

Complete Streets Advisory Committee
December 21, 2023 - Meeting Minutes

- Introductions
 - Joined by representatives of City and State partners
 - Several community members in attendance
- Advisory Committee Kickoff
- What is Complete Streets and Why is it Important?
 - Complete Streets ordinance and manual (the “policy”) adopted in recent years
 - Policy seeks to address the mobility needs of all roadway users in Baltimore City
 - Sustainability and equity are main tenets of the policy
 - We are seeing continued crashes resulting in pedestrian death or serious injury
 - The policy prioritizes vulnerable road users and high-capacity transportation but does not ignore the needs of businesses and drivers
- Purpose of this Group
 - The committee requires staff from BCDOT, DPW, DOP, DHCD, and BCFD to be in attendance
 - These members vote on committee matters
 - Other partners include
 - The Mayor’s Office
 - BCRP
 - Maryland MTA
 - Various other City and State agencies involved in the management of public space and transportation
- Project Updates from 2023
 - Increased coordination between DOT Traffic Division and DOT Resurfacing has allowed for resurfacing projects to include Complete Streets elements
 - One example includes the recent road diet and bike lane addition to Harford Rd
 - **Full Streetscape - Fremont Ave:** Partnership with DPW to remove impervious surface, creating safer conditions for drivers and pedestrians, less run-off, greenspace for the community, calmer streets, and shorter crosswalks
 - **Highway Safety IP:** BCDOT awarded nearly \$3M to implement 20+ pedestrian safety projects Citywide, including
 - Shortened crosswalks

- Pedestrian-activated crosswalk traffic signals (“Pedestrian Hybrid Beacon” - PHB/HAWK)
- Pedestrian warning flashers (“Rectangular Rapid Flashing Beacon” - RRFB)
- Goals for Next Year
 - Developing a Complete Streets Report covering 2022 and 2023 by the end of August 2024
 - Holding quarterly Committee meetings
 - Increasing collaboration between Committee members
 - Increasing collaboration between Traffic Division/Complete Streets and the Vision Zero team
 - Implementing designs developed in 2023
- Open floor/feedback
 - Agencies are being asked to comment on efforts made in “middle neighborhoods” (ie. stable but not wealthy in terms of land values, income, etc.)
 - MTA hopes for continued collaboration in Transit projects and increased capacity at BCDOT to support these projects
 - DPW hopes for more robust communication regarding street changes
 - Residents look forward to additional public engagement and education on Complete Streets and related projects