recreational assets from the Warner Street entertainment district to the south to Baltimore Street in the north, and from UMB to Harbor East.

- Anchor Asset
- Focus Area of Impact
- Public Realm Enhancement
- Existing MTA Transit Line
- Blueways Trail (kayak)
- Proposed Red Line
- Existing Bike Infrastructure
- Proposed Bikeway Connection
- Proposed Micromobility Hub
- - - Proposed Micromobility Routes







## Invest in the Pedestrian Experience to Promote Safety

### Road Diets promote Pedestrian Safety<sup>3</sup>

The Federal Highway Administration outlines that four-lane roads are a safety concern for all types of transit. They are more dangerous for cars, bikes, and pedestrians.

In 2008, a “road diet in Seattle reduced pedestrian collisions by 80%. The same project saw a 35% increase in cyclist traffic without any increase in bicycle-involved crashes.”



Vanderbilt Avenue, Brooklyn





## Invest in the Pedestrian Experience to Promote Safety

### Vibrant Public Spaces promote Safety

Research shows significant improvements in violence reduction, community health, and mental health as a result of place-based investments.



Paley Park, Manhattan

- University of Illinois researchers found, “Green residential spaces are gathering places where neighbors form social ties that produce stronger, safer neighborhoods.”<sup>4</sup>
- Brookings researchers have found, “The built environment (or physical conditions) of a neighborhood is strongly associated with rates of violence.” Additionally, “Evidence also finds that other improvements to the public realm—such as urban greening and tree canopy programs in urban neighborhoods—reduce violent crime, particularly adolescent gun violence.”<sup>5</sup>
- Several studies have found that increasing tree coverage specifically, causes an improvement in mental health and thus a reduction in criminal activity.<sup>6</sup>





## Invest in the Pedestrian Experience to Promote Safety

### Vibrant Public Spaces promote Safety

Research shows significant improvements in violence reduction, community health, and mental health as a result of place-based investments.

- NYTimes researchers found, “clear evidence that changing neighborhood conditions can improve — and improved — seemingly intractable community and mental health problems.”<sup>7</sup>
- In a review of studies on pedestrian lighting, the Louisiana Transportation Research center found there is a correlation between pedestrian safety and adequate street lighting. The behavioral studies showed, in general, “enhanced lighting at crosswalks led to an improvement in drivers’ awareness and yielding to pedestrians, an increase in pedestrian observational behavior, and an increase in the car stopping distance before crosswalks.”<sup>8</sup>



Walnut Street, Philadelphia

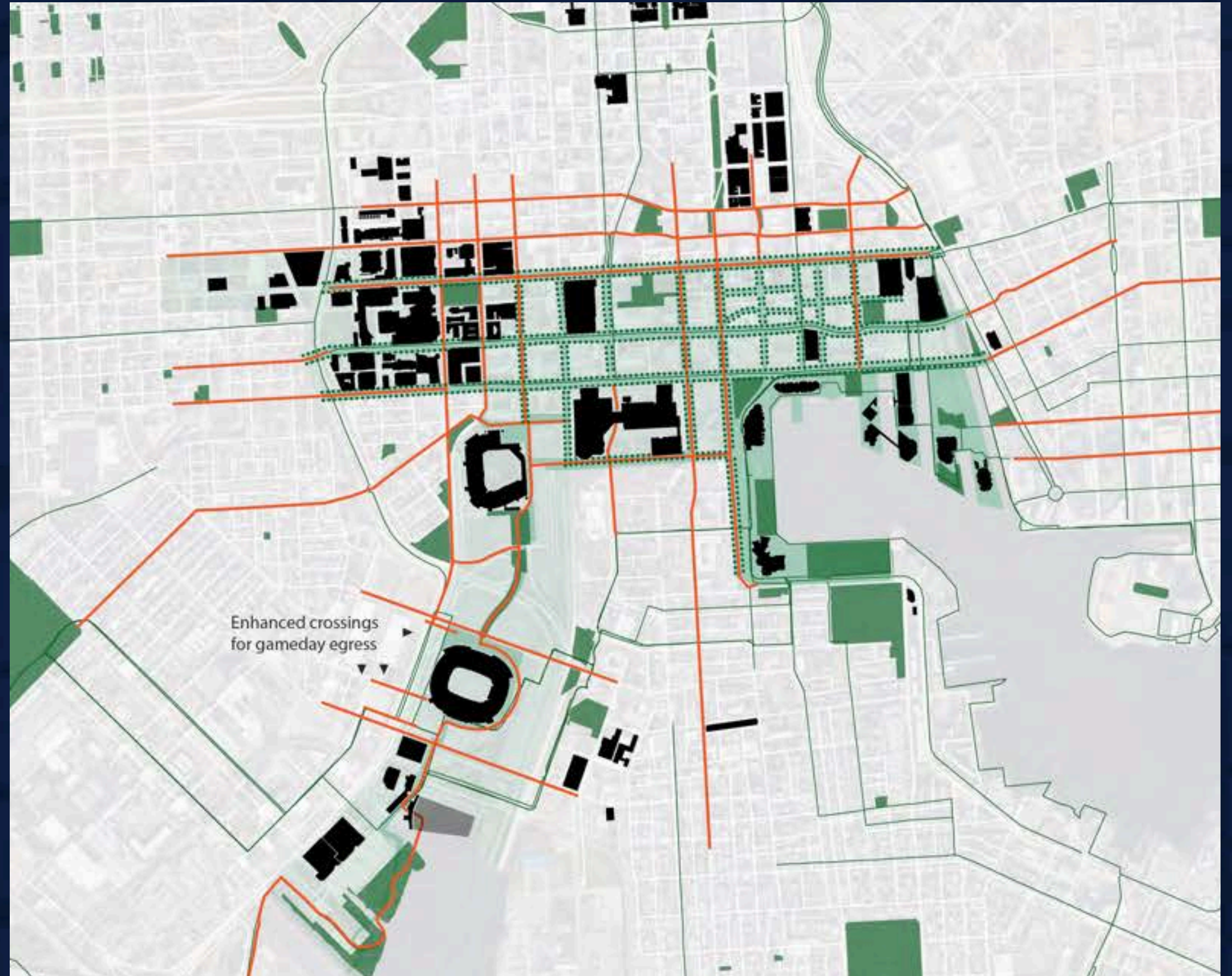




## Prioritize the Pedestrian & Great Pedestrian Spaces

Green space is fundamental for a great, walkable downtown. The proposed vision uses the streets as the foundation, proposing continuous street tree planting of native, resilient, shade trees in Downtown's new and enhanced parks and public spaces.

- Anchor Asset
- Focus Area of Impact
- Public Realm Enhancement
- Existing Public Parks
- Pedestrian Connections
- Baltimore Greenway Network
- ● ● Proposed Tree Planting





# Impact by Numbers<sup>9</sup>

An investment like this could provide 3,100+ new, healthy shade trees planted, which would yield:



Over **146,000** pounds of **CO2 Absorbed**



Over **1,500,000** gallons of **storm water collected** per year



The **cooling impact** of a single healthy tree from evaporation and absorbing sunlight “is equivalent to ten room-size air conditioners operating 24 hours a day”

An improved public realm and streetscape benefits local businesses, which would yield:



Shoppers claim that they **will spend 9% to 12% more** for goods and services in central business districts having **high quality tree canopy**



A study found **7% higher rental rates** for commercial offices having **high quality landscapes**



Brisbane, Australia



Charlottesville, Virginia



Santiago, Chile

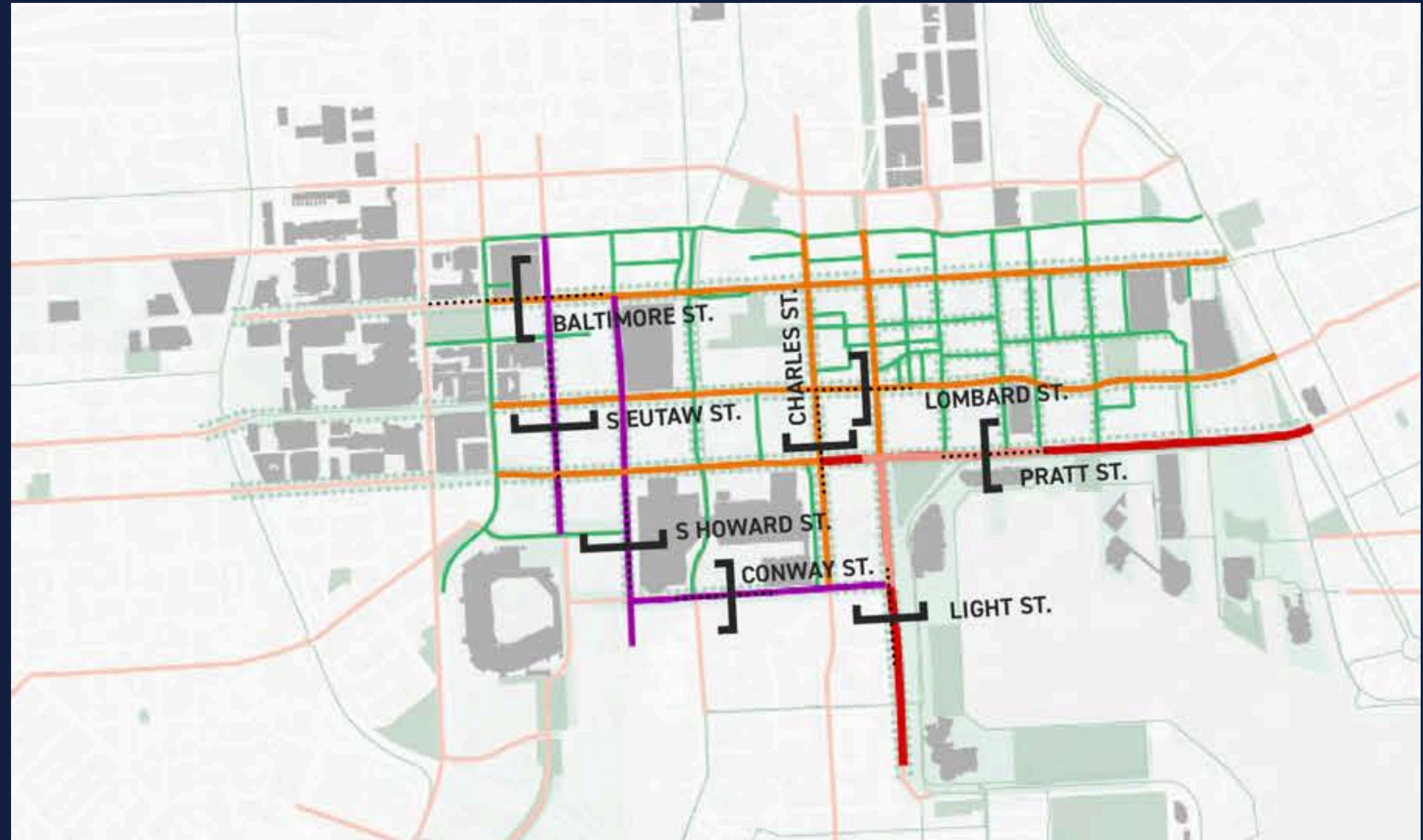


## How it Works

### Street Character Strategy

The vision for traffic distribution prioritizes local traffic on Light and Pratt Streets with inbound traffic primarily re-routed to Charles Street, and distributed through Downtown via Lombard and Baltimore Streets. This allows for traffic reductions on Pratt and Light Streets and enables inclusion of transit across the Pratt Street corridor.

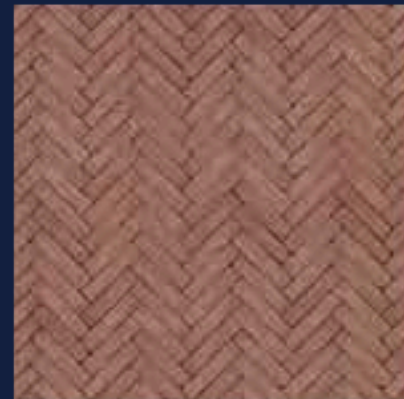
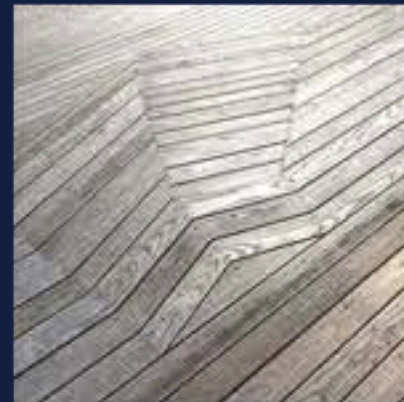
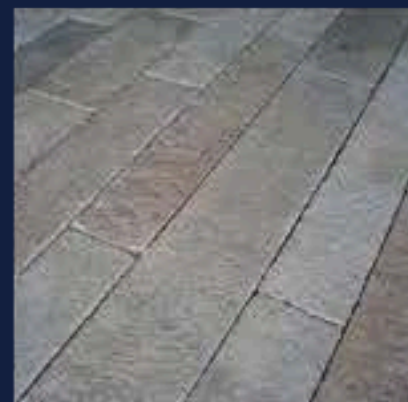
- Neighborhood Streets
- Place Defining Streets
- "People Mover" Streets
- Cultural Connectors
- Tabletop
- Section Markers discussed below





## Neighborhood Streets Capital Improvement: Hardscape

Enhanced streetscape uses materiality intentionally to invite pedestrians into spaces, delineate uses, and protect pedestrians and shared use areas.



Redwood Street is envisioned to have the same physical design, but the street could be transformed with pedestrian-friendly uses in place of parking.



## Neighborhood Streets Capital Improvement: Plants & Wayfinding

Native plantings provide shade, relief from urban heat island effects, and seasonal color and character. Great streetscapes contribute to placemaking and wonderful places to linger all year.

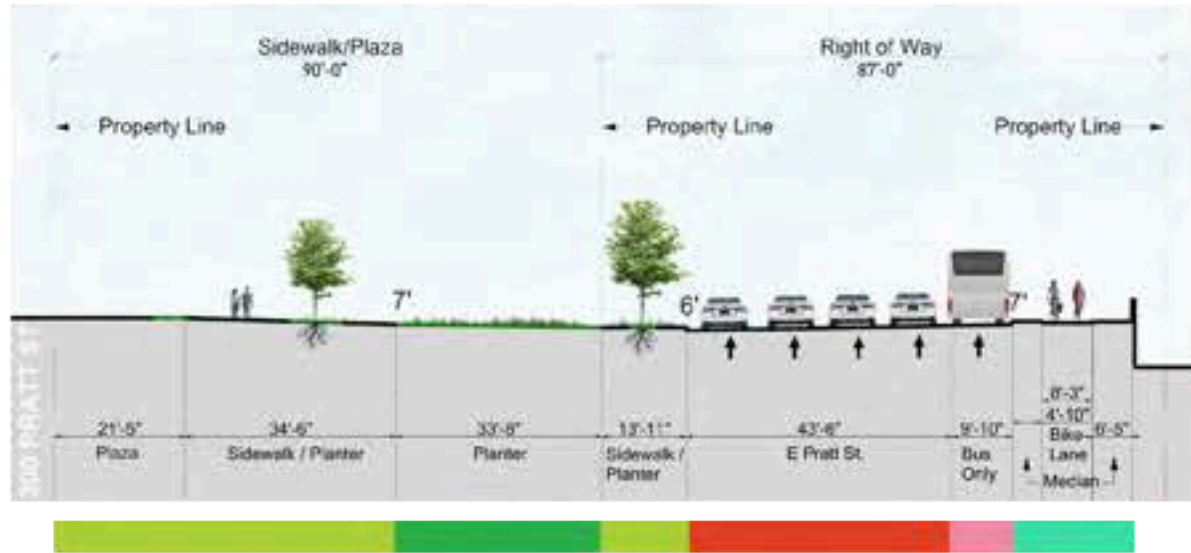




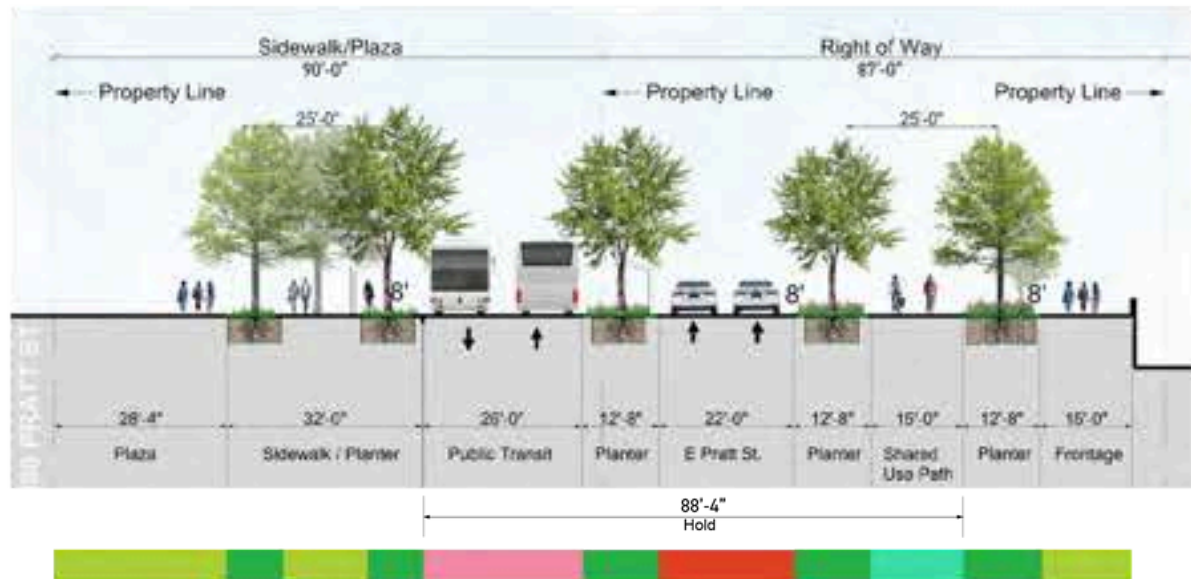
# Place-defining Streets Pratt Street

- Car Circulation
- Pedestrian Circulation
- Car Access/Non Pedestrian
- Planting
- Transit
- Multi-Modal Path

Current



Vision



Pratt Street is envisioned to have dedicated transit lanes, fewer through lanes for vehicular traffic, and improved pedestrian infrastructure.



# Place-defining Streets Capital Improvement: Separating Modes & Enhancing Tree Canopy on Pratt Street



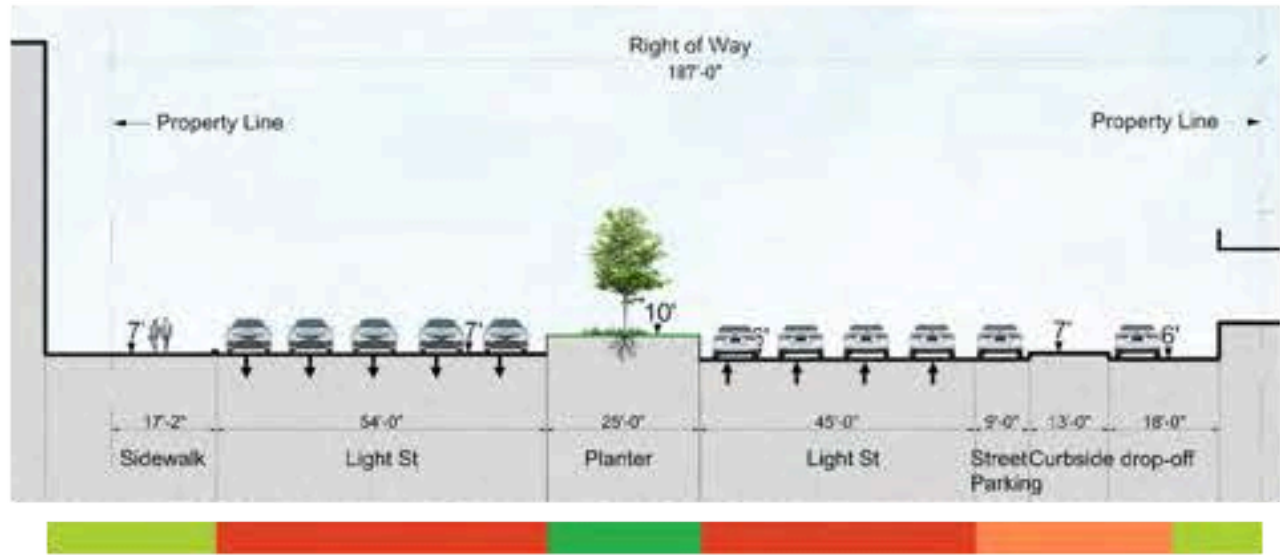


# Place-defining Streets

## Light Street

- Car Circulation
- Car Access/Non Pedestrian
- Transit
- Pedestrian Circulation
- Planting
- Multi-Modal Path

Current



Vision



Light Street is envisioned to have reduced vehicular lanes, more trees, traffic calming, and improved pedestrian infrastructure.



# Place-defining Streets Capital Improvement: Additional Greening & Enhancements that Invite Gathering on Light Street






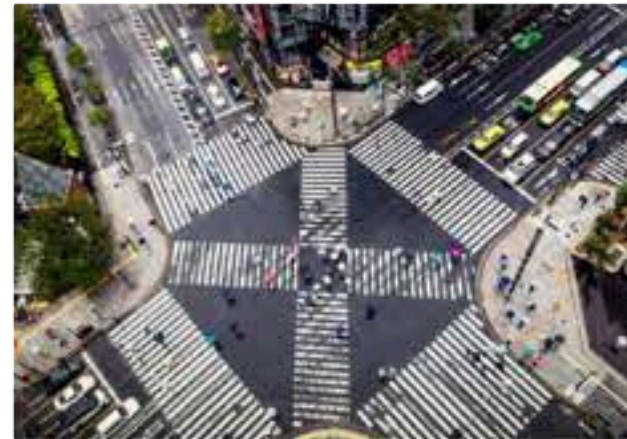


## Raised Intersections & Shared Streets

Vehicular speed and pedestrian safety are fundamentally incompatible. As highlighted in Baltimore City's Complete Streets Manual, providing clear identifiers for drivers to understand they are not in a vehicular corridor is important for pedestrian-oriented streets.

Shared streets enhance pedestrian safety through traffic-calming and will improve the character of downtown.

-  Shared Streets
-  Raised Intersections
-  Striped Intersections



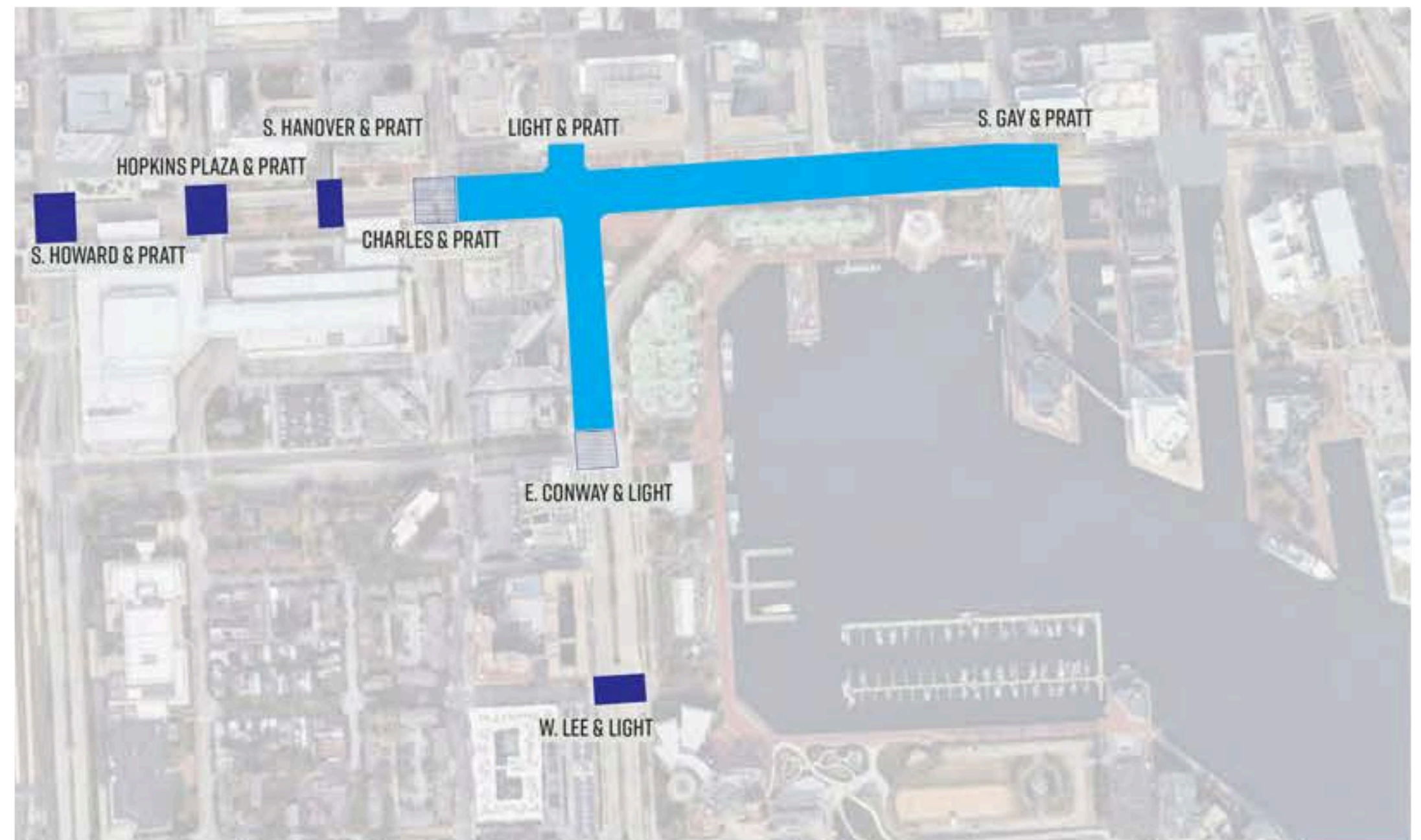
▲ Striped Intersection



▲ Twist off bollards

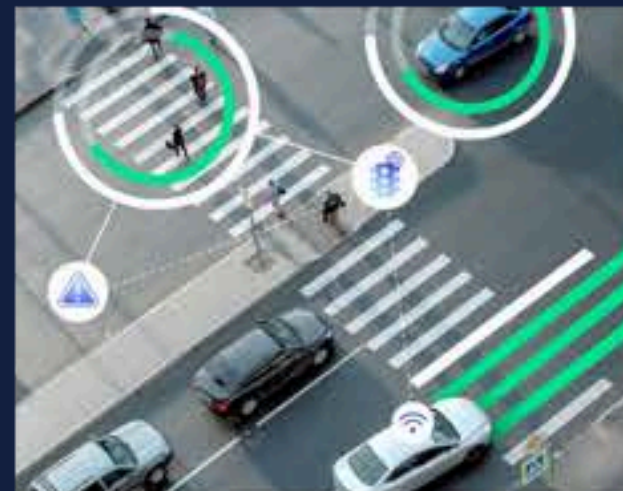


▲ Flush Raised Intersection





# People-Mover Streets Capital Improvement: Clear Demarcation & Leveraging Technology

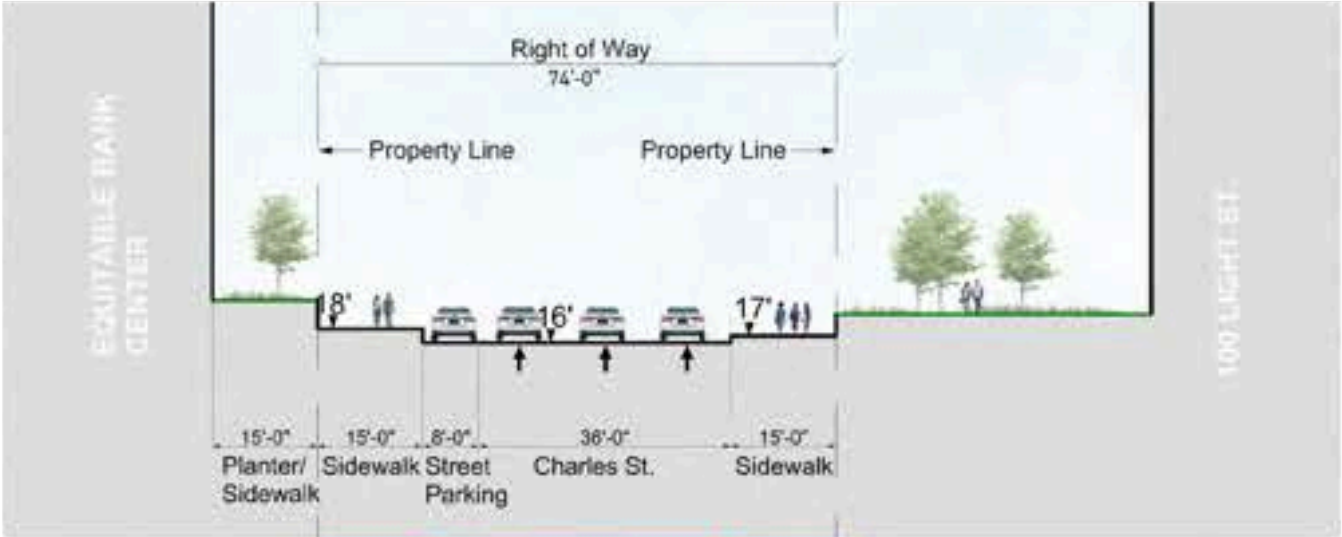




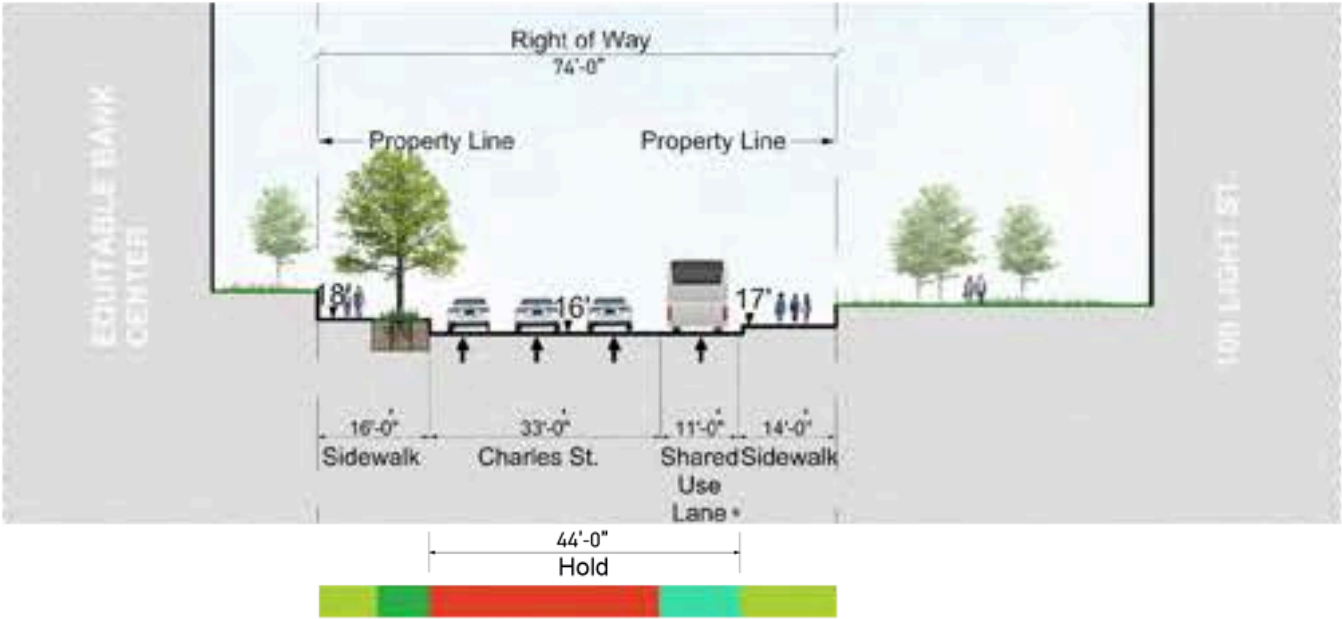
# People-Mover Streets Charles Street

- Car Circulation
- Car Access/Non Pedestrian
- Transit
- Pedestrian Circulation
- Planting
- Multi-Modal Path

Current



Vision



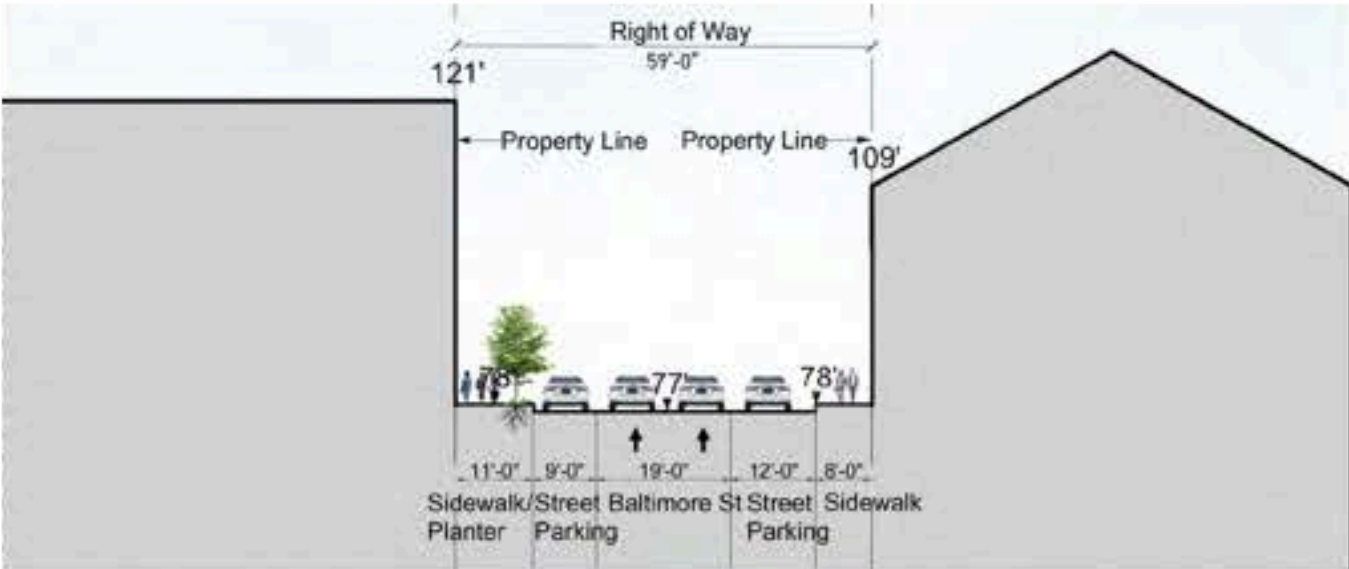
Charles Street is envisioned to include more trees, dedicated lanes, and improved pedestrian infrastructure.



# People-Mover Streets Baltimore Street

- Car Circulation
- Pedestrian Circulation
- Car Access/Non Pedestrian
- Planting
- Transit
- Multi-Modal Path

Current



Vision



Baltimore Street is envisioned to have dedicated bus lanes and multi-modal paths to promote efficient movement.

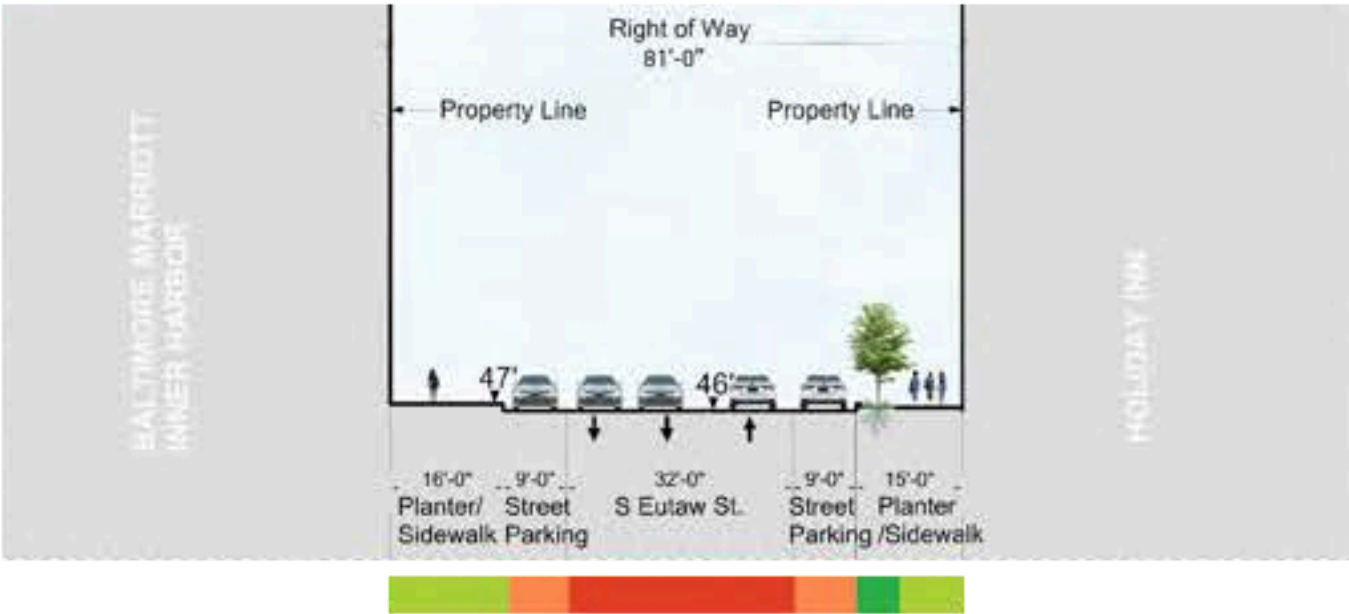


# Cultural Connector Streets

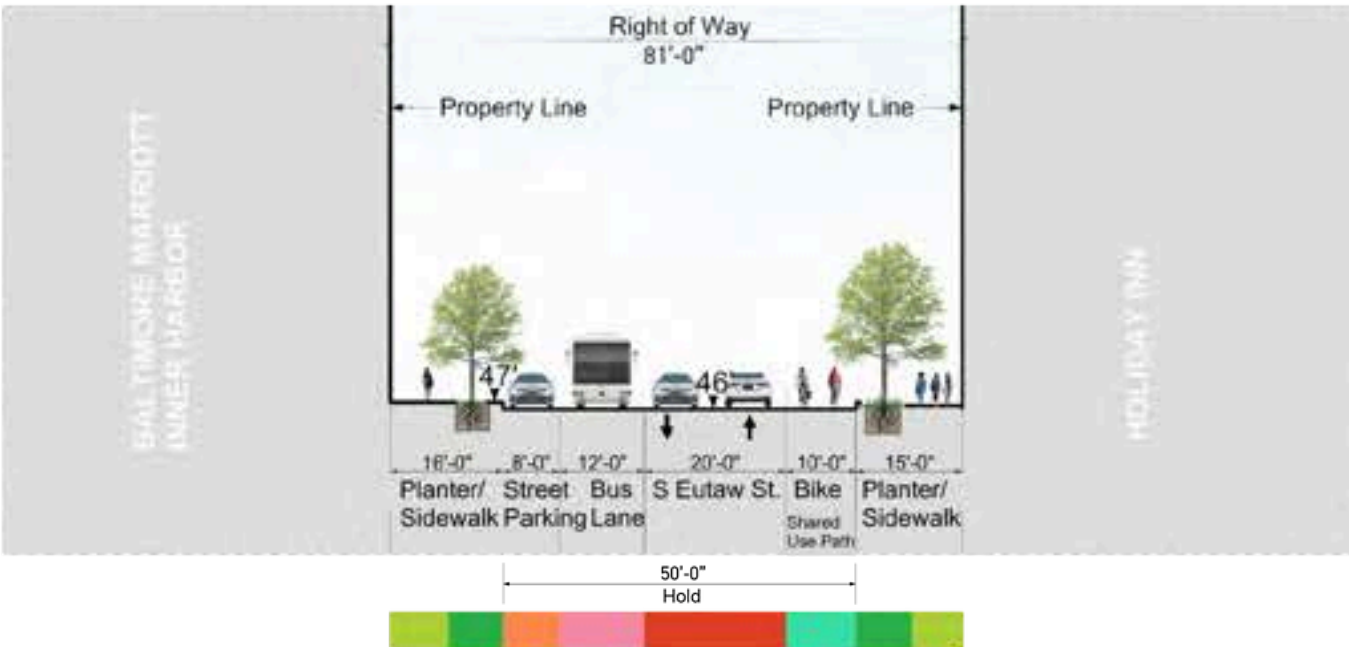
## Eutaw Street

- Car Circulation
- Pedestrian Circulation
- Car Access/Non Pedestrian
- Planting
- Transit
- Multi-Modal Path

Current



Vision



Eutaw Street is envisioned to include more trees, improved pedestrian infrastructure, and dedicated bus lanes to support efficient movement.



# Cultural Connector Streets

## Capital Improvement: Hardscape & Placemaking

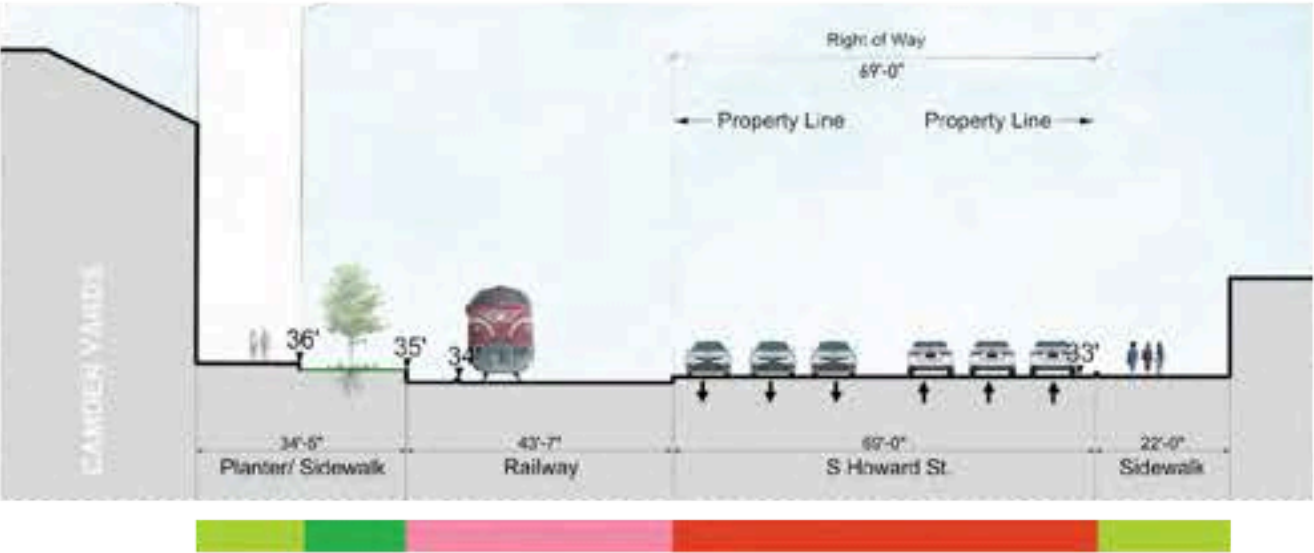




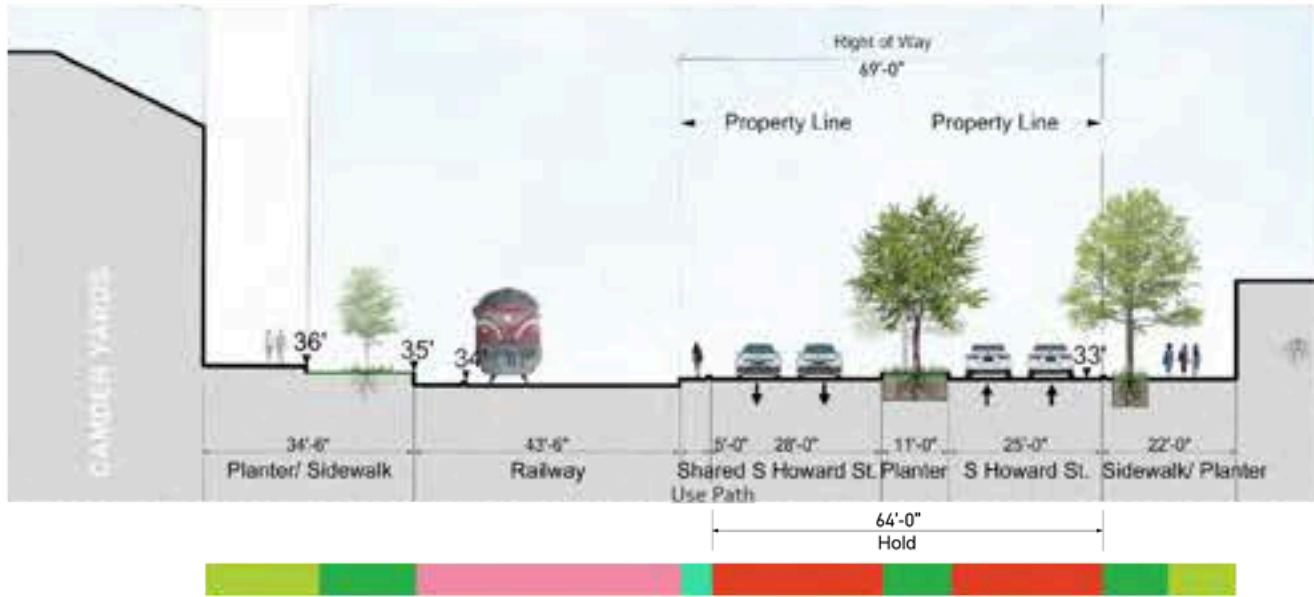
# Cultural Connector Streets Howard Street

- Car Circulation
- Car Access/Non Pedestrian
- Transit
- Pedestrian Circulation
- Planting
- Multi-Modal Path

Current



Vision



Howard Street is envisioned to include a planted median, character-defining signage, and upgrades to the existing light rail.

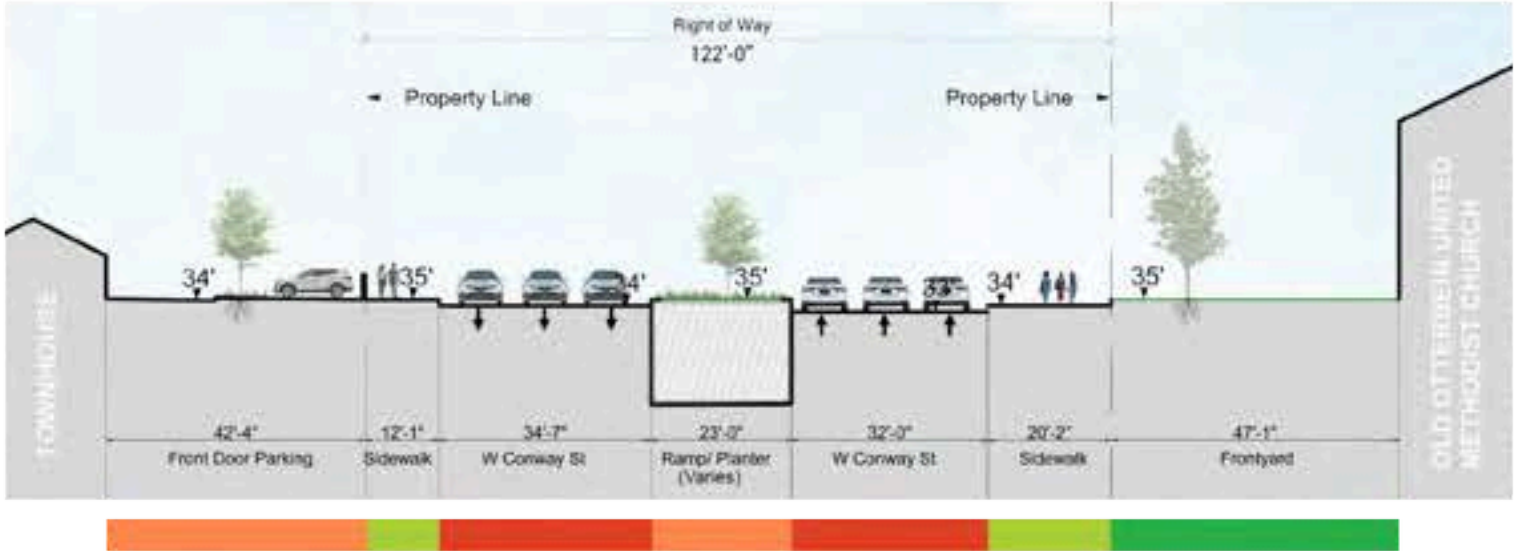


# Cultural Connector Streets

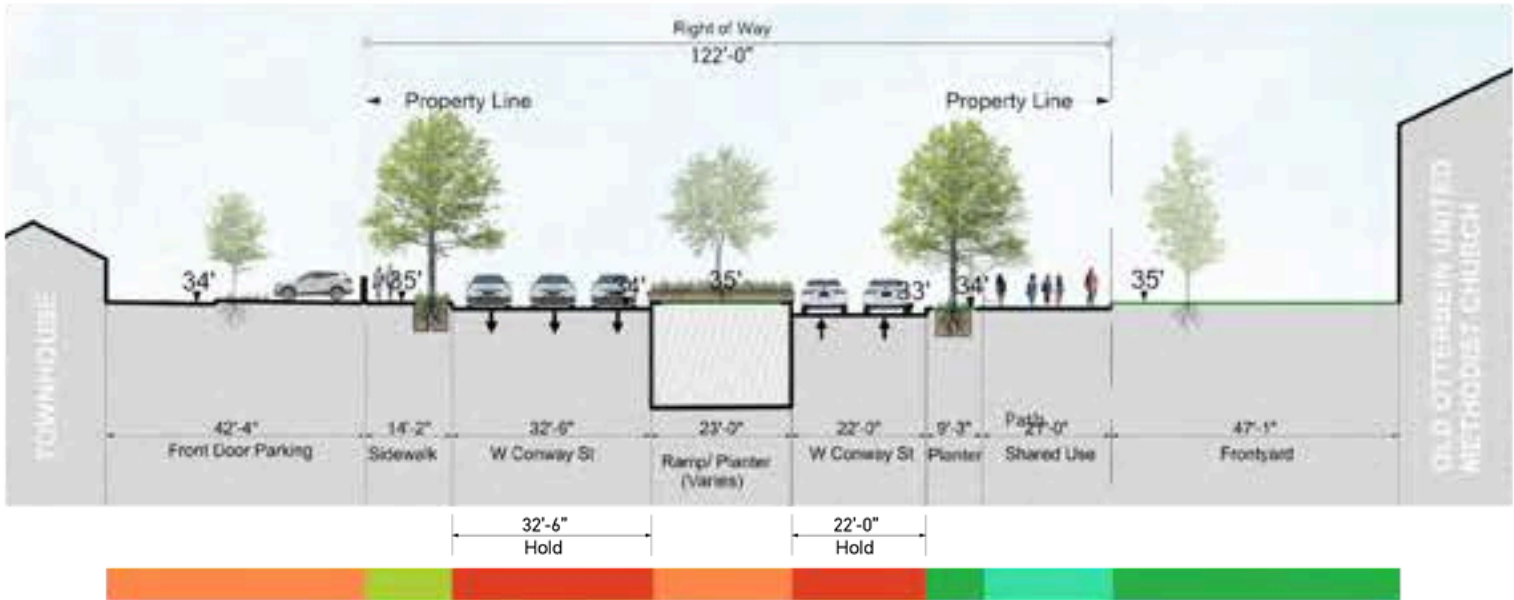
## Conway Street

- Car Circulation
- Car Access/Non Pedestrian
- Transit
- Pedestrian Circulation
- Planting
- Multi-Modal Path

Current



Vision

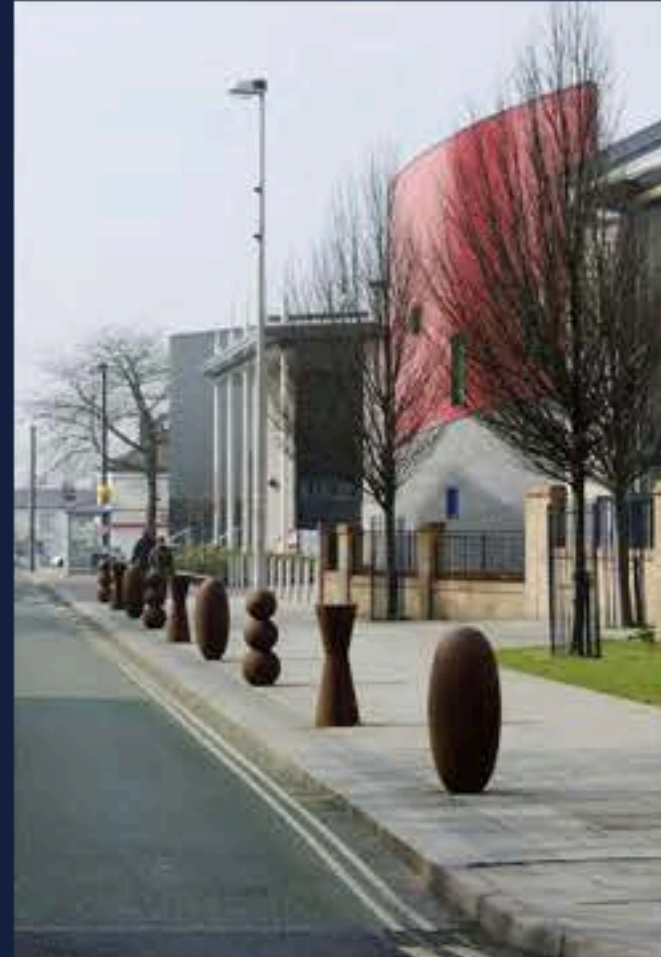


Conway Street is envisioned to act as a grand connector between the Sports and Entertainment District and the Inner Harbor.



# Cultural Connector Streets

## Capital Improvement: Hardscape & Placemaking



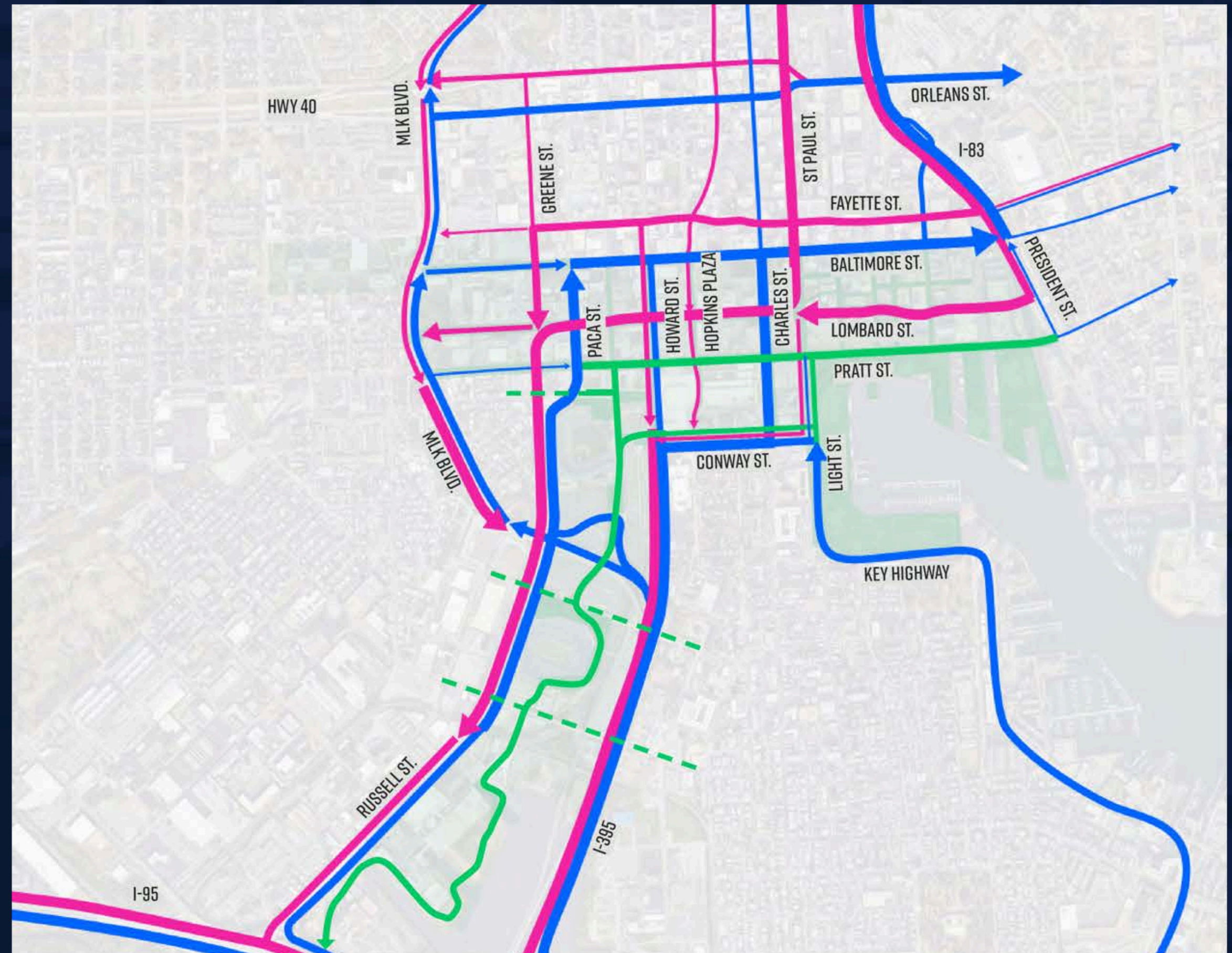


## A Vision for Traffic Distribution

Today, important place-defining streets such as Light Street, Pratt Street, and Conway Street serve as a cut-through between I-95 and I-83, diminishing the placemaking value and experience of downtown.

To prioritize the pedestrian experience and support placemaking, vehicular traffic can be better distributed across downtown.

- Inbound Vehicular Traffic
- Outbound Vehicular Traffic
- Pedestrian Promenade
- - Pedestrian Bridge/Enhanced Crossing





## The Data: Traffic Study

The Traffic Impact Analysis (“TIA”) assumes the same number of vehicles that move through each intersection today will continue to move through the proposed, modified intersections – in short, the same number of vehicles will move through fewer lanes. The TIA also assumes no cars will be reduced as a result of the installation of new transit downtown. While the TIA today projects an overall 8-14% increase in average delay based upon this “worse case scenario” model, these impacts will be further mitigated by real-world driver behaviors, and the use of transit instead of individual vehicles.

This means it may take a driver a few extra minutes to get from I-95 to I-83, a small inconvenience when compared to the proven benefits of creating pedestrian oriented, connected spaces with thriving businesses.

### RESULTS OF ANALYSIS AND CONCLUSIONS

It is expected that Downtown Baltimore will no longer be a path to “pass through” the City, but will be a means to the end of creating a better livable downtown for businesses, residents, and visitors. Traffic will be guided (through street changes and wayfinding) around Downtown.

As detailed, the changes recommended by Project Livable will result in an overall 8–14% increase in average delay caused by the changes that are recommended in Project Livable.

While this study has not assumed additional mode share as a result of transit and multimodal improvements, nor diversion of traffic based upon “learned behaviors” of drivers as a result of the changes recommended herein, we anticipate level of service and average delays will be further improved yielding a relatively minimal impact to the overall performance of the downtown road network.

Obviously, road changes, pedestrian changes, sidewalks, intersection designs, and traffic signal changes are all things that will need to occur to effectuate Project Livable in Downtown Baltimore.

The Appendix to this report details the traffic volumes at the intersections and the capacity analyses that we utilized for the analysis and our conclusions.

**To read the complete traffic impact analysis, visit:**  
**[DowntownBaltimoreRise.com](http://DowntownBaltimoreRise.com)**



# Acknowledgements:

## Data Sources

- 1.Data courtesy of: ESRI Business Analyst, 2023
- 2.Tracy Hadden Loh and Christopher B Leinberger. May 2018. Catalytic development: (re)creating walkable urban places. Retrieved: May 21, 2024, from: <https://www.brookings.edu/articles/catalytic-development-recreating-walkable-urban-places/>.
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- 4.American Planning Association. How cities use parks to Create Safer Neighborhoods. *City Parks Forum Briefing Papers*, Retrieved May 21, 2024, from: [https://www.brec.org/assets/General\\_Info/Why\\_R\\_Parks\\_Important/Papers/Parks-Create-Safer-Neighborhoods.pdf](https://www.brec.org/assets/General_Info/Why_R_Parks_Important/Papers/Parks-Create-Safer-Neighborhoods.pdf).
- 5.Hanna Love. Want to reduce violence? Invest in place. *Brookings*, Retrieved May 21, 2024, from: <https://www.brookings.edu/articles/want-to-reduce-violence-invest-in-place/>.
- 6.Violent crimes and crimes against property are both affected by rates of tree canopy. *Vibrant City Lab*, Retrieved: May 24, 2024, from: <https://www.vibrantcitieslab.com/research/crime-reduction/>.
- 7.To Combat Gun Violence, Clean Up the Neighborhood. October 8, 2021. *New York Times*, Retrieved May 21, 2024, from, May<https://www.nytimes.com/2021/10/08/opinion/gun-violence-biden-philadelphia.html>.
- 8.Elisabeta Mitran, Julius Codjoe, Emmaline Edwards. Impact of Crosswalk Lighting Improvements on Pedestrian Safety - A Literature Review. June 1, 2020. *National Transportation Library*. Retrieved May 21, 2024, from: <https://rosap.ntl.bts.gov/view/dot/63070>.
- 9.K.L Wolf. 2010. In Green Cities: Good Health. *Community Economics - A Literature Review*. College of the Environment, University of Washington. Retrieved May 21, 2024 from: [www.greenhealth.washington.edu](http://www.greenhealth.washington.edu).

## Design and Traffic Impact Analysis

The Maryland Stadium Authority, on behalf of a group of Downtown Stakeholders, commissioned Gensler & Associates for design and planning, and The Traffic Group, Inc., for traffic impact analysis.

## Thanks

Special thanks to the Baltimore City Department of Planning's Urban Design Team for their incredible efforts on this vision.



# Acknowledgements:

## Photography

Peachtree Street, Atlanta: Luke Beard  
 Lombard Street, Baltimore: Ren Southard  
 Hudson Street, Manhattan: E;ozabeth Felicella  
 Bernauer Strat: Eric Sehr  
 Vanderbilt Avenue, Brooklyn: Mark R. Brown, AICP  
 Paley Park, Manhattan: Mike Boucher  
 Walnut Street, Philadelphia: J. Fusco  
 Brisbane, Australia: Tourism Australia  
 Charlottesville, Virginia: Jennifer Jones  
 Santiago, Chile: Roderick Henderson  
 Lincoln Center: Eddie Marritz  
 North Meadow, Boston: Jane Messinger  
 Escalon: City of Escalon  
 Downtown Austin, TX: Tribeza  
 Chicago, IL: Eric Fredericks / Flickr  
 Rotterdam: Ossip van Duivenbode  
 Paris Bike Lane: AFP  
 Allen & Pike Sts, NYC: NYC DOT  
 Pecan Street Festival: Pecan Street Festival  
 Buffalo Niagara Medical Campus: SCAPE  
 Vienna, Austria: Vvoevale | Dreamstime.com  
 Ginza District: MarsYu  
 Flatiron: Pentagram

Cardiff Bus Stop: Clear Channel  
 Portland Bus Stop: Greta Rybus  
 Portland Red Line: NACTO  
 Crosswalk: YUNEX Traffic  
 Lexington, KY: Lexington-Fayette Urban County Government  
 Half Street Central Farm Market: JairLynch  
 Stockton Bike Lanes: Rise Stockton  
 Wavelength: Harvard University  
 Lonsdale Street Dandenong, Melbourne, Australia: Electrolight  
 Outdoor furniture: Studio Stagg  
 Tacoma Art Museum: SEGD  
 Seattle Streetcar: SDOT  
 Redball Project: Palo Alto Public Art

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# RISE UP BALTIMORE

Together, with focus, with intention, and with gritty determination, this plan will evolve as does our city. Our city of artists, of artisans, of businesspeople, of service leaders, of longshoremen, of professionals of all kinds, of youth and of seniors; we are Baltimore. We are downtown. And together, we RISE.





**To get involved, visit:**  
**[DowntownBaltimoreRise.com](http://DowntownBaltimoreRise.com)**