

Complete Streets Advisory Committee Meeting Minutes

Date: December 20, 2022

Time: 3:00 PM – 4:30 PM

Meeting Notes:

- Following up on best practices
- Focus of meeting is sustainability and resiliency
- New subcabinet group on sustainability led by Planning
- To the group, sustainability in city government transportation means transit, walkability, road diets, and bikes, among others
 - 15-minute city discussed; planning and transportation are important to creating easier access to destinations
 - Increasing comfort on sidewalks (shady trees, shaded bus shelters)
- Subcabinet goals include promoting alternative transportation for city employees, creating a more sustainable fleet, reducing the urban heat island effect, and supporting resilient infrastructure
- Goal 1: Setting and tracking annual targets
 - In 2019, 61.5% drove alone to work; overall, 52% of all trips were a driver alone
 - Baltimore has the lowest share of car trips as a percentage of trips in the region
 - Work accounts for 17.1 miles traveled per households, per day
- Departments could influence sustainability by:
 - Allowing outdoor dining on the roadways
 - Promoting more dense development
 - Making more rooms for bikes, lowering parking requirements
 - Procedural equity is a concern
 - Planning's zoning efforts are limited by political affairs
 - Can the zoning code be used to require transit/public facilities?
 - Code does not require buildings to provide public facilities on the right of way
 - Zoning code does not govern the right of way
 - How would we determine what share of the ROW buildings are responsible for
 - I.e. State requires buildings on highways to build sidewalks
 - Difficult balancing act in transitioning neighborhoods away from parking
 - People with disabilities should be taken into consideration
 - Accessible bus shelters, sidewalks, ramps, etc.
 - Involve disabled constituents in the planning process
 - MobilityLink is expensive; may not be sustainable long term
 - Improving accessibility on fixed bus routes is important
- Electrifying/modernizing the city fleet involves:
 - Automobiles vs. Buses; right-sizing the fleet; electric bikes or scooters; slow vehicles
- Urban heat island effect
 - Cool pavement, more trees, more permeable surfaces, removing asphalt
- Coordinating city efforts around resiliency
 - Aligning stormwater funds with climate resiliency and complete streets goals

- Current efforts are reactive rather than proactive due to funding constraints
- Aligning funding to prevent duplication and decrease disconnect between projects