

Complete Streets Advisory Committee
October 22, 2024 - Meeting Minutes

- **Introductions**
 - Presentation by Clea Baumhofer
 - Committee member agencies in attendance
 - BCFD – Sean Eames
 - DHCD – Jason Wright
 - DOP – Kristen Ahearn
 - DOT – Clea Baumhofer, Chair
- **Complete Streets Report**
 - Report has been submitted to the Mayor and City Council on August 30
 - Will be posted within the next two weeks on [Complete Streets website](#)
- **Equity**
 - Measured by census tract
 - Equity assessment measures tracts with above average share of people of color, low car ownership, and below median income
- **Data**
 - Includes performance measures – systemwide and mode-specific
 - Visual representation of crash data per year
 - Typical year in terms of traffic safety
 - Bike and ped crashes – fewer fatalities, slightly more injuries
 - Concentrated in downtown and along high-traffic corridors
- **Interagency**
 - Department of Public Works
 - Provided relevant data on green stormwater infrastructure
 - Expanding efforts to divert water from stormwater system
- **What's New**
 - Speed hump installations
 - 113 speed humps installed in 2022
 - 462 speed humps installed in 2023
 - Heat island mitigation
 - 2897 street trees planted in 2022
 - 4116 street trees planted in 2023
 - Bike lanes
 - 4.8 miles of separated lanes installed in 2022

- 3.2 miles of separated lanes installed in 2023
- Transit signal priority
 - Numerous intersections along North Ave were upgraded, mainly in 2022
- **Conclusions**
 - Department has increased grant pursuits significantly
 - Safe Streets for All (SS4A) Action Plan - \$1M in 2023
 - SS4A Demonstration Projects - \$9.92M in 2023
 - Future reports will incorporate more data comparisons against previous years to better track progress
- **Comments and Discussion**
 - Commenters expressed desire for additional transit along North Ave
 - Extensive bus lanes and priority signals have improved bus
 - Will DOT install raised crosswalks?
 - Challenges include ensuring proper stormwater drainage, cost, and maintaining ADA compliance
 - Will traffic calming be implemented on Druid Park Lake Drive once DPW work is complete?
 - DOT is pursuing grants that would provide safer and more comfortable access between Reservoir Hill and Druid Hill Park
 - Does DOT do outreach to Latin American community & specifically bike riders?
 - DOT will take a closer look at its Communications outreach to Latin American residents and bike riders
 - Are there updates on the Eutaw Place bike project?
 - DOT will follow up with the community separately.
 - Does DOT have the data to assess outcomes for people of color and low-income bike riders inside and outside their home census tracts?
 - DOT does not have that data at this time, but it may be considered in the future.
 - Complete streets elements added along with post-utility project resurfacing have not been well tracked.
 - Recent changes to the MUTCD (comprehensive federal manual on traffic design) may warrant revisiting standards for utility restorations.
 - The City will review the State's new complete streets policy.
 - Nine cyclists have died in the City this year—DOT should work with developers to address safety issues.
 - DOT is working to implement bus lane enforcement cameras to curb bus line violations, including some sites along North Ave.

Baltimore City Department of Transportation

- DOT is working through grant funding to implement a Citywide roadway classification system which will guide where projects are targeted.
- Temporary bike lane separated on North Ave bridge median has improved safety; commenters would like permanent separation. Would like to know more about the math behind why permanent barriers are not feasible structurally.
- Unreliable barriers (ie. glued flex posts on bridges) leads to a frequent lack of meaningful separation on those corridors.
- Reservoir Hill commenters would like to see better bike connections to Downtown, particularly along Eutaw Place.