

# Baltimore City Department of Transportation

## Complete Streets Advisory Committee Meeting

October 14, 2020

### MINUTES

#### Attendees:

- Steve Sharkey, BCDOT
  - Theo Ngongang, BCDOT
  - Graham Young, BCDOT
  - Tereina Galloway, BCDOT
  - Kristen Ahearn, DOT
  - Zachary Chissel, MDOT MTA
  - Dennis Dawson, BCFD/OFM
  - Derrick Ready, BCFD
  - Yolanda Winkler, DPW
  - Laurie Feinberg, Planning
  - Robert Pipik, DHDC
  - Adam Boarman, BCRP
  - Meg Young, BCDOT
  - Mikah Zaslow, BCDOT
  - Robert O'Brien, BCDOT
  - William Ethridge, BCDOT
  - Matthew Hendrickson, BCDOT
  - Manmohan Singh, BCDOT
  - German Vigil, BCDOT
  - Bimal Devkota, DOT TEC
  - Kirk Gabriel, BCDOT TEC
  - Kimberly Knox, Baltimore Green Network Coordinator
  - Chris Ryer, Planning
  - Shayna Rose, BCDOT (Consultant)
  - Larry Marcus, Wallace Montgomery
  - Jill Patterson, Wallace Montgomery
1. Graham Young welcomed meeting attendees to the first remote Advisory Committee meeting since the COVID outbreak had prevented in-person meetings. Introductions were made by the attendees.

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2. The current production status of the Manual and a revised schedule update were presented by Larry Marcus:
  - a. The first draft of the Manual has been completed.
  - b. Schedule update:
    - i. The public input period will close at the end of October.
    - ii. The Advisory Committee will reconvene after the public input period to review comments.
    - iii. The updated version of the Manual with content updates and public comments will be complete by January 1<sup>st</sup>, 2021.
  - c. Improvements to the Manual content:
    - i. Quality Review:
      1. Grammatical changes have been done.
      2. Currently updating select pictures.
    - ii. NACTO Peer Review:
      1. Speed Management / Traffic Calming:
        - a. Adding target speed references throughout the manual.
        - b. Listing target speed for each Street Type (target/designed/posted).
          - i. Graham demonstrated how to use the table to determine speeds for specific Baltimore Streets.
        - c. Including speed monitoring in the annual report.
        - d. Adding more references / connections to Vision Zero program.
      2. Curbside Management:
        - a. Adding a section that assists the designer in prioritizing curbspace elements when a project has limited right-of-way.
      3. Traffic Control / Signal Timing for Complete Streets
    - iii. Content Enhancements:
      1. Speed Management / Traffic Calming (NACTO & City recommendations)
      2. Special Considerations (adding to the Street Types section):
        - a. Overlay zones
          - i. School zones
          - ii. Recreation / senior centers
          - iii. Hospitals
          - iv. College campuses
        - b. Transition areas
          - i. Defined by changing environments. Speed management and pedestrian overlays are needed to alert drivers to changing environments. This section will be at end of the Street Types section.
        - c. Speed management and pedestrian safety treatments

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### 3. Lighting considerations:

- a. Safe:
  - i. Enhance public safety
  - ii. Improve accessibility
- b. Sustainable:
  - i. Reduce energy consumption and carbon footprint
  - ii. Minimize uplift, optimize color of light
- c. Compatible:
  - i. Improve community environment via streetscape
- d. Smart:
  - i. Apply technology to meet City goals; dim to align with community environment, flash for emergency response
- e. Maintainable:
  - i. Reduce maintenance needs and improve reliability
  - ii. Limit inventory space needs
- f. Cost effective:
  - i. Minimize operating and lifecycle costs

### 3. Past and future public engagement efforts were presented.

#### a. Virtual Community Engagement

- i. Accessibility Community Roundtable Thu 4/2/20
- ii. Business Community Roundtable Fri 4/3/20
- iii. April 4 – Livable Streets Advisory Committee  
1st Meeting Sat 4/4/20
- iv. April 11 – Livable Streets Advisory Committee  
2nd Meeting Sat 4/11/20
- v. West Baltimore Community 1st Meeting Sat 5/2/20
- vi. Bolton Hill Community Association Sat 5/2/20
- vii. Livable Streets Advisory Group Sat 5/9/20
- viii. No Boundaries Coalition of Central West Baltimore Tue 5/12/20
- ix. Livable Streets Advisory Group Sat 5/16/20
- x. Greater Baybrook Alliance Wed 5/27/20

#### b. DOT will hold Virtual Public Meetings for the public to learn about the Manual (all at 6pm). Invitations will be sent to social media platforms, neighborhood groups, and community affiliates. Community liaisons will be online to help with questions the general public might have. The meetings will be interactive to elicit feedback, and people will be directed to a site where they can view and comment on the Manual.

- i. Public Meeting 1 Wed 10/21/20
- ii. Public Meeting 2 Thurs 10/22/20
- iii. Public Meeting 3 Wed 10/28/20
- iv. Public Meeting 4 Thurs 10/29/20

4. FY 2022 Capital Improvement Program was discussed with meeting attendees.
  - a. Graham Young presented the new prioritization process outlined in the Manual.
    - i. Six different factors are proposed in the weighting process. The factors are as follows:
      1. Equity (this is the only one with a weighting of 2)
        - a. A composite equity map based on different factors determined by Subcommittee meetings was shown. Areas outlined in yellow are areas of greatest need. It is important to consider that roads can pass through several different census blocks / equity areas, so subjectivity is necessary to determine needs.
        - b. The Transit Gap Equity Analysis reviewed each of the equity indicators and discussed a weighting system for each of the 10 components to make a final composite equity score. It is based on census blocks.
          - i. Purple blocks are 1.5x or more than the standard deviation of the composite equity score. There are 37 of those blocks. The data should be used in conjunction with other factors and crash data to make final decisions. Use the map as indicators to determine areas to consider; tables and maps will be finalized in December.
      2. Infrastructure condition
      3. Economic development potential
      4. Safety
      5. Existing or planned work by other departments
      6. Transit dependency and commute times
    - ii. Projects / areas for follow-up and collaboration will be identified and discussed more in future meetings and working groups.
  - b. New approaches for CIP were presented.
    - i. There is a new CIP oversight committee that includes many people on this Advisory Committee. Their next meeting is Friday, October 16th.
      1. The main objective of the committee this year is to develop new evaluation criteria. CSM criteria will influence their criteria.
      2. A new process to score projects against the evaluation criteria will also be tested and a system to measure projects will be developed. DPW already uses scoring criteria and are working on incorporating equity into that criteria, so DOT will learn from what DPW are doing, but DOT will develop their own unique system.

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- c. Graham Young asked Advisory Committee members to identify any major projects that interact with each other (example Druid Lake Park Drive and DPW) and / or score high on the 6 CIP factors (listed above).
  - i. Look at highest dollar projects as best opportunity for leveraging. Also look for projects with a lot of development.
  - ii. Suggestion from Advisory Committee member: consider including more than 6 categories for evaluation criteria. Example: does it support community development or the green network?
  - iii. Major priorities presented by Advisory Committee members:
    1. Clifton Park / St. Louis Drive
      - a. R&F Football field, tennis courts, improvements to mansion
      - b. DOT has planned separated bike facility
      - c. Morgan State investing in facility (Old Lake Clifton High School)
      - d. DOT: Slated for repavement in FY21 from Harford for Sinclair
    2. Middle Branch
      - a. After FY22 (R&P)
      - b. DOT has three bridges project
      - c. Quick Build Project (Streetscape) on Annapolis Road
      - d. DOT rehabilitation project on Patapsco Avenue
        - i. DPW Rehabilitation some on Patapsco, some in Cherry Hill
      - e. MTA funded for 100% design on bike/ped bridge over Patapsco Avenue
      - f. Cherry Hill, Westport: getting people to the water
      - g. Patapsco Avenue Complete Streets project (East of Hanover to 7th)
      - h. DOT Hanover Street Bridge
    3. HCD
      - a. Perkins Homes
        - i. DOT Central Avenue Streetscape separated bike facilities between Harbor Point and Monument Street
        - ii. Coordination needed on paving schedule
        - iii. MTA/DOT East/West Corridor on Fayette
      - b. Park Heights
        - i. Reinvestment centered around CC Jackson Rec Center
        - ii. Streetscape in design to the north on Park Heights Ave (Rogers Ave to north)

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1. Potential for future streetscape south of Rovers Ave
- iii. Pimlico: Include BDC in discussion. Lifebridge investing in.
- iv. Eastern portion of Pimlico property. Lifebridge has engaged communities already.
- c. Out-Year Developments
  - i. Uplands
  - ii. Tivoly in CHM
- d. Need for smaller-scale improvements related to developments
4. West Baltimore
  - a. Potential for focusing maintenance type work in West Baltimore
  - b. Look at community plans, inspire plans
  - c. Focus on pedestrian safety, traffic circulation, 1-way vs. 2-way
5. Upton / Sandtown-Winchester
  - a. MTA pursued grant for improvements at Upton Metro Station
  - b. Fremont Ave Streetscape through DOT
  - c. MTA Fulton and Pulaski St improvements
6. Penn North
  - a. North Avenue Rising
    - i. Penn at North Metro Center
  - b. Parkview Recreation Center
  - c. Druid Park Lake Drive Transportation Study
7. Reisterstown Plaza TOD (FY 23-24?)
  - a. Potential for Wabash Streetscape/Rightsizing
  - b. Bike / Ped connection between Vertis Park Drive and Metro Drive