

## 9/29 Complete Streets Advisory Committee Meeting

### 1. Introduction and Purpose of Meeting

- a. Kristen Ahern, DOP
- b. Cole Greene, MTA
- c. Matt DeSantis, DOP
- d. Will Etheridge, DOT
- e. Matt Hendrickson, DOT
- f. Sharonda Huffman, Office of Civil Rights
- g. Jaime Richardson, MTA
- h. Corren Johnson, DOT
- i. Kimberly Rubins DHCD
- j. Caitlin Shafer, DOT/Kittelson
- k. Theo Ngongang, DOT
- l. Robert O'Brien, DOT
- m. Manmohan Sign., DOT
- n. Damonnen Taylor, DOT
- o. Tamara Woods, DOP
- p. Meg Young, DOT
- q. Mikah Zaslou, DOT
- r. Liam Davis, DOT
- s. Yolanda Winkler, DPW

### 2. Complete Streets Annual Report

- a. Overview
  - i. First report focuses on meeting requirements of ordinance.
  - ii. Data collection effort from multiple agencies.
- b. Trends
  - i. Slight increase in number of workers who drive to work alone based on 2019 Census data. We will likely see an increase in 2020 due to COVID.
  - ii. Neighborhoods with higher income levels drive alone, not necessarily by race.
  - iii. The number of those with longer commutes remains the same year-to-year.
  - iv. Looking at these trends with Equity Gap Analysis
  - v. Crash data: Saw a decrease in injuries but increase in fatalities in 2019. Makes the case for Vision Zero, increased automated enforcement, Complete Streets. More likely to have pedestrian and bike crashes in lower-income areas.
  - vi. Corren: 2020 data will be outlier data.
  - vii. Street trees planted: Positive for shade, heat island effect. Trends promising from equity lens: 70% planted in low-income areas, and higher in lower income and no cars. Forestry Division focusing on these areas.
  - viii. Speed humps: Fewer people in the field installing speed humps during COVID so there is a smaller sample size. New policy for traffic calming and speed hump

requests – not strictly based on speed data alone on the posted speed limit. Also equity and crash data, and target speeds.

- ix. Yolanda: DPW getting complaints related to speeding and Quick-Build installations.
- x. Graham: Community association and postcards sent, also tracking data of before and after crash data. Increased transparency in reporting this data for community outreach is necessary.
- xi. Main Street data from BDC: No large changes between 2019 and 2020. Monument St only saw two businesses close in 2020. Other Main Streets had a net positive amount of businesses opening.
- xii. Public Space Infrastructure: Slow Streets ordinance had a major impact on this. Equity used to determine locations and designated number per council district. Design for distancing on Main Streets. Outdoor dining shows primarily in the “white L” – permits granted for business owners who requested. No traffic-related injuries to the outdoor dining, but permanent policy will also look at safety standards.
- xiii. Sidewalk installations: Close to 50-50 split among haves and have-nots.
- xiv. Bike facilities: Jones Falls Trail extension adding lane miles in Mt. Washington. Shared lane miles on North Ave.
- xv. Dedicated bus lanes: 1 mile of peak-hour bus lanes.
- xvi. Transit on-time performance: Slight improvements in bus (not metro). Fewer cars contributing to this. CCC is 50% on-time.
- xvii. Conclusions: Methods for determine long-term trends is needed. i.e. 5 year averages. More public outreach needed and evaluate outreach as a performance metric. Need to include project reporting (showing crash data, improvements in biking, etc.) to show success or not in order to determine what’s needed.

c. Future additions and interagency collaboration needed.

### 3. Best Practices in CIP Development and Promoting Healthy Communities through CIP

- a. BMC funded study on Baltimore Region CIP development best practices and recommendations.
  - i. Key takeaways: Unconstrained list of needs is not currently developed. Unconstrained CIP would allow for a list of projects, then go through the Complete Streets Prioritization Process.
  - ii. Prioritizing projects undergoing a scoring process among all departments.
  - iii. Combine bike and pedestrian improvements with other larger roadway projects.
  - iv. Promoting healthy communities through equitable access, Vision Zero, density for proximity to places of interest.
  - v. Equity and inclusion in health outcomes.
- b. Applicability to City Departments and Complete Streets
  - i. Funding and collaboration: Grants not the most effective or successful.
  - ii. Engaging health department early in the process.

- iii. Anti-displacement policies and preservation of affordable housing. More collaboration with HCD.
- iv. Comments: More collaboration with other agencies and levels of government is needed.
- v. Use asset management tool to look at cost per mile/sq ft.

4. CIP Focus Areas [Will discuss next time]

- a. Agency priority areas or projects
- b. Opportunities for leveraging projects for Complete Streets Improvements

Graham will schedule a follow-up meeting with more time to discuss projects.