

## Complete Streets Advisory Committee Meeting

June 20, 2019

### MINUTES

#### Attendees:

- Frank Murphy, DOT
- Theo Ngongang, DOT
- Mikah Zaslow, DOT
- Evan Drukker-Scharoll, DHCD
- Laurie Feinberg, Planning
- Patrick McMahon, MDOT MTA
- Charles Turner, DOT ATVES
- Larry Marcus, Wallace Montgomery
- Jill Patterson, Wallace Montgomery
- Jessica Shearer, Wallace Montgomery
- Will Weismantel, Wallace Montgomery
- Fred Lippert, Toole Design
- Dan Reed, Toole Design

1. Minutes from the last meeting (May 9) were approved.
2. Jessica Shearer of Wallace Montgomery distributed an updated Advisory Committee Meetings and Milestones Schedule through September. The schedule includes due-dates and Advisory Committee and subcommittee meeting agendas. Advisory committee members were reminded the deadline for the Complete Streets draft manual is October, and that meeting attendance is important due to the tight schedule. Mikah Zaslow of DOT will finalize subcommittee meeting dates, times, and locations, and will share that information with subcommittee members.
3. The Advisory Committee recommended that October 2020 be the due date for the first Annual Report.
4. Advisory Committee members asked about the progress of the Community Engagement Plan. Committee members suggested starting outreach efforts / activities that do not require budget or scope approval (such as consultant support). Example efforts discussed were social media posts with complete streets guidance, milestone products, and other resources.

## Baltimore City Department of Transportation

5. Larry Marcus and Jessica Shearer of Wallace Montgomery introduced the nine Complete Streets manual performance measures as listed per Article 26, Subtitle 40 Complete Streets - Subsection 40-47. They are as follows:
  - a. Crash data
  - b. Transit on-time performance
  - c. Commute times
  - d. Modal share
  - e. Infrastructure built, upgraded, replaced or rehabilitated
  - f. Total amount of infrastructure
  - g. Inventory of projects
  - h. Economic development
  - i. Conflicts between local and state or federal standards

Each of the preceding performance measures must be reported via an equity lens; the ordinance dictates that, in preparing the annual report, the Department must separately report data by geographic subunit (e.g., census tract, traffic analysis zone, or the like) and separately report data by race, income, and vehicle access into the following categories:

- (a) populations that are above and below the median number of persons of color for Baltimore City.
  - (b) populations above and below 50% no vehicle access.
  - (c) populations with a median income above and below the median household income for Baltimore City.
6. Committee members discussed which currently collected data sets and resources could be used to represent the performance measures in the Annual Report, and how best to present that data to reflect the Complete Streets Guiding Principles. Committee members requested that Wallace Montgomery create an outline Performance Measure Report that can be filled out yearly with the most current data from pre-determined City resources.
  7. Fred Lippert of Toole Designs introduced the proposed Baltimore-specific Street Types and their defining features. Street Types are based on roadway function and built environments and can change along segments of a roadway as land use context changes. The ten proposed Baltimore Street Types are as follows:
    - a. Downtown Commercial
    - b. Downtown Mixed Use
    - c. Urban Village Main
    - d. Urban Village Neighborhood
    - e. Urban Village Shared
    - f. Neighborhood Corridor
    - g. Urban Center Connector
    - h. Boulevard

- i. Parkway
  - j. Industrial
8. Advisory Committee members discussed each of the types and how they apply to Baltimore streets. The following comments were made:
  - a. We must decide how to measure the five factors that determine Street Types (target speed, heavy vehicle %, vehicle volume, ped/bike volume, development density).
  - b. What about exceptions? For example, how do we choose design features for an Urban Village Main Street that has transit needs vs. one that doesn't but is two blocks away from light rail?
  - c. Specific features that should be included as possible design features in each Type, for example Downtown Commercial loading zones, will be discussed in-depth at a later date.
  - d. Types are intended to be descriptive rather than prescriptive in the sense that they are visionary and might not apply to streets as they currently are now, but rather that they apply to streets as they can be redesigned according to the Complete Streets Manual.