Introduced by: Councilmember Dorsey , Bullock, Middleton, Henry, Parker, Scott, Burnett, Cohen, Clarke, Speed

Prepared by: Department of Legislative Reference **Date:** July 11, 2017

Referred to. LAND USE AND TRANSPORTATION Committee

Also referred for recommendation and report to municipal agencies listed on reverse.

CITY COUNCIL 17-0102

A BILL ENTITLED

AN ORDINANCE concerning

Complete Streets

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

BY adding
Article 26 - Surveys, Streets, and Highways
Sections 40-1 through 40-50, to be under the new subtitle designation,
"Subtitle 40. Complete Streets"
Baltimore City Code
(Edition 2000)

****The introduction of an Ordinance or Resolution by Councilmembers at the request of any person, firm or organization is a courtesy extended by the Councilmembers and not an indication of their position.**

Agencies

- ____ Baltimore City Public School System
- ✓ Baltimore Development Corporation
- ✓ City Solicitor
- ____ Comptroller's Office
- ____ Department of Audits
- ✓ Department of Finance
- ____ Department of General Services
- ✓ Department of Housing and Community Development
- ____ Department of Human Resources
- ____ Department of Planning
- ____ Other:_____
- ____ Other:_____
- ____ Other:_____
- ✓ Department of Public Works
- ____ Department of Real Estate
- ✓ Department of Recreation and Parks
- ✓ Department of Transportation
- ✓ Fire Department
- ✓ Health Department
- ____ Mayor's Office of Employment Development
- ____ Mayor's Office of Human Services
- ____ Mayor's Office of Information Technology
- ____ Office of the Mayor
- ____ Police Department
- ____ Other:_____
- ____ Other:_____

Boards and Commissions

- ____ Board of Estimates
- ____ Board of Ethics
- ____ Board of Municipal and Zoning Appeals
- ____ Comm. for Historical and Architectural Preservation
- ✓ Commission on Sustainability
- ____ Employees' Retirement System
- ____ Other:_____
- ____ Other:_____
- ____ Other:_____
- ____ Environmental Control Board
- ____ Fire & Police Employees' Retirement System
- ____ Labor Commissioner
- ✓ Parking Authority Board
- ✓ Planning Commission
- ____ Wage Commission
- ____ Other:_____
- ____ Other:_____
- ____ Other:_____

CITY OF BALTIMORE
ORDINANCE 18-197
Council Bill 17-0102

Introduced by: Councilmembers Dorsey, Bullock, Middleton, Henry, Pinkett, Scott, Burnett, Cohen, Clarke, Sneed
Introduced and read first time: July 17, 2017
Assigned to: Land Use and Transportation Committee
Committee Report: Favorable with amendments
Council action: Adopted
Read second time: October 15, 2018

AN ORDINANCE CONCERNING

Complete Streets

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets ~~Coordinating Council~~ Advisory Committee to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the ~~Coordinating Council~~ Advisory Committee and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the ~~Coordinating Council~~ Advisory Committee, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

BY adding
Article 26 - Surveys, Streets, and Highways
Sections 40-1 through 40-50, to be under the new subtitle designation,
"Subtitle 40. Complete Streets"
Baltimore City Code
(Edition 2000)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Laws of Baltimore City read as follows:

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.
Underlining indicates matter added to the bill by amendment.
~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from existing law by amendment.

Baltimore City Code

Article 26. Surveys, Streets, and Highways

SUBTITLE 40. COMPLETE STREETS

PART I. DEFINITIONS; APPLICABILITY

§ 40-1. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *COMPLETE STREETS.*

"COMPLETE STREETS" MEANS A TRANSPORTATION PHILOSOPHY THAT CALLS FOR STREETS TO BE CONSTRUCTED AND OPERATED IN A WAY THAT CONSIDERS THE NEEDS OF ALL USERS AND ENABLES EQUITABLE AND SAFE ACCESS.

(C) ~~*COORDINATING COUNCIL*~~ *ADVISORY COMMITTEE.*

"~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE" MEANS THE COMPLETE STREETS ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE ESTABLISHED BY THIS SUBTITLE.

(D) *INCLUDES; INCLUDING.*

"INCLUDES" OR "INCLUDING" MEANS BY WAY OF ILLUSTRATION AND NOT BY WAY OF LIMITATION.

(E) *MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.*

(1) *MANDATORY TERMS.*

"MUST" AND "SHALL" ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT OR TO IMPOSE A DUTY.

(2) *PROHIBITORY TERMS.*

"MAY NOT" AND "NO ... MAY" ARE EACH MANDATORY NEGATIVE TERMS USED TO ESTABLISH A PROHIBITION.

(3) *PERMISSIVE TERMS.*

"MAY" IS PERMISSIVE.

(F) *PUBLIC TRANSIT VEHICLE.*

"PUBLIC TRANSIT VEHICLE" MEANS ANY VEHICLE THAT:

(1) IS OF A TYPE USED PRIMARILY FOR THE TRANSPORTATION OF THE GENERAL PUBLIC; AND

(2) HAS A SEATING CAPACITY OF 10 OR MORE PASSENGERS.

(G) *STREET.*

"STREET" MEANS ANY STREET, BOULEVARD, ROAD, HIGHWAY, ALLEY, LANE, SIDEWALK, FOOTWAY, MALL, ESPLANADE, OR OTHER WAY OR PLACE THAT IS OWNED BY THE CITY OR HABITUALLY USED BY THE PUBLIC.

(H) *TRANSPORTATION DEPARTMENT; DEPARTMENT.*

"TRANSPORTATION DEPARTMENT" OR "DEPARTMENT" MEANS THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION.

(I) *TRANSPORTATION DIRECTOR; DIRECTOR.*

"TRANSPORTATION DIRECTOR" OR "DIRECTOR" MEANS THE DIRECTOR OF THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION OR THE DIRECTOR'S DESIGNEE.

§ 40-2. APPLICABILITY OF SUBTITLE.

(A) *IN GENERAL.*

EXCEPT AS OTHERWISE PROVIDED IN THIS SUBTITLE, THIS SUBTITLE APPLIES TO ALL PROJECT PHASES UNDERTAKEN BY OR, UNDER THE AUTHORITY ~~OF, OR SUBJECT TO THE SUPERVISION~~ OF THE TRANSPORTATION DEPARTMENT FOR THE IMPROVEMENT OF ANY STREET AND PUBLIC RIGHT OF WAY, INCLUDING PLANNING, PROGRAMMING, DESIGN, ACQUISITION OF LAND, CONSTRUCTION, CONSTRUCTION ENGINEERING, RECONSTRUCTION, REHABILITATION, RESURFACING, RETROFIT, AND OPERATION.

(B) *EXCEPTIONS – ORDINARY MAINTENANCE.*

THIS SUBTITLE DOES NOT APPLY TO ORDINARY MAINTENANCE, SUCH AS MOWING, CLEANING, SWEEPING, POTHOLE FILLING, CONCRETE JOINT REPAIR, AND OTHER REGULAR OR SEASONAL MAINTENANCE. ORDINARY MAINTENANCE INCLUDES LOCAL ROAD RESURFACING ON ROADWAY SEGMENTS, EXCLUSIVE OF INTERSECTIONS, THAT EXPERIENCE TRAFFIC VOLUMES OF FEWER THAN 6,000 VEHICLES PER DAY, BASED ON THE LATEST AVAILABLE OR ESTIMATED TRAFFIC DATA.

(C) *EXCEPTIONS – PREEXISTING PROJECTS.*

THIS SUBTITLE DOES NOT APPLY TO A PROJECT ~~IN FINAL~~ AT OR ABOVE 30% DESIGN OR UNDER CONSTRUCTION AS OF _____ ___, ~~2018~~ 2019 *{CODIFIER TO INSERT GENERAL EFFECTIVE DATE OF THIS SUBTITLE}*.

(D) *EXCEPTIONS – LIMITED-ACCESS ROADS.*

THIS SUBTITLE DOES NOT APPLY TO A STREET WHERE USE BY BOTH PEDESTRIANS AND BICYCLISTS IS PROHIBITED BY LAW.

§§ 40-3 TO 40-5. ***{RESERVED}***

PART II. COMPLETE STREETS TRANSPORTATION SYSTEM

§ 40-6. DEPARTMENT TO CONSTRUCT AND OPERATE SYSTEM.

THE DEPARTMENT SHALL CONSTRUCT AND OPERATE A COMPREHENSIVE COMPLETE STREETS TRANSPORTATION SYSTEM THAT ENABLES ACCESS, MOBILITY, ECONOMIC DEVELOPMENT, ATTRACTIVE PUBLIC SPACES, HEALTH, AND WELL-BEING FOR ALL PEOPLE.

§ 40-7. SYSTEM TO ENSURE SAFETY, ETC., AND CONVENIENCE OF ALL USERS.

THIS TRANSPORTATION SYSTEM MUST BE DESIGNED AND OPERATED IN WAYS THAT ENSURE THE SAFETY, SECURITY, COMFORT, ACCESS, AND CONVENIENCE OF ALL USERS OF THE STREETS, INCLUDING PEDESTRIANS, BICYCLISTS, PUBLIC TRANSIT USERS, EMERGENCY RESPONDERS, TRANSPORTERS OF COMMERCIAL GOODS, MOTOR VEHICLES, AND FREIGHT PROVIDERS.

§ 40-8. SYSTEM TO INCLUDE CONNECTED FACILITIES ACCOMMODATING ALL TRAVEL MODES.

THIS TRANSPORTATION SYSTEM MUST INCLUDE INTEGRATED NETWORKS OF CONNECTED FACILITIES ACCOMMODATING ALL MODES OF TRAVEL.

§ 40-9. SYSTEM TO PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

§ 40-10. SYSTEM TO PROMOTE ECONOMIC DEVELOPMENT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE ECONOMIC DEVELOPMENT.

§ 40-11. SYSTEM TO ENSURE EQUITY.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, ENSURE EQUITY BY ~~ELIMINATING~~ ACTIVELY PURSUING THE ELIMINATION OF HEALTH, ECONOMIC, AND ACCESS DISPARITIES.

§ 40-12. SYSTEM MAY BE CONSTRUCTED OVER TIME.

THIS TRANSPORTATION SYSTEM MAY BE ACHIEVED THROUGH PROJECTS THAT FULLY IMPLEMENT COMPLETE STREETS OR PROJECTS THAT INCREMENTALLY IMPLEMENT COMPLETE STREETS THROUGH A SERIES OF SMALLER IMPROVEMENTS OVER TIME.

§§ 40-13 TO 40-15. ***{RESERVED}***

PART III. COMPLETE STREETS ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE.

§ 40-16. ~~COUNCIL~~ COMMITTEE ESTABLISHED.

THERE IS A COMPLETE STREETS ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE. SUBCOMMITTEES MAY BE ESTABLISHED.

§ 40-17. COMPOSITION.

(A) *IN GENERAL.*

THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE COMPRISES THE FOLLOWING OFFICIALS (OR THEIR RESPECTIVE DESIGNEES):

(1) THE TRANSPORTATION DIRECTOR;

(2) THE DIRECTOR OF THE CITY DEPARTMENT OF PLANNING;

(3) THE DIRECTOR OF CITY DEPARTMENT OF PUBLIC WORKS;

~~(4) THE DIRECTOR OF THE CITY DEPARTMENT OF HEALTH;~~

~~(5) THE DIRECTOR OF THE CITY DEPARTMENT OF RECREATION AND PARKS;~~

~~(6) THE DIRECTOR OF THE CITY OFFICE OF SUSTAINABILITY;~~

~~(7) THE EXECUTIVE DIRECTOR OF THE PARKING AUTHORITY OF BALTIMORE CITY; AND~~

~~(8) A REPRESENTATIVE OF THE MARYLAND TRANSIT ADMINISTRATOR.~~

(4) THE COMMISSIONER OF THE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT; AND

(5) THE CHIEF OF THE BALTIMORE CITY FIRE DEPARTMENT.

(B) *CHAIR TO INCLUDE MARYLAND TRANSIT ADMINISTRATION.*

THE CHAIR OF THE COMMITTEE SHALL INCLUDE AND EXTEND TO THE MARYLAND TRANSIT ADMINISTRATION (MTA) ALL INVITATIONS AND OPPORTUNITIES FOR PARTICIPATION WITH THE ADVISORY COMMITTEE AS WOULD BE EXTENDED TO ANY STATUTORY MEMBER, EXACTLY AS IF MTA WERE A MEMBER OF THE COMMITTEE.

FURTHER, THE CHAIR SHALL, TO THE GREATEST EXTENT POSSIBLE, FOSTER THE STRONGEST POSSIBLE COLLABORATION WITH MTA TO PURSUE THE GOALS OF THIS ORDINANCE.

(C) ~~(B)~~ *CHAIR.*

THE TRANSPORTATION DIRECTOR IS THE CHAIR OF THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE.

§ 40-18. MEETINGS; QUORUM; VOTING.

(A) *MEETINGS.*

THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE MEETS ON THE CALL OF THE CHAIR AS FREQUENTLY AS REQUIRED TO PERFORM ITS DUTIES AND AT LEAST ONCE PER QUARTER.

(B) *QUORUM.*

A MAJORITY OF THE MEMBERS CONSTITUTES A QUORUM FOR THE TRANSACTION OF BUSINESS.

(C) *VOTING.*

AN AFFIRMATIVE VOTE OF AT LEAST A MAJORITY OF A QUORUM IS NEEDED FOR ANY OFFICIAL ACTION.

§ 40-19. MINUTES.

(A) *REQUIRED.*

MINUTES MUST BE TAKEN OF ALL MEETINGS OF THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE.

(B) *PUBLIC AVAILABILITY.*

THE MINUTES OF EVERY MEETING MUST BE MADE PUBLICALLY AVAILABLE BY POSTING ON THE TRANSPORTATION DEPARTMENT'S WEBSITE WITHIN 7 DAYS OF THE MEETING.

§ 40-20. STAFF.

THE TRANSPORTATION DEPARTMENT MUST PROVIDE STAFF FOR THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE.

§ 40-21. DUTIES.

IN ADDITION TO THE OTHER DUTIES SPECIFIED ELSEWHERE IN THIS SUBTITLE, THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE IS RESPONSIBLE FOR:

~~(1) REVIEWING THE STATUS OF PROJECTS;~~

~~(2) IDENTIFYING NEW PROJECTS;~~

~~(3) PROMOTING INTERAGENCY COOPERATION IN THE PURSUIT OF PROJECT FUNDING; AND~~

(1) PROMOTING INTERAGENCY GOOPERATION IN PROJECT IDENTIFICATION, FUNDING, AND PLANNING;

(2) REVIEWING PROPOSALS FOR PROJECTS BROUGHT TO THE COMMITTEE BY ANY OF ITS MEMBERS;

(3) REVIEWING THE STATUS OF PROJECTS TO WHIGH THIS SUBTITLE IS APPLICABLE;

(4) MAKING RECOMMENDATIONS TO THE DIRECTOR ABOUT PRIORITIZATION OF PROJECTS;

(5) REVIEWING REPORTS ON COMPLETE STREETS IMPLEMENTATION, COMPLIANCE, AND PERFORMANCE; AND

(6) ~~(4)~~ COORDINATING INTERAGENCY COOPERATION IN COMMUNITY ENGAGEMENT.

§§ 40-22 TO 40-25. ***{RESERVED}***

PART IV. DESIGN STANDARDS

§ 40-26. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS PART IV, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *TRANSIT STREET.*

"TRANSIT STREET" MEANS ANY STREET ON WHIGH A PUBLIC TRANSIT VEHICLE PROVIDES FIXED-ROUTE SERVICE.

(C) *TRUCK ROUTE.*

"TRUCK ROUTE" MEANS ANY STREET SO DESIGNATED ON THE TRANSPORTATION DEPARTMENT'S MAP OF "OFFICIAL TRUCK ROUTES".

§ 40-27. DESIGN VEHICLES.

(A) *"DESIGN VEHICLE" DEFINED.*

IN THIS SECTION, "DESIGN VEHICLE" MEANS A SELECTED VEHIGLE, WITH SPECIFIC WEIGHT, DIMENSIONS, AND OPERATING CHARACTERISTICS, USED TO ESTABLISH STREET DESIGN CONTROLS.

(B) *IN GENERAL.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR ALL STREETS, EXCEPT FOR TRANSIT STREETS AND TRUCK ROUTES, MUST BE THE DESIGN VEHICLE RECOMMENDED FOR NEIGHBORHOOD STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

(C) *TRANSIT STREETS.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRANSIT STREETS MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRANSIT STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "TRANSIT STREET DESIGN GUIDE".

(D) *TRUCK ROUTES.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRUCK ROUTES MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRUCK ROUTES BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

§ 40-28. DESIGN SPEED.

(A) *"DESIGN SPEED" DEFINED.*

IN THIS SECTION, "DESIGN SPEED" MEANS THE SPEED USED TO DETERMINE GEOMETRIC FEATURES OF A STREET DURING THE DESIGN PHASE.

(B) *"TARGET SPEED" DEFINED.*

IN THIS SECTION, "TARGET SPEED" MEANS THE DESIRED DRIVER SPEED RECOMMENDED BY STREET TYPOLOGY.

(C) ~~(B)~~ *STANDARD.*

~~THE DESIGN SPEED USED BY THE TRANSPORTATION DEPARTMENT FOR ANY STREET MAY NOT BE ANY GREATER THAN THE POSTED SPEED LIMIT PROPOSED FOR THAT STREET.~~

THE DESIGN SPEED SHALL BE EQUAL TO THE TARGET SPEED AND POSTED SPEED LIMIT ON ANY LOCAL, COLLECTOR, AND NON-INTERSTATE ARTERIAL.

§ 40-29. LANE WIDTHS.

~~(A) *IN GENERAL.*~~

~~EXCEPT AS PROVIDED IN THIS SECTION OR OTHERWISE REQUIRED BY LAW, THE LANES OF ANY STREET MAY NOT BE MORE THAN 9 FEET WIDE.~~

~~(B) *EXCEPTIONS.*~~

~~(1) *COLLECTORS AND ARTERIALS.*~~

~~ON A STREET DESIGNATED ON THE BALTIMORE CITY ROADWAY FUNCTIONAL CLASSIFICATION MAP AS A "COLLECTOR" OR "ARTERIAL", ANY LANE MAY BE UP TO 10 FEET WIDE.~~

~~(2) *TRANSIT STREETS AND TRUCK ROUTES.*~~

~~ON A TRANSIT STREET OR TRUCK ROUTE, ONE LANE IN EACH DIRECTION MAY BE UP TO 11 FEET WIDE.~~

(A) *"SHARED STREET" DEFINED.*

IN THIS SECTION, "SHARED STREET" MEANS A STREET DEVELOPED FOR MIXED USE BY LOW VOLUMES OF SLOW-MOVING VEHICULAR TRAFFIC MIXED WITH HIGH LEVELS OF WALKING.

(B) *IN GENERAL.*

EXCEPT AS PROVIDED IN THIS SECTION OR OTHERWISE REQUIRED BY LAW, THE LANES OF ANY STREET MAY NOT BE MORE THAN 10 FEET WIDE, BUT 9 FEET SHALL BE THE PREFERRED WIDTH.

(C) *EXCEPTIONS.*

(1) LOCAL STREETS.

ON A STREET DESIGNATED ON THE BALTIMORE CITY ROADWAY FUNCTIONAL CLASSIFICATION MAP AS "LOCAL", LANES SHALL NOT BE MORE THAN 9 FEET WIDE.

(2) TRANSIT STREETS AND TRUCK ROUTES.

ON A TRANSIT STREET OR TRUCK ROUTE, 1 LANE IN EACH DIRECTION MAY BE UP TO 11 FEET WIDE.

(3) SHARED STREETS.

ON A STREET DESIGNATED AS A "SHARED STREET", LANE WIDTH RESTRICTIONS DO NOT APPLY.

§ 40-30. DOT TO USE LATEST AND BEST STANDARDS.

IN CONSTRUCTING AND OPERATING ITS COMPLETE STREETS TRANSPORTATION SYSTEM, THE TRANSPORTATION DEPARTMENT MUST USE THE LATEST AND BEST STANDARDS, INCLUDING:

(1) NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS:

(I) "GLOBAL STREET DESIGN GUIDE";

(II) "URBAN STREET DESIGN GUIDE".

(III) "TRANSIT STREET DESIGN GUIDE".

(IV) "URBAN BIKEWAY DESIGN GUIDE".

(V) "URBAN STREET STORMWATER GUIDE".

(2) AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS:

(I) "GUIDE FOR PLANNING DESIGN AND OPERATION OF PEDESTRIAN FACILITIES".

(II) "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES".

(3) FEDERAL HIGHWAY ADMINISTRATION:

(I) "SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE".

(II) "REPORT ON INCORPORATING ON-ROAD BICYCLE NETWORKS INTO RESURFACING PROJECTS".

(4) INSTITUTE OF TRANSPORTATION ENGINEERS, "MANUAL FOR CONTEXT SENSITIVE SOLUTIONS IN DESIGNING MAJOR URBAN THOROUGHFARES FOR WALKABLE COMMUNITIES".

(5) NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM, REPORT 616, "MULTI-MODAL LEVEL OF SERVICE ANALYSIS FOR URBAN STREETS".

§ 40-31. COMPLIANCE WITH STATE AND FEDERAL FUNDING REQUIREMENTS.

THE TECHNICAL DESIGN STANDARDS REQUIRED FOR STATE OR FEDERALLY FUNDED PROJECTS WILL SUPERSEDE LOCAL REQUIREMENTS IN THIS LEGISLATION AND THE COMPLETE STREETS MANUAL IF THERE IS AN ACTUAL CONFLICT BETWEEN THE LOCAL AND STATE OR FEDERAL STANDARDS AND IF FUNDING WILL BE IMPACTED BY ADHERENCE TO THE LOCAL STANDARD.

§§ ~~40-31~~ 40-32 TO 40-35. ***{RESERVED}***

PART V. COMPLETE STREETS MANUAL

§ 40-36. DIRECTOR TO ADOPT COMPLETE STREETS MANUAL.

THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COMPLETE STREETS ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE, SHALL ADOPT AND MAY AMEND FROM TIME TO TIME A COMPLETE STREETS MANUAL TO CARRY OUT THIS SUBTITLE.

§ 40-37. MODAL HIERARCHY.

THE COMPLETE STREETS MANUAL MUST INCLUDE A HIERARCHY OF THE VARIOUS MODES OF TRAVEL, INDICATING THE PRIORITY TO BE GIVEN TO EACH MODE.

§ 40-38. STREET TYPOLOGIES.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE COMPLETE STREETS STREET TYPOLOGIES FOR CLASSIFYING CITY STREETS.

(B) *CONSIDERATIONS.*

IN CREATING STREET TYPOLOGIES, THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE, MUST CONSIDER:

(1) ROADWAY FORM AND FUNCTION, INCLUDING TRAFFIC VOLUME, SPEED, AND FUNCTIONAL CLASSIFICATION;

(2) INTERSECTIONS AND CROSSINGS;

(3) BRIDGES AND OVERPASSES;

(4) LOADING ZONES;

(5) OVERLAYS, INCLUDING FOR TRANSIT STREETS, TRUCK ROUTES, AND FIRE AND EMERGENCY ROUTES;

(6) EXISTING ~~AND PLANNED~~ LAND USE;

(7) ZONING DESIGNATIONS;

(8) PUBLIC SPACE GUIDELINES;

(9) STORMWATER MANAGEMENT;

(10) GREEN INFRASTRUCTURE;

(11) "MAIN STREETS", AS ~~DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S BALTIMORE CITY~~ PART OF THE BALTIMORE MAIN STREETS PROGRAM;

(12) PUBLIC ART;

(13) ARTS DISTRICTS;

(14) HISTORIC PRESERVATION; ~~AND~~

(15) PLANS FORMALLY ADOPTED BY THE PLANNING COMMISSION; AND

(16) ~~(15)~~ ANY OTHER NECESSARY CONSIDERATIONS.

§ 40-39. PROJECT PRIORITIZATION PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROCESS FOR IDENTIFYING, SCREENING, AND PRIORITIZING PROJECTS SEEKING FUNDING THROUGH FEDERAL OR STATE GRANTS, THE CITY CAPITAL IMPROVEMENT PROGRAM, OR OTHER MEANS.

~~(B) *PROCESS TO INCLUDE EQUITY GAP ANALYSIS.*~~

~~THIS PROJECT PRIORITIZATION PROCESS MUST INCLUDE AN EQUITY GAP ANALYSIS.~~

(B) *PROCESS TO INCLUDE EQUITY ASSESSMENT.*

THIS PROJECT PRIORITIZATION PROCESS SHALL INCLUDE AN EQUITY ASSESSMENT. THE EQUITY ASSESSMENT SHALL CONSIDER TRANSPORTATION DISPARITY TRENDS BASED ON RACE, GENDER, SEXUAL ORIENTATION, AGE, DISABILITY, ETHNICITY, NATIONAL ORIGIN, OR INCOME AND RECOMMEND WAYS TO REVERSE THESE TRENDS. IT SHALL ASSESS AND RECOMMEND WAYS TO ELIMINATE STRUCTURAL AND INSTITUTIONAL DISCRIMINATION IN TRANSPORTATION BASED ON IMMUTABLE CHARACTERISTICS.

§ 40-40. PROJECT DELIVERY PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROJECT DELIVERY PROCESS.

(B) *REQUIREMENTS.*

THIS PROJECT DELIVERY PROCESS MUST INCLUDE:

(1) PROJECT PHASES FROM IDENTIFICATION THROUGH CONSTRUCTION THROUGH OPERATION;

(2) A CHART LISTING THE TYPES OF PROJECTS UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR UNDER THE SUPERVISION OF THE DEPARTMENT, AND SHOWING PROJECT PHASES FOR EACH TYPE, AND STEPS TO COMPLETE EACH PROJECT PHASE, AND WHETHER, FOR EACH PROJECT TYPE, A GIVEN STEP IS REQUIRED, OPTIONAL, OR INAPPLICABLE;

(3) A DECISION TREE SHOWING HOW STREET TYPOLOGY, EXISTING AND PLANNED LAND USE, MODAL HIERARCHY, AND ANY ADDITIONAL FACTORS DETERMINE STREET DESIGN, AND WHETHER VARIOUS ELEMENTS ARE REQUIRED, RECOMMENDED, OPTIONAL, OR NOT REQUIRED; AND

(4) A PROJECT MANAGEMENT CHECKLIST.

§ 40-41. EQUITY IN COMMUNITY ENGAGEMENT.

THE COMPLETE STREETS MANUAL MUST INCLUDE COMMUNITY ENGAGEMENT POLICIES THAT OVERCOME BARRIERS TO ENGAGEMENT ASSOCIATED WITH RACE, INCOME, AGE, DISABILITY, ENGLISH LANGUAGE PROFICIENCY, AND VEHICLE ACCESS OF POPULATIONS AFFECTED BY A PROJECT, INCLUDING A MEANS OF MEASURING SUCCESS IN OVERCOMING THESE BARRIERS.

§ 40-42. PUBLIC COMMENT PERIOD.

(A) *PUBLICATION OF PROPOSED MANUAL OR AMENDMENT.*

THE TRANSPORTATION DIRECTOR MUST PUBLISH THE PROPOSED COMPLETE STREETS MANUAL OR PROPOSED AMENDMENT TO THE MANUAL BY POSTING A COPY OF THE PROPOSAL TO THE DEPARTMENT'S WEBSITE AT LEAST 45 DAYS BEFORE ITS ADOPTION.

(B) *NOTICE.*

(1) A NOTICE OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT TO THE MANUAL MUST ALSO BE POSTED TO THE TRANSPORTATION/DEPARTMENT'S WEBSITE, SOCIAL MEDIA, AND OTHER CHANNELS OF DISTRIBUTION AVAILABLE TO THE DEPARTMENT.

(2) THIS NOTICE MUST INCLUDE:

(I) A SUMMARY OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT; AND

(II) INFORMATION ON HOW A PERSON CAN:

(A) OBTAIN A COPY OF THE PROPOSAL;

(B) OBTAIN A SCHEDULE OF PUBLIC HEARING(S) TO BE HELD ON THE PROPOSAL; AND

(C) SUBMIT COMMENTS BEFORE THE PROPOSAL IS FINALIZED AND ADOPTED.

(C) *PUBLIC HEARING.*

(1) DURING THE 45-DAY PUBLIC COMMENT PERIOD, THE DIRECTOR MUST ALSO ADVERTISE AND HOLD 1 OR MORE PUBLIC HEARINGS ON THE PROPOSED MANUAL OR PROPOSED AMENDMENT.

(2) AT LEAST 1 HEARING MUST BE HELD IN WHOLE OR IN PART BETWEEN 6 PM AND 8 PM.

§ 40-43. FINAL ADOPTION.

(A) *IN GENERAL.*

AFTER THE 45-DAY PUBLIC COMMENT AND HEARING PERIOD, THE DIRECTOR MAY MODIFY AND ADOPT THE COMPLETE STREETS MANUAL.

(B) *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF THE COMPLETE STREETS MANUAL AND, FROM TIME TO TIME, ANY AMENDMENT TO THE MANUAL MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE IT BECOMES EFFECTIVE.

(C) *COMPLETE STREETS MANUAL COMPLIANCE.*

DOT GUIDELINES, POLICIES, AND PROCEDURES SHALL BE UPDATED FOR COMPLIANCE WITH THE COMPLETE STREETS MANUAL.

§§ 40-44 TO 40-45. *{RESERVED}*

PART VI. ANNUAL REPORT AND PUBLIC ACCOUNTABILITY

§ 40-46. ANNUAL REPORT REQUIRED.

ON OR BEFORE AUGUST 31 OF EACH YEAR, THE DIRECTOR, IN CONSULTATION WITH THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE, MUST:

(1) PREPARE A REPORT ASSESSING THE STATUS OF THE COMPLETE STREETS TRANSPORTATION SYSTEM; AND

(2) SUBMIT THAT REPORT TO:

(I) THE MAYOR;

(II) THE CITY COUNCIL; AND

(III) THE ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE.

§ 40-47. PERFORMANCE MEASURES.

(A) *IN GENERAL.*

PERFORMANCE MEASURES WILL BE ESTABLISHED USING AVAILABLE DATA.

(B) ~~(A)~~ *CRASH DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGES IN CRASH DATA FOR ALL MODES OF TRAVEL AS MEASURED BY:

(I) THE "MARYLAND STATEWIDE VEHICLE CRASHES DATA" COLLECTED BY THE MARYLAND STATE POLICE;

(II) THE "FATALITY ANALYSIS REPORTING SYSTEM" DATA COLLECTED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION; OR

(III) OTHER SIMILAR DATA.

(2) *SEPARATE REPORTING BY CATEGORY.*

CRASH DATA FOR ALL MODES OF TRAVEL MUST BE SEPARATELY REPORTED BY THE FOLLOWING CATEGORIES:

(I) ALL CRASHES;

(II) INJURY CRASHES; AND

(III) FATAL CRASHES.

(C) ~~(B)~~ *TRANSIT ON-TIME PERFORMANCE.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN TRANSIT ON-TIME PERFORMANCE, AS MEASURED BY:

(1) THE PERFORMANCE DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION AND PUBLISHED IN THE MARYLAND DEPARTMENT OF TRANSPORTATION'S ANNUAL ATTAINMENT REPORT; OR

(2) OTHER SIMILAR DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION OR THE TRANSPORTATION DEPARTMENT.

(D) ~~(C)~~ *COMMUTE TIMES.*

THE ANNUAL REPORT MUST MEASURE COMMUTE TIMES FOR ALL MODES OF TRAVEL, AS MEASURED BY THE TRAVEL-TIME-TO-WORK DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(E) ~~(D)~~ *MODAL SHARE.*

THE ANNUAL REPORT MUST MEASURE MODAL SHARE, AS MEASURED BY THE MEANS-OF-TRANSPORTATION DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(F) ~~(E)~~ *INFRASTRUCTURE DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE:

(I) THE AMOUNT OF TRANSPORTATION INFRASTRUCTURE BUILT, UPGRADED, REPLACED, OR REHABILITATED IN THE PREVIOUS 1-YEAR PERIOD; AND

(II) THE TOTAL AMOUNT OF INFRASTRUCTURE IN THE CITY'S OVERALL TRANSPORTATION SYSTEM.

(2) *SEPARATE REPORTING BY TYPE.*

THE MEASUREMENTS REQUIRED BY PARAGRAPH (1) OF THIS SUBSECTION MUST BE SEPARATELY REPORTED BY TYPE, INCLUDING:

(I) INFRASTRUCTURE FOR WALKING, BIKING, AND PUBLIC TRANSIT;

(II) PUBLIC SPACE INFRASTRUCTURE; AND

(III) GREEN INFRASTRUCTURE.

~~(F) *BUSINESS VACANCY.*~~

~~THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN COMMERCIAL VACANCY RATES:~~

~~(1) IN EACH OF THE CENTRAL BUSINESS DISTRICT AND NEIGHBORHOOD BUSINESS DISTRICTS, AS DESIGNATED BY THE BALTIMORE CITY DEPARTMENT OF PLANNING; AND~~

~~(2) IN EACH OF THE CITY'S "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S "BALTIMORE CITY MAIN STREETS" PROGRAM.~~

(G) *ECONOMIC DEVELOPMENT MEASURES.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGES IN CERTAIN ECONOMIC DEVELOPMENT DATA POINTS AND CONDITIONS:

(1) IN EACH OF THE CITY'S "MAIN STREETS", AS PART OF THE BALTIMORE MAIN STREETS PROGRAM; AND

(2) IN ANY OTHER GEOGRAPHICAL AREA OTHERWISE DESIGNATED BY THE ADVISORY COMMITTEE.

(H) ~~(G)~~ *INVENTORY OF PROJECTS.*

THE ANNUAL REPORT MUST INCLUDE AN INVENTORY OF ALL ONGOING PROJECTS IN ANY PHASE AND THE PROJECTED COST OF THOSE PROJECTS.

(I) *CONFLICTS BETWEEN LOCAL AND STATE OR FEDERAL STANDARDS.*

THE ANNUAL REPORT MUST INCLUDE A LIST OF ALL INSTANCES IN WHICH THE LOCAL STANDARDS SET FORTH IN THIS SUBTITLE OR IN THE COMPLETE STREETS MANUAL WERE OR ARE PLANNED TO BE SUPERSEDED BY STATE OR FEDERAL STANDARDS, PURSUANT TO § 40-31 OF THIS SUBTITLE, AS WELL AS CITATIONS AND CAUSES FOR THE LOCAL STANDARD BEING SUPERSEDED.

§ 40-48. EQUITY LENS.

(A) *SEPARATE REPORTING BY GEOGRAPHIC SUBUNIT.*

IN PREPARING THE ANNUAL REPORT, THE DEPARTMENT MUST SEPARATELY REPORT DATA BY GEOGRAPHIC SUBUNIT (E.G., CENSUS TRACT, TRAFFIC ANALYSIS ZONE, OR THE LIKE).

(B) *SEPARATE REPORTING BY RACE, INCOME, AND VEHICLE ACCESS.*

THE ANNUAL REPORT MUST SEPARATELY REPORT DATA INTO THE FOLLOWING CATEGORIES:

(1) POPULATIONS THAT ARE ABOVE AND BELOW THE MEDIAN NUMBER OF PERSONS OF COLOR FOR BALTIMORE CITY.

(2) POPULATIONS ABOVE AND BELOW 50% NO VEHICLE ACCESS.

(3) POPULATIONS WITH A MEDIAN INCOME ABOVE AND BELOW THE MEDIAN HOUSEHOLD INCOME FOR BALTIMORE CITY.

§ 40-49. REPORT AND DATA TO BE PUBLICALLY AVAILABLE.

(A) *REPORT TO BE POSTED.*

THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC BY POSTING IT ON THE TRANSPORTATION DEPARTMENT'S WEBSITE.

(B) *DATA TO BE MADE AVAILABLE.*

TO THE GREATEST EXTENT POSSIBLE, ALL UNDERLYING DATA USED IN PREPARING THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC.

§ 40-50. ACCOUNTABILITY TO COMMUNITIES.

THE TRANSPORTATION DEPARTMENT, IN CONSULTATION WITH THE COMPLETE STREETS ~~COORDINATING COUNCIL~~ ADVISORY COMMITTEE, SHALL CONDUCT PUBLIC MEETINGS AND OTHER COMMUNITY ENGAGEMENT AND OUTREACH ACTIVITIES TO PRESENT THE COMPLETE STREETS ANNUAL REPORT TO THE PUBLIC AND SOLICIT PUBLIC INPUT.

SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance are not law and may not be considered to have been enacted as a part of this or any prior ordinance.

SECTION 3. AND BE IT FURTHER ORDAINED, That:

(1) City Code Article 26, Subtitle 40, Part V, as enacted by this Ordinance, takes effect on the date of enactment of this Ordinance.

(2) Within ~~30~~ 60 days of the date of enactment of this Ordinance, the Transportation Director, in consultation with the Complete Streets ~~Coordinating Council~~ Advisory Committee, shall publish and present to the Land Use and Transportation Committee a Community Engagement Plan, containing a description of the methods of community engagement to be used to obtain ~~pubic~~ public input. The plan must include methods to overcome barriers to engagement associated with race, income, age, disability, English language proficiency, and vehicle access and include a means of measuring success in overcoming these barriers.

(3) Within 90 days of the date of enactment, the Complete Streets ~~Coordinating Council~~ Advisory Committee shall prepare and complete its scoping recommendations for a draft Complete Streets Manual.

(4) Within ~~135 days~~ 10 months of the date of enactment, the Transportation Director shall, in consultation with the Complete Streets ~~Coordinating Council~~ Advisory Committee, propose and publish for public comment a proposed Complete Streets Manual, in accordance with City Code, Article 26, Subtitle 40, Part V, as enacted by this Ordinance.

(5) The Transportation Director shall adopt and publish a Complete Streets Manual within ~~225 days~~ 13 months of the date of enactment of this Ordinance.

(6) From the date of enactment of this Ordinance, until all parts of this Ordinance are made fully effective, the Chair of the Complete Streets Advisory Committee shall provide to the Land Use and Transportation Committee written monthly progress reports on development of the Complete Streets Manual.

SECTION 4. AND BE IT FURTHER ORDAINED, That Section 3 of this Ordinance takes effect on the date of enactment.

SECTION 5. AND BE IT FURTHER ORDAINED, That except as provided in Sections 3 and 4 of this Ordinance, this Ordinance takes effect ~~on the 225th day~~ 13 months after the date it is enacted.

Certified as duly passed this ____ day of OCT 29 2018

President, Baltimore City Council

Certified as duly delivered to Her Honor, the Mayor,

this ____ day of OCT 29 2018

Chief Clerk

Approved this 3 day of December, 2018

Mayor, Baltimore City

Approved For Form and Legal Sufficiency
This 1st **Day of** November, 2018

Chief Solicitor

or16\0010(4)-3rd/11Oct18
art26\cb17-0102-3rd/aa nbr

APPROVED FOR FORM
STYLE, AND TEXTUAL SUFFIENCY

10-11-18

DEP'T LEGISLATIVE REFERENCE

AMENDMENTS TO COUNCIL BILL 17-0102
(1st Reader Copy)

By: Land Use and Transportation Committee

Amendment No. 1 ADOPTED

On page 1, in lines 5, 9, 11 and 12; on page 2, in lines 12 and 13; on page 4, in lines 29, 30, and 31; on page 5, in lines 3, 15, 18, and 28; on page 6, in lines 5 and 6 and 9; on page 9, in lines 4 and 15; on page 12, in lines 9 and 15; and, on page 15, in lines 3, 13, 16, and 19, strike all iterations of "Coordinating Council" and substitute "Advisory Committee".

Amendment No. 2

On page 3, in line 17, after "BY,", insert "OR"; in line 17, strike beginning with "OF" down through and including "SUPERVISION", in line 18; on page 3, in line 19, after "STREET", insert "AND PUBLIC RIGHT OF WAY"; on the same page, in line 27, strike "IN FINAL" and substitute "AT OR ABOVE 30%"; and, in line 28, strike "2018" and substitute "2019".

Amendment No. 3

On page 3, in line 25, after the period, insert "ORDINARY MAINTENANCE INCLUDES LOCAL ROAD RESURFACING ON ROADWAY SEGMENTS, EXCLUSIVE OF INTERSECTIONS, THAT EXPERIENCE TRAFFIC VOLUMES OF FEWER THAN 6,000 VEHICLES PER DAY, BASED ON THE LATEST AVAILABLE OR ESTIMATED TRAFFIC DATA.".

Amendment No. 4

On page 4, in line 8, after "COMFORT,", insert "ACCESS,"; on the same page, in line 22, strike "ELIMINATING" and substitute "ACTIVELY PURSUING THE ELIMINATION OF"; and, in line 31, after the period, insert "SUBCOMMITTEES MAY BE ESTABLISHED.".

Amendment No. 5

On page 5, strike lines 8 through 13 in their entireties and substitute

"(4) THE COMMISSIONER OF THE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT; AND

(5) THE CHIEF OF THE BALTIMORE CITY FIRE DEPARTMENT.

(B) *CHAIR TO INCLUDE MARYLAND TRANSIT ADMINISTRATION.*

THE CHAIR OF THE COMMITTEE SHALL INCLUDE AND EXTEND TO THE MARYLAND TRANSIT ADMINISTRATION (MTA) ALL INVITATIONS AND OPPORTUNITIES FOR PARTICIPATION WITH THE ADVISORY COMMITTEE AS WOULD BE EXTENDED TO ANY STATUTORY MEMBER, EXACTLY AS IF MTA WERE A MEMBER OF THE COMMITTEE.

FURTHER, THE CHAIR SHALL, TO THE GREATEST EXTENT POSSIBLE, FOSTER THE STRONGEST POSSIBLE COLLABORATION WITH MTA TO PURSUE THE GOALS OF THIS ORDINANCE.";

and, on page 5, in line 14, strike "(B)" and substitute "(C)".

Amendment No. 6

On page 6, strike 10 through 12 in their entireties; and, after line 12, substitute

"(1) PROMOTING INTERAGENCY COOPERATION IN PROJECT IDENTIFICATION, FUNDING, AND PLANNING;

(2) REVIEWING PROPOSALS FOR PROJECTS BROUGHT TO THE COMMITTEE BY ANY OF ITS MEMBERS;

(3) REVIEWING THE STATUS OF PROJECTS TO WHICH THIS SUBTITLE IS APPLICABLE;

(4) MAKING RECOMMENDATIONS TO THE DIRECTOR ABOUT PRIORITIZATION OF PROJECTS;

(5) REVIEWING REPORTS ON COMPLETE STREETS IMPLEMENTATION, COMPLIANCE, AND PERFORMANCE; AND";

and, in line 13, strike "(4)" and substitute "(6)".

Amendment No. 7

On page 7, after line 25, insert

"(B) *"TARGET SPEED" DEFINED.*

IN THIS SECTION, "TARGET SPEED" MEANS THE DESIRED DRIVER SPEED RECOMMENDED BY STREET TYPOLOGY.".

Amendment No. 8

On page 7, in line 26, strike "(B)" and substitute "(C)"; and strike lines 27 and 28 in their entireties and substitute

"THE DESIGN SPEED SHALL BE EQUAL TO THE TARGET SPEED AND POSTED SPEED LIMIT ON ANY LOCAL, COLLECTOR, AND NON-INTERSTATE ARTERIAL.".

Amendment No. 9

On page 7, strike lines 30 through 33 in their entireties; on page 8, strike lines 1 through 7 in their entireties, and substitute

"(A) *"SHARED STREET" DEFINED.*

IN THIS SECTION, "SHARED STREET" MEANS A STREET DEVELOPED FOR MIXED USE BY LOW VOLUMES OF SLOW-MOVING VEHICULAR TRAFFIC MIXED WITH HIGH LEVELS OF WALKING.

(B) *IN GENERAL.*

EXCEPT AS PROVIDED IN THIS SECTION OR OTHERWISE REQUIRED BY LAW, THE LANES OF ANY STREET MAY NOT BE MORE THAN 10 FEET WIDE, BUT 9 FEET SHALL BE THE PREFERRED WIDTH.

(C) *EXCEPTIONS.*

(1) LOCAL STREETS.

ON A STREET DESIGNATED ON THE BALTIMORE CITY ROADWAY FUNCTIONAL CLASSIFICATION MAP AS "LOCAL", LANES SHALL NOT BE MORE THAN 9 FEET WIDE.

(2) TRANSIT STREETS AND TRUCK ROUTES.

ON A TRANSIT STREET OR TRUCK ROUTE, 1 LANE IN EACH DIRECTION MAY BE UP TO 11 FEET WIDE.

(3) SHARED STREETS.

ON A STREET DESIGNATED AS A "SHARED STREET", LANE WIDTH RESTRICTIONS DO NOT APPLY.".

Amendment No. 10

On page 8, after line 15, insert

"(V) "URBAN STREET STORMWATER GUIDE".".

Amendment No. 11

On page 8, after line 27, insert

"**§ 40-31. COMPLIANCE WITH STATE AND FEDERAL FUNDING REQUIREMENTS.**

THE TECHNICAL DESIGN STANDARDS REQUIRED FOR STATE OR FEDERALLY FUNDED PROJECTS WILL SUPERSEDE LOCAL REQUIREMENTS IN THIS LEGISLATION AND THE COMPLETE STREETS MANUAL IF THERE IS AN ACTUAL CONFLICT BETWEEN THE LOCAL AND STATE OR FEDERAL STANDARDS AND IF FUNDING WILL BE IMPACTED BY ADHERENCE TO THE LOCAL STANDARD.";

and, on page 8, in line 28, strike "**40-31**" and substitute "**40-32**".

Amendment No. 12

On page 9, in line 23, strike "AND PLANNED"; and, on the same page, in line 28, strike beginning with "DESIGNATED" down through and including "CITY", in line 29, and substitute "PART OF THE BALTIMORE".

Amendment No. 13

On page 10, in line 3, strike "AND"; and, after line 3, insert

"(15) PLANS FORMALLY ADOPTED BY THE PLANNING COMMISSION; AND";

and, in line 4, strike "(15)" and substitute "(16)".

Amendment No. 14

On page 10, strike lines 10 and 11 in their entireties and substitute

"(B) *PROCESS TO INCLUDE EQUITY ASSESSMENT.*

THIS PROJECT PRIORITIZATION PROCESS SHALL INCLUDE AN EQUITY ASSESSMENT. THE EQUITY ASSESSMENT SHALL CONSIDER TRANSPORTATION DISPARITY TRENDS BASED ON RACE, GENDER, SEXUAL ORIENTATION, AGE, DISABILITY, ETHNICITY, NATIONAL ORIGIN, OR INCOME AND RECOMMEND WAYS TO REVERSE THESE TRENDS. IT SHALL ASSESS AND RECOMMEND WAYS TO ELIMINATE STRUCTURAL AND INSTITUTIONAL DISCRIMINATION IN TRANSPORTATION BASED ON IMMUTABLE CHARACTERISTICS.".

Amendment No. 15

On page 12, after line 4, insert

"(C) *COMPLETE STREETS MANUAL COMPLIANCE.*

DOT GUIDELINES, POLICIES, AND PROCEDURES SHALL BE UPDATED FOR COMPLIANCE WITH THE COMPLETE STREETS MANUAL.".

Amendment No. 16

On page 12, after line 16, insert

"(A) *IN GENERAL.*

PERFORMANCE MEASURES WILL BE ESTABLISHED USING AVAILABLE DATA.";

and, on page 12, in line 17, and, on page 13, in lines 3, 11, 15, and 19, strike "(A)", "(B)", "(C)", "(D)", and "(E)", respectively, and substitute "(B)", "(C)", "(D)", "(E)", and "(F)", respectively; and, on page 13, in line 22, after "of", insert "TRANSPORTATION".

Amendment No. 17

On page 14, strike lines 1 through 8 in their entireties and substitute

"(G) *ECONOMIC DEVELOPMENT MEASURES.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGES IN CERTAIN ECONOMIC DEVELOPMENT DATA POINTS AND CONDITIONS:

(1) IN EACH OF THE CITY'S "MAIN STREETS", AS PART OF THE BALTIMORE MAIN STREETS PROGRAM; AND

(2) IN ANY OTHER GEOGRAPHICAL AREA OTHERWISE DESIGNATED BY THE ADVISORY COMMITTEE.".

Amendment No. 18

On page 14, after line 11, insert

"(I) *CONFLICTS BETWEEN LOCAL AND STATE OR FEDERAL STANDARDS.*

THE ANNUAL REPORT MUST INCLUDE A LIST OF ALL INSTANCES IN WHICH THE LOCAL STANDARDS SET FORTH IN THIS SUBTITLE OR IN THE COMPLETE STREETS MANUAL WERE OR ARE PLANNED TO BE SUPERSEDED BY STATE OR FEDERAL STANDARDS, PURSUANT TO § 40-31 OF THIS SUBTITLE, AS WELL AS CITATIONS AND CAUSES FOR THE LOCAL STANDARD BEING SUPERSEDED.":

and, on page 14, in line 9, strike "(G)" and substitute "(H)".

Amendment No. 19

On page 15, after line 23, insert

"(6) From the date of enactment of this Ordinance, until all parts of this Ordinance are made fully effective, the Chair of the Complete Streets Advisory Committee shall provide to the Land Use and Transportation Committee written monthly progress reports on development of the Complete Streets Manual.".

Amendment No. 20

On page 15, in line 12, strike "30" and substitute "60"; on the same page, in line 14, after "publish", insert "and present to the Land Use and Transportation Committee"; in line 15, strike "pubic" and substitute "public"; in line 17, after "its", insert "scoping"; in line 18,

strike "135 days" and substitute "10 months"; in line 23, strike "225 days" and substitute "13 months"; and, in line 27, strike "on the 225th day" and substitute "13 months".

Amendment No. 21

On page 15, in line 15, after the period, insert "The plan must include methods to overcome barriers to engagement associated with race, income, age, disability, English language proficiency, and vehicle access and include a means of measuring success in overcoming these barriers.".

BALTIMORE CITY COUNCIL
LAND USE AND TRANSPORTATION
VOTING RECORD

DATE: October 10, 2018

BILL#: 17-0102

BILL TITLE: Ordinance - Complete Streets

MOTION BY: Dorsey **SECONDED BY:** Stokes

☐ **FAVORABLE** ☑ **FAVORABLE WITH AMENDMENTS**

☐ **UNFAVORABLE** ☐ **WITHOUT RECOMMENDATION**

NAME	YEAS	NAYS	ABSENT	ABSTAIN
Reisinger, Edward, Chair	☑	☐	☐	☐
Middleton, Sharon, Vice Chair	☐	☐	☑	☐
Clarke, Mary Pat	☑	☐	☐	☐
Costello, Eric	☑	☐	☐	☐
Dorsey, Ryan	☑	☑	☐	☐
Pinkett, Leon				
Stokes, Robert	✓		✓	
TOTALS	5		2	

CHAIRPERSON: Edward L. Reisinger

COMMITTEE STAFF: Jennifer L. Coates, **Initials:** JLC

CITY OF BALTIMORE
CATHERINE E. PUGH, Mayor

DEPARTMENT OF LAW
ANDRE M. DAVIS, CITY SOLICITOR
100 N. Holliday Street
Suite 101, City Hall
Baltimore, Maryland 21202

April 18, 2018

RECEIVED
APR 18 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

The Honorable President and Members
of the Baltimore City Council
Attn: Executive Secretary
Room 409, City Hall
100 N. Holliday Street
Baltimore, Maryland 21202

Re: City Council Bill 17-0102 – Complete Streets

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 17-0102 for form and legal sufficiency.

The bill would add Subtitle 40 to Article 26 of the City Code to create a comprehensive street system. It mandates that the City's Department of Transportation ("DOT") create and operate a system of street improvement or creation in accordance with certain general principles.

It creates a Complete Streets Coordinating Council ("Council") that would include the directors of several City Departments, the Director of the Office of Sustainability, a representative of the Maryland Transit Administrator and the Executive Director of the Parking Authority of Baltimore City. The Council must review the status of projects, identify new projects, promote interagency cooperation and community engagement. The Council must also work in conjunction with the DOT Director to create a Complete Streets Manual ("Manual") that will undergo a public comment period and eventually be filed in the Department of Legislative Reference. The Manual must consider fifteen different factors and include a hierarchy of the various modes of transportation indicating the priority to be given to each mode of transportation. The Manual must include a "process for identifying, screening and prioritizing projects seeking funding through Federal or State grants, the City Capital Improvement Program, or other means." It must also include a Project Delivery Process that includes a chart of every phase of every type of project undertaken by DOT as well as a decision tree "showing how street typology, existing and planned land use, modal hierarchy, and any additional factors determine street design" and whether such elements are necessary or optional.

In addition, the bill mandates that DOT use a design vehicle for street design controls and requires that the lanes of any street be no more than nine feet wide, unless otherwise provided by law or in this new Subtitle. The bill mandates that DOT use the "latest and best standards" including those mentioned in several different design guides.

Printed on recycled paper with environmentally friendly soy based ink.

Finally, the bill requires that DOT, in consultation with the Council, prepare an annual report that measures yearly changes in crash data for all modes of travel and specifically breaks out injury and fatal crashes. The report must also measure yearly transit on-time performance, commute times and modal share, and give statistics on infrastructure and business vacancy. The report must list the cost of all ongoing projects. Finally, in addition to breaking out data based on geography, the report must also categorize data based on "populations" that are: (1) above and below the median number of person of color for Baltimore City; (2) above and below 50% vehicle access and (3) have median income above and below the median household income for Baltimore City.

The Law Department notes that the bill's aspirational language may be difficult to enforce. In addition, the bill may create operational issues that could have legal consequences such as mandating nine-foot-wide lanes. The Federal Highway Administration recommends other lane widths in different circumstances and notes that narrow lanes may decrease vehicle safety depending on the number of travelers on the road and the road's location. *See, e.g.,* https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm. Since these suggested widths are listed as guidelines, the City would be unable meet these guidelines unless they become required by a federal or state law. Rather, as written, the bill would mandate the nine-foot width. While not illegal, the mandatory width may impact the City's ability to work within the terms of state or federal grants.

The Law Department also notes that the data reporting requirements may be difficult to achieve. First, it is unclear what data is to be broken into the race, income and vehicle access Section 40-48. Is the intent to have all the data listed in 40-47 be broken out by the equity lens in 40-48? If so, it would be best to clarify that language. However, if that is the intent, it may be difficult to find the data on fatal crashes, for example, broken in to groups by median income or access to a car.

Despite these operational hurdles, the Law Department can approve the bill as written for form and legal sufficiency.

Very truly yours,

Hilary Ruley
Chief Solicitor

cc: Andre M. Davis, City Solicitor
Karen Stokes, Director, Mayor's Office of Government Relations
Kyron Banks, Mayor's Legislative Liaison
Elena DiPietro, Chief Solicitor, General Counsel Division
Victor Tervala, Chief Solicitor
Ashlea Brown, Assistant Solicitor
Avery Aisenstark

FROM

NAME & TITLE: THOMAS J. STOSUR, DIRECTOR

AGENCY NAME & ADDRESS: DEPARTMENT OF PLANNING
8TH FLOOR, 417 EAST FAYETTE STREET

SUBJECT: CITY COUNCIL BILL #17-0102/ COMPLETE STREETS

CITY of BALTIMORE

MEMO

TO

The Honorable President and
Members of the City Council
City Hall, Room 400
100 North Holliday Street

Comments

RECEIVED
DATE 3/19/2018
MAR 19 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

The Department of Planning is in receipt of City Council Bill #17-0102, which is for the purpose of requiring the Department of Transportation to construct and operate a comprehensive Complete Streets system.

The Planning Commission has not formally heard this bill so there is no official report at this time. The Department of Planning staff has reviewed the bill and believes the concept of the bill is reasonable and consistent with goals of making the City more walkable. The framework of the bill, requiring a Coordinating Council of representatives of various City agencies, developing a Complete Streets Manual, requiring a reporting system and calling for meaningful community comment and involvement is positive.

The details under each element of the framework need additional review. Generally they are too specific and too detailed for legislation, for example lane widths should be handled in the manual not the law. At this time the Department recommends further study prior to final passage.

If you have any questions, please contact Mr. Eric Tiso, Division Chief, Land Use and Urban Design Division at 410-396-8358.

TJS/lrf

cc: Mr. Pete Hammen, Chief Operating Officer
Mr. Jim Smith, Chief of Strategic Alliances
Ms. Karen Stokes, Mayor's Office
Mr. Colin Tarbert, Mayor's Office
Mr. Kyron Banks, Mayor's Office
The Honorable Edward Reisinger, Council Rep. to Planning Commission
Mr. William H. Cole IV, BDC
Mr. Derek Baumgardner, BMZA
Mr. Geoffrey Veale, Zoning Administration
Ms. Sharon Daboin, DHCD
Ms. Elena DiPietro, Law Dept.
Mr. Francis Burnszynski, PABC
Ms. Katelyn McCauley, DOT
Ms. Natawna Austin, Council Services



Comments

The Baltimore City Department of
HOUSING & COMMUNITY
DEVELOPMENT

MEMORANDUM

RECEIVED
MAR 19 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

To: The Honorable President and Members of the Baltimore City Council
c/o Natawna Austin, Executive Secretary

From: Michael Braverman, Housing Commissioner

Date: March 12, 2018

Re: **City Council Bill 17-0102 – Complete Streets**

The Department of Housing and Community Development (HCD) has reviewed City Council Bill 17-0102 for the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

If enacted, this bill would move the Department of Transportation towards the goal of designing, constructing and operating a safe and efficient transportation system in the City that would support access and mobility for people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

The bill supports an approach that integrates users and communities in the planning, design, construction, operation, and maintenance of the transportation network to ensure streets are safe for people of all ages and abilities, balances the needs of different modes, and supports local land uses, economies, cultures, and natural environments.

The bill specifically requires the Department of Transportation to create a Complete Streets Coordinating Council, develop a Complete Streets Manual and prepare an annual Complete Streets Report.

HCD supports the intent of this legislation. We, however, believe it could be improved as follows:

- Clarify that Complete Streets should be part of the comprehensive transportation planning process with recognition that certain federal and state requirements will have precedence.

- Broaden the types of projects that are eligible for exclusion to include projects that are at a certain point in pre-development or are a part of prescribed approved/awarded federal redevelopment initiatives (Section 40-2 (C)).

- Broaden community engagement requirements so they are more compatible with equity policy and planning, i.e. requiring hard copies to be provided in public locations such as public libraries or community centers and be bi-lingual.
- Ensure that the bill allows the manual to be a flexible planning and policy tool and is incorporated as part of other citywide transit initiatives or mandates.

- Add a representative from the City Department of Housing and Community Development and the Housing Authority of Baltimore City (HABC) because of their respective involvements with major redevelopment initiatives.

- Modify the project prioritization and project delivery processes to be less prescriptive and more flexible to insure they stay current and viable.

The Department of Housing and Community Development supports the concept of the Complete Streets Bill, however, HCD would like to see amendments to the bill to make it less prescriptive and encourage flexibility to guide the transition to safe streets in the City that balance of needs of communities, users, land uses and all modes of transportation. HCD welcomes the opportunity to work with the Department of Transportation as they move forward with the development of a manual.

MB:sd

cc: Ms. Karen Stokes, *Mayor's Office of Government Relations*
Mr. Kyron Banks, *Mayor's Office of Government Relations*

FROM			CITY of BALTIMORE MEMO	
	NAME & TITLE	Michelle Pourciau, Director		
	AGENCY NAME & ADDRESS	Department of Transportation (DOT) 417 E Fayette Street, Room 527		
	SUBJECT	City Council Bill Report17-0102		

TO Mayor Catherine E. Pugh DATE: March 26, 2018

TO: Respective City Council Land Use and Transportation Committee
FROM: Department of Transportation
POSITION: Support with Amendments
RE: City Council Bill 17-0102 - Complete Streets

INTRODUCTION

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best Design 2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Baltimore City Department of Transportation strongly supports the Complete Streets concept. The department is of the belief that the city's transportation network should be balanced and built to accommodate all users safely and efficiently. Additionally, the transportation network should be inclusive and reliable for all pedestrians, bicyclists, transit users, freight, and cars. The success of our network is reliant upon the effectiveness and safety of our roadways to mobilize our populous, thus well-built complete streets are imperative to promote the health, security, access, commute times, environmental sustainability, economy, and communities they were built to serve. The Baltimore City Department of Transportation is committed to investing in the formation of a robust network of multi-modal transportation and livable streets; however, said investments must be made within the parameters of budgetary constraints, and such will require planning over time.

- Under its new vision, the Baltimore City Department of Transportation has initiated the city's first ever Comprehensive Transportation Plan. The plan is targeted to engage in a complete analysis of the city's public space and rights-of-ways. It will identify and prioritize the needs of the decaying infrastructure and technology, analyze current and future demands on a limited right-of-way, identify and address pressing safety issues, and evaluate potential opportunities for public space investments that will catalyze neighborhood improvements. Additionally, it will comprehensively examine financial constraints to aid in the prioritization of investments of a limited resource pool and assist in the growth of asset acquisition. The plan will establish processes for performance measurements, and will provide a vision for transportation in the city moving forward, including recommendations for ensuring a comprehensive multimodal network that meets the needs of today, as well as long-term;

Fav w comments

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- The Department has established an internal Complete Streets review committee to evaluates all current construction and implementation projects with a Complete Streets lens to ensure that current projects provide Complete Streets elements;
- The Department is in the process of developing a public education campaign that will emphasize and promote Complete Streets principles, such as encouraging safer driving habits, anticipated to be released Spring of 2018;
- Over the next year, DOT is committed to working in conjunction with the Department of Public Works on the development of a Design Manual to establish exceptional standards for engineering practices within the city;
- DOT is committed to developing a comprehensive Complete Streets Implementation Plan over the next year that establishes guidance for integrating a Complete Streets approach into our planning, design, and engineering practices.

The Department of Transportation looks forward to continuing these efforts, and will dedicate focused attention to the evaluation all of the Departments investments, including creating safer, and more accessible streets for all.

PURPOSE/PLANS – Complete Streets is a global framework that seeks to enhance mobility for all users. Integrating Complete Streets into city planning requires that agencies work cohesively in the innovation of street design, or redesign, to think beyond traditional passenger vehicles. Complete Streets are a comprehensive network of transportation that provides an outstanding experience for all users, regardless of mode of travel.

The Department has implemented Complete Streets since the 2009 Resolution. In 2013, the Department revisited the policy to craft a variety of improvements. Since 2013, the Department has, and continues, to implement numerous elements of Complete Streets. Examples include the following:

- Improved walkability through:
    - Construction of over 15,000 square feet of new sidewalk between FY16-17;
    - New high lumen LED street lighting across nearly half the city;
    - New and refreshed crosswalks;
    - Over 2,376 new ADA-compliant curb ramps;
    - The E. North Avenue Reconstruction project, which includes enhanced sidewalks, crosswalks, ADA ramps, bump outs to reduce pedestrian crossing distances, lighting enhancements, and street plantings;
    - Initiation of Park Circle intersection construction, seeking to add new sidewalks and ADA curb ramps, along with improved bus shelters;
    - Sharp-Leadenhall Streetscape project to improve pedestrian safety and mobility through new enhanced lighting, sidewalk reconstruction, ADA curb ramps; and
    - Being awarded TIGER funding to study the Hanover Street Corridor for multimodal access, just to name a few.
- Improved Bikability through:
    - Adoption of a Bike Master Plan and adding bike facilities based on recommendations within this plan;
    - Installation of 175 new bike racks in the public right-of-way;
    - Potomac Street Cycle Track installation, which aims to slow down vehicles and improve access for bicyclists and pedestrians;
    - Ongoing construction of Central Avenue, to include dedicated bike lanes and installation of new bike racks, as well as pedestrian improvements such as bump outs, ADA compliant pedestrian crossings and sidewalks, and countdown pedestrian signals with APS push button stations, and enhanced street lighting;
    - Current construction of Midtown Streetscape project, which enhances both pedestrian and bicycle safety and access through improved signage, a new resurfaced Cycletrack, new countdown pedestrian signals, ADA curb ramps, traffic calming elements, and bump outs; and
    - Creation of a brand new Bike Share system with hundreds of bikes and over 50 stations.

- Improved Transit Access with:
    - Construction of new priority bus lanes and transit signal priority;
    - Installed 200 improved bus pads across the city in the past 2 years; and
    - Ongoing coordination with MTA on various projects that will improve transit access.
- Improving Freight Access to ensure the Department maintains a vital commercial base within the city by:
    - Successfully being awarded the TIGER grant for construction of a new Broening Highway, which also comprised a Complete Streets component to ensure trucks are not traveling through residential areas.
- Additionally, the Department has a number of ongoing maintenance projects focusing on streets and the public right-of-way through resurfacing, sidewalk and curb ramp repairs, and actively identifying scheduled resurfacing projects where there may be an opportunity to implement complete streets elements such as bike lanes.

Furthermore, Baltimore City Department of Transportation has completed improvements at over 16 intersections that were designed to enhance safety for pedestrians by narrowing travel lanes, slowing turning vehicles and shortening crossing distances for pedestrians. The Department will continue this type of programming through capital improvement projects, ongoing maintenance, and any special grant awards that may be received.

BRIEF HISTORY – In 2009, the Baltimore City Council approved a Complete Streets Resolution (Council Bill 09-0433). Baltimore City Department of Transportation adopted a Complete Streets policy in 2013.

FISCAL IMPACT – The proposed Council Bill 17-0102 will have fiscal impacts on the Baltimore City Department of Transportation, as well as other city agencies' operations, and capital budgets. This legislation will require hiring consultants for technical expertise, hiring new full-time staff to coordinate and facilitate the proposed coordinated council as well as manage all associated reporting and programmatic requirements. These efforts will also have significant impact on existing and future infrastructure projects, resulting in estimated additional ongoing costs of over 5-25% of project costs, or $5 million annually, due to adding certain features that may require relocation of existing utilities or requiring changes to existing designs. The legislation does not propose any additional funding to be added for Complete Streets improvements, which will impact existing limited and dwindling resources. While infrastructure repair demands have been consistent or increasing, federal and state funding for such improvements have decreased over the years. The Department is committed to implementing Complete Streets; however, this legislation as written will require more than standard funding to be expensed, taking away from regular, essential maintenance demands and critical infrastructure improvements that typically take precedence. New sources of funding are needed to ensure enhanced Complete Streets implementation.

AGENCY/DEPARTMENT POSITION –
The Department of Transportation respectfully favors City Council Bill 17-0102; however, with amendments to be further discussed and deliberated with Council and the Committee. While in agreement that projects should be planned, designed, and engineered to improve safety for all, the Department believes that this legislation, as written, will put significant constraints on daily operations.

If you have any questions, please do not hesitate to contact Katelyn McCauley at Katelyn.McCauley@baltimorecity.gov, (443) 677-9391.

Sincerely,

Michelle Pourciau
Director

TRANSMITTAL MEMO

TO: Council President Bernard "Jack" Young

FROM: Peter Little, Executive Director

DATE: October 3, 2018

RE: Council Bill 17-0102 (as amended September 26, 2018)

PARKING OF BALTIMORE CITY AUTHORITY

I am herein reporting on City Council Bill 17-0102 introduced by Councilmembers Dorsey, Bullock, Middleton, Henry, Pinkett, Scott, Burnett, Cohen, Clarke, Sneed and as amended September 26, 2018.

The purpose of this bill is requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; Requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain expectations; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Parking Authority of Baltimore City (PABC) has reviewed the proposed amended legislation. The PABC is generally in favor of a better planned and rational approach to transportation that accommodates all modes, especially if those modes help manage parking demand. The PABC does not fully understand all the impacts this legislation would have because the Complete Streets Manual has not been drafted and other elements have not been clarified. Accordingly, we do have some preliminary reservations, and believe it is important that the PABC and parking be included and addressed explicitly in the legislation.

As written and amended, the legislation has removed the Executive Director (or his designee) of the PABC from the Advisory Committee (previously Coordinating Council). Additionally, it still does not explicitly mention parking. We continue to believe parking should be affirmatively referenced under considerations in §40-38 STREET TYPOLOGIES. The legislation still references loading zones, a program administered by the PABC. If the PABC is excluded from the Complete Streets Advisory Committee, the Executive Director of the PABC will not be able to ensure that parking and other on-street programs administered by our agency are considered throughout the enactment of this legislation.

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Fav w/ Amend

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Based on the comments above, the PABC believes Council Bill 17-0102 should be further amended to include the PABC as a member of the Advisory Committee and refer to parking as a consideration under Street Typologies, at which point the PABC would not oppose this legislation.

FROM			
	NAME & TITLE	LISA MCNEILLY, DIVISION CHIEF	CITY of BALTIMORE
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING, Sustainability 417 EAST FAYETTE STREET, 8th FLOOR	MEMO
	SUBJECT	CITY COUNCIL BILL #17-0102/COMPLETE STREETS	

DATE: March 15, 2018

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MAR 19 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

TO

The Honorable President and
Members of the City Council
City Hall, Room 400
100 North Holliday Street

favorable

The Office of Sustainability is in receipt of City Council Bill #17-0102, which would require (among other items) the Department of Transportation to construct and operate a comprehensive Complete Streets Transportation System; create a Complete Streets Coordinating Council; establish certain design standards; and adopt a Complete Streets Manual to carry out this Ordinance and to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System.

The framework and intent of this bill addresses the following goals of the Baltimore Sustainability Plan as approved by City Council on March 2, 2009:

- Transportation Goal 1: Improve public transit services, especially
  - Strategy C: Work with the MTA to expand QuickBuses to more high-volume transit corridors, and
  - Strategy E: Work with the MTA to develop and implement an ideal transit service profile for MTA routes
- Transportation Goal 2: Make Baltimore bicycle and pedestrian friendly, especially
  - Strategy A: Implement the Baltimore Bicycle Master Plan
  - Strategy F: Improve public infrastructure for cyclists and pedestrians
- Transportation Goal 4: Measure and improve the equity of transportation, especially
  - Strategy A: Track the disparity of transportation costs by neighborhood relative to income
  - Strategy B: Identify strategies to reduce the disparity in cost of transportation relative to income
- Transportation Goal 5: Increase transportation funding for sustainable modes of travel (all Strategies).

The framework and intent also coincide with input received as part of the community engagement in the on-going update to the Baltimore Sustainability Plan. The updated Plan anticipates increasing the extent to which streets and corridors will serve pedestrians, transit, and bicycling, and improve availability of transportation between



low-income neighborhoods and jobs. On any of these strategies, the Office would be prepared to work with the relevant agencies to refine implementation details.

The Office of Sustainability therefore supports the framework and intent of City Council Bill #17-0102/COMPLETE STREETS.

If you have any questions, please contact me at 410-396-8360.

cc: Mr. Pete Hammen, Chief Operating Officer
Mr. Jim Smith, Chief of Strategic Alliances
Ms. Karen Stokes, Mayor's Office
Mr. Kyron Banks, Mayor's Office
Mr. Thomas J. Stosur, Department of Planning

FROM

NAME & TITLE	Niles R. Ford, PhD, Chief of Fire Department
AGENCY NAME & ADDRESS	Baltimore City Fire Department 401 East Fayette St. 21202
SUBJECT	City Council Bill #17-0102 Response to Complete Streets

NRF for

CITY of BALTIMORE

MEMO

RECEIVED
DATE: APR - 2 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

TO **The Honorable Bernard C. Young, President**
And All Members of the Baltimore City Council
City Hall, Room 408

April 2, 2018

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Baltimore City Fire Department ("BCFD" or the "Fire Department") supports initiatives that seek to improve the quality of life for all Baltimore City residents and visitors, and generally is in support of the concept of Complete Streets. However, the Department has a few concerns about the current version of Bill 17-0102.

First, with any ordinance or bill that relates to City streets, BCFD needs to ensure that any actions taken with respect to streets also will comply with the International Fire Code, 2015 edition ("Fire Code"), which has been adopted by the Mayor and City Council of Baltimore for fire code compliance to safeguard life and property.

The Fire Department has concerns with any part of the bill that authorizes street designs that would violate the Fire Code. For instance, Appendix D of the Fire Code, in part, delineates the necessary access (to facilities, buildings or portions of buildings) and minimum specifications that are required for fire apparatus access roads. By way of example, but without limitation, Appendix D of the Fire Code provides that "[w]here a fire hydrant is located on a fire apparatus

Comments

access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders." As another example, Appendix D also provides that "[a]erial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof." It is the Fire Department's position that any Complete Streets ordinance must allow for compliance with the Fire Code to ensure that these and other requisite safety standards are met.

In addition, we recommend that the Chief of the Fire Department (or his/her designee) be included as a member of the Complete Streets Coordinating Council that would be created by this bill. This is in accordance with recommendations of Complete Streets advocates. For instance, the Active Transportation Alliance's "Complete Streets Complete Networks: A Manual for the Design of Active Transportation" advises that "[f]ire professionals, police and ambulance services are key stakeholders in the implementation of Complete Streets policy and should be included in all review processes. They can provide unique perspective on the uses and demands of corridors in the areas they serve." This Manual also is included on the website of the National Association of City Transportation Officials. The Fire Department should be included in the planning process on the front end of Complete Streets projects, to avoid any potential issues related to the Fire Code that may become clear after projects are initiated or finalized. If involved in the Coordinating Council, the Fire Department would thus be able to make suggestions related to proposed Complete Streets projects that would help avoid Fire Code issues in the long run.

FROM		
	NAME & TITLE	Robert Cenname, Chief
	AGENCY NAME & ADDRESS	Bureau of the Budget and Management Research Room 432, City Hall (410) 396-4941
	SUBJECT	City Council Bill 17-0102 – Complete Streets

CITY of BALTIMORE

MEMO

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DATE: MAR 15 2018

BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

TO

The Honorable President and
Members of the City Council
Room 400, City Hall

March 15, 2018

City Council Bill #17-0102 was created for the purpose of requiring the Department of Transportation (DOT) to construct and operate a comprehensive Complete Streets Transportation System, which would consider the needs of all users, support varied travel modes, and ensure equitable and safe access.

To accomplish this goal, the bill would create a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establish certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; require the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; require that the Transportation Director, in consultation with the Coordinating Council, prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specify that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; define certain terms; and provide for special effective dates.

The Finance Department review of this legislation focused on identifying implementation and ongoing costs. The proposed legislation would have a significant fiscal impact for both the City's operating and capital budgets, based on a preliminary Finance Department analysis conducted in consultation with DOT and other affected City agencies.

Operating budget impacts include:

- A one-time cost of about $500K for DOT to hire a professional consultant to lead development of the required Complete Streets Manual. This project requires technical expertise and dedicated time beyond current in-house staff capacity.
- Ongoing costs of $200K annually for two additional full-time DOT employees to staff the Complete Streets initiative and associated supplies and contracts. Tasks would include coordinating agendas, minutes, and public engagement for the interagency Coordinating Council; compiling and analyzing data for required annual reports; and continually monitoring projects for equity and compliance with other Complete Streets principles.
- Annual ongoing costs of $200K for additional staff and supplies at multiple agencies to support participation in the Coordinating Council, public engagement, and analysis of projects to ensure they meet Complete Streets standards.

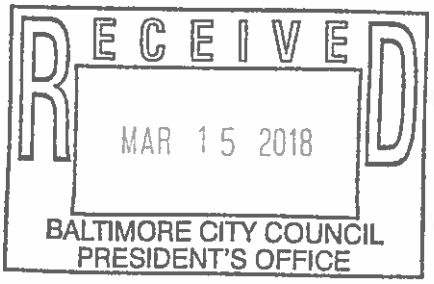
Unfavorable

Capital Budget impacts include:

- Increased costs for new projects. There is limited evidence from other cities about the marginal costs of using a Complete Street approach, but a widely cited study by Charlotte, North Carolina suggests that adding multi-modal transportation to street projects increases costs by an average of 5 percent, which would translate into more than $1.5 million additional costs annually for the City. DOT believes that estimate is too low, and costs would actually increase by 15 to 25 percent, or more than $4.5 million each year. Costs likely would be higher for Baltimore, because DOT would require consultant support as it builds staff capacity, and the proposed bill is more prescriptive than language enacted in Charlotte and other cities.
- Costs for reviewing and amending current capital projects. DOT notes that applying the Complete Streets approach to projects already in the initial design phase would result in additional costs for redesign and further bidding processes.

These cost estimates are preliminary, and actual costs would largely depend on specifications in the Complete Streets Manual required by the bill. In addition to implementation costs, the legislation could have other fiscal impacts, such as reduced metered street parking leading to revenue loss. Long-term economic benefits to the City could result if the Complete Streets approach reduces wear-and-tear on roadways, improves public health, and expands access to business districts, but savings are challenging to quantify and would not offset implementation costs in the short-term.

Expected implementation costs of the legislation do not have a dedicated funding source; so the Department of Finance opposes this bill.



cc: Henry Raymond
Kyron Banks

FROM

NAME & TITLE	Rudolph S. Chow, P.E., Director
AGENCY NAME & ADDRESS	Department of Public Works 600 Abel Wolman Municipal Building
SUBJECT	**CITY COUNCIL BILL 17-0102**

CITY of BALTIMORE

MEMO

DATE: March 16, 2018

TO

The Honorable President and Members
of the Baltimore City Council
c/o Natawna Austin
Room 400 – City Hall

Comments

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MAR 16 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

I am herein reporting on City Council Bill 17-0102, introduced by Councilman Dorsey.

The purpose of this bill is to require the Department of Transportation to, among other things, construct and operate a comprehensive Complete Streets Transportation System; create a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establish certain design standards and require the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The legislation calls for the Department of Transportation (DOT) to construct and operate a "comprehensive complete streets transportation system," which would follow certain standards outlined in the legislation. This bill, if approved, would also require the creation of a Coordinating Council, which would be chaired by the Director of DOT, and would be comprised of directors of other city agencies, including the Director of the Department of Public Works (DPW), as well as a representative of the Maryland Transit Administration. The Director of DOT would be required to consult with this Council to adopt a complete streets manual as a guide in the development of a "complete streets transportation system," as well as project prioritization, project delivery, and equity in community engagement, among other standards. The Coordinating Council would be required to meet at least once per quarter, if not more frequently, and would have the responsibilities of: reviewing the status of projects, identifying new projects, and promoting interagency cooperation in both pursuing project funding and in community engagement.

DPW supports the concepts of interagency cooperation, strategic project prioritization, and equitable community engagement. While DOT has the responsibility of planning, constructing, and maintaining Baltimore's transportation infrastructure, DPW would like to point out that every visionary plan needs to accommodate certain practical considerations, as would any complete streets plan. The following are examples of what accommodations would have to be considered:

- Most public and private utilities occupy portions of the rights-of-way. Street, sidewalk and alley designs need to allow for DPW to retain access to its water, wastewater and stormwater utilities in order to perform its maintenance, repair, and replacement functions.

- The legislation requires the consideration of several factors when developing street typologies. Stormwater management and green infrastructure are listed separately (§40-38.B.9. and B.10.), which is appropriate since they are two different types of infrastructure and should be treated as such. Green infrastructure can refer to a range of bumpouts, tree plantings, rain gardens, and other bioretention facilities, to name just a few. Stormwater management facilities must be specially located, designed and maintained to effectively treat or retain stormwater. In addition, the term "stormwater management" could include grey infrastructure such as storm drains, inlets, manholes, and more. It is important that the need for both above-ground and below-ground stormwater management facilities is taken into consideration when designing for complete streets.

- Over the next year, DPW will be constructing stormwater management facilities throughout the city to comply with its Municipal Separate Storm Sewer System (MS4) permit. §40-30.1 of the legislation provides a listing of guidance documents to assist DOT in the design of a complete streets manual. While this list is not meant to be restricted to just these documents, DPW did want to point to the "Urban Street Stormwater Guide," developed by the National Association of City Transportation Officials, as another good source for providing guidance on best practices for sustainable stormwater management in the public rights-of-way.

- DPW provides mechanical street sweeping throughout the city and is in the process of expanding street sweeping services in the central area. In order for this program to be effective, the street sweeping vehicles need adequate space and access to drive alongside the curb. Barriers such as parked cars or bollards could restrict the effectiveness of this program that improves the cleanliness of the city and is an important component of the MS4 permit compliance. The legislation states that overlays for certain routes must be considered when developing street typologies (§ 40-38. B. 5.); therefore, street sweeping routes should be considered for inclusion.

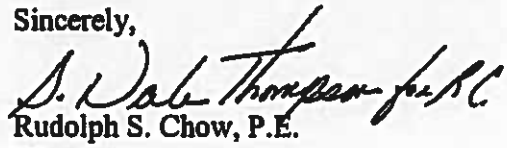
- The width of streets and alleys is important from an operations perspective, as solid waste collection vehicles, snow plows, and other utility vehicles need sufficiently-wide clearance and turn radii in order to perform their duties.

- Trash and recycling receptacles placed along sidewalks and at bus stops for public use are an important tool for preventing litter and keeping the city clean. Any restrictions on sidewalk width should include exceptions for these receptacles. Over the next few years, DPW will be placing hundreds of new, solar-powered compacting trash cans along pedestrian thoroughfares and near bus stops. DPW will need discretion for placing these cans and access to service them.

- Performance Measures for the required annual report are listed in § 40-47. DPW has concerns about §40-47 (E) Infrastructure Data, as "infrastructure" is not defined and may be broadly interpreted to include underground infrastructure or other infrastructure that is not related to complete streets.

The Department of Public Works respectfully requests that the points raised in this report be taken into consideration during the deliberations surrounding City Council Bill 17-0102.

Sincerely,

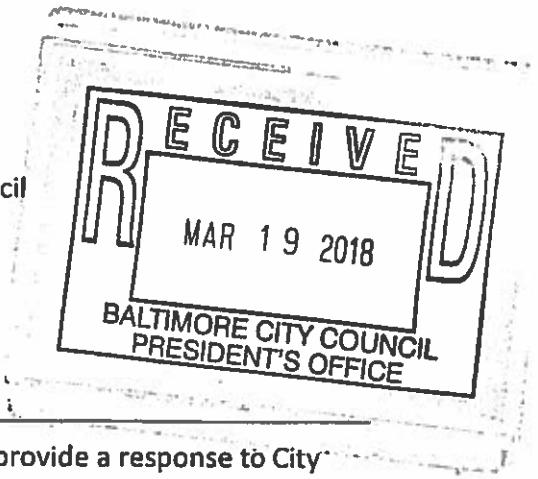


Rudolph S. Chow, P.E.
Director

RSC/KTO

Baltimore Development Corporation

unfavorable



MEMORANDUM

TO: Honorable President and Members of the City Council
Attention: Natawna Austin, Executive Secretary

FROM: William H. Cole, President and CEO

DATE: March 16, 2018

SUBJECT: Council Bill No. 17-0102 - Complete Streets

The Baltimore Development Corporation (BDC) has been asked to provide a response to City Council Bill 17-0102, for the purpose of constructing and operating a complete streets system, creating a coordinating council, establishing design standards, and establishing various other related measures.

BDC believes that investing in infrastructure projects that support multiple modes of transportation - and that are appropriate in scale based on the character of the areas in which they are built - is critical to strengthening the vitality of our commercial districts and neighborhoods. Given the degree to which economic development and reporting metrics are referenced in the legislation, BDC is interested in participating in any inter-agency advisory body that may be created to support this effort.

BDC is interested in what comprehensive approaches will be followed to identify priority projects, coordinate their construction with subsurface improvements to maximize efficiency, and strategically integrate improvements so they relate to each other as part of a connected network. BDC believes that density and travel demand should be major considerations. BDC advocates for prioritizing streets that have the greatest need for improvements and that serve commercial corridors.

While BDC supports the establishment of clear design standards, the bill includes very specific lane width prescriptions, which, as currently written, may not be flexible enough to accommodate the needs of industrial users and commercial property owners in certain cases. BDC is particularly interested in ensuring there are no unintended consequences that impede industrial activity in the city or the use of designated truck routes. BDC is also concerned that certain proposed reporting requirements are not the most practical or appropriate approaches in relation to the goals of the legislation. BDC recommends that specific design specifications and reporting metrics be removed from the legislation and instead be included in greater detail in the Complete Streets Manual after consultation with the proposed inter-agency advisory body.

cc: Kyron Banks

FROM			
	Name & Title	Dr. Leana Wen, Commissioner	Health Department
	Agency Name & Address	Health Department 1001 E. Fayette Street Baltimore, Maryland 21201	AGENCY REPORT
	Subject	17-0102 – Land Use and Transportation – Complete Streets	

To: President and Members of the City Council
c/o 409 City Hall

March 15, 2018

The Baltimore City Health Department (BCHD) is pleased to have the opportunity to review #17-0102 – Land Use and Transportation – Complete Streets. The purpose of this legislation is to require the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System. This legislation would require the establishment of street design standards and the creation of a Complete Streets Coordinating Council to aid in the ordinance's enactment.[1]

Research shows that certain demographics are more at risk than others of pedestrian collisions. Notably, people of color, elderly citizens and those in areas with high incidences of poverty are at more risk of pedestrian danger nationally and in Maryland.[2] These disparities are particularly concerning as marginalized communities already face higher levels of public health concerns. Baltimore City's citizenry is comprised of many of the groups that are most impacted by pedestrian danger.[3] Complete Streets programs may mitigate compounded harm to marginalized communities by addressing dangerous pedestrian conditions.

While programs like Complete Streets seek to improve health outcomes, much of Council Bill #17-0102 deals in the implementation of transportation policy specifics. As such, the Health Department defers to the Department of Transportation.

Defers to DOT

RECEIVED
MAR 15 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

[1] https://baltimore.legistar.com/LegislationDetail.aspx?ID=3105004&GUID=D84D8A72-1C20-494D-A909-7503F044A56F&Options=&Search=
[2] Dangerous by Design, https://nextcity.org/pdf/dangerous-by-design-2016.pdf , 16-24
[3] https://www.census.gov/quickfacts/fact/table/baltimorecitymarylandcounty/AGE295216 , 1-3



Baltimore
Development Corporation

MEMORANDUM

TO: Honorable President and Members of the City Council
Attention: Natawna Austin, Executive Secretary

FROM: William H. Cole, President and CEO

DATE: March 16, 2018

SUBJECT: Council Bill No. 17-0102 - Complete Streets

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BDC believes that investing in infrastructure projects that support multiple modes of transportation - and that are appropriate in scale based on the character of the areas in which they are built - is critical to strengthening the vitality of our commercial districts and neighborhoods. Given the degree to which economic development and reporting metrics are referenced in the legislation, BDC is interested in participating in any inter-agency advisory body that may be created to support this effort.

BDC is interested in what comprehensive approaches will be followed to identify priority projects, coordinate their construction with subsurface improvements to maximize efficiency, and strategically integrate improvements so they relate to each other as part of a connected network. BDC believes that density and travel demand should be major considerations. BDC advocates for prioritizing streets that have the greatest need for improvements and that serve commercial corridors.

While BDC supports the establishment of clear design standards, the bill includes very specific lane width prescriptions, which, as currently written, may not be flexible enough to accommodate the needs of industrial users and commercial property owners in certain cases. BDC is also interested in whether certain proposed reporting requirements are the most practical or appropriate approaches in relation to the goals of the legislation. BDC respectfully requests that consideration be given to providing for greater flexibility regarding design specifications and reporting metrics in the legislation, understanding that these components will be specified in greater detail upon completion of the proposed Complete Streets Manual in consultation with the proposed inter-agency advisory body.

RECEIVED
APR 24 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

cc: Kyron Banks

comments

replacement report



Coates, Jennifer

From: Brian Jones <bjones.nyc@gmail.com> on behalf of Brian Jones <brian.jones.m@gmail.com>
Sent: Friday, May 18, 2018 6:46 PM
To: Coates, Jennifer
Cc: Murdock, Stephanie; Reisinger, Edward
Subject: Re: Bike Network

Thank you, Jennifer.

Brian

On May 17, 2018, at 5:27 PM, Coates, Jennifer <Jennifer.Coates@baltimorecity.gov> wrote:

Mr. Jones,

The Land Use and Transportation Committee held a public hearing on Bill 17-0102 – Complete Streets on April 25, 2018. The committee will also hold a work session on the bill. The date for the work session has not been determined at this time. I will notify you when the work session is announced.

Jennifer Coates

From: Murdock, Stephanie
Sent: Thursday, May 17, 2018 10:28 AM
To: Coates, Jennifer <Jennifer.Coates@baltimorecity.gov>
Subject: FW: Bike Network

Dear Ms. Coates,
Can you please notify Mr. Brian Jones when the next hearing or work session is scheduled for CCB 17-0102 Complete Street?

Thanks,
Stephanie

From: Clarke, Mary Pat
Sent: Thursday, May 17, 2018 9:46 AM
To: Murdock, Stephanie <Stephanie.Murdock@baltimorecity.gov>
Subject: FW: Bike Network

Please add to list to advise when hearings resume on Complete Streets.

From: Brian Jones [mailto:bjones.nyc@gmail.com] **On Behalf Of** Brian Jones
Sent: Wednesday, May 16, 2018 7:15 PM
To: Clarke, Mary Pat
Subject: Bike Network

received 5/18/18 ffc

Mary Pat -

I'll try to keep this message short. I know the fine folks at Bikemore and your colleague Ryan Dorsey are doing hard work as advocates for the Complete Streets approach to transportation, and for the Downtown Bike Network in particular. I work a lot in the evenings and tend to miss the public meetings on these topics, including two this week about the Bike Network.

I live on Keswick at 34th and count myself lucky to be in walker-friendly Hampden. Still, I watch the cars speeding up and down our street (on their way to/from the 83 ramps, I assume) and think how out-of-place they seem among the rowhomes. I look at the streetlights on Remington Ave. as it crosses Stony Run and turns into 33rd and think how unfortunate it is that they light the road, but barely the sidewalks. Baltimore went all-in on the automobile in the 20th century; I'd love to see our city be a leader in moving to a new model of resident-friendly transportation in the 21st.

I don't know if you have been at any of these recents meetings (I understand Roland Avenue is an important part of the Bike network, and a contentious one). I just wanted to write and have my voice heard, as a constitute and a proud believer in Baltimore, and as a hopeful supporter of safe, smart, friendly streets that work for the city, rather than the automobile.

Thank you for your time and your work,

Brian

Brian Jones

718.757.2141

Coates, Jennifer

From: Robert Connors <rconnors@jhmi.edu>
Sent: Tuesday, May 15, 2018 6:51 AM
To: Middleton, Sharon
Cc: Clarke, Mary Pat; Ginyard, Robert; Anne Stuzin; Reisinger, Edward; Coates, Jennifer
Subject: Re: Letter from BSA Director to their community about bike lanes

Good morning Sharon!

Thank you for your reply. I was at the April meeting and although there were "spirited" interruptions, Graham Young was able to complete his PowerPoint presentation. I recall that the change was not splitting into groups, but rather allow the entire community a question and answer session with the director instead.

A frustrating example: their proposal to put the bike lanes down the middle of Roland did not have any answer to the question about how bikes would get from the lane on the right side of University/Roland and safely cross Coldspring traffic to get to the new middle lanes on Roland.

This is a complex issue for sure, but one that I am certain has an answer with careful study and communication.

Hoping for a quick week!

Bob

On May 14, 2018, at 3:31 PM, Middleton, Sharon <Sharon.Middleton@baltimorecity.gov> wrote:

> Good afternoon Bob:
>
> Im in receipt of your email.
>
> I truly understand the importance of data collection, as the RPCL community moves forward in working with DOT for a safer solution.
>
> As I recall, during the meeting at St David's Church, the agenda was shifted on behalf of the community response that night. DOT was not able to present their presentation, which, from my understanding, included data collection.
>
> As far as the Council, we had an introduction hearing on the Complete Streets Bill, in the Land Use Committee. DOT was one of the presenters. They mentioned the importance of communicating and working in partnership with other entities' like MTA. Our next meeting will be a workgroup session on the subject matter. I've included the Chair of that Committee in this correspondence to add your important comments in the Bill file on Complete Streets.
>
> Thank you for sharing the letter from the BSA Director.
>
> Sincerely,
> Sharon
> *Sharon Green Middleton*

received 5/15/18 SGC



Vice-President &
Councilwoman, 6th District
Baltimore City Council
100 N. Holliday Street, STE - 532
Baltimore, MD 21202
Office: (410) 396-4836

Follow us on **Twitter**, **Facebook**, **Instagram**!

" We need you to roll up your sleeves. We need to get to work. Because remember this: When they go low, we go high. "
First Lady, Michelle Obama

From: Robert Connors [mailto:rconnors@jhmi.edu]
Sent: Monday, May 14, 2018 11:18 AM
To: Middleton, Sharon; Clarke, Mary Pat
Cc: Ginyard, Robert; Anne Stuzin
Subject: Letter from BSA Director to their community about bike lanes

Good morning Councilwoman Middleton and Councilwoman Clarke,

I hope you both had a wonderful Mother's Day weekend!

I was forwarded the letter I have copied below as it contains details about the DOT proposal for a new bike lane project near the BSA (Baltimore School for the Arts). I am copying Mary Pat Clarke on this email as well because there was rumbling that one of the reasons DOT didn't want to change the cycle track on Roland Avenue was because they were considering extending it down University at some point in the future. Please note my highlighted sections of this letter that all to reminiscent of our experience in Roland Park. I know my community has been labelled as complainers, but I think we are actually the canary in the coalmine.

As you both know, we were forward thinking in our Master Plan in trying to have a complete street for the main boulevard that runs through Roland Park. We are not anti-bike. We want it safe for pedestrians, bicyclists, motor vehicles, and the residents who live on Roland Avenue most impacted by any change. We trusted the DOT in their design approach, not ever imagining that a proper study would not be guiding their plans. Based on the comments below, it seems that the DOT is about to make the same mistakes again. We saw this firsthand at the recent April cycle track meeting at St David's in Roland Park when the proposed plans were not backed by data, and DOT could not answer the question of how emergency vehicles would navigate a one lane road with parked cars in the middle of the street and the cycle track persisting at the curb, or the potential for side streets taking up the increased volume.

We can't keep experimenting. It's not safe and it's a waste of money. I hope these examples can provide the information the Council needs to put a halt on the rush to implement bike infrastructure that may not meet its intended goal(s).

Most sincerely,

Bob Connors
Incoming RPCL president

May 11, 2018

Dear BSA Community,

This morning I attended the community stakeholders meeting of the Baltimore City Department of Transportation regarding the redesign of the Madison, Center & Monument St bike lane project. The build of this project is slated for this summer. The proposal is that Madison St. will become one traffic lane and a bike lane on the south (school) side of the street.
The upshot will be that BSA will be bounded by two, one-lane streets. **There will be a community input meeting at 6:30 Monday at BSA.** I hope you will attend and make your opinion known.

As you know, the Maryland/Cathedral bike lane has been installed for about 18 months, so we have a sense of what that means for the BSA community. Maryland/Cathedral is jammed to the point of gridlock on a regular basis in the morning and evening from University of Baltimore to the Arena. I'm very worried about what it will mean for our community to be at the junction of **two bike lanes** and **two streets reduced to one lane** (Cathedral& Madison).

I was shocked to learn that DoT did **no formal traffic study** prior to design.

I was also surprised that **no before/after study of car traffic** has been done by DoT for Maryland/Cathedral Street.

I think some data-driven predictions of impact should be developed prior to implementation of any design that significantly alters the important city asset of public thoroughfares, particularly when we have a good example of what a one-lane street has done to this neighborhood.

As you may know, **our block of Cathedral St. is currently non-compliant with the fire code.** In fact I recently saw a hook & ladder truck get hung up turning from Madison on to Cathedral. The DoT people were not able to assure me that the Cathedral St. bike lane would be ameliorated prior to implementation of the Madison St. bike lane. This lapse is not safe and puts the 500 people at work in my school at risk.

When the slides with a one-lane Madison St. were shown, I asked if the MTA bus lane would continue on Madison. **The DoT person replied that he did not know what the MTA routes were,** and that my question should be referred to MTA. I find that silo approach of city agencies to be unacceptable.

Bike lane designers, City Parking and MTA together should

- Gather data to understand the real, lived situation of citizens to inform design
- Work with city agencies as a group to be responsible to those citizens
- Respect the needs of city residents, businesses and institutions

BSA

- Transitions between 400 and 600 students every morning and afternoon of the school year. Most of those arrive by car.
- Parents need to be able to drop off and pick up their children (400-600 daily) safely and without being worried about $250 tickets
- BSA suppliers need to be able to deliver goods to the school. This usually happens during drop off time in the morning. This will block the single, proposed traffic lane.

The traffic issue at BSA during drop-off and pick-up is already extremely problematic. Many people already think of BSA as "that school that causes traffic jams in Mt. Vernon." I am afraid that the plan as shown today will exacerbate an extremely challenging situation.

Unfortunately, I will not be able to attend the Monday evening public session about this plan (to be held at BSA @ 6:30). I hope that many of our families will attend and make their opinions known.

I have sent similar letters to Councilman Costello & Dorsey about this issue.
Hope you can attend Monday.
Sincerely,

Chris Ford, Director, BSA

Coates, Jennifer

From: Larry Greene <larry.greene@baltimorecity.gov>
Sent: Tuesday, May 15, 2018 9:10 AM
Subject: Receipt #D00472249 for PO #P532595:8582 - Approved for Invoice

Receipt #D00472249 for PO #P532595:8582 - Approved for Invoice

Use this link to log on to City of Baltimore Purchasing:
https://www.baltimorecitibuy.org/bso/view/login/login.xhtml

City of Baltimore

City Council
City Hall, Room 408
100 North Holliday Street
Baltimore, Maryland
21202

Meeting Minutes - Final

Land Use and Transportation Committee

Wednesday, October 10, 2018 **12:00 PM** **Du Burns Council Chamber, 4th floor, City Hall**

Worksession: 17-0102
Recessed from 9-26-18

CALL TO ORDER

INTRODUCTIONS

ATTENDANCE

Present 5 - Member Edward Reisinger, Member Mary Pat Clarke, Member Eric T. Costello, Member Ryan Dorsey, and Member Robert Stokes Sr.

Absent 2 - Member Sharon Green Middleton, and Member Leon F. Pinkett III

ITEMS SCHEDULED FOR WORKSESSION

17-0102 **Complete Streets**

For the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

Sponsors: Ryan Dorsey, John T. Bullock, Sharon Green Middleton, Bill Henry, Leon F. Pinkett, III, Brandon M. Scott, Kristerfer Burnett, Zeke Cohen, Mary Pat Clarke, Shannon Sneed

A motion was made by Member Ryan Dorsey, seconded by Member Robert Stokes, that the bill be recommended favorable with amendments. The motion carried by the following vote:

Yes: 5 - Member Reisinger, Member Clarke, Member Costello, Member Dorsey, and Member Stokes Sr.

Absent: 2 - Member Middleton, and Member Pinkett III

ADJOURNMENT

CITY OF BALTIMORE
CATHERINE E. PUGH, Mayor

OFFICE OF COUNCIL SERVICES
LARRY E. GREENE, Director
415 City Hall, 100 N. Holliday Street
Baltimore, Maryland 21202
410-396-7215 / Fax: 410-545-7596
email: larry.greene@baltimorecity.gov

WORK SESSION NOTES

Bill: 17-0102

Complete Streets

Committee: Land Use and Transportation
Chaired By: Councilmember Edward Reisinger

Hearing Date: October 10, 2018
Time (Beginning): 12:00 PM
Time (Ending): 12:08 PM
Location: Clarence "Du" Burns Chamber
Total Attendance: ~30
Committee Members in Attendance:
Reisinger, Edward, Chairman
Clarke, Mary Pat
Costello, Eric
Dorsey, Ryan
Stokes, Robert

Bill Synopsis in the file?	☒ yes	☐ no	☐ n/a
Attendance sheet in the file?	☒ yes	☐ no	☐ n/a
Agency reports read?	☒ yes	☐ no	☐ n/a
Hearing televised or audio-digitally recorded?	☒ yes	☐ no	☐ n/a
Certification of advertising/posting notices in the file?	☐ yes	☐ no	☒ n/a
Evidence of notification to property owners?	☐ yes	☐ no	☒ n/a
Final vote taken at this hearing?	☒ yes	☐ no	☐ n/a

Motioned by: Councilmember Ryan Dorsey
Seconded by: Councilmember Robert Stokes
Final Vote: Favorable/Amendments

Printed on recycled paper with environmentally friendly soy based ink.

Major Speakers

(This is not an attendance record.)

- The Honorable Ryan Dorsey, Bill Sponsor

Major Issues Discussed

1. Councilman Reisinger read the bill's title and introduced committee members. He explained that the work session is being reconvened to discuss amendments.
2. Councilman Dorsey commented about the level of work, partnership and cooperation that went into reviewing the bill and building a consensus in support of the bill. He presented additional amendments that resulted from discussions with the Department of Transportation.
3. The committee voted in favor of the additional amendments. The committee voted to approve the entire packet of amendments.
4. The committee voted to recommend a committee report of favorable as amended.

Further Study

Was further study requested? ☐ **Yes** ☒ **No**

If yes, describe.

Committee Vote:

Reisinger, Edward, Chairman	**Yea**
Middleton, Sharon, Vice Chair	**Absent**
Clarke, Mary Pat	**Yea**
Costello, Eric	**Yea**
Dorsey, Ryan	**Yea**
Pinkett, Leon	**Absent**
Stokes, Robert:	**Yea**

Jennifer L. Coates, Committee Staff JLC Date: October 10, 2018

cc: Bill File
OCS Chrono File

CITY OF BALTIMORE
CITY COUNCIL HEARING ATTENDANCE RECORD

Committee: Land Use and Transportation			**Chairperson: Edward Reisinger**
Date: September 26, 2018	**Time: 5:00 PM**	**Place: Clarence "Du" Burns Chambers**	
Subject: Ordinance - Complete Streets – WORK SESSION			**CC Bill Number: 17-0102**

PLEASE PRINT

ATTENDANCE ONLY

FIRST NAME	LAST NAME	ST. #	ADDRESS/ORGANIZATION NAME	ZIP	EMAIL ADDRESS		WHAT IS YOUR POSITION ON THIS BILL? FOR	WHAT IS YOUR POSITION ON THIS BILL? AGAINST	(*) LOBBYIST: ARE YOU REGISTERED IN THE CITY? YES	(*) LOBBYIST: ARE YOU REGISTERED IN THE CITY? NO
John	Doe	100	North Charles Street	21202	Johndoenbmore@yahoo.com		√	√	√	√
Tafadzwa	Gwaitira	10	E North Ave, suite 5	21202	taffygwaitira@yahoo.com		✓			
Jed	Weeks	~~2105~~	Baltimore	21218	jed@baltimore.net		✓			
Mikah	Zaslow	417	E Fayette	21202	Mikah.Zaslow@baltimorecity.gov		✓			
Matt	DeSantis		Planning		matthew.desantis@balt...		✓			
Kate	Brower		BCRP		kate.brower@baltimorecity.gov		✓			
Patrick	Terranova		BDC		pterranova@baltimoredevelopment.com					
Kristyn	Aldendorf		DPW							
Marcia	Collins		DPW							
Sharon	Dubon		HCD							

(*) NOTE: IF YOU ARE COMPENSATED OR INCUR EXPENSES IN CONNECTION WITH THIS BILL, YOU MAY BE REQUIRED BY LAW TO REGISTER WITH THE CITY ETHICS BOARD. REGISTRATION IS A SIMPLE PROCESS. FOR INFORMATION AND FORMS, CALL OR WRITE: BALTIMORE CITY BOARD OF ETHICS, C/O DEPARTMENT OF LEGISLATIVE REFERENCE, 626 CITY HALL, BALTIMORE, MD 21202. TEL: 410-396-4730: FAX: 410-396-8483.

City of Baltimore

City Council
City Hall, Room 408
100 North Holliday Street
Baltimore, Maryland
21202

Meeting Agenda - Final

Land Use and Transportation Committee

Wednesday, September 26, 2018 **5:00 PM** **Du Burns Council Chamber, 4th floor, City Hall**

Worksession: 17-0102
Rescheduled from 9/19/18
CHARM TV 25

CALL TO ORDER

INTRODUCTIONS

ATTENDANCE

ITEMS SCHEDULED FOR WORKSESSION

17-0102 **Complete Streets**

For the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

Sponsors: Ryan Dorsey, John T. Bullock, Sharon Green Middleton, Bill Henry, Leon F. Pinkett, III, Brandon M. Scott, Kristerfer Burnett, Zeke Cohen, Mary Pat Clarke, Shannon Sneed

Worksession

ADJOURNMENT

THIS MEETING IS OPEN TO THE PUBLIC

City of Baltimore

City Council
City Hall, Room 408
100 North Holliday Street
Baltimore, Maryland
21202

Meeting Minutes - Final

Land Use and Transportation Committee

Wednesday, April 25, 2018 | **5:00 PM** | **Du Burns Council Chamber, 4th floor, City Hall**

17-0102
CHARM TV 25

CALL TO ORDER

INTRODUCTIONS

ATTENDANCE

Present 7 - Member Edward Reisinger, Member Sharon Green Middleton, Member Mary Pat Clarke, Member Eric T. Costello, Member Ryan Dorsey, Member Leon F. Pinkett III, and Member Robert Stokes Sr.

ITEMS SCHEDULED FOR PUBLIC HEARING

17-0102 **Complete Streets**

For the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

Sponsors: Ryan Dorsey, John T. Bullock, Sharon Green Middleton, Bill Henry, Leon F. Pinkett, III, Brandon M. Scott, Kristerfer Burnett, Zeke Cohen, Mary Pat Clarke, Shannon Sneed

THE MEETING WAS RECESSED. A WORK SESSION WILL BE SCHEDULED.

THIS MEETING IS OPEN TO THE PUBLIC

City of Baltimore

City Council
City Hall, Room 408
100 North Holliday Street
Baltimore, Maryland
21202

Meeting Agenda - Final

Land Use and Transportation Committee

Wednesday, April 25, 2018 **5:00 PM** **Du Burns Council Chamber, 4th floor, City Hall**

17-0102
CHARM TV 25

CALL TO ORDER

INTRODUCTIONS

ATTENDANCE

ITEMS SCHEDULED FOR PUBLIC HEARING

17-0102 **Complete Streets**

For the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

Sponsors: Ryan Dorsey, John T. Bullock, Sharon Green Middleton, Bill Henry, Leon F. Pinkett, III, Brandon M. Scott, Kristerfer Burnett, Zeke Cohen, Mary Pat Clarke, Shannon Sneed

CHARM TV 25

ADJOURNMENT

THIS MEETING IS OPEN TO THE PUBLIC

CITY OF BALTIMORE
CATHERINE E. PUGH, Mayor

OFFICE OF COUNCIL SERVICES
LARRY E. GREENE, Director
415 City Hall, 100 N. Holliday Street
Baltimore, Maryland 21202
410-396-7215 / Fax: 410-545-7596
email: larry.greene@baltimorecity.gov

HEARING NOTES

Bill: 17-0102

Complete Streets

Committee: Land Use and Transportation
Chaired By: Councilmember Edward Reisinger

Hearing Date: April 25, 2018
Time (Beginning): 5:00 PM
Time (Ending): 8:00 PM
Location: Clarence "Du" Burns Chamber
Total Attendance: ~100
Committee Members in Attendance:
Reisinger, Edward, Chairman
Middleton, Sharon, Vice Chair
Clarke, Mary Pat
Costello, Eric
Dorsey, Ryan
Pinkett, Leon
Stokes, Robert

Bill Synopsis in the file?	☒ yes	☐ no	☐ n/a
Attendance sheet in the file?	☒ yes	☐ no	☐ n/a
Agency reports read?	☒ yes	☐ no	☐ n/a
Hearing televised or audio-digitally recorded?	☒ yes	☐ no	☐ n/a
Certification of advertising/posting notices in the file?	☒ yes	☐ no	☐ n/a
Evidence of notification to property owners?	☒ yes	☐ no	☐ n/a
Final vote taken at this hearing?	☐ yes	☒ no	☐ n/a

Motioned by: ..... **Councilmember ***
Seconded by ..... **.Councilmember ***
Final Vote: .....

Printed on recycled paper with environmentally friendly soy based ink.

Major Speakers

(This is not an attendance record.)

- The Honorable Bernard C. Young
- The Honorable Ryan Dorsey, bill sponsor
- Ms. Karen Stokes, Director of Government Relations, Office of the Mayor
- Dr. Celeste Chavis, Assistant Professor, Department of Transportation, Morgan State University
- Dr. Seema Iyer, Associate Director of Jacob France Institute, University of Baltimore and represents Baltimore Neighborhood Indicators Alliance
- Ms. Tafadzwa Gwitira, Opportunity Coalition
- Ms. Michelle Porciau, Director, Department of Transportation
- Ms. Hilary Ruley, Department of Law
- Mr. Matthew DeSantis, Department of Planning/Planning Commission
- Ms. Sharon, DaBoin, Department of Housing and Community Development
- Mr. Niles Ford, Chief, Fire Department
- Mr. Fran Burnszynski, Baltimore City Parking Authority
- Ms. Marcia Collins Department of Public Works
- Ms. Lisa McNeilly, Director, Office of Sustainability
- Mr. Derrick Baumgardner, Board of Municipal Zoning Appeals
- Mr. D'Paul Nibber, Health Department
- Ms. Kimberly Clark, Baltimore Development Corporation

Major Issues Discussed

1. Councilman Reisinger read the bill's number, title and purpose.
2. Ms. Stokes, representing the Office of the Mayor, stated that the Pugh Administration is committed to a Complete Streets Program with a multi-modal transportation system with a comprehensive public transportation plan for improving the City's environment, promoting better health and making the City more appealing desirable for newcomers. The Mayor would like the City's transportation system to be the model for the country.
3. Councilman Dorsey thanked the Office of the President (David Simpson) for preparing a fiscal analysis for the bill. He presented two packets to the committee: *"Baltimore Complete Streets"* April 25, 2018 and a copy of a PowerPoint presentation "Baltimore Complete Streets." He provided history and background information that led him to sponsor Bill 17-0102. Some of the points he made are as follows:
    - In the 1960s, like many cities across the country, Baltimore prioritized cars;
    - Since 1971, at least 1,300 Complete Street programs have come into existence across the country;
    - There is an urgency in Baltimore for immediate change, mainly due and related to equity issues:
        - 1/3 of households in Baltimore lack access to a car;
        - 80% of Baltimore households in historically red-lined communities lack access to a car;

- Complete Streets helps with job accessibility, reduction in crashes and pedestrian injuries and fatalities;
- The prioritization of cars impacts air quality (via emissions) and can create public health concerns (i.e. illness like asthma, etc.);
- The economic cost of transportation increases;
- A strategic approach to use of streets yields increased economic results;
- Mayor and City Council Resolution 09-433 Streets and Transportation Projects – Complete Streets: Resolution of the Mayor and City Council Community Development Subcommittee (Passed November 2010) is considered unenforceable;
- Bill 17-0102 mandates specific standards, interagency collaboration, and transparent project timelines, outreach strategies, justification for projects while creating policies and reporting metrics around equity;
- testimony (read) from the National Complete Streets Coalition is in support of the bill;
- National standards and best practices, particularly those of the National Complete Streets Coalition, were considered in drafting the bill; and compromises between best practices and the Department of Transportation were made in drafting the bill;
- Equitable community engagement is key to the program;
- There has been extensive community and neighborhood outreach about complete streets;
- There are many companies that have endorsed a Complete Streets program for Baltimore

4. There was testimony from a panel of experts consisting of:
   - Dr. Celeste Chavis, representing Morgan State University, who testified that the Complete Streets program is comprehensive and "pro-people" because it provides accessible and equitable modes of transportation and improved safety.
   - Dr. Seema Iyer, representing Baltimore Neighborhood Indicators Alliance, testified about the Vital Signs Report and the quality of neighborhoods. She explained the impact of commute times on economic growth. She stressed that without good transportation ability and accessibility to neighborhoods, population and employment within underserved communities will continue to decrease. Impacted neighborhoods are at a competitive disadvantage for attracting people. Event permits are a good indicator of the use of streets for community activity. Wealthier neighborhoods schedule more events mainly due to the walkability of those areas.
   - Ms. Tafadzwa Gwitira, Opportunity Coalition, testified about equity and equal opportunity for everyone; pedestrian safety; lack of access to cars; dependency on public transportation; and the enforceability of a Complete Streets program
5. Ms. Michelle Porciau testified in support of a Complete Streets program. She testified about:
   - The benefits of a Complete Streets Program;
   - A commitment by the Department of Transportation to implement a Complete Streets program since the passage of Mayor and City Council Resolution 09-433. She listed a number of related and future projects;
   - A Complete Streets program must be part of a complete multi-modal network;
   - Best practice organizations have progressed to assist cities with developing comprehensive plans;
   - The Department of Transportation's initiation of the City's first comprehensive multi-modal transportation plan.
   - Internal Complete Streets Review Committee
   - Establishment of standards manual for projects performed within the public right of way

- Providing a Complete Streets implementation plan

6. Agency representatives testified about their agencies position on the bill.
   - Ms. Ruley confirmed the Department of Law's report.
   - Mr. DeSantis reported that the Planning Department is in support of initiatives outlined in the bill.
   - Ms. Sharon DaBoin reported that the Department of Housing and Community Development supports the concept of Complete Streets and would like to offer amendments.
   - Chief Ford reported that the Fire Department supports the Complete Streets program, but has concerns about compliance with the International Fire Code and the coordinating council not having a member of the Fire Department as a member.
   - Mr. Fran Burnszynski reported that the Parking Authority of Baltimore City was concerned about what would be in the Complete Streets manual and therefore is unable to fully assess the impact of the program. There are also concerns about the lack of mentioning actual parking as a consideration in the manual and that parking should be mentioned in the manual, although the Parking Authority is mentioned.
   - Ms. Marcia Collins reported that the Department of Public Works (DPW) understands many of the problems of implementation of a Complete Streets Program. DPW has offered some considerations related to retaining right-of-way access to certain DPW street related activities (i.e. utilities, street sweeping, trash collection, etc.).
   - Ms. Lisa McNeilly, Director of the Office of Sustainability, testified in support of the bill.
   - Mr. D'Paul Nibber reported that the Health Department supports the bill as it would improve public health.
   - Ms. Kimberly Clark reported that the Baltimore Development Corporation believes there are positives about the bill, but is concerned with bikes and trucks around the port. BDC is willing to work with the committee.
7. President Young testified in support of the best Complete Streets program for Baltimore. He indicated that a fiscal report has been prepared by his staff for Bill 17-0102. The fiscal report has recommendation. He is willing to review all elements of the bill at a work session.
8. Chairman Reisinger called for public testimony. There were a number of people and organizations that testified about the bill. Some indicated that they would be offering amendments.
9. The committee asked questions and discussed the bill.
10. The hearing was recessed.

Further Study

Was further study requested? ☒ **Yes** ☐ **No**

If yes, describe. A work session will be scheduled.

Committee Vote:

Reisinger, Edward, Chairman.....
Middleton, Sharon, Vice Chair.....
Clarke, Mary Pat.....
Costello, Eric.....
Dorsey, Ryan.....
Pinkett, Leon.....
Stokes, Robert:.....

Jennifer L. Coates, Committee Staff

Date: May 1, 2018

cc: Bill File
OCS Chrono File

CITY OF BALTIMORE
CITY COUNCIL HEARING ATTENDANCE RECORD

Committee: Land Use and Transportation			**Chairperson: Edward Reisinger**
Date: April 25, 2018	**Time: 5:00 PM**		**Place: Clarence "Du" Burns Chambers**
Subject: Ordinance - Complete Streets			**CC Bill Number: 17-0102**

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IF YOU WANT TO TESTIFY PLEASE CHECK HERE

FIRST NAME	LAST NAME	ST. #	ADDRESS/ORGANIZATION NAME	ZIP	EMAIL ADDRESS	TESTIFY	WHAT IS YOUR POSITION ON THIS BILL? FOR	AGAINST	(*) LOBBYIST: ARE YOU REGISTERED IN THE CITY YES	NO
John	Doe	100	North Charles Street	21202	Johndoenbmore@yahoo.com	√	√	√	√	√
Sean	Malone	2423	Maryland Ave / HJM/BIG	21218	Sean.Malone@mdlobbyist.com	✓	w		✓	
Regina	LANSINGER	5500	Harford Rd	21214	Regina@[illegible]	✓	✓			
BRIAN	TRUAX	4715	Harford Rd	21214	TruaxFrames@gmail.com	✓	✓			
Joe	Garcia	305	Worthing Ct 21136	21136	championpenn5309@gmail.com	✓	✓			
LIZ	CORNISH	2743	MARYLAND AVE	21218	liz@bikemore.net	✓	✓			✓
JEAN	ELSEY	3013	ELGIN AVE	21216		✓				
JIM	ROUSE		TRANSIT CHOICES	21202	JIMMY123ROUSE@GMAIL	✓	✓			
	HILLIARD	5807	HARBEL HARFORD RD	21214	MIKE HILLIARD@HARBEL.ORG	✓	✓			
line	Feldon	217	E Redwood	21204	Michaeline Feldon	✓	✓			
	MacMillan	102	W. 39TH St.	21210	jackie.macmillan2@gmail.com	✓	✓			

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NFORMATION AND FORMS, CALL OR WRITE: BALTIMORE CITY BOARD OF ETHICS, C/O DEPARTMENT OF LEGISLATIVE REFERENCE, 626 CITY HALL, BALTIMORE, MD 21202. TEL: 410-396-4730.
3.

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John	Doe	100	North Charles Street	21202	Johndoenbmore@yahoo.com	√	√	√	√	√
Danielle	Parnes	2240	Guilford Ave	21218	danielle@bikemore.net					
~~MIKE~~	~~HILLIARD~~	~~5807~~	~~HARBEL~~ HARFORD RD	21214	~~MIKE HILLIARD~~ HARBEL.ORG	✓	✓			
Craig	Bettenhausen	2521	Guilford ave	21218	Craig Bettenhausen@gmail.com	✓	✓			
JOSH	Greenfeld		MBIA	21210		✓	✓		✓	
~~[illegible]~~										
ERIC	NORTON		CENTRAL MARYLAND TRANSPORTATION ALLIANCE	21202	enorton@cmtalliance.org	✓	✓			
LUIS CARDONA	CARDONA		320 S. PATTERSON PK. AVE.			✓	✓			
[illegible]					[illegible]					
Jazmin	Hemphill		3013 Elgin Ave	21216	jshemphill01@gmail.com	✓		✓		
Left. ~~RYAN~~	~~PATTERSON~~		513 E. 30TH STREEET	21218	Cryan patterson@gmail.com	✓				

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John	Doe	100	North Charles Street	21202	Johndoenbmore@yahoo.com	√	√	√	√	√
Julie	Saylor		320's Roseberry Avenue	21214	julieasaylor@gmail.com	√	√			
John	Brenerman		121 Burnett St	21230	johnbrenn03@gmail..com					
Kyle	Fritz		2619 Guilford Ave	21218	kyle.p.fritz@gmail.com	√	√			√
Carla	Winchester		3217 Elgin Ave	21216				√		√
RICHARD	DORAN		1536 KENWICK + ACTION IN MOTION	21218	RDORANSCPTD@COMCAST.NET		√			
Kristyn	Oldendorf		DPW							
JAMES	HAYNER		3239 Powhatan	21214	jhayner760@AOL.com					

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John	Doe	100	North Charles Street	21202	Johndoenbmore@yahoo.com	√	√	√	√	√
Ben	Cerf	1631	Park Ave Ste. Apt B3	21217	bengroff@tidemore.com		X			
JOHN	CIEKOT	2901	St. LO DRIVE	21213	jciekot@civicworks.com	✓	X			
MARK	WASHINGTON	3220	THE ALAMEDA	21218	CHMC.CORP@gmail	✓	X			
Yvonne	Hardy-Phillips	1701	St. Paul St	21202	YWHardy@comcast.net					
GLORIA	WILLIAMS	3414	COPLEY RD	21215						
Jae	Patton	2356	Erdman Ave	21213	jae.patton67@yahoo.c					
ERIC	POVERDAM									
George	Frazier	424	S. Dallas St	21231	BaskiTmanc@gmail.com	✓	X			
Charles	Thomas		SOBO	21230	Qormic@AOL.com		X			

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John	Doe	100	North Charles Street	21202	Johndoenbmore@yahoo.com	√	√	√	√	√
James	Haynes		3239 Powhatan	21216				✓		
✓ Linda	Batts		3212 Guyons Falls	21216	samuel1008@verizon.net	✓				
Dr. Helena	Hickox		4000 Bowers Ave	21207		✓				
Jed	Weeks		Bikemore		jed@bikemore.net		✓		✓	
(X) Matt	D'Santos		Planning			✓	–			
Marcia	Collins		DPW							
✓ RHONDA	WINDISH		3514 White Chapel	21215	allpurposeshomes@gmail	✓		✓		
Davin	Hong		127 W. Lafayette	21217	dhong@livingdesignlab.com		X			
Eli	Pousson		520 E. Lorraine Ave	21218	eli.pousson@gmail.com	X	X			
Collin	Hayward		130 N. Milton Ave.	21224	haywardcollin@gmail.com		X			X

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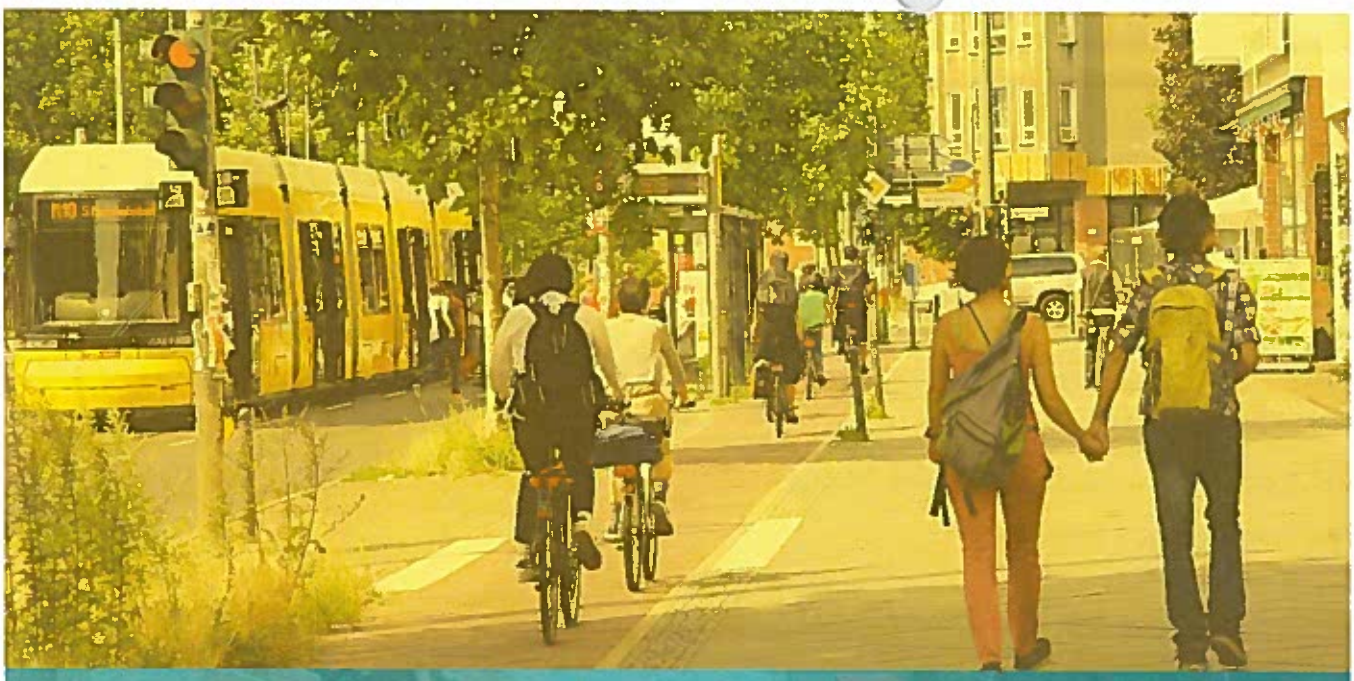

Baltimore Complete Streets



Land Use and Transportation Committee Hearing
April 25, 2018

received
4/25/18

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RYAN DORSEY
BALTIMORE CITY COUNCIL DISTRICT 3

Dear Land Use and Transportation Committee,

My work on Complete Streets began before my decision to run for City Council. Upon learning that the redesign for the Harford Road bridge would not include access for people who walk or bike, I worked tirelessly to organize neighbors. We worked to ensure that the redesign, one that would only happen once in a 100 years, didn't preclude people taking active transportation from accessing the bridge safely. While working on Harford Road, I learned that a more robust Complete Streets process might have required more serious consideration of the needs of all road users earlier in the process and throughout design. A Complete Streets policy was the policy tool other jurisdictions were using to ensure that projects incorporate best practices around safety, economic development, and public health.

Upon being elected, I knew a robust Complete Streets policy would be an immediate focus of mine. The cancellation of the Red Line also created urgency to leverage the areas where we could make strides at creating a more connected, more sustainable transportation system. While the State is responsible for MTA operations, Baltimore City controls the right-of-way where transit vehicles operate, and thus has a great degree of control over whether buses and others can move quickly and reliably. Building Complete Streets that make walking, biking and taking transit more convenient, useful, comfortable and safe is within the city's locus of control.

It was also critical that this policy not be developed in a vacuum, but built by a diverse coalition of partners. Complete Streets provides an opportunity to bring together groups with many different interests, from developers and community activists working on racial justice, to community associations from both our most affluent and under-resourced communities. The community input process for this bill, both in developing the legislative goals and educating communities on how Complete Streets addresses other policy priorities was extensive. The result is a coalition of widespread support that represents all districts in the city, includes the public and private sectors, and brings together advocacy organizations.

This policy also champions the type of engineering interventions necessary to drive economic development and safety by creating truly livable streets, streets that prioritize basic safety for people over the next increment of convenience for cars. Our rate of pedestrian injury and death has been on the rise. These crashes create real economic hardship, as well as deep psychological pain for our residents. They deserve a solution that creates real change.

The most defining factor of this legislation is its commitment to equity. Confirmed by the recent analysis by the Planning Department, we know that our City continues to struggle to deploy capital resources equitably. The communities that receive the least investment are also the most at risk of injury or death, have the most disparate public health inequities, and are the most cut off from opportunity. If we truly wish to improve the quality of life of all City residents, we need policies that prioritize disinvested communities and fundamentally change how we engage residents in the transportation planning process.

I want to thank the Land Use and Transportation Committee and all the members of Council for your willingness to be part of this process of bringing this policy to bear. Your input and your engagement thus far have been critical in ensuring I create a bill that works for all of the residents you serve.

Sincerely,

Councilman Ryan Dorsey

Bikemore

Dear Land Use and Transportation Committee,

In 2015, I moved from Washington D.C. to Baltimore to become the Executive Director of Bikemore. Upon arriving I learned that multiple projects and programs that would improve safety, health and mobility for Baltimore residents had stalled. We worked quickly to build in roads with the Department of Transportation and understand how we could identify the challenges preventing implementation. While there is no question that DOT needs more resources, long delayed projects like the Downtown Bike Network, were fully funded and designed. Clearly there were challenges besides resources standing in the way of progress.

After a few months of listening and relationship building, it became clear that what held Baltimore back from shifting from a city designed only for cars to a city designed for the safety and movement of people was political will. From that vantage, we developed a three year strategic plan whose main components included electing leaders who understand the benefits of Complete Streets, and then encouraging those leaders to help us develop and pass a comprehensive Complete Streets policy. This hearing represents not only an important milestone for our organization, but is the culmination of over two years of work.

In the summer of 2016 we approached Councilwoman Mary Pat Clarke who agreed that her 2010 Complete Streets resolution—while innovative for its time—had not led to the type of change she had hoped it would foster. In that meeting we received her blessing to move forward on developing more comprehensive legislation, one with clear methods of accountability. The first resolution required yearly reports on progress, including metrics related to miles of bike lanes, pedestrian and ADA improvements, and current statistics on pedestrian injuries and fatalities. No reports were ever completed and shared with council until in January of 2017, when Mayor Pugh's transition team on Transportation (on which I served) requested it. Since then only one additional, fairly lackluster report has been completed. Both reports demonstrated an increase in pedestrian injury and fatality since the 2010 Complete Streets resolution was enacted.

The fact that we've been unsuccessful in making progress on Complete Streets, despite being a founding NACTO city, having an internal DOT Complete Streets policy, and having a Complete Streets resolution, led the transition team to explicitly include the creation of a robust Complete Streets policy with metrics of accountability. At the time, we were enthused by this clear support from the Mayor of our work on this bill.

In 2012, Bikemore was formed as a direct response to the lack of direction, leadership and adherence to the city's policies around Complete Streets. While there have been brief moments of progress, the past two years have represented a distinct departure from the spirit that led to the creation of Councilwoman Clarke's resolution. For nearly ten years there has been inconsistent leadership and a massive upheaval of senior staff at the Department of Transportation. Even if DOT has the utmost intention of leading from these principles, how can they with a revolving door of key staff?

Further, the past year has indicated a dangerous pattern of politicizing Complete Street interventions. The Department of Transportation has made egregious decisions that compromise safety, jeopardize state and federal funding, and fly in the face of community support. All to avoid, it seems, the ire of a few outspoken residents disagreeable to change.

Safety, public health, and a desire to create more opportunities to access jobs, schools, and healthcare is the basis for Complete Streets. And while those are things that the Department of Transportation does not believe needs to be legislated, history has proven otherwise, both under past and current leadership.

This bill does not suggest the creation of additional programs, staff positions, or expensive consultants. It merely codifies the job the Department of Transportation has already committed to doing, and ensures we have distinct ways to measure success.

The talking points on the benefits of Complete Streets are clearly outlined in this report. But our message to the Land Use and Transportation Committee is this:

For all the campaign stump speeches on holding agencies accountable, we have seen little action—this is that bill.

For all studies that identify transportation as the key component to how we better connect neighborhoods to opportunities we have seen little investment in the transportation infrastructure proven to increase mobility and access--this is that bill.

For all the concerns on a lack of interagency coordination that results in wasted resources and duplicative efforts—this is that bill.

It's time we see this issue for what it is. Not about one type of person or mode of transportation, but a bill that puts forth a clear path of improved performance and increased accountability for one of our most underperforming city agencies. One that improves the return on our capital investments, and ensures the neighborhoods that stand to benefit most receive them.

This bill follows in the footsteps of countless cities large and small before us. It is in line with every best practice in engineering and urban planning available, many of which DOT has already committed to through internal policy. It is award winning and nationally recognized.

We thank you in advance for your support.

Liz Cornish
Executive Director
Bikemore

What is Complete Streets?

Restoring safe conditions for all users

The goal of Complete Streets is to restore streets as a place for people, not just for cars. Baltimore was born as a dense, walkable city, and quickly became a leader in public transportation. A street in the early 20th century was full of people walking, biking and using public transportation.

By the mid- 20th century, many cities, including Baltimore, remade their streets to better accommodate cars. All of these changes made pedestrian, bike, and transit traffic unsafe or more difficult. The automobile lobby launched a multi-million dollar campaign to brand pedestrians as jay-walkers, public transportation for the undesirable or poor, and bicycles as a hobby for the rich instead of a cheap mode of transportation.

By 1955, traffic engineer Henry Barnes, notable for inserting highways across much of America's urban core, was leading the charge to destroy the urban fabric of Baltimore by planning expressways through neighborhoods he viewed as "slums" due to their racial makeup, and converting streets into one-way multi-lane roads to speed commuters in and out of the city through neighborhoods with no regard to the safety or well-being of those living within them.

In 1955, Henry Barnes submitted the Recommended Capital Improvement Program of 550 projects. These projects:

- removed pedestrian infrastructure
- widened lanes and turning radii
- made streets much more dangerous for vulnerable users

The result quickly became a city made for those with the privilege and financial means to obtain or own a car. Racist lending policies at this time meant that this was disproportionately a white populace that was fleeing to the suburbs.

Just before this transition, more than half of people arriving downtown every day were using streetcars, but those streetcars made up just 3% of the vehicles on city roads. Our city's planners willfully gave up this efficiency to cater to white, affluent car commuters who were actively choosing to leave the city and live elsewhere because of their racist fears of living adjacent to a black population.

There was some pushback, as you can see from Jane Jacobs's peer Lewis Mumford's quote to the right. However, it wasn't enough to overcome the attraction of car ownership combined with racist panic, and our city transformed from a place where anyone could get around safely to a place where only people with cars could do so.

"I [don't] mind [Baltimore's streetcars]...except for the fact that they run on the streets."

— Henry Barnes

"The right to access every building in the city by private motorcar, in an age when everyone owns such a vehicle, is actually the right to destroy the city."

— Lewis Mumford, 1961

The History of Complete Streets

Complete Streets concepts began as a pushback on this trend, as a way of re-investing in cities as places for people. Portland began this early in 1971, and by 2005 the National Complete Streets Coalition, a supporter of this bill, was formed.

Baltimore was an early adopter of Complete Streets with a Mayor and City Council Resolution in 2009 led by Mary Pat Clarke, but we quickly fell behind as other cities began at that time developing robust Complete Streets design manuals that our city lacked.

By 2012 there were 500 Complete Streets policies, and today there are more than 1,200 in cities, counties, and states across the country.

1971: Portland law is considered first Complete Streets law

2003: A coalition coined the term "Complete Streets"

2005: National Complete Streets Coalition formed

Early comprehensive Complete Streets design manuals:

1998: Portland
2007: Louisville
2007: Charlotte
2008: Minneapolis
2009: NYC
2010: New Haven
2011: San Francisco
2013: Chicago
2013: Atlanta

Cities across the country are working on Complete Streets



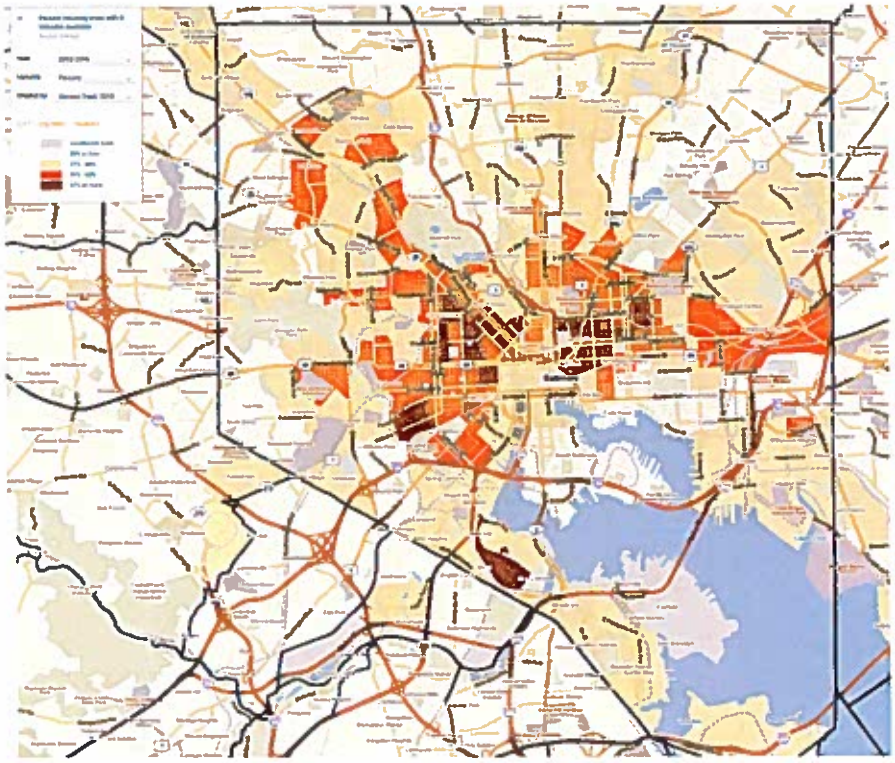
National Complete Streets Coalition

According to the National Complete Streets Coalition,1140 agencies at the local, regional, and state levels have adopted Complete Streets policies, totaling over 1200 policies nationwide.

Why do we need Complete Streets?

Equity

% of Houses Without Access to a Car



PolicyMap

33% of Baltimore Residents lack access to a car.

They rely on public transit, biking, walking, and ride sharing to move around the city.

That number is as high as 80% in historically historically red-lined communities of color.

These are incredibly high rates of zero car access in a city, and there are only 5 other cities with consistently higher rates--all of which have comprehensive mass transit systems with multiple rail transit lines.

Black bicyclists are
30% more likely to be killed
than white bicyclists

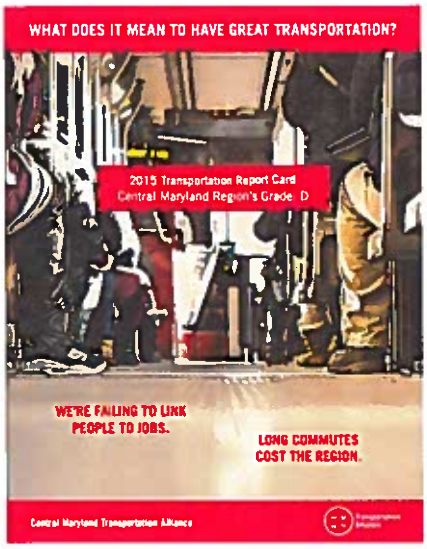
Black pedestrians are
60% more likely to be killed
than white pedestrians

Latino pedestrians are
43% more likely to be killed
than white pedestrians

Latino bicyclists are
23% more likely to be killed
than white bicyclists

League of American Bicyclists

This disparity may have to do with both access to opportunity afforded these populations and how streets have historically been designed in white communities vs. communities of color.



- CMTA's Report Card gives transit a D in our region
- Only 11% of regional jobs accessible within 1 hour on public transit
- Rate Your Ride reports 42% of transit vehicles skipped a stop or were late
- The majority of households in the region spend more than 45% of their income on transportation and housing

Unlike those cities with robust public transportation, our city has just two anemic rail lines, only one of which predominantly serves Baltimore's black population, and that line was shut down over the past month. The Red Line, a transit opportunity that could have brought thousands of jobs to our neighborhoods, was canceled by Governor Hogan, and overall, the Central Maryland Transportation Alliance, a supporter of this bill, scores our regional transit a D.

Why do we need Complete Streets?

Crashes & Safety

As a result of unreliable public transportation, people are forced to walk on, bike on, or wait for transit on unsafe streets.

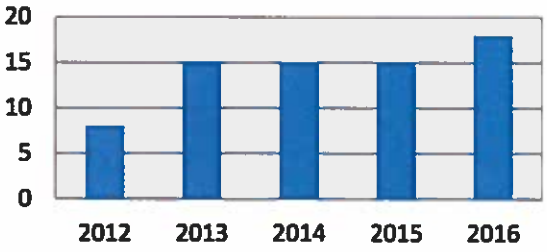
Year over year, Baltimore's fatal, injury, and property damage crash rates are increasing.

In 2016, there were 26,000+ crashes, resulting in nearly 6,000 serious injuries and 53 deaths.

Baltimore's crash rate is
370%
the statewide rate and is comparable to Los Angeles

Baltimore's traffic fatality rate is
40% higher
than New York City

Baltimore Pedestrian Deaths



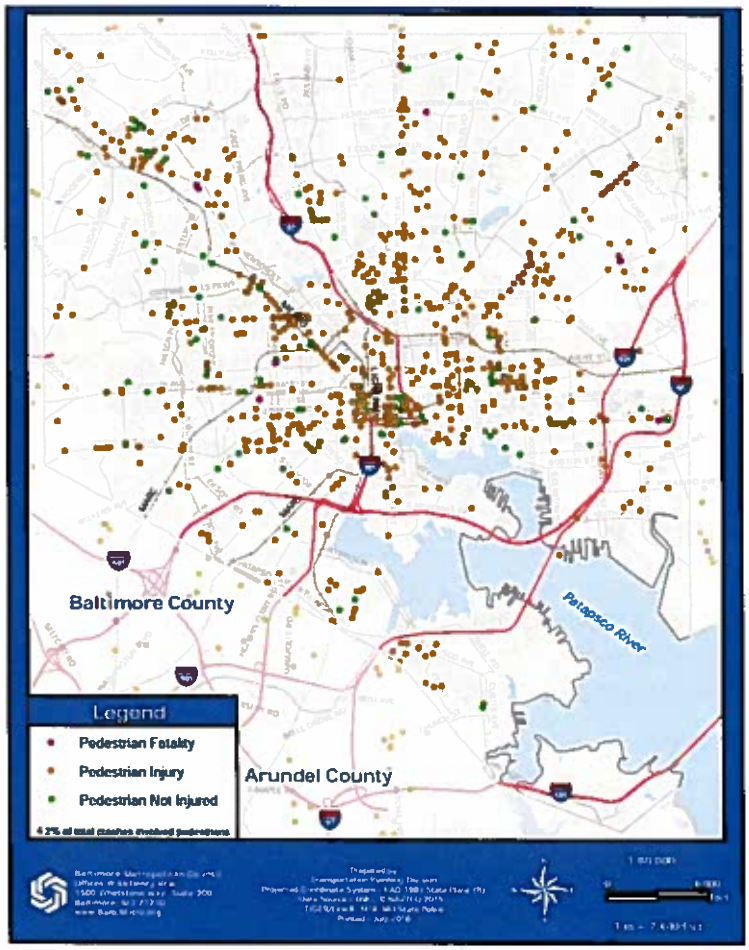
2017 BCDOT Complete Streets Report

Baltimore City Crash Profile

Category	2012 [1]	2013 [1]	2014 [1]	2015 [2]	2016 [2]	5 Year Average	% of Total Crashes
Total of All Fatal Crashes	28	31	29	40	46	35	0.2
Injury Crashes	4,814	4,602	4,709	4761	5980	4973	22.0
Property Damage Crashes	15,900	16,397	16,877	18,500	20,455	17626	77.9
Total Crashes	20742	21030	21615	23301	26481	22634	100.00
Total of All Fatalities	28	31	29	43	53		
Total Number Injured	7408	7055	7415	7677	9645		

2017 BCDOT Complete Streets Report

2015 Vehicle Crashes Involving Pedestrians in Baltimore



Baltimore Metropolitan Council

Crashes in the News



THE BALTIMORE SUN

Students injured after car strikes Baltimore school

THE BALTIMORE SUN

Man in wheelchair injured during crash at Sinai Hospital, police say

THE BALTIMORE SUN

Police: Baltimore City DPW employee charged in fatal hit-and-run case

Why do we need Complete Streets?

Public Health

Road Traffic Emissions in Relation to Asthma Hospital Rates

Figure 7. Hourly $PM_{2.5}$ Concentrations from Road Traffic Emissions (Peak Afternoon, Summer)

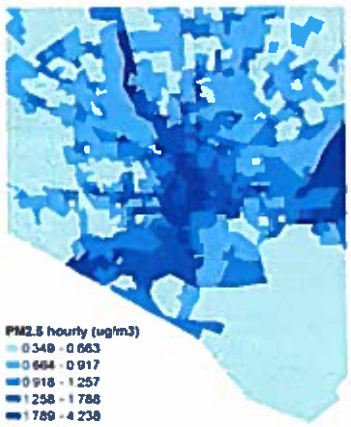
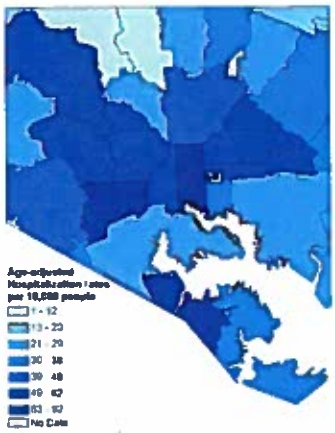
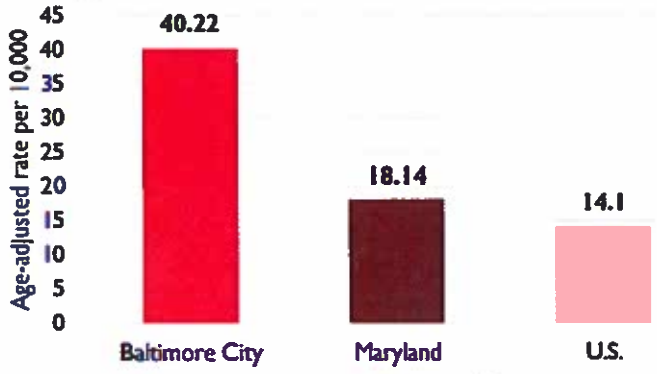


Figure 8. 2011 Asthma Hospital Discharge Rates



Environmental Integrity Project

Asthma Hospitalization Rates in Baltimore City, Maryland and the US (2010)



Environmental Integrity Project

Asthma is particularly problematic because it is a key factor in school attendance. Baltimore also has far higher than average obesity, diabetes, and rates of low to no exercise than Maryland, all things that enabling reliable public transit and safe walking and biking can help address.

Baltimore's childhood asthma rate is

2x

national average
(20% vs. 9.4%)

Childhood obesity rates, overall diabetes rates, and death from diabetes are all several percentage points higher than the state average.

Baltimore has

12.5%

more ozone days than Maryland

Baltimore has

200%

more particulate matter days than Maryland

All health metrics are worse in historically red-lined communities.

Why do we need Complete Streets?

Economics: Transportation Costs

↑ $855 million
Increase in annual discretionary income if all Baltimore households owning cars reduced to one car

Because currently

73% of gas money &
86% of car purchase money
immediately leaves local economy

$8,000+/year
Avg car ownership
[20% of Baltimore City median household income]

$17,742/space
Avg surface parking space construction

The average parking space cost can climb to as high as $40,000 for a single space in a parking garage. When bundled with rent in new housing, this can easily amount to $250-500 extra per month in rent, a significant barrier to affordable housing for individuals that may not even own cars.

Car ownership costs based on annual reporting from AAA. $855M based on cost of car ownership multiplied by the number of multi-car households in Baltimore City.

Why do we need Complete Streets?

Economics: Job Creation





These projects are overall less expensive and have higher return on investment. The left image shows one mile of road widening proposed in the Southeast Baltimore Transportation Vision. For the same investment, we could paint priority bus lanes on the entire CityLink bus network (seen in the right image), and have money leftover to fully fund the entire proposed protected bike lane network citywide.

Cost of
1 mile road widening

=

Cost of
Bus Priority Lanes for entire CityLink Network

2x

Jobs created/ped + bike infrastructure vs. traditional road projects in Baltimore

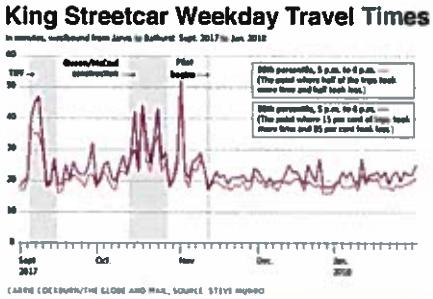
While building for cars is expensive, building for other modes is relatively cheap, and it creates more jobs. Projects that include bicycle and pedestrian infrastructure in Baltimore create 11-14 jobs per $1 million spent.

Economics: Development + Revitalization



The Cleveland HealthLine, a $200m BRT project that reallocated roadway space from personal automobiles to bus rapid transit, delivered more than $6.3 billion in economic development along the Euclid corridor, **$114 gained for every dollar spent**.

Greater Cleveland Regional Transit Authority



Toronto's King Street Pilot, which converted a car-friendly main street to streetcar, bike, and ped use only, showed an immediate **24% travel savings time for transit commuters**, increased ridership to 65,000+ daily streetcar riders, had no negative impact on streetfront retail, and only added 1 minute to rush hour car commutes on adjacent streets.

Toronto Transit Commission

Customers who arrive at retail stores by bike and foot **spend the same amount per month** as comparable people who arrive by car - they tend to make smaller purchases but return more frequently. Studies in Toronto; New Zealand; Wales; Davis, California; and Portland, Oregon, all found this to be the case.

Clifton, K., et al., 2012 - Consumer Behavior and Travel Mode Choices

Existing Complete Streets Resolution

In November, 2010 the 09-0433 Streets and Transportation Projects - Complete Streets: Resolution of the Mayor and City Council Community Development Subcommittee was passed.

This resolution stated that Complete Streets had to be applied to the planning, design, and construction of all new City transportation improvement projects.

Using the best practices at the time, it stated that Complete Streets:

- Applied to all projects
- Applied to planning, design, and construction
- Requires collecting and reporting of certain data

Unfortunately, our well-intended existing Complete Streets resolution is mostly ignored. While it in theory applies to all new city transportation projects in any phase, it includes few accountability metrics other than a requirement of an annual report, which has only been completed twice in the seven years since the bill was enacted.

In other jurisdictions, advocates and legislators have first pushed for strong internal policies, then called for these policies to be enacted in resolution form. When those steps have failed, they've moved to ordinance. This is where we are today.

Developing a New Complete Streets Bill

In developing the new bill, we consulted with experts in cities across the country, including the best practices in policy development from the National Complete Streets Coalition, and best practices in street design from the National Association of City Transportation Officials.

The new bill:

1. **Mandates specific engineering standards, such as design speed and lane width, that is proven to improve safety.** While these are already internal policies, it was clear there needed to be an extra layer of accountability.
2. **Mandates interagency collaboration through the creation of a Complete Streets Policy Manual.** Incorporates safe streets design into all of our capital projects and agency policies. This is modeled after successes in other cities.
3. **Creates policies and reporting metrics around equity.** Mandates DOT create transparent project timelines with information available to the public, better outreach strategies to engage more residents at every stage in the process, and justification for project, ensuring that capital dollars are distributed equitably.

Over the next pages, we walk through highlights of the bill and how they compare to best practices and design guidance and regulations. In certain cases, despite best practices language, through discussion with DOT we have made compromises that allow them to maintain process control.

✓ Best Practice

✱ Compromise with DOT

Bill Goals

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Ensure safety & convenience for all users Connected facilities	✓ Policy must mention complete, connected networks accommodating all modes
Promotes biking, walking, public transit	✓ Policy must specify modes, two of which must be biking and walking
Ensures equity	✓ Policy language should prioritize vulnerable users or neighborhoods with histories of systematic disinvestment or underinvestment

Bill Components

Definitions & Applicability

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Must/shall = required	✓ Policies should be clear, using shall or must language
Applicable to planning, programming, design, acquisition of land, construction, construction engineering, reconstruction, rehabilitation, resurfacing, retrofit, operation.	✓ Policy should have a strong commitment to all transportation projects in all phases and specifically. Policy should require maintenance projects and ongoing operations, such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system to account for the needs of all modes of transportation and all users of the road network.
Exceptions: ordinary maintenance, preexisting projects, limited access roads (interstates, freeways, etc)	✓ Exceptions should be clear. Accommodation is not necessary on corridors where specific uses are prohibited, such as interstate freeways.

Coordinating Council

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
DOT, Planning, DPW, Health, Rec & Parks, Sustainability, Parking Authority, MTA. (DOT Director is Chair) Identifies and reviews projects, promotes interagency cooperation, coordinates community engagement DOT Director has ultimate discretion	✓ Policy should specify a requirement for interagency coordination between various agencies such as public health, housing, planning, engineering, transportation, public works, city council, and/or mayor or executive office.

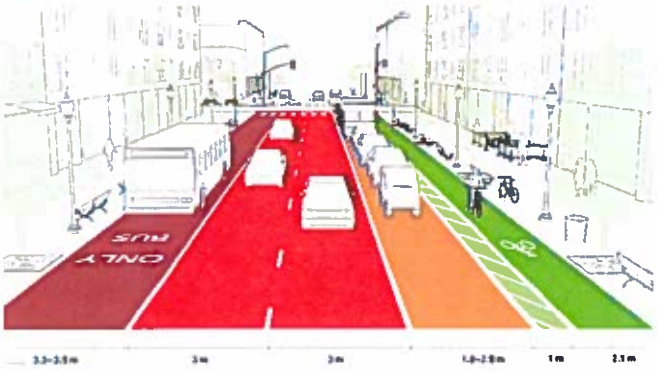
✓ *Best Practice* ✱ *Compromise with DOT*

Design Standards

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Design vehicle	✓ Language specifies using NACTO guide word-for-word
Design speed must not be greater than posted speed	✓ Language specifies using NACTO guide word-for-word Use design criteria that are at or below the target speed of a given street. The use of higher speeds should be reserved for limited access freeways and highways and is inappropriate on urban streets, including urban arterials. Bring the design speed in line with the target speed by implementing measures to reduce and stabilize operating speeds as appropriate.

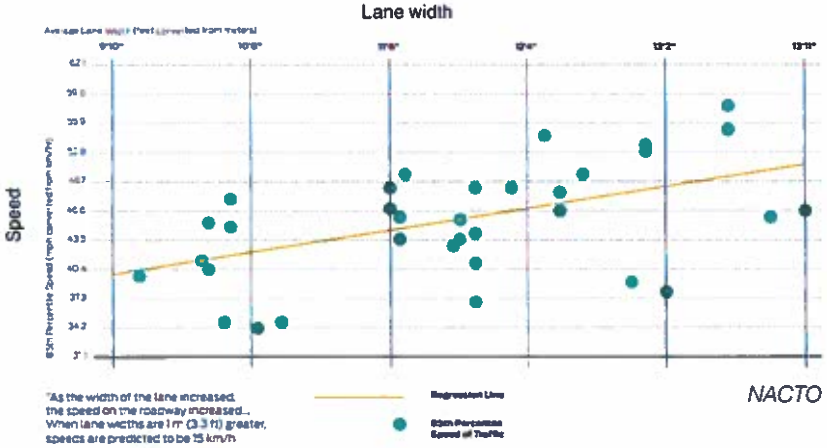
Lane Widths

Baltimore Complete Streets Bill	FHWA	NACTO
9 feet unless collector/arterial/bus/truck 10 foot for collector/arterial 11 foot one lane each direction for bus/truck	✓ Local - 9-12 feet Arterial - 10-12 feet Collector - 10-12 feet	✓ Lanes greater than 3m (9.8ft) are discouraged as they enable unintended speeding and double parking, and consume valuable right-of-way at the expense of other modes. In multi-lane roadways where transit or freight vehicles are present, one wider travel lane may be provided. The wider lane should be the outside lane, curbside or next to parking. Inside lanes should continue to be designed at the minimum possible width at 3m (9.8ft) or less.



NACTO

Wider travel lanes are correlated with higher vehicle speeds

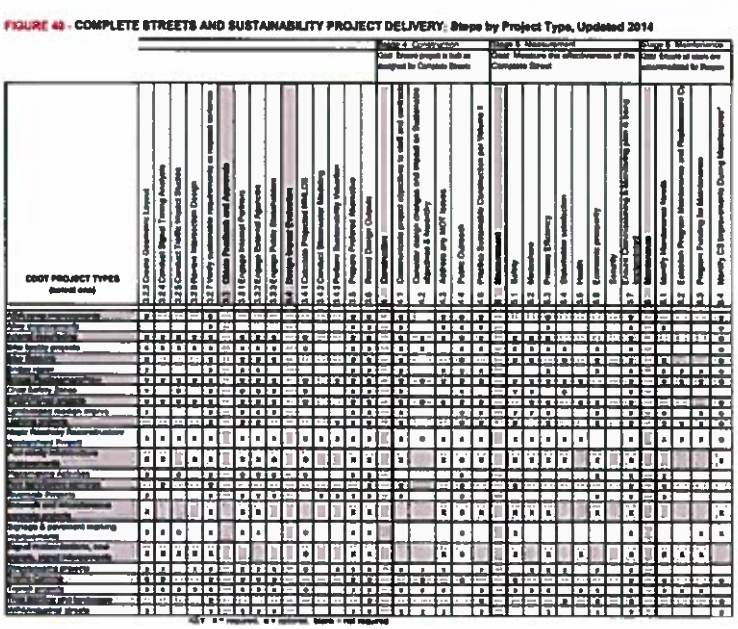


NACTO

✓ *Best Practice* ✱ *Compromise with DOT*

Project Prioritization & Delivery

Baltimore Complete Streets Bill	Chicago
Gives clear project lifecycle to public	✓



Chicago's project delivery chart lays out public engagement requirements depending on type of project and project phase

Community Engagement

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Ensure equity in engagement	✱ Policy specifically addresses how the jurisdiction will overcome barriers to engagement for underrepresented communities.
Ensure robust public comment period	✱ Policy should create a community engagement plan with specific strategies for who,when, and how they will approach public engagement in the project selection, design, and implementation process.

Reporting

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Robust data to analyze ROI, equity in investment, and movement toward departmental and city goals.	✓ Policy should establish specific performance measures for the implementation process such as tracking how well the public engagement process reaches underrepresented populations or updates to policies and documents. ✓ Policy should specific performance measures under multiple categories such as access, economy, environment, safety, and health. ✓ Policy should embed equity in performance measures by measuring disparities by income/race/vehicle access/language/etc. as relevant to the jurisdiction.

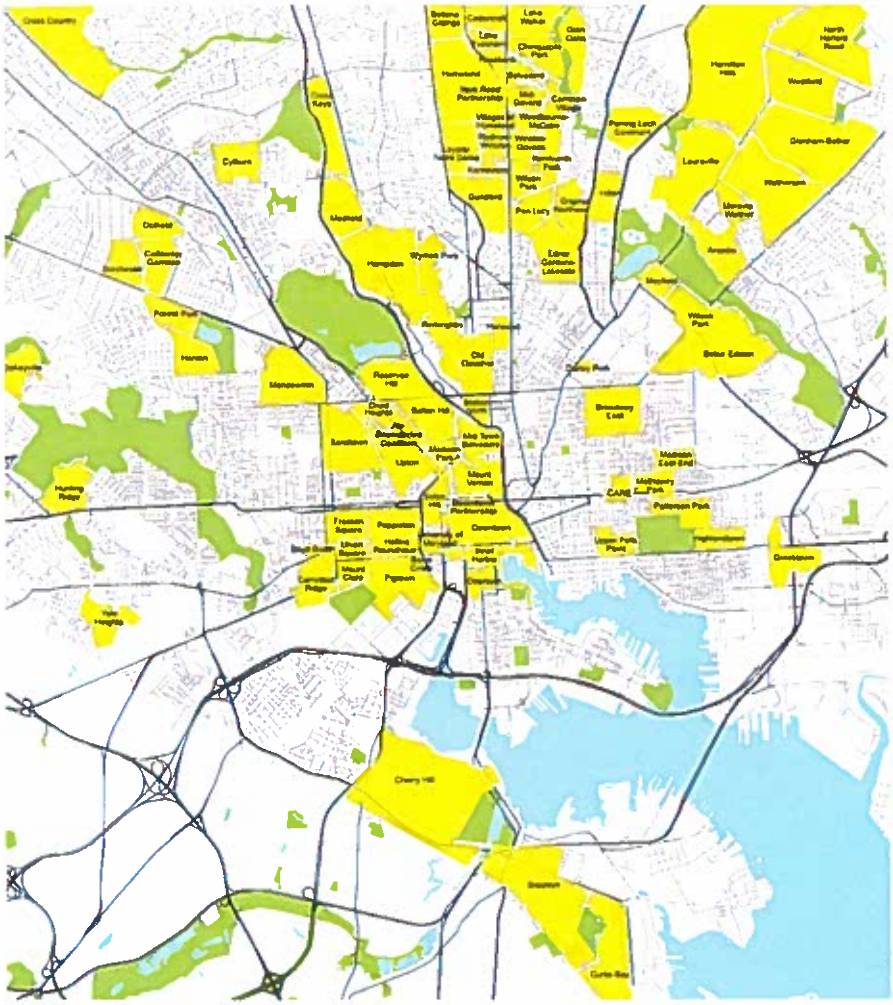
✓ *Best Practice* ✱ *Compromise with DOT*

Outreach

Coalition Members

Over the past year, Councilman Dorsey and Coalition Partners have visited with more than 50 neighborhood groups, umbrella organizations, local, state, and national advocacy groups to discuss Complete Streets. I believe this to be the largest public input process a single councilperson has undertaken across the city to gain input and feedback on a piece of legislation. We've also received hundreds of emails and letters in support of the legislation, both solicited and unsolicited, from nearly every corner of the city.

Neighborhoods Councilman Ryan Dorsey or Bikemore visited to discuss Complete Streets



50+
public meetings

15+
agency meetings

35+
internal meetings

400+
Total hours invested

943
petition signers

What Neighbors are Saying

"I recently moved to Baltimore from New York City with my wife and three kids. I ride my bike to work every day from Roland Park to the Inner Harbor. The Maryland Ave Cycle Track makes this possible and I'm extremely grateful for it.

I would love for my children to be able to walk or ride their bikes to school, but it's impossible for them to do that without safe streets.100% support this ordinance"

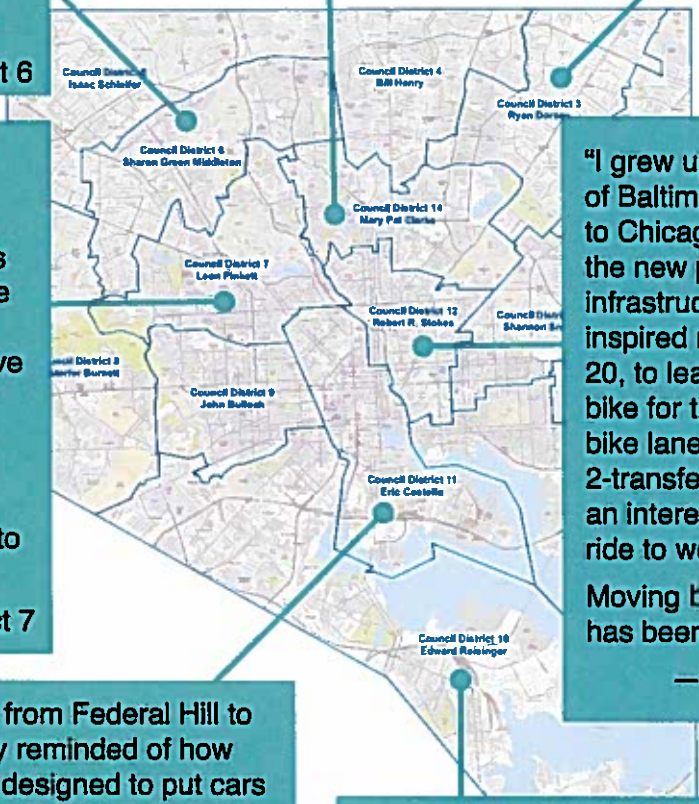
— Matthew, District 6

"I live in North Baltimore but work in Greenbelt, in the DC suburbs. I take the Marc train almost every day to work from the Camden station. Riding by bike cuts my commute time downtown in half. I know the Maryland Ave design is imperfect, but I would like to see this type of street design expanded."

— Brett, District 14

"I am also supporting Complete Streets because this type of forward thinking program will increase the quality of my life and the lives of those that I love that live, visit, and work in Baltimore City. My family owns one car and try to get around as we can by walking, using ride shares, and using the bus and Circulator."

— Lindsay, District 3



"My wife was hit by a careless driver as she commuted to work....she lived to tell the story..and is still recovering. Please give us the option to commute besides driving. We deserve to have choices and have those choices protected! This ordinance will be a great thing for Baltimore City, and I encourage you to support it."

— Vicki, District 7

"I grew up on the west side of Baltimore. When I moved to Chicago for school, the new protected bike infrastructure on my street inspired me, at the age of 20, to learn how to ride a bike for the first time. These bike lanes transferred my 2-transfer bus commute into an interesting (albeit lengthy) ride to work.

Moving back to Baltimore has been discouraging."

— Carolina, District 12

"On my daily walk to work from Federal Hill to downtown, I am constantly reminded of how our city's transportation is designed to put cars ahead of all other methods of transportation. It's time to make sure our Department of Transportation considers all methods of transportation, including walking, biking and public transportation, when designing our streets.

Please make the health and safety of city residents a priority and support this ordinance. Thank you for considering my point of view."

— Jason, District 11

"Bike lanes, bike sharing and charm city circulator should be extended to those neighborhoods who do not have access to vehicles. Extending the circulator by just a additional mile could make all the difference and getting major employers like JHU, UMMS, MedStar and Mercy Medical Center to get involved with car pooling, biking and bus incentive packages."

— L., District 10



Baltimore Complete Streets

received
4/25/18 BC

What is Complete Streets?

Restoring safe conditions for all users

- In mid-20th century, many cities, including Baltimore, remade their streets to better accommodate cars
- Changes made pedestrian, bike, or transit traffic unsafe or more difficult
- 1955: Henry Barnes submitted Recommended Capital Improvement Program of 550 projects in Baltimore:
  - Removed pedestrian infrastructure
  - Widened lanes and turning radii
  - Streets much more dangerous for vulnerable users

What is Complete Streets?

Restoring safe conditions for all users

- "I [don't] mind [Baltimore's streetcars]...except for the fact that they run on the streets."
  - Henry Barnes
- "The right to access every building in the city by private motorcar, in an age when everyone owns such a vehicle, is actually the right to destroy the city."
  - Lewis Mumford, 1961

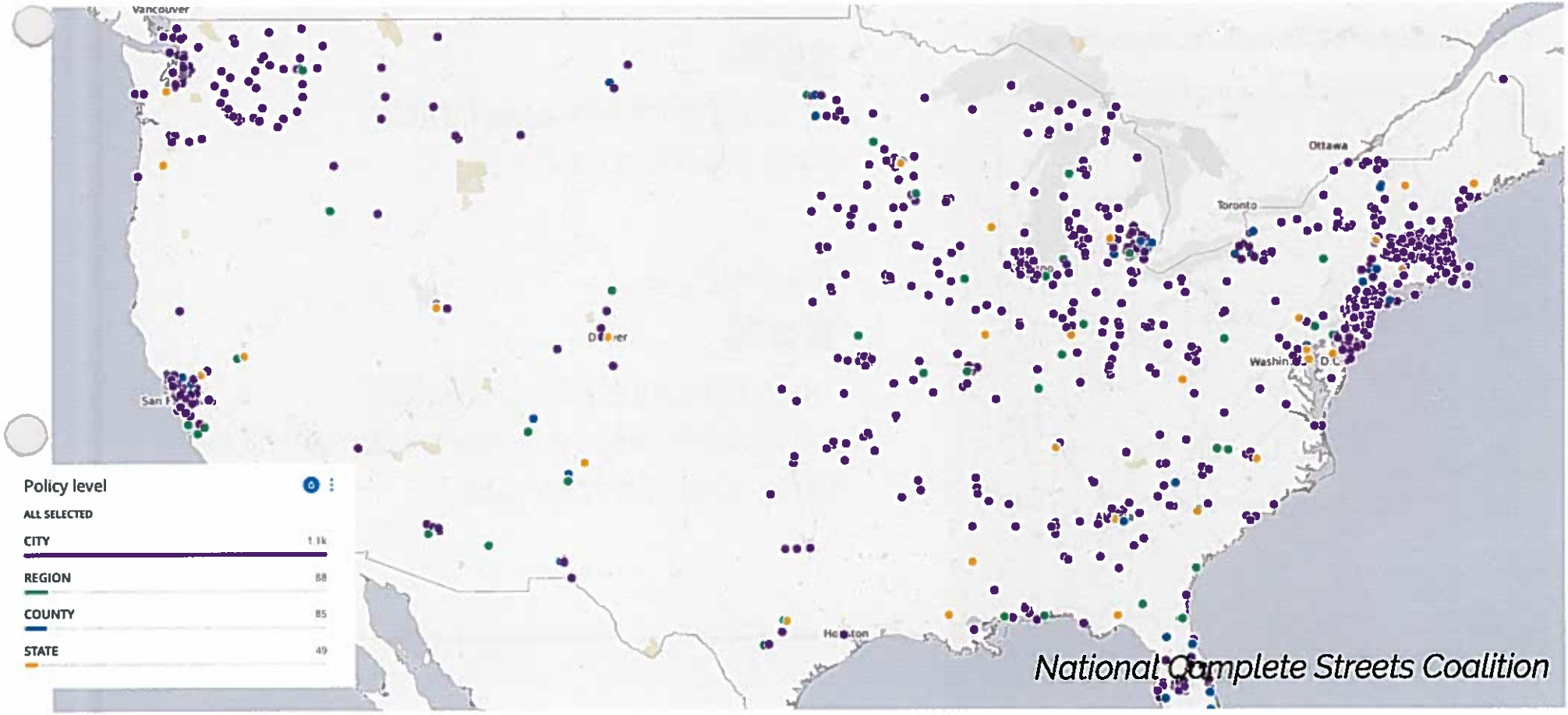
What is Complete Streets?

Restoring safe conditions for all users

- → 1971: Portland law is considered first Complete Streets law
- → 2003: A coalition coined the term "Complete Streets"
- → 2005: National Complete Streets Coalition formed
- → Early comprehensive Complete Streets design manuals:
  - ◆ Portland (1998), Louisville (2007), Charlotte (2007), Minneapolis (2008), NYC (2009), New Haven (2010), San Francisco (2011), Chicago (2013), Atlanta (2013)
- → By 2012 there were 500 Complete Streets policies, today there are more than 1,200

Why do we need Complete Streets?

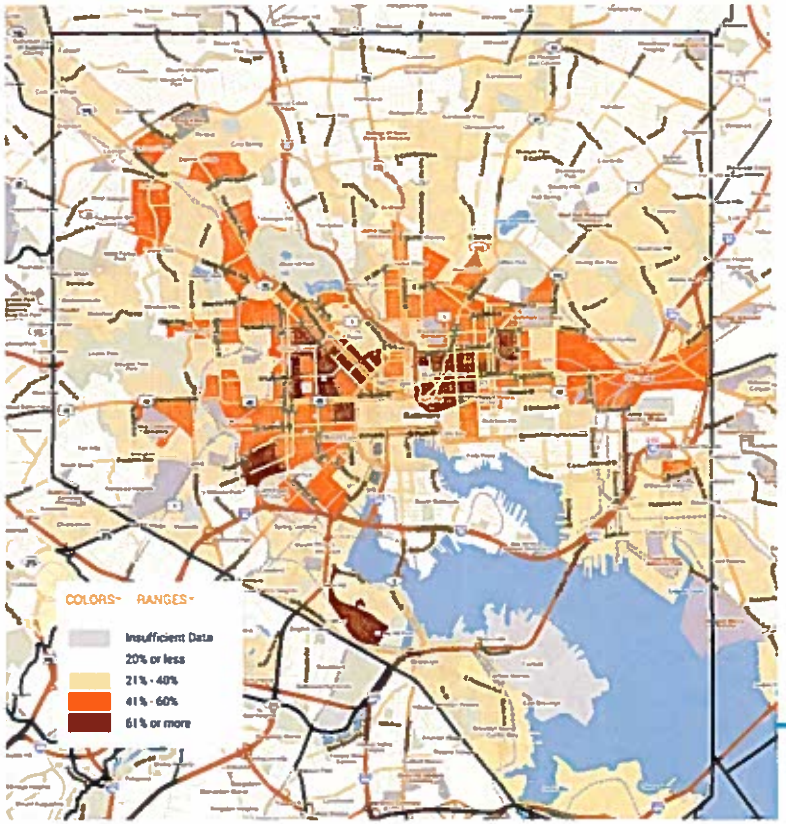
Cities across the country



Why do we need Complete Streets?

Equity

% of Houses Without Access to a Car



33%
of Baltimore households
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As high as
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of Baltimore households
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lack access to a car

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- CMTA's Report Card gives transit a D in our region
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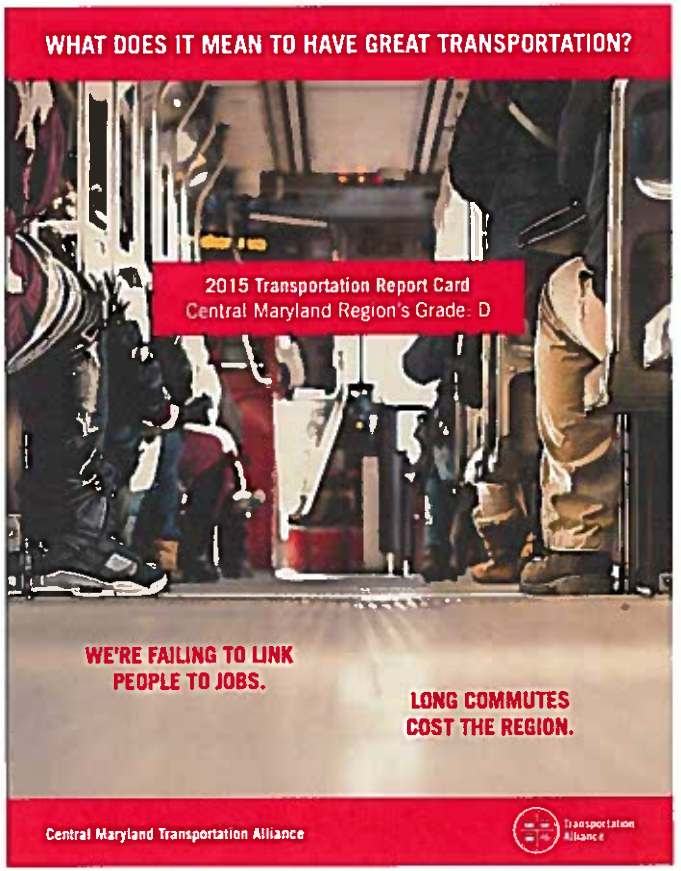

Why do we need Complete Streets?

Crash Safety

Fatal, injury and property damage crashes in Baltimore City are increasing.

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Total of All Fatal Crashes	28	31	29	40	46	35	0.2
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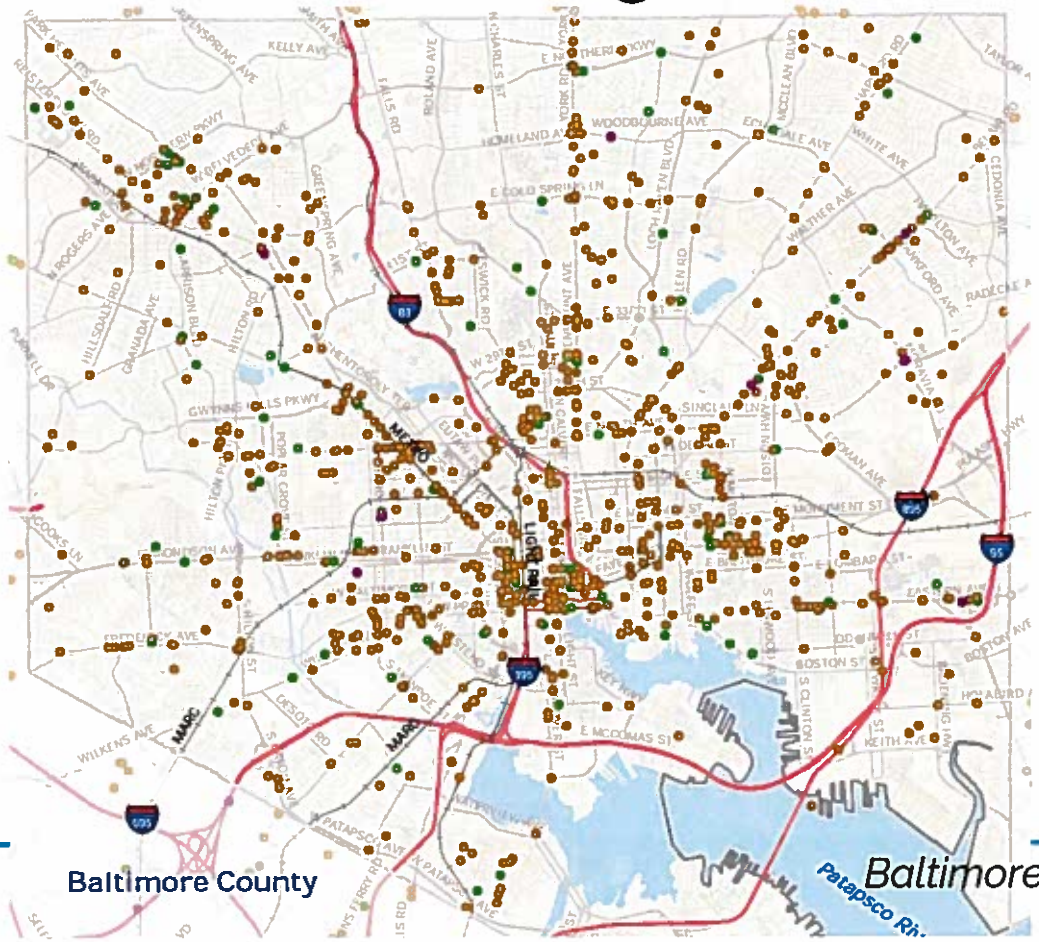
Charts: 2017 BCDOT Complete Streets Report

Why do we need Complete Streets?

Pedestrian Crashes 2015



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League of American Bicyclists

Why do we need Complete Streets?

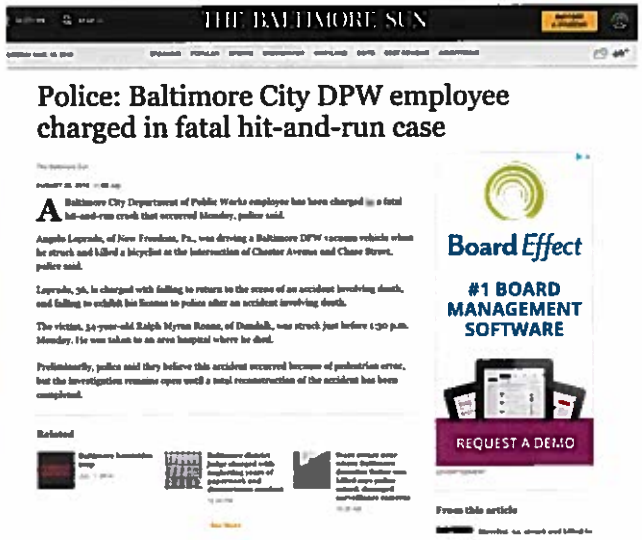
Crashes in the news



THE BALTIMORE SUN

Students injured after car strikes Baltimore school

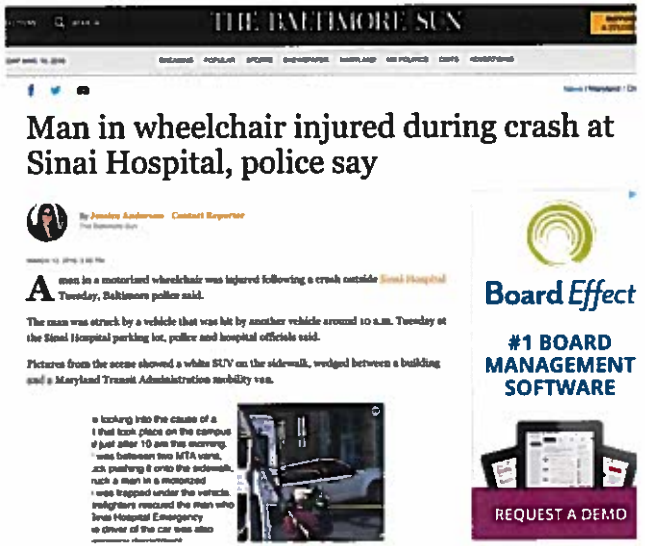
4,900,000
VEHICLES AVAILABLE
WITH NEW LISTINGS ADDED DAILY
SEARCH NOW
cars.com



THE BALTIMORE SUN

Police: Baltimore City DPW employee charged in fatal hit-and-run case

Board Effect
#1 BOARD MANAGEMENT SOFTWARE
REQUEST A DEMO



THE BALTIMORE SUN

Man in wheelchair injured during crash at Sinai Hospital, police say

Board Effect
#1 BOARD MANAGEMENT SOFTWARE
REQUEST A DEMO

Why do we need Complete Streets?

Public Health

Figure ES-1. Comparison of Asthma Hospitalization Rates in Baltimore City, Maryland, and the United States (2010)

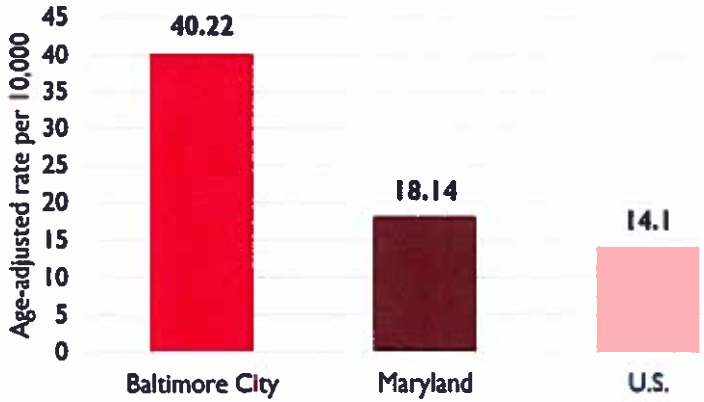


Figure 7. Hourly $PM_{2.5}$ Concentrations from Road Traffic Emissions (Peak Afternoon, Summer)

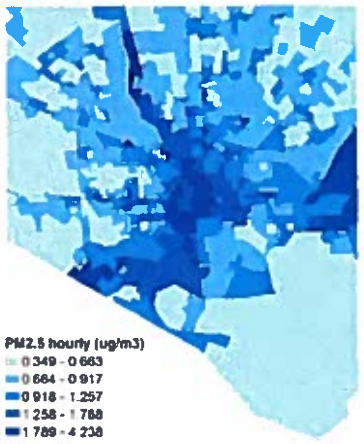
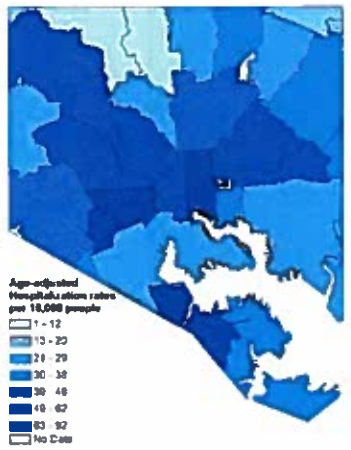


Figure 8. 2011 Asthma Hospital Discharge Rates



Baltimore's childhood asthma rates are far higher than national average.

Baltimore has 200% more particulate matter days than Maryland

All health metrics worse in red-lined communities

Chart and map: Environmental Integrity Project

Why do we need Complete Streets?

Economics: Transportation Costs

$8,000+/year
Avg car ownership

[20% of Baltimore City median household income]

$17,742/space
Avg surface parking space construction

↑ $855 million
Increase in annual discretionary income if all Baltimore households owning cars reduced to one car

Because currently
73% of gas money &
86% of car purchase money
immediately leaves local economy

Car ownership costs based on annual reporting from AAA.
$855M based on cost of car ownership multiplied by the number of multi-car households in Baltimore City.

Why do we need Complete Streets?

Economics: Job Creation

2x

Jobs created in projects including ped + bike infrastructure vs. traditional road projects

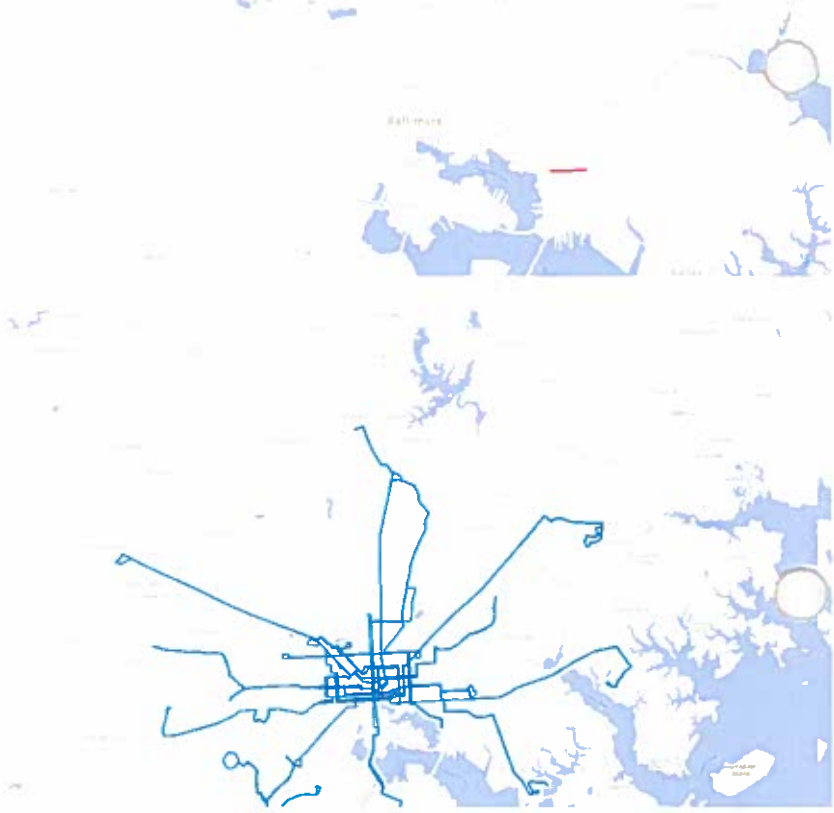
1 mile

Road widening cost

Boston St in Southeast Transportation Vision

=

Bus Priority Lanes For entire CityLink Network



Why do we need Complete Streets?

Economic Development + Revitalization

The Cleveland HealthLine, a $200m BRT project that reallocated roadway space from personal automobiles to bus rapid transit, delivered more than $6.3 billion in economic development along the Euclid corridor, $114 gained for every dollar spent.

Greater Cleveland Regional Transit Authority

Toronto's King Street Pilot, which converted a car-friendly main street to streetcar, bike, and ped use only, showed an immediate 24% travel savings time for transit commuters, increased ridership to over 65,000 daily streetcar riders, had no negative impact on streetfront retail, and only 1 min. of travel delay in rush hour

Toronto Transit Commission

Customers who arrive at retail stores by bike and foot spend the same amount per month as comparable people who arrive by car.

Clifton, K., et al., 2012 - Consumer Behavior and Travel Mode Choices

Existing Complete Streets Resolution

- 09-0433 Streets and Transportation Projects - Complete Streets: Resolution of the Mayor and City Council Community Development Subcommittee *(Passed November 2010)*
- Complete streets to be applied to the **planning, design, and construction** of **all** new City transportation improvement projects
- Used best practices at the time:
  - Applied to **all** projects
  - Applied to **planning**, **design**, and **construction**
  - Requires collecting and reporting of certain data
- Considered unenforceable because not Ordinance. **Result: ignored**

The New Bill

- ➔ Mandates specific engineering standards, such as design speed and lane width, that is proven to improve safety.
- ➔ Mandates interagency collaboration through the creation of a Complete Streets Policy Manual, incorporating safe streets design into all capital projects and agency policies.
- ➔ Creates policies and reporting metrics around equity. Mandates DOT create transparent project timelines, improved outreach strategies, and justification for projects.

The New Bill

- ➔ In developing the bill, we looked at national best practices, from the National Complete Streets Coalition and cities across the country
- ➔ In the bill overview that follows we note:
  - * Best practices
  - ✓ Compromises we've made with DOT

Bill Goals

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Ensure safety & convenience for all users Connected facilities	✓ Policy must mention complete, connected networks accommodating all modes
Promotes biking, walking, public transit	✓ Policy must specify modes, two of which must be biking and walking
Ensures equity	✓ Policy language should prioritize vulnerable users or neighborhoods with histories of systematic disinvestment or underinvestment.

✓ Best practice * Compromise with DOT

Bill Components

Definitions + Applicability

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Must/shall = required	✓ Policies should be clear, using shall or must language
Applicable to planning, programming, design, acquisition of land, construction, construction engineering, reconstruction, rehabilitation, resurfacing, retrofit, operation.	✓ Policy should have a strong commitment to all transportation projects in all phases and specifically. Policy should require maintenance projects and ongoing operations, such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system to account for the needs of all modes of transportation and all users of the road network.
Exceptions: ordinary maintenance, preexisting projects, limited access roads (interstates, freeways, etc)	✓ Exceptions should be clear. Accommodation is not necessary on corridors where specific uses are prohibited, such as interstate freeways.

✓ Best practice ✱ Compromise with DOT

Bill Components

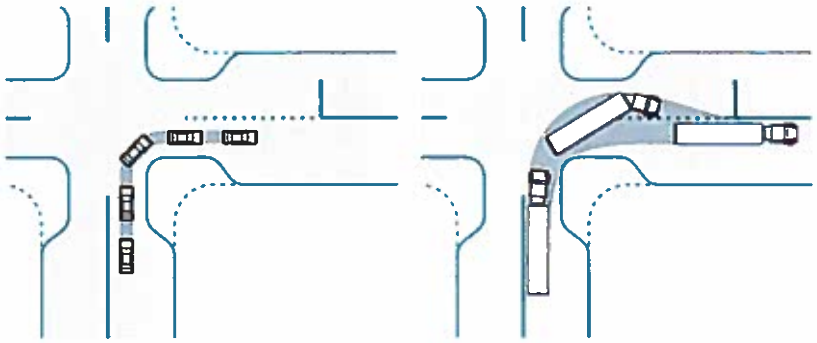
Coordinating Council

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
DOT, Planning, DPW, Health, Rec & Parks, Sustainability, Parking Authority, MTA. (DOT Director is Chair) • Identifies and reviews projects, promotes interagency cooperation, coordinates community engagement • DOT Director has ultimate discretion	✓ Policy should specify a requirement for interagency coordination between various agencies such as public health, housing, planning, engineering, transportation, public works, city council, and/or mayor or executive office.

✓ Best practice ✱ Compromise with DOT

Bill Components

Design Standards

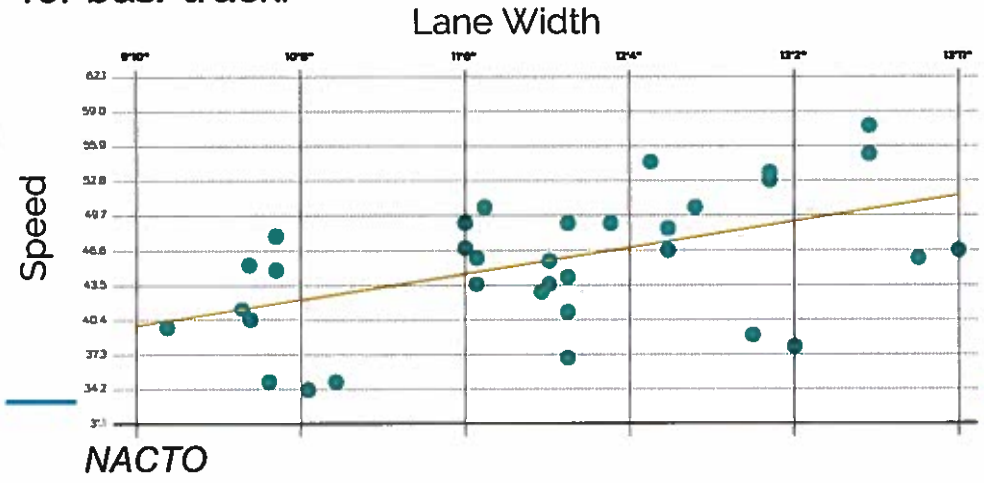
Baltimore Complete Streets Bill	NACTO Urban Street Design Guide
Design vehicle	✓ Language specifies using NACTO guide word-for-word
Design speed must not be greater than posted speed 	✓ Use design criteria that are at or below the target speed of a given street. The use of higher speeds should be reserved for limited access freeways and highways and is inappropriate on urban streets, including urban arterials. Bring the design speed in line with the target speed by implementing measures to reduce and stabilize operating speeds as appropriate.

✓ Best practice ✱ Compromise with DOT

Bill Components

Design Standards: Lane Widths

Baltimore Complete Streets Bill	FHWA	NACTO
9 feet unless collector/arterial/bus/truck 10 foot for collector/arterial 11 foot one lane each direction for bus/truck.	✓ Local - 9-12 feet Arterial - 10-12 feet Collector - 10-12 feet	✓ Lanes greater than 3m (9.8ft) are discouraged as they enable unintended speeding and double parking, and consume valuable right-of-way at the expense of other modes. In multi-lane roadways where transit or freight vehicles are present, one wider travel lane may be provided. The wider lane should be the outside lane, curbside or next to parking. Inside lanes should continue to be designed at the minimum possible width at 3m (9.8ft) or less.



✓ Best practice * Compromise with DOT

Bill Components

Project Prioritization & Delivery

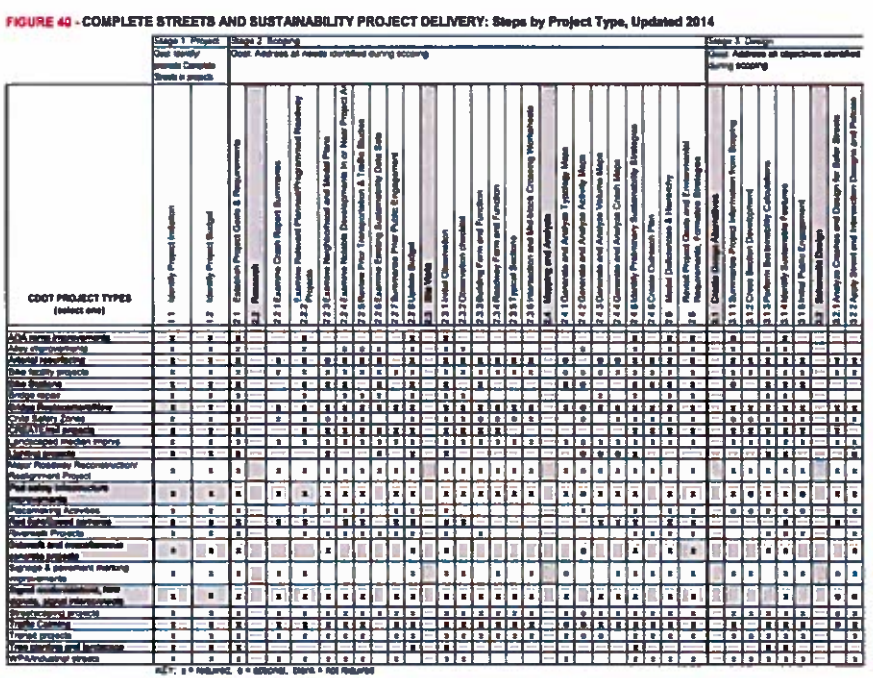
Baltimore Complete Streets Bill	Chicago
Gives clear project lifecycle to public ✓	

FIGURE 40 - COMPLETE STREETS AND SUSTAINABILITY PROJECT DELIVERY: Steps by Project Type, Updated 2014

✓ Best practice * Compromise with DOT

Bill Components

Community Engagement

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Ensure equity in engagement	* Policy specifically addresses how the jurisdiction will overcome barriers to engagement for underrepresented communities.
Ensure robust public comment period	* Policy should create a community engagement plan with specific strategies for who, when, and how they will approach public engagement in the project selection, design, and implementation process.

✓ Best practice * Compromise with DOT

Bill Components

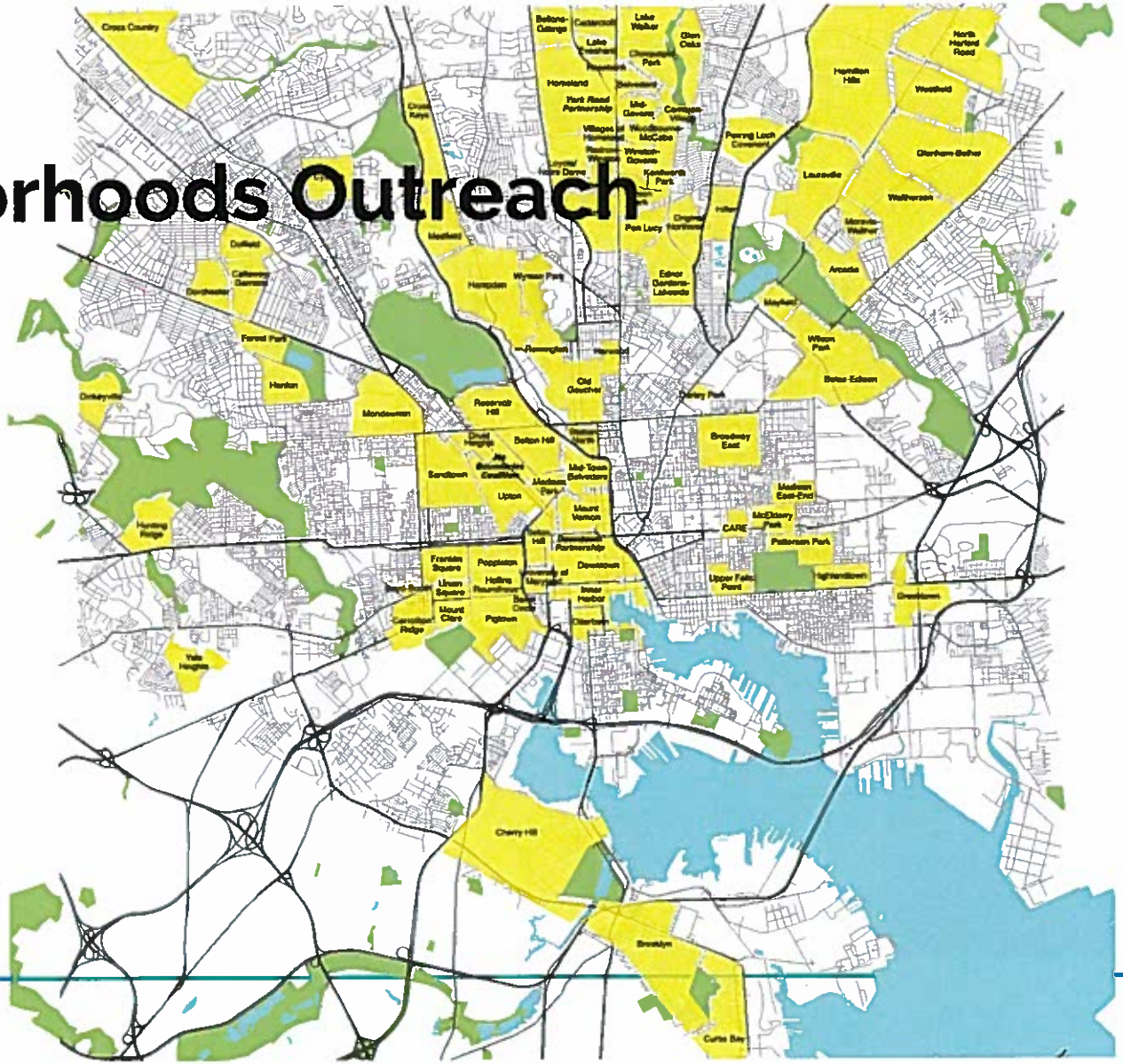
Reporting

Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Robust data to analyze ROI, equity in investment, and movement toward departmental and city goals.	✓ Policy should establish specific performance measures for the implementation process such as tracking how well the public engagement process reaches underrepresented populations or updates to policies and documents. ✓ Policy should specific performance measures under multiple categories such as access, economy, environment, safety, and health. ✓ Policy should embed equity in performance measures by measuring disparities by income/race/vehicle access/language/etc. as relevant to the jurisdiction.

✓ Best practice ✱ Compromise with DOT

Bill Outreach

Neighborhoods Outreach



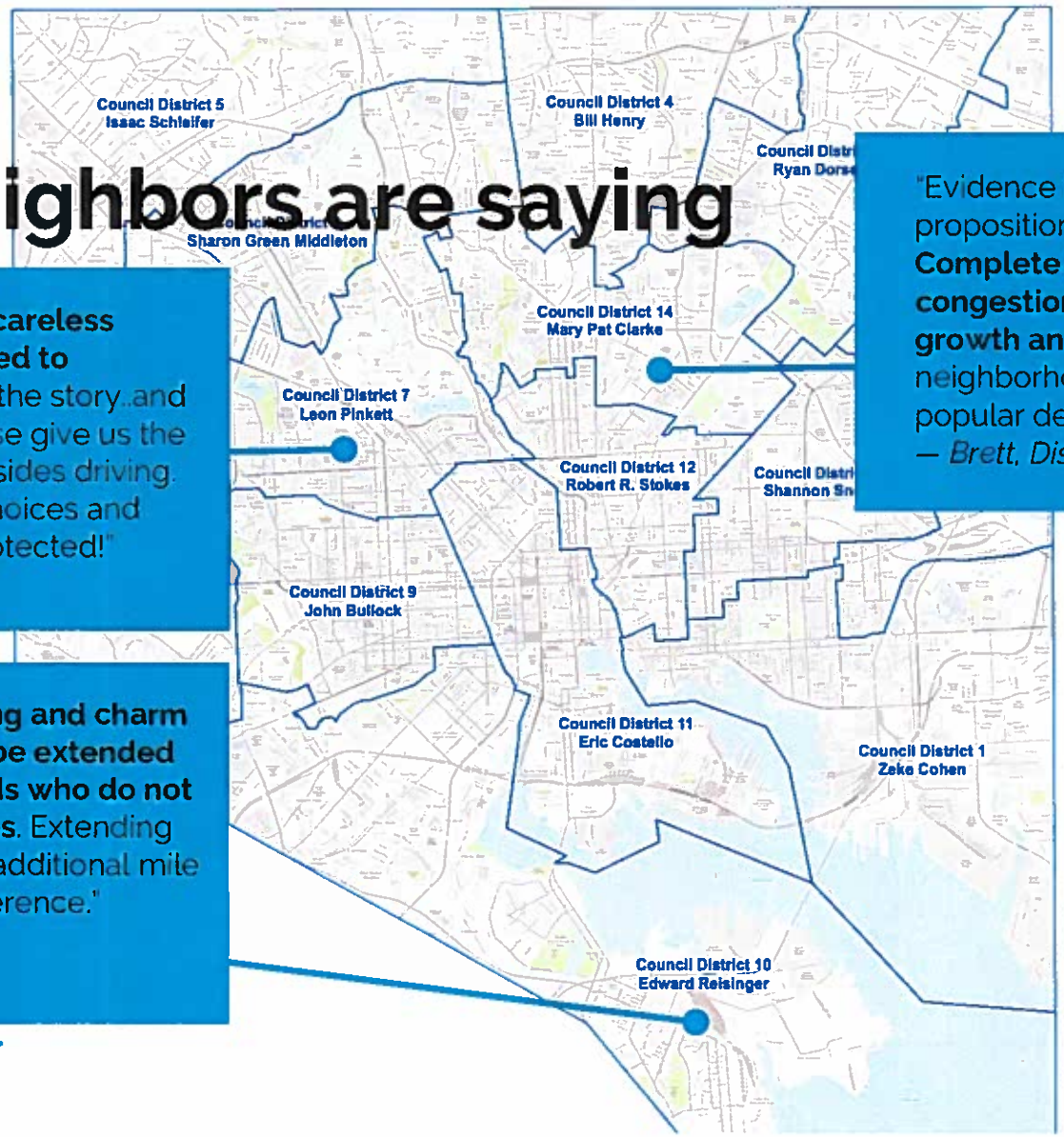
Bill Outreach

What neighbors are saying

"My wife was hit by a careless driver as she commuted to work....she lived to tell the story..and is still recovering. Please give us the option to commute besides driving. We deserve to have choices and have those choices protected!"
— Vicki, District 7

"**Bike lanes, bike sharing and charm city circulator should be extended to those neighborhoods who do not have access to vehicles**. Extending the circulator by just a additional mile could make all the difference."

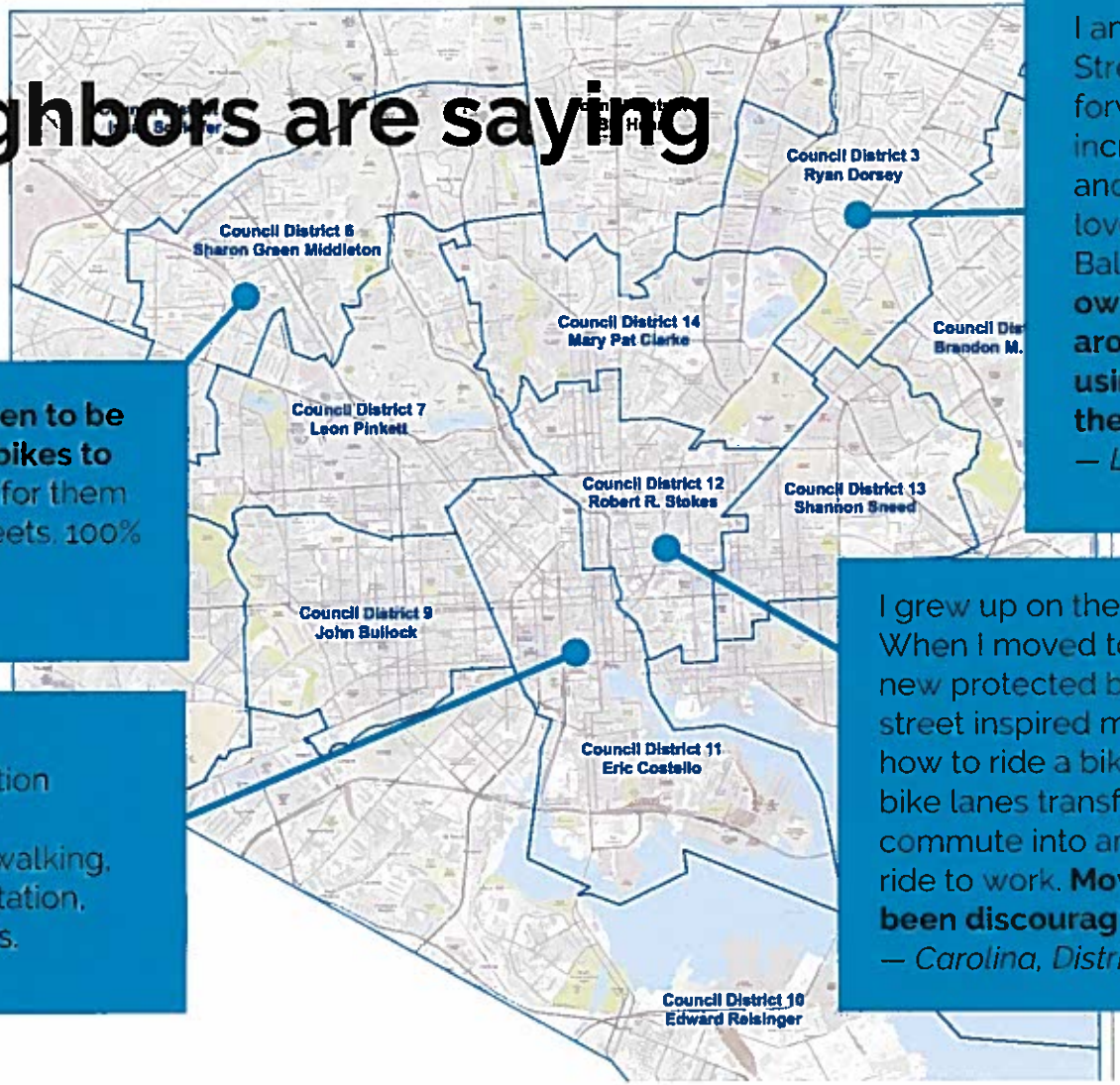
— L., District 10



"Evidence from other cities supports the proposition that **designs like those in the Complete Streets plan decrease congestion in the long term and stimula growth and renewal**, particularly of the neighborhoods that are "in between" popular destinations."
— Brett, District 14

Bill Outreach

What neighbors are saying



I am also supporting Complete Streets because this type of forward thinking program will increase the quality of my life and the lives of those that I love that live, visit, and work in Baltimore City. **My family owns one car and try to get around as we can by walking, using ride shares, and using the bus and Circulator.**
— Lindsay, District 3

I would love for my children to be able to walk or ride their bikes to school, but it's impossible for them to do that without safe streets. 100% support this ordinance"
— Matthew, District 6

It's time to make sure our Department of Transportation **considers all methods of transportation**, including walking, biking and public transportation, when designing our streets.
— Jason, District 11

I grew up on the west side of Baltimore. When I moved to Chicago for school, the new protected bike infrastructure on my street inspired me, at the age of 20, to learn how to ride a bike for the first time. These bike lanes transferred my 2-transfer bus commute into an interesting (albeit lengthy) ride to work. **Moving back to Baltimore has been discouraging.**
— Carolina, District 12

Bill Outreach

People & Time Invested

50+
Public Meetings

35+
Internal Meetings

400+
Total Hours Invested

15+
Agency Meetings

943
Petition Signers

Bill Outreach

Coalition



City of Baltimore
Bernard C. "Jack" Young

FISCAL MEMORANDUM

David Simpson
Office of the City Council President
100 Holliday Street, Room 400
Baltimore, MD 21202

April 24, 2018

The Honorable Chairman Edward Reisinger and
Members of the Land Use and Transportation Committee
100 Holliday Street, Room 409
Baltimore, MD 21202

Chairman Reisinger:

I am writing to provide fiscal analysis in advance of the April 25, 2018 public hearing on Council Bill 17-0102 *Complete Streets*. Kara Kunst, Director of Legislative Affairs for the City Council President, asked that I research the policy known as "Complete Streets," and provide analysis on the topic.

I have conducted this analysis as requested. In this effort, I have reached out to and spoke with planning and transportation officials in cities across the country including Boston, MA, Chicago, IL, Philadelphia, PA, Washington, D.C. and individuals working here in Baltimore, MD. I also consulted public material and spoke with industry experts in academia, the private sector, and non-profit organization.

After five weeks of research, I am submitting the attached Fiscal Report on Bill 17-0102, and issue a score of **Amendments Recommended (Positive)**. This score indicates that the bill is viewed positively; however, changes are recommended.

Bill 17-0102 advances priorities delineated in numerous Baltimore policy documents. It strengthens past legislation through the addition of complete streets stipulations to city code. Furthermore, the bill requires adoption of a comprehensive complete streets design guide and accountability procedures.

Despite these merits, amendments are recommended to align the current bill to city financial goals which include identifying funding sources for all short- and long-term expenditures. Additionally, I recommend removing language that stipulates lane widths, providing an additional description of an equity gap analysis, and replacing the Complete Streets coordinating council with a different accountability mechanism. For additional information, please see the attached Fiscal Report.

Sincerely,

David Simpson
Fiscal Legislative Analyst
W: (410) 545-1928
E: david.simpson@baltimorecity.gov

received
4/24/18

CITY OF BALTIMORE

Bernard C. "Jack" Young
Office of the City Council President

FISCAL REPORT: City Council Bill 17-0102

Complete Streets

Research and Analysis by the Fiscal Legislative Analyst on Complete Streets Policy in Baltimore, MD

Updated on

April 23, 2018

The Baltimore City Council • 100 Holliday Street, Room 400 • Baltimore. MD 21202

The Fiscal Legislative Analyst to the Baltimore City Council provides independent research on fiscal issues that appear before the Council.

ACKNOWLEDGEMENTS

I relied on the advice of city officials from across the United States. I would especially like to thank planning and transportation officials in Boston, MA, Charlotte, NC, Chicago, IL, Montgomery County, MD, Philadelphia, PA, and Washington, D.C. Individuals in academia, the private sector, and the non-profit world were also immensely helpful.

I would also like to thank my colleagues in the Council President's Office for their advice and resourcefulness. Additionally, individuals across Baltimore agencies were more than happy to collaborate and help in this endeavor.

AUTHOR

David Simpson

David Simpson is the Fiscal Legislative Analyst to the Baltimore City Council.

Fiscal Legislative Analyst
The Baltimore City Council
City of Baltimore, Maryland

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Executive Summary

The purpose of this report is to provide a fiscal analysis of City Council Bill 17-0102 *Complete Streets* which was introduced to the Baltimore City Council on July 17, 2017, and sent to the Land Use and Transportation (LUT) Committee for consideration. This report is being provided to the LUT committee in advanced of the scheduled April 25, 2018 hearing on Complete Streets.

A "complete street" is one designed to meet the multi-modal transportation needs of a community. Community needs may include economic, health, equity and safety goals or concerns. To successfully accomplish complete streets priorities, a city may pass legislation, adopt a street design guide, identify external funding sources, implement low cost short-term complete street elements, budget for more expensive permanent complete street elements, track relevant data, and apply accountability procedures. As written, Bill 17-0102 intends to provide a framework for accomplishing these goals.

However, agency reports submitted by Baltimore executive agencies signal cost and time frame concerns. Although many departments are supportive of complete streets in principle, they believe amendments are necessary to gain their full support.

The Fiscal Legislative Analyst (FLA) has respectfully taken the executive agency reports into advisement during the review of Bill 17-0102. The FLA issues a score of: **Amendments Recommended *(Positive)***. This score indicates that the bill is viewed positively; however, changes are recommended.

Numerous city documents strongly indicate that complete streets is a policy topic that aligns to city economic, and quality of life goals. Past complete streets legislation, Mayor and City Council Resolution 10-27 (Bill 09-0433), requires complete street elements as a part of city planning. Bill 17-0102 would strengthen past legislation through the addition of complete streets stipulations to city code. Furthermore, the bill requires adoption of a comprehensive complete streets design guide and accountability procedures.

Despite these merits, amendments are recommended to align the current bill to city financial goals which include identifying funding sources for all short- and long-term expenditures. Additionally, adjustments are recommended to ensure that the impact of Bill 17-0102 is limited to the policy topic under consideration. Potential amendments include: removing language that stipulates lane widths, providing an additional description of an equity gap analysis, and replacing the Complete Streets coordinating council with a different accountability mechanism.

The adoption of such amendments would lead the FLA to re-evaluate Bill 17-0102. Please see the full report for a comprehensive scoring explanation and list of recommendations.

...

Section End

...

Section 1: Introduction and Overview

Purpose

The purpose of this report is to provide a fiscal analysis of City Council Bill 17-0102 *Complete Streets* which was introduced to the Baltimore City Council on July 17, 2017, and then sent to the Land Use and Transportation (LUT) Committee. The Fiscal Legislative Analyst began researching Complete Streets the week of Monday, March 12, 2018 with the purpose of providing this report to the LUT Committee in advance of the scheduled April 25, 2018 hearing on Complete Streets. This report is divided into 7 Sections.

Section Summaries

Section 2: Policy Topic – Complete Streets briefly describes "complete streets" policies, with the intention of providing all readers with a general understanding of the topic covered in this document. A "complete street" is a street designed to meet the present and future multi-modal transportation needs of a community. Furthermore, complete streets designs can be used to further the health, safety, economic, and equity goals of a community. Cities often develop a "complete streets design guide" to align future street projects to the policy priorities of the city and individual neighborhoods.

Section 3: Baltimore Complete Streets Policy and History provides a brief account of complete streets in Baltimore. Many Baltimore City documents call for the implementation of complete streets. In 2010, City Council Bill 09-0433 *Street and Transportation Projects – Complete Streets* was passed and signed as Mayor and City Council Resolution 10-27. The resolution directs the Department of Transportation to develop multi-modal streets and to track relevant data. Although Baltimore does have complete streets guides for some neighborhoods, it neither has a citywide design guide, nor comprehensive plans for short– and long–term implementation, nor adequate data collection and accountability procedures.

Section 4: Transportation Budget and Complete Streets Costs provides a short overview of the DOT budget and the expenditures associated with complete streets implementation. The adopted FY18 budget allocates $206 million to DOT, and directs $32 million towards *Service 683: Street Management*. Money allocated to service 683 provides for street maintenance and resurfacing. It is difficult to provide a simple answer to the question, "How much do complete streets costs?" However, this section attempts to provide an initial estimated answer to this question. Using a more conservative cost estimate that BBMR, the FLA finds that implementing low-cost complete street elements would increase the street management budget by around 6%, and the overall DOT budget by around 1.4%.

Section 5: Bill 17-0102 is a summary of City Council Bill 17-0102 *Complete Streets*

Section 6: Fiscal Notes on Agency Reports provides a summary of each agency report submitted by a Baltimore municipal director in regards to Bill 17-0102. The summaries are accompanied by Fiscal Notes. Agency reports signal cost and time frame concerns. Although many departments are supportive of complete streets in principle, many amendments are necessary to gain full support.

Section 7: Fiscal Notes on Bill 17-0102 reports that the Fiscal Legislative Analyst has respectfully taken the executive agency reports into advisement in its review of Bill 17-0102. The office issues a score of: **Amendments Recommended *(Positive)***. This score indicates that the bill is viewed positively; however, changes are recommended. Numerous city documents strongly indicate that complete streets is a policy topic that aligns to city economic, and quality of life goals. Furthermore, previous legislation, Mayor and City Council Resolution 10-27 (Bill 09-0433), requires complete street elements as a part of city planning. Bill 17-0102 would strengthen previous legislation by adding complete streets stipulations to the city code. Additionally, the Bill 17-0102 calls for funding a Comprehensive Complete Streets Design Guide, which would satisfy the demands of many city plans.

Despite these merits, amendments are recommended to align the current bill to city financial goals which includes identifying funding sources for all short- and long-term expenditures. Additionally, adjustments are recommended to ensure that the impact of Bill 17-0102 is limited to the policy topic under consideration. Please see the score explanation and recommendations for further details.

...

Section End

...

Section 2: Policy Topic – Complete Streets

Section Summary

This section briefly describes "complete streets" policies, with the intention of providing all readers with a general understanding of the topic covered in this document. A "complete street" is a street designed to meet the present and future multi-modal transportation needs of a community. Furthermore, complete streets designs can be used to further the health, safety, economic, and equity goals of a community. Cities often develop a complete streets design guide to align future street projects to the policy priorities of the city and individual neighborhoods.

Complete Streets

To date, Baltimore does not have a citywide complete streets design guide. However, the city has developed complete street plans for Southeast Baltimore, and South Baltimore Gateway.[1] These plans describe complete streets priorities in the context of Baltimore neighborhoods and give insight into how complete street design practices could impact the city at large. This section uses the plan for Southeast Baltimore, which covers 20 neighborhoods in the region, to provide an overview of complete street goals, policy questions, challenges, and complete street concepts.

Southeast Baltimore Complete Streets Plan (2012)

Complete Street Goals, Policy Questions, and Challenges

In 2012, the Baltimore City Department of Transportation and the communities of Southeast Baltimore produced the *Southeast Baltimore Complete Streets Plan*, with the purpose of implementing street "improvements which can have a positive effect on the livability of Southeast Baltimore neighborhoods while creating vibrant and attractive public spaces."[2] Table 1 lists Southeast Baltimore's complete street goals.

Table 1: Complete Street Goals for Southeast Baltimore

Complete streets...
A. Are designed for people of all ages and physical abilities whether they walk, bicycle, ride transit or drive.
B. Integrate connectivity and traffic calming with pedestrian-oriented site and building design to create safe and inviting places.
C. Connect people through everyday interaction.
D. Involve local people to share the responsibility for designing their streets
E. Are inviting places with engaging architecture, street furniture, landscaping, and public art that reflect
F. the diversity and cultures of the neighborhood
G. Foster healthy commerce

[1] South Baltimore Gateway Complete Streets Plan (2017)
[2] Southeast Baltimore Complete Streets Plan (2012)

Table 1: Complete Street Goals for Southeast Baltimore

Complete streets...
H. Strengthen and enhance neighborhoods as envisioned by community members without displacing current residents
I. Encourage active and healthy lifestyles
J. Integrate environmental stewardship, water management, energy conservation, and preservation of plant life.

In considering complete streets, the southeast plan identified six issues that were important to community members. Table 2 lists policy questions associated with each issue.

Table 2: Southeast Baltimore Complete Street Issues and Policy Questions

Issues	Questions
Multi-modalism	A. How can we strike a balance between the need to maintain traffic flow and making streets more inviting for pedestrians, bicyclist, and transit users?
Green Streets / Beautification	A. Where can we add trees and new planting areas? B. How can we make our streets more attractive to encourage new residents and business to invest in our communities? C. How can we beautify our streets to improve property values and create a sense of place?
Traffic Calming	A. Which neighborhood roads act as highways for through traffic? B. How can we slow cars down without putting speed bumps everywhere?
Outdoor Spaces / Shared Spaces	A. Are there opportunities for pocket parks on neighborhood streets? B. Are there places where good design can encourage the sharing of space between automobiles, cyclist, and pedestrians?
Urban Greenway / Wayfinding	A. How can we better connect the major community assets of southeast Baltimore through the use of visible cues and designated streets?
Parking	A. In what neighborhoods do parking shortages affect resident's quality of life? B. What re the ways we can better manage parking while reducing the need to drive or own a car? C. How can we integrate angled parking into complete street designs?

To answer the above policy questions, residents and city officials identified existing conditions and challenges across neighborhoods. Although the challenges listed in the below Table 3 are tailored to Southeast Baltimore, the topics provide a framework for considering challenges across all neighborhoods in Baltimore.

Table 3: Existing Conditions and Challenges in Southeast Baltimore

Topic	Existing Conditions and Challenges
Street Network	Existing road design and street classification prioritizes automobiles and discourages pedestrians, cyclists, and transit patrons from using the streets.
Automobile Accidents	High crash rates along certain corridors indicate the need for safety improvements and traffic calming methods
Bicycle and Pedestrian Accidents	While major through streets need to accommodate high volumes of traffic, high accident rates indicate a need for increased pedestrian/bicyclist safety measures and traffic calming on these corridors.
Truck Routes	Truck routes may influence where curb extensions, bicycle lanes, and other street infrastructure upgrades can be installed.
Parking	Reducing the number of automobile trips per household by creating a more walkable and bicycle-friendly environment for local errands can reduce parking shortage inconveniences. Angle parking can also be included in complete street designs. Angle parking conversions in the Patterson Park neighborhood created a 40 to 50 percent increase in the number of parking spaces per block.
Bicycle Infrastructure	A contraflow bicycle lane was installed on Lancaster St. allowing westbound cyclist to divert to quieter neighborhood streets. Adding green treatment to bike lanes improves visibility along high traffic roads.
Pedestrian Network	Most streets in Southeast Baltimore are ADA compliant; however, there are numerous intersections that need crosswalks or repainting.
Transit Network	Southeast Baltimore is well served by buses. No resident lives more than 5 blocks from a bus stop.
Schools	About 70% of the southeast's roadway network is within 2500 feet of a school, creating a need for slower, more livable streets which are safe for children.
Parks and Open Space	No resident in southeast Baltimore lives further than a mile from a park. Complete streets can connect the region's park infrastructure and promote physical activity by proving safe modes of travel for children.

Complete Street Concepts

Complete streets infrastructure varies by street type, neighborhood needs, and degree of permeance. Often low-cost complete street elements are incorporated as part of regular street repaving projects. More costly and permanent solutions may be implemented as part of large redevelopment projects or after low-cost elements have proven successful.

Table 4 provides a summary of complete street elements covered in the Southeast Baltimore Complete Streets Plan. Readers should use Table 4 as a list of elements and practices that can be adapted to meet the needs of neighborhoods across the Baltimore area. Such concepts would appear frequently throughout any future citywide complete streets design guide.

Table 4: Southeast Baltimore Complete Street Concepts

Concept	Examples and Descriptions
Pedestrian Crossings	A. Real and perceived safety must be considered when designing crosswalks. B. Safety designs must accommodate vulnerable groups such as children, the elderly, and those with disabilities. C. Safety designs must accommodate vulnerable modes of transit such as walking and bicycling.
Design Speed	A. High speeds discourage street life and greatly increase the frequency and severity of traffic accidents especially those involving pedestrians and bicyclists. B. Slower speeds allow the use of features that enhance the walking environment, such as small curb radii, narrower sections, trees, on-street parking, curb extensions, and street furniture, which in turn also slow traffic.
Travel Lanes	In order for drivers to understand how fast they should drive, lane widths have to create some level of driver discomfort when driving too fast.
Corner Radii	A. Smaller, more pedestrian-scale intersections result in shorter crossing distances. B. Smaller turn radii slow vehicular turning speeds.
Placemaking for Streets	A. **To be places, streets must** augment destinations such as parks and plazas, reflect a community's identity, invite physical activity, support social connectivity promote social and economic equity and prioritize the lowest speed users over the fastest. B. **When streets are places, people can** walk in comfort, sit in comfortable spaces, meet and talk by chance and by design, reel safe in a public environment, look at attractive things during their walk.
Traffic Calming Devices	A. **Bumpouts** – Widening the sidewalk and reducing roadway width at intersections. Designs can include additional vegetation and stormwater management facilities. B. **Chicanes/Lateral Shifts** – Are curb extension installed in mid-block locations and act as roadway narrowing and traffic slowing devices. C. **Mini Roundabouts** – Small traffic circles that slow traffic and can be vegetated. D. **Textured Pavement** – Surface material often stamped with a decorative design which slows traffic and creates a more inviting environment for pedestrians. E. **Full and Half Street Closures** – Diverters can consist of temporary planters or full landscaped areas which can be used as neighborhood parks and gathering places. F. **Raised Crosswalks** – Crosswalks which are flush with the sidewalk with a slight vertical shift from the roadway.
Shared Spaces	Streets where pedestrians and cyclists have priority over automobiles. They are often installed in commercial or mixed use districts to encourage local businesses and create a social atmosphere on important neighborhood streets.
Green Streets	The benefit of adding vegetation to city streets includes, A. Reduce polluted stormwater from entering the Patapsco, the sewer system, and basements. Also reduces sewer backups. B. Improve pedestrian and bicycle safety. C. Reduce impervious surfaces so stromwater can infiltrate to recharge groundwater and surface water. D. Address requirements of federal and state regulations.
Enhanced Bicycle Facilities	A. **Traditional bike lanes** - striped adjacent to parking lanes and 5' wide. Needs sufficient street width (usually more than 40' curb to curb) for two lane roads.

Table 4: Southeast Baltimore Complete Street Concepts

Concept	Examples and Descriptions
	B. **Bicycle Boulevards** – A low-speed, low-traffic street optimized for bicycles where cyclist are encouraged to ride with traffic. Often includes traffic calming devices. Usually bicycle boulevards are not wide enough to stripe full bike lanes. C. **Cycle Track** – Separated or protected bike lanes adjacent to the curb. Often accommodates bidirectional bike traffic if the street is wide enough. A parking lane often serves as a buffer between the bike lanes and the auto traffic.
Enhanced Pedestrian Facilities	A. Sidewalk widening for streets with high pedestrian volumes and commercial districts. B. Extended red signals for automobile traffic to provide a protected walk phase for pedestrians. C. Additional lighting, ADA compliant curb ramps, and landscaping.
Urban Greenways	An urban greenway is a collection of streets which creates a continuous, multi-neighborhood walking path and which incorporates way finding signs, kiosks, historical markers and other information devices. These paths often link employment centers, commercial districts, parks, and other major community assets.
Enhanced Transit Facilities	A. **Real time arrival kiosks** – allows riders to see arrival time of next bus B. **Bus bump outs** – curb extensions at bus stops which allow boarding of passengers without the bus having to pullout of the travel lane. C. **Enhanced passenger waiting facilities** - investing in attractive street furniture and other amenities such as interesting shelters, seating, and public art can help create a transit-friendly neighborhood character.
One Way to Two Way Street Conversions	Conversion to two way operation can support neighborhood retail, calm traffic, and simplify neighborhood circulation patterns.

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Section End

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Section 3: Baltimore Complete Streets Policy History

Section Summary

This section provides a brief account of complete streets in Baltimore. Many Baltimore City documents call for the implementation of complete streets. In 2010, City Council Bill 09-0433 *Street and Transportation Projects – Complete Streets* was passed and signed as Mayor and City Council Resolution 10-27. The resolution directs the Department of Transportation to develop multi-modal streets and to track relevant data. Although Baltimore does have complete streets guides for some neighborhoods, it neither has a citywide design guide, nor comprehensive plans for short– and long–term implementation, nor adequate data collection and accountability procedures.

Introduction

Developing multi-modal streets has been a long term policy goal for the Baltimore City government and its residents. The desire to find a balance between automobiles and other modes of transit traces back decades and is found throughout city documents, reports, and compressive plans. In 1978, the city developed its first bike development plan which was an early step in rethinking how Baltimore uses its streets, public rights-of-way, and public spaces.

Since the 1970s, residents, policy makers, and transportation officials both in Baltimore and around the country have developed the view that streets and public right-of-way design can help achieve goals in a wide variety of policy spheres. As evidence, multi-modal transportation priorities are written into Baltimore sustainability, climate action, and economic development documents. Furthermore, these reports cite the positive impact that the shared use of public rights-of-way can have on user accessibility, public safety, and public health.

In April 2009, Baltimore adopted The Baltimore Sustainability Plan, the city's first plan to address current environmental, social, and economic needs without compromising the needs of future generations. Although the plan does not explicitly mention "complete streets," it defines many multi-modal transportation goals that directly align to, are now commonly referred to, as complete street priorities. These goals include improving transit service, making the city more bicycle and pedestrian friendly, measuring and improving the equity of transportation, and increasing funding for sustainable modes of travel.

Later, in December 2009, Council Bill 09-0433 *Street and Transportation Projects – Complete Streets* was introduced to the Baltimore City Council. With the support of the Department of Planning and the Department of Transportation, Bill 09-0433 was approved by the Council and signed by the Mayor of Baltimore on November 22, 2010 as Mayor and City Council Resolution 10-27.

Since 2010, the City of Baltimore has published many additional documents either calling for complete streets or implementing various projects with complete street components. The below Table 5, provides a selection of these documents and short description of their relevance to complete streets. The remainder of Section 3 includes a description of these selected reports.

Table 5: Selected Policy Documents

Document	Year	Relevance to Complete Streets
The Baltimore Sustainability Plan	2009	The Department of Planning states Bill 17-0102 addresses 11 strategies across four of the plan's five transportations goals.[1]
Resolution 10-27 (Council Bill 09-0433) *Street and Transportation Projects Complete Streets*	2010	Resolution calls for new transportation improvement projects to serve multiple modes of transit. It also directs DOT to present an annual report on complete streets implementation.
Baltimore Downtown Open Space Plan	2010	Report indicates developing public open spaces is necessary for economic development. Many complete street design elements are needed for creating successful open spaces.
Southeast Baltimore Complete Streets Plan	2012	The plan identifies how complete streets priorities should be implemented in 20 neighborhoods in Southeast Baltimore.
Baltimore Climate Action Plan	2013	The Climate Action Plan lists implementation of complete streets as a policy lever for reducing greenhouse gas emissions.
DOT Complete Streets Policy	2013	The Department of Transportation internal policy document outlines DOT's commitment to multi-modal street projects and to measuring complete street implementation through data metrics.
Bill 14-0152 *Revisiting Mayor and City Council Resolution 09-0433*	2014	The bill calls executive agencies to report con complete street implementation progress.
Baltimore City Bike Master Plan	2015	Report calls for a Complete Streets guidance manual and training program for DOT staff and consultants.
Mayor Catherine E. Pugh Transition Report	2017	Report calls for strengthening the 2010 Complete Streets Resolution and the 2013 DOT Complete Streets Policy by passing a detailed Complete Streets Ordinance.
The Baltimore Sustainability Plan	2018	The plan calls for a Complete Streets Design manual in addition to a comprehensive transportation plan for the city.

Description of Selected Reports

The Baltimore Sustainability Plan (2009)

In April 2009, the City of Baltimore published the first version of The Baltimore Sustainability Plan.[3] The 134 page document identifies 29 priority goals across 7 chapter topics including Transportation. The transportation chapter is significantly focused on using multiple-modes of transportation to decrease the city's greenhouse gas emissions and provide safe means of travel for residents. Nearly 200,000

[3] The Baltimore Sustainability Plan (2009)

Baltimoreans, that is nearly one third of all residents, did not have access to a car in 2006. The report states that Baltimore's transportation system is,

> "economically, environmentally, and socially unsustainable. Shifting away from our reliance on single occupancy vehicles will reduce greenhouse gas emissions, improve air and water quality, reduce our dependence on foreign oil, alleviate traffic congestions and improve public health and equity. In doing so, we can also improve our overall quality of life."

The report's transportation goals are reproduced in the below Table 6.

Table 6: Transportation Goals and Strategies

Goals	Strategies
Improve public transit services	A. Make software upgrades to allow for transit signal priority. B. Implement an integrate system of downtown shuttle and trolley routes. C. Work with the MTA to expand QuickBuses to more high-volume transit corridors. D. Bring the Red Line Transit project to Baltimore. E. Work with the MTA to develop and implement an ideal transit service profile for MTA routes.
Make Baltimore bicycle and pedestrian friendly	A. Implement the Baltimore Bicycle Master Plan. B. Develop a Bike to work program for Baltimore. C. Evaluate the creation of a bicycle sharing service. D. Expand the Safe Routes to Schools program. E. Implement "Sunday Streets" recreational street closure program. F. Improve public infrastructure for cyclists and pedestrians.
Facilitate shared-vehicle usage	A. Establish Baltimore CarShare program. B. Expand the CityCommute Rideshare program. C. Leverage new Baltimore Green Building Standards to increase shared-vehicle use.
Measure and improve the equity of transportation	C. Track the disparity of transportation costs by neighborhood relative to income. D. Identify strategies to reduce the disparity in cost of transportation relative to income. E. Work with the MTA to measure the quality of transit service in Baltimore neighborhoods.
Increase transportation funding for sustainable modes of travel	A. Advocate for more funding for transit and sustainable transportation. B. Implement goals of Mayor's Transportation Investment Commission (ITC) report. C. Explore options for a new regional transit funding source and a larger local role in managing the MTA. D. Expand eligible expenses under sustainable transportation programs. E. Advocate shifting funding from roadway capacity expansion to transit, bicycling, and walking projects.

For more notes on The Baltimore Sustainability Plan, pleases see the discussion on the Department of Planning's agency report in *Section 6,* or the published sustainability plan.

Bill 09-0433 Street and Transportation Projects – Complete Streets

On December 10, 2009, Bill 09-0433 *Street and Transportation Projects – Complete Streets* was introduced to the Baltimore City Council.[4] The bill, which was later passed and signed by the Mayor of Baltimore on November 22, 2010, directs the Department of Transportation and the Department of Planning to:

> "plan for, design, and construct all new city transportation improvement projects to provide appropriate accommodations for pedestrians, bicyclists, transit riders, motorists, and persons of all abilities, while promoting safe operation for all users."

The bill states the above goals can be accomplished through the incorporation of construction elements such as those listed in the below Table 7.

Table 7: Bill 09-0433 Street Elements

Special bus lanes	Median islands	Sidewalks
Transit stops	Accessible pedestrian signals	ADA compliant ramps
Improved pedestrian street crossing	Curb Extensions	Bike lanes

Furthermore, the bill calls on the Department of Transportation to annually report to the Mayor and City Council on DOT's progress towards implementing complete streets throughout the city. The bill states that reports should incorporate performance measures established to gauge how well streets are serving all users and include information such as what is listed in Table 8.

Table 8: Bill 09-0433 Performance Measures

Crash data	Complaints	Bike lanes created
Uses of new project by mode	Number of ADA compliant ramps built	Exemptions granted from application of Complete Streets principles
Linear feet of sidewalk built	Number of overall paved lane miles	Yearly change in paved lane miles

Baltimore Downtown Open Space Plan (2010)

On December 15, 2010, the Downtown Partnership of Baltimore, the Baltimore City Department of Planning and the Baltimore Development Corporation jointly published the Baltimore Downtown Open Space Plan. The plan was published with the purpose of reviewing Baltimore's open spaces and strategically developing new public open spaces that increase economic development in the city.

To accomplish this goal, the report identified four guiding concepts necessary for developing urban open spaces: Networks, Sustainability, Transportation, and Placemaking. The Transportation guiding concept stated,

> "The value and stewardship of public space is closely related to the nature and form of the transportation network. Transportation planning must, therefore, not be viewed solely in context of efficiently moving people and goods from place to place, and the public rights-of-way solely as

[4] Bill 09-0433 Street and Transportation Projects – Complete Streets (2010)

a conduit for rapidly funneling various modes of travel through the city. Rather, Downtown streets should be viewed as destinations in their own right."[5]

The below Table 9 outlines the transportation goals identified in the open space plan.

Table 9: Transportation and Street Related Recommendations

Goals	Strategies
Mode-Sharing	A. Accommodate bicyclists in all spaces and consider both short and long-term bike parking. B. Continue exploring options to convert downtown non-arterials to two-way traffic flow to improve pedestrian environment and circulation options for motorists.
Sustainable Practices	A. Utilize best management practices for downtown street tree plantings. B. Capture urban stormwater runoff at or near the source using a variety of techniques.
Streetscape Enhancements	A. Apply "road diets" whenever possible. B. Utilize "shared space" where it is important to maintain vehicular traffic but emphasize the pedestrian environment. C. Follow the Downton Baltimore Streetscape Design Guidelines. D. Explore creative ways of introducing scale, shade, and color where street trees are not possible.
Temporary Enhancements	A. Utilize pavement striping as a way to experiment with changes in street configurations before investing in permanent solutions. B. Utilize pots and planters that can be moved to different locations. C. Utilize "pop-up-cafes" where sidewalks are too narrow for outdoor dining.

The above strategies in Table 9 are often included in complete streets design guides.

Southeast Baltimore Complete Streets Plan (2012)

In summer 2012, the Baltimore Department of Transportation and the communities of Southeast Baltimore produced the Southeast Baltimore Complete Streets Plan. The document applies to the below neighborhoods. A more detailed description of the Southeast plan is available in *Section 2*.[6]

Table 10: Southeast Baltimore Neighborhoods

Fells Point	Upper Fells Point	Bucher's Hill	Riverside
Canton	Patterson Park	Linwood	Medford
Brewers Hill	Highlandtown	McElderry Park	O'Donnel Heights
Little Italy	Jonestown	Baltimore Highlands	Broening Manor
Perkins Homes	Washington Hill	Greektown	Graceland

[5] Baltimore Downtown Open Space Plan (2010)
[6] Southeast Baltimore Complete Streets Plan (2012)

Baltimore Climate Action Plan (2013)

On January 15, 2013, the City of Baltimore published the Baltimore Climate Action Plan (CAP), with the goal of developing programs and strategies for reducing greenhouse gas emissions 15% by 2020.[7] Without any policy actions, researchers found that Baltimore was expected to reach 7,838,996 metric tons (MT) of greenhouse gas emissions by 2020. Achievement of the 15% reduction goal would return Baltimore to emissions levels lower than 2010 baseline emissions of 7,678,144 MT CO2e/yr.

The plan lists Land Use and Transportation (LUT) strategies as one of the policy spaces for reducing greenhouse gas emissions. Specifically, the report states,

> "Emissions from the transportation sector makes up 15.6 percent of Baltimore City's GHG inventory (approximately 1,183,046 MT CO_2e/year in 2010). The vast majority of these emissions come from the use of the privately-owned car (referred to as 'vehicle miles traveled' or VMT), followed by emissions form the port, metro, bus and light rail systems ... The density of development, mix of uses, proximity to transit, and street design, as well as the availability, affordability, ease of alternative modes of travel, and other factors influence how far residents and employees travel to meet daily needs, and whether they choose to walk, bike, use public transit or drive."

Implementing Complete Streets is listed under two of CAP LUT strategies.

Table 11: Land Use and Transportation Strategies

Strategy 1: Promote Mixed-use development near transit
1. A: Create high-quality pedestrian- and transit-oriented neighborhoods.
Action 1: Continue to incorporate Complete Streets design guidelines into neighborhood planning and design.
Strategy 4: Increase walking and biking
4. A: Develop a pedestrian master plan
Development of the plan will occur in coordination with the Americans with Disabilities Act (ADA) Transition Plan, the pedestrian safety committee and Complete Streets legislation with a focus on pedestrian safety provisions, such as crosswalks, countdowns and ADA compliance, in addition to sidewalk expansion opportunities. After the plan is developed, the city will work to ensure implementation.

As a final note, the 2018 Baltimore Sustainability Plan found that the city was not on track for addressing the 2020 emissions reduction goal. Rather, "Despite efforts begun under the City's Climate Action Plan, emissions have increased by 8 percent."[8]

[7] Baltimore Climate Action Plan (2013)
[8] The Baltimore Sustainability Plan (2018)

Baltimore Department of Transportation Complete Streets Policy

In November of 2013, the Baltimore Department of Transportation finalized its Complete Streets Policy document, which requires all DOT staff and partners to "consider and incorporate Complete Street planning and design criteria."

DOT stresses the importance of complete streets by stating,

> **"Streets comprise a majority of public space in Baltimore City, but have often failed to provide surrounding communities with space where people can safely walk, bicycle, drive, take transit, and socialize. They must not only facilitate traffic, but also should be safe, sustainable, vibrant, connected, multi-modal, and support economic development."**

Furthermore, DOT states its commitment to the below policy objectives.

Table 12: DOT Complete Street Policy Objectives

DOT is committed to:	
Shared Prioritization	Prioritizing pedestrians, transit riders, and bicyclists, and thereby maximizing opportunities to activate streets as public spaces for their use and convenience.
Multi-Modal Transportation	Developing a multi-modal transportation network in Baltimore City that accommodates the safety, access, and mobility needs of transit riders, school children, bicyclists, and pedestrians within the public right-of-way.
Balancing Needs	Balancing the needs and wants of all transportation system users through data-driven decision making.
Partnerships	Partnerships with State agencies, transit providers, businesses, stakeholders and communities to plan, design, construct, operate and maintain the Complete Streets network in the City.
Measuring performance	Measuring its performance against goals including but not limited to: A. Increasing mode share for transit ridership and bicycling. B. Reducing single occupancy vehicle trips. C. Increasing opportunities to enhance transit, rideshare, carshare, and bikeshare services. D. Requests for traffic calming, street design and intersection improvements addressed through Complete Streets treatments.

Bill 14-0152R *Revisiting Mayor and City Council Resolution 09-0433*

On March 10, 2014, Bill 14-0152R *Revisiting Mayor and City Council Resolution 09-0433 – Street and Transportation Projects – Complete Streets* was introduced to the City Council.[9] The bill was used to call city agencies before the City Council to report on complete streets progress.

[9] Bill 14-0152R Revisiting Mayor and City Council Resolution 09-0433 – Street and Transportation Projects – Complete Streets (2014)

Baltimore City Bike Master Plan

In March 2015, the Baltimore City Department of Transportation published the Baltimore City Bike Master Plan which builds upon previous city bike plans and treats bicycling as "an important piece of a multi-modal urban transportation network."[10]

To effectively adapt city streets to meet Baltimore's biking needs, the report called for DOT to implement three objectives by March 2016. The FLA was unable to determine the status of these policy actions.

Table 13: Bike Master Plan Complete Street Objectives

Policy Action	Status
Develop a Complete Streets guide and training for DOT staff and consultants.	Unconfirmed
Prepare a Complete Streets Checklist for DOT project planners and designers.	Unconfirmed
Prepare a Complete Streets Scorecard for DOT completed projects.	Unconfirmed

Mayor Catherine E. Pugh Transition Report

On February 24, 2017, Mayor Catherine E. Pugh released her Transition Report which identified policy priorities across eight categories including Transportation.[11] The report calls on the Mayor to develop a five-year Comprehensive Transportation Strategic Plan that focuses on focuses on safety, equity, inclusivity and accessibility for Baltimore residents.

Furthermore, the Mayor's report states, "The plan should include a commitment to adhere to and strengthen the City's 2010 Complete Streets Resolution and the 2013 DOT Complete Streets Policy by passing a detailed Complete Streets Ordinance, with best-practice design guidelines, that mandate compliance and contain real accountability."

The Baltimore Sustainability Plan (2018)

On Wednesday, April 11, 2018, the Baltimore Office of Sustainability released the final draft of The 2018 Baltimore Sustainability Plan, which identifies sustainability strategies and actions essential to the topics of Climate & Resiliency, Community, Economy, Health, Human-Made Systems, and Nature in the City.[12]

A well-crafted complete streets manual and system of accountability can have policy impacts across a number of the above overarching topics. Additionally, the 2018 sustainability plan twice calls for complete streets under the *Active Living and Healthy Lifestyles* goal and the *Transportation* goal which respectively fall under Health and Human-Made Systems. The below Table 14 highlights policy topics mentioned in the report that are related to complete streets.

[10] Baltimore City Bike Master Plan (2015)
[11] Mayor Catherine E. Pugh Transition Report (2017)
[12] The Baltimore Sustainability Plan (2018)

Table 14: Sustainability Goals
Health: Active Living and Healthy Lifestyles
Strategy 2: Provide Safe access to recreation programming, especially ensuring that walking and biking is safe.
Action 1: Enact Complete Streets including traffic calming measures, to encourage walking and bicycling.
Action 2: Implement the Baltimore Green Network to improve, expand, and better connect neighborhoods to existing trail systems, bike networks, parks, and open spaces.
Human-Made Systems: Transportation
Strategy 2: Establish a comprehensive Transportation Strategic Plan
Action 1: Ensure early and extensive resident input, and ensure equity considerations are built into the hierarchy of recommendations and how capital projects are prioritized.
Action 2: Include and implement a Pedestrian Master Plan that includes a "sidewalk inventory" to identify areas of high density with poor connectivity and walkability, with the long-term goal of providing widened sidewalks, shorter crossings, improved streetscapes, and traffic calming, and complies with the Americans with Disabilities Act standards.
Action 3: Include a "Complete Streets" component that focuses on developing streets and corridors that serve pedestrians first, followed by transit, cycling, freight, and single occupancy vehicles. Improve availability of transportation for residents without cars.
Action 4: Continue to implement the Bike Master Plan to improve safety and accessibility for cyclists, ensuring equitable distribution of bike infrastructure.
Action 5: Create a design manual of design and construction details to guide government in redeveloping spaces that are sustainable and that prioritize pedestrians.
Action 6: Alter traffic signal timing citywide to shorten cycle lengths in order to lower traffic speeds and shorten wait-times for pedestrians and cyclists.
Strategy 3: Improve reliability, accessibility, safety, and efficiency of transit
Action 5: Become a "Vision Zero" city by developing a plan to eliminate all traffic-related fatalities by a defined timeline.
Action 6: Encourage "green" commutes by enacting legislation requiring employers to provide employees with transit, biking, and walking benefits equivalent to parking benefits offered to employees who drive to work.

Note from the Fiscal Legislative Analyst

Although the above selected documents emphasize the implementation of complete streets, Baltimore neither has a comprehensive complete streets design manual nor a document that outlines the steps for achieving comprehensive short- and long-term complete streets projects. As such, the city risks continued spending on infrastructure projects that are not aligned to design best practices and long-term goals.

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Section End

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Section 4: Transportation Budget and Complete Streets Cost

Section Summary

This section provides a short overview of the DOT budget and the expenditures associated with complete streets implementation. The adopted FY18 budget allocates $206 million to DOT, and directs $32 million towards *Service 683: Street Management*. Money allocated to service 683 provides for street maintenance and resurfacing. It is difficult to provide a simple answer to the question, "How much do complete streets costs?" However, this section attempts to provide an initial estimated answer to this question. Using a more conservative cost estimate that BBMR, the FLA finds that implementing low-cost complete street elements would increase the street management budget by around 6%, and the overall DOT budget by around 1.4%.

Department of Transportation Budget Discussion

In 2017, the Baltimore City Council adopted a Department of Transportation (DOT) budget of $206,380,997 for Fiscal Year 2018. The 2018 budget includes revenue from 7 fund sources that are then allocated across 19 service categories. Please see the below Table 15 for appropriated funds by funding source. The largest single source of funding for DOT is the General Fund. For FY18, general fund allocations stand at $119.7 million and comprise 58% of the DOT budget.[13]

Table 15: DOT Budget Fund Sources (Adopted Budget)

Fund Names	FY14 Adopted	FY15 Adopted	FY16 Adopted	FY17 Adopted	FY18 Adopted
General	$96,476,798	$97,680,265	$100,338,643	$104,550,672	$119,713,419
Federal	$1,604,068	$3,647,766	$1,447,485	$1,615,412	$1,642,698
State	$448,647	$3,278,014	$2,914,662	$4,072,617	$4,071,216
Special	$10,776,278	$9,561,677	$9,398,357	$17,403,971	$10,341,885
Conduit Enterprise	$7,843,083	$7,847,381	$7,894,757	$16,000,000	$11,746,671
Parking Enterprise	$35,445,338	$29,053,457	$28,750,780	$31,780,518	$33,222,138
Parking Management	$20,293,483	$22,197,956	$24,443,494	$24,775,005	$25,642,970
Total	**$172,887,695**	**$173,266,516**	**$175,188,178**	**$200,198,195**	**$206,380,997**

Notes: Data Source: BBMR Seven Year Actuals (2018)

Funds allocated to DOT are used for construction and maintenance of public streets, bridges, and highways, and maintenance of streetlights, alleys and footways and the conduit system.

> "The Department of Transportation maintenance profile includes nearly 4,800 lane miles of roadways, including 288 bridges and culverts. The City's road network is composed of 540 miles

[13] BBMR Seven Year Actuals (2018)

of collector streets and 1,460 miles of local streets. About 8.1% of statewide vehicle miles traveled occur on City roadways. This amounts to 3.5 billion vehicle miles per year. The Department of Transportation maintains 3,600 miles of sidewalks, 1,200 miles of alleys and 80,000 roadway and pedestrian lights throughout the City."[14]

For a complete breakdown of DOT spending across service categories, please see Appendix Tables 5-8. The below Table 16 reports allocated funds across the four service categories that are closely related to complete streets policy: Parking Management, Street Management, Sustainable Transportation, and Public Rights-of-Ways Landscape Management. The table is followed by BBMR service descriptions and budget notes located in the FY18 Agency Detail budget books.

Table 16: DOT Budget Service Allocations
(Selected Services from the Adopted Budget)

ID	Service Name	FY14 Adopted	FY15 Adopted	FY16 Adopted	FY17 Adopted	FY18 Adopted
682	Parking Management	$43,035,035	$38,028,829	$38,562,934	$41,854,893	$43,935,182
683	Street Management	$27,222,944	$31,442,086	$28,675,601	$31,736,764	$32,208,573
690	Sustainable Transportation	$8,509,416	$12,555,238	$13,293,010	$19,554,062	$19,562,708
691	Public Rights-of-Way Landscape Management	$2,553,953	$2,997,925	$3,856,516	$3,402,284	$4,096,306

Notes: Data Source: BBMR Seven Year Actuals (2018)

682 Parking Management [15]

"This service manages City-owned off-street garages and lots with more than 10,000 parking spaces and two million parkers annually; manages and maintains over 922 multi-space, 2,442 single-space parking meters that accept credit cards and debit cards, and 1,976 single-space parking meters that accept only coins; administers Residential Permit and Residential Reserved Handicapped parking programs; develops parking plan and identifies and implements parking demand management strategies such as car sharing."

BBMR Note

"Revenue generated from parking garages, meters, permits, citations, and taxes is collected in the Parking Funds. After deducting the expenses incurred in debt service to build the garages for garage debt service and the Parking Management and Enforcement services, any remaining revenue is transferred to the General Fund. The estimated transfer for Fiscal 2018 is $36,301,547."

683 Street Management [16]

"This service provides the preventative maintenance, resurfacing, reconstruction, and streetscaping of more than 4,745 lane miles of City roadways, 3,600 miles of sidewalks, and more than 1,100 lane miles of alleys throughout the City. "

[14] FY 2018 Agency Detail (2017)
[15] FY 2018 Agency Detail (2017)
[16] FY 2018 Agency Detail (2017)

BBMR Note

An increase in funding of $1,119,499 for maintenance and repair of operating equipment was included in FY18.

690 Sustainable Transportation [17]

"This service encourages and provides cleaner forms of transportation to reduce citizen dependence on single-occupant vehicles. This service includes installation of bicycle facilities marketing and development of ridesharing programs, and the operation of the Charm City Circulator and the water taxi "Harbor Connector" commuter service."

BBMR Note

"In Fiscal 2017 DOT had assumed an increase in the parking tax that could contribute to the Charm City Circulator. This increase did not happen. As a result the Fiscal 2018 budget includes $6 million in general funds going to the circulator for bus replacement and pay down on accumulated deficit in the special fund."

691 Public Rights-of-Way Landscape Management [18]

"This service provides for the mowing and maintenance of 870 median strips in City roadways; mulching and cleaning of tree pits; mowing of certain City owned lots; removal and cleaning of trash, debris and illegal signs; and installation of street banners and hanging baskets in commercial areas throughout the city."

BBMR Note

"Funding for mowing has gone up for Fiscal 2018. This is because in previous years DOT was underfunded base on the level of required mowing that came from initiatives such as Crime and Grime. The budget reflects the actual costs DOT has been spending on providing this service since those initiatives went into effect."

FLA Complete Streets Cost Discussion

The cost of complete streets projects varies significantly with the degree of project permanence. Low-cost complete streets projects such as road diets can be crafted with limited to no impact on existing parking, and as such may only affect the Street Management Service budget. However, as projects increase in complexity and the degree of permanence, complete street projects have increased costs since they may impact parking, bus routes, curb lanes, and medians. As such, it is difficult to provide a simple answer to the question, "How much do complete streets costs?" However to shed some light on implementation costs, the FLA reviewed available city documentation on street repaving and a federal report on road diets.

[17] FY 2018 Agency Detail (2017)
[18] FY 2018 Agency Detail (2017)

Road diets are low-costs projects that adapt existing roadways to better serve the needs of multiple modes of transportation. For example, a common road diet project involves repainting a four-lane vehicle street as a three-lane vehicle street with an additional dedicated bicycle lane. Simpler "lane-diet" projects can accommodate added bike lanes on existing streets through the repainting of roadways with narrower vehicle lanes.

Complete street projects such as road diets are either implemented as stand-alone projects or at a lower cost they may be incorporated as part of regularly scheduled resurfacing work. The U.S. Department of Transportation and the Federal Highway Administration (FHWA) provides detailed descriptions reports on road diets. The below Table 17 contains four-lane to three-lane conversion costs provided by 2016 US DOT and FHWA research on road diets.[19]

Table 17: 4-lane to 3-lane Conversion Costs
(Stand-Alone vs. During Resurfacing Project)

Item	Unit & Quantity [1]		Unit Cost [2]	Total Cost / Mile		Comments
				No Resurfacing	Resurfacing	
Land Line Eradication	LF	15,000	$1.50	$22,500	$0	**No Resurfacing**: Assume three lines entire length. **Resurfacing:** Not necessary.
Bike Lane Lines Thermoplastic (6")	LF	10,000	$1.50	$15,000	$15,000	Assume two solid lines entire length
Travel Lines Thermoplastic (4")	LF	15,000	$1.00	$15,000	$0	**No Resurfacing**: Assume two solid lines entire length and two striped lines at 50% coverage entire length **Resurfacing:** Included in base project
Bike Lane Thermoplastic Pavement Marking	EA	40	$300	$12,000	$12,000	Assume one symbol every 250ft each side of road (bike lane)
Bike Lane Sign	EA	20	$250	$5,000	$5,000	Assume one sign every 500ft
Left-Turn Thermoplastic Pavement Marking	EA	20	$300	$6,000	$6,000	Assume one symbol every 250ft (left-turn arrows).
Maintenance of Traffic (10%)	LS	1.00	$7,500	$7,500	$0	Included in base project
			Subtotal:	$83,000	$38,000	
			20% Contingency:	$17,000	$8,000	
			Total Estimated Cost:	$100,000	$46,000	

(1) LF = Linear Foot, EA = Each, LS = Lump Sum

(2) 2015 Estimates

[19] Road Diet (2016)

To gain a rough estimate of how road diet projects would affect Baltimore DOT operating costs, the FLA consulted data available in the FY18 Agency Detail budget books, and the 2014 *City of Baltimore BBMR Management Research Report: Street Repaving – A Full Cost and Activity Based Cost Analysis of the In-House Street Repaving Operation in Baltimore.* The BBMR report is valuable for two reasons. First it provides an assessment of existing road replacement schedules. Secondly, the BBMR report led to a more accurate account of DOT in-house street repaving costs starting in FY15.[20]

Assessment of Road Replacement Schedules

When BBMR conducted its analysis of street repaving, it found that DOT was unable to maintain a street repaving schedule that kept pace with the projected life span of city streets.[21] Roads repaved by contractors and in-house crews have an 8-12 year life span. In 2014, the city had over 4,300 lane miles of roadways and over 1,000 miles of alleyways to maintain. As such, DOT would have to repave over 400 lane miles per year to keep pace with projected road lifespans. However during the study period of 2004-2013, contractors and in-house crews were collectively only able to exceed 200 lane miles of repaving in FY08 with 212 lane miles. Furthermore, the DOT target listed in the FY18 budget books do not seem to put Baltimore on track to meet the city's street resurfacing needs. The additional reporting of lane miles resurfaced by contractors would confirm how far the city is from the necessary 400 lanes miles per year.

Account of DOT Repaving Costs

Table 18 summarizes in-house street repaving performance metrics available in the FY18 budget books.[22] Note however, that FY13 and FY14 use a less accurate method for assessing the cost per lane mile.[23]

Table 18: Street Management Performance Measures

Type	Measure	FY 13 Actual	FY14 Actual	FY15 Actual	FY16 Target	FY16 Actual	FY17 Target	FY18 Target
Output	Total # of lane miles resurfaced by internal crews	84	54	61	60	45	60	60
Efficiency (Thousands)	Cost per lane mile resurfaced by internal crews	$82	$85	$131	$131	$131	$122	$128
Effectiveness	% of streets meeting acceptable pavement condition standards	62%	62%	62%	62%	65%	64%	65%

Notes: FY 2018 Agency Detail (2017)

Estimated Road Diet Cost Impact

The FLA considered budget data available for FY15 and the road diet cost information from Table 17 to produce a rough conservative cost estimate of including road diets in regularly scheduled Baltimore street resurfacing projects. Taking these numbers as given, we can produce a total projected cost of $10.8 million for including road diet elements on all 61 lane miles of in-house street projects in FY15.

[20] In-House Street Repaving (2014)
[21] In-House Street Repaving (2014)
[22] FY 2018 Agency Detail (2017)
[23] In-House Street Repaving (2014)

Table 19: Estimated Impact of Road Diet Implementation

	Lane Miles	Cost Per Lane Mile	Total Resurfacing Costs
Existing FY15 Costs	61	$131,371	$8,013,631
Road Diet Costs	61	$45,000	$2,745,000
Total Costs	**61**	**$176,371**	**$10,758,631**

The additional $2.7 million in road resurfacing cost for including road diet elements is equivalent to a 6.0% increase in the FY15 Street Management (BAPS Actuals) budget of $45,788,090, and is equivalent to a 1.4% increase in the FY15 DOT (BAPS Actuals) budget of $192,712,487. (See Appendix Table 7 for the BAPS Actuals).

It is important to note that the estimated average cost per lane mile of $176,371 is likely an overestimation. First, it is unlikely that every FY15 DOT resurfacing project was suitable for a road diet. Second, numerous federal subsidies exist for incorporating complete street projects such as road diets into regular street resurfacing. For reference see the linked Pedestrian and Bicycle Funding Opportunities document, which was provided to the FLA by the National Complete Streets Coalition. [24] Third, if any FY15 road resurfacing project included complete streets elements, then the above projection over estimates the cost of implementing complete street elements on those specific projects.

Finally, implementing projects such as road diets is likely to produce some long-term cost savings to the city. Converting a vehicle lane to a bike lane reduces the number of lanes subject to vehicle wear and tear. Furthermore, slowing traffic speeds along road diet street segments also likely decreases average street wear and tear.

Ultimately, however, the FLA wants to stress that the above estimates are loose estimates. It is difficult to provide an accurate estimate of low-cost complete street style projects without more time for analysis and increased access to DOT project cost data. Readers should treat the above road diet projection as more of a cost increase upper bound rather than an expected average cost increase. Lastly, the FLA did not have access to expenditures on road miles resurfaced by contractors. There city should expect an increase to contracting work that includes complete street elements. However, opportunities to exist to offset cost increases with federal dollars.

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Section End

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[24] (National Complete Streets Coalition 2016)

Section 5: Bill 17-0102

Bill Summary

Bill 17-0102 *Complete Streets* calls for adding "Subtitle 40. Complete Streets" to Article 26 – Survey, Streets, and Highways of the Baltimore City Code. The full text of the bill can be found on Legistar, the Baltimore City Council's legislative website.[25] Bill 17-0102 does the following:

- Requires the Department of Transportation to construct and operate a comprehensive Complete Streets Transportation System *(Section 1 Part II Complete Streets Transportation System: §40-6 to §40-15).*

- Creates a complete streets coordinating council to certain recommendations and oversee certain activities regarding the Complete Streets Transportation System *(Sec. 1 Part III Complete Streets Coordinating Council: §40-16 to §40-25).*

- Establishes certain design standards and requires the Department of Transportation to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System *(Sec 1. Part IV. Design Standards §40-26 to §40-30).*

- Requires the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out the Ordinance. *(Sec. 1 Part V. Complete Streets Manual §40-36 to §40-45).*

- Requires that the Transportation Director, in consultation with the Coordinating Council, prepare an Annual Complete Streets Report, assess the status of the Complete Streets Transportation System, and conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input *(Sec. 1 Part VI Annual Report and Public Accountability §40-46 to §40-50).*

- Specifies that the requirements of the Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions *(Section 3-5).*

- Defines certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users. *(Throughout).*

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Section End

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[25] Legistar: Bill 17-0102 Complete Streets (2017)

Section 6: Fiscal Notes on Agency Reports

Section Summary

This section provides a summary of each agency report submitted by a Baltimore municipal director in regards to Bill 17-0102. The summaries are accompanied by Fiscal Notes. Agency reports signal cost and time frame concerns. Although many departments are supportive of complete streets in principle, many amendments are necessary to gain full support.

Introduction

Seven municipal agencies submitted "agency reports" on Bill 17-0102 in advance of the April 25, 2018 hearing. Each report is an internal assessment of how the bill is expected to impact the respective agency as well as the city government and Baltimore residents. A copy of each agency report is located on Legistar, the Baltimore City Council's legislative website.[26]

This section contains a summary of each report and relevant *Fiscal Notes* issued by the Fiscal Legislative Analyst. Department assessments of the bill as currently written are mixed. For convenience, the below table lists the reporting agencies and their final assessment of the bill. Please see the subsequent summaries for further details.

Table 20: Agency Report Assessments

Agency	Assessment
Finance Department: Bureau of Budget and Management Research (BBMR)	**Oppose:** "Expected implementation costs of the legislation do not have a dedicated funding source; so the Department of Finance opposes this bill."
The Baltimore City Health Department (BCHD)	**Defers:** "the Health Department defers to the Department of Transportation."
The Department of Housing and Community Development (HCD)	**Supports with Amendments:** HCD "supports the concept of the Complete Streets Bill, however, HCD would like to see amendments to the bill to make it less prescriptive and encourage flexibility to guide the transition to safe streets in the City..."
The Parking Authority of Baltimore City (PABC)	**Requests Delay:** "PABC believes the passage of Council Bill 17-0102 should be deferred to allow more time to fully assess the impacts of this legislation."
The Department of Planning (Planning)	**Supports:** "The Office of Sustainability therefore supports the framework and intent of City Council Bill #17-0102/COMPLETE STREETS."
The Department of Public Works (DPW)	**Requests Amendments:** DPW "respectfully requests that the points raised in this report be taken into consideration during the deliberations surrounding City Council Bill 17-0102."

[26] Legistar: Bill 17-0102 Complete Streets (2017)

Table 20: Agency Report Assessments

Agency	Assessment
The Department of Transportation (DOT)	Support with Amendments: DOT "respectfully favors City Council Bill 17-01-02; however, with amendments to be further discussed..." Furthermore, DOT states that "this legislation, as written, will put significant constraints on daily operations."

Notes: Please see the below for blah

Agency Reports with Fiscal Notes

1. Finance Department: Bureau of the Budget and Management Research

Department Assessment: "Expected implementation costs of the legislation do not have a dedicated funding source; so the Department of Finance opposes this bill." [27]

Report Summary: In its research, BBMR focused on both the implementation and ongoing costs of complete streets policy. BBMR determined that Bill 17-0102 would have significant fiscal impact for both the City's operating and capital budgets and provided the estimated costs found in the below Table 21: BBMR Complete Streets Cost Estimates.

Table 21: BBMR Complete Streets Cost Estimates

Budget	Expense	Costs	Notes
Operating	Complete Streets (CS) Manual	$500,000 *One-time*	For DOT to hire a professional consultant.
Operating	2 Full Time DOT CS Staff	$200,000 *On-going*	Positions would staff the Interagency Coordinating Council, analyze data, and monitor CS Compliance.
Operating	Staff and Supplies ℓ	$200,000 *On-going*	Positions would support interagency cooperation, public engagement, CS project analysis.
Capital	CS Compliance †	$1,500,000 *On-going*	BBMR cites a Charlotte, NC report ‡ which suggest increased costs of 5%.
Capital	CS Compliance	Unspecified *One-time*	Retroactively applying CS policy to current projects will increase costs.

Notes:
ℓ Follow up conversation indicated that staffing would include 3-4 support and engagement staff members.
† The BBMR report states DOT provided an estimate of 15-20% for an increased cost of $4,500,000.
‡ Shapard, James, and Mark Cole. 2013. "Do Complete Streets Cost More than Incomplete Streets?" *Journal of the Transportation Research Board*. 2393, 134-138 https://doi.org/10.3141/2393-15

BBMR also cited indirect costs and benefits. An indirect cost includes a potential loss of metered parking revenue. Indirect benefits include reduced wear-and-tear on roadways, public health improvement, and expanded access to business districts.

[27] Memo RE: City Council Bill 17-0102 – Complete Streets (Cenname 2018)

The BBMR report did caution estimates are preliminary, and actual costs are dependent Complete Street Manual final guidelines.

Table 22: Fiscal Notes on the BBMR Agency Report

Complete Streets Manual
The Fiscal Legislative Analyst was able to confirm $500,000 as an accurate estimate for the consulting costs associated with a Complete Streets Manual.
Staffing Costs
BBMR suggests total staffing costs of $400,000, with $200,000 for two DOT positions, and $200,000 for three to four support and engagement staff to coordinate across agencies. The FLA defers to BBMR on the expected cost for four new employees. Please refer to the "Fiscal Notes on Bill 17-0102" section for further staffing comments.
Complete Streets Compliance Costs
The FLA respectfully suggests that the US DOT and FHWA road diet report may provide a better estimate of the marginal cost of low-cost project such as road diets. However the FLA notes that without access to better data provided by Baltimore DOT, any estimate is preliminary. Since many complete streets projects are eligible for significant grant dollars, the FLA does not view the expected increase in ongoing cost as prohibitive to implementing complete streets. Furthermore in the absence of grant dollars, the benefits of implementing complete street elements across a smaller portfolio of street repaving projects may outweigh the costs of continuing street repaving across a portfolio of projects consistent with previous years.

2. Baltimore City Health Department

Department Assessment: "the Health Department defers to the Department of Transportation." [28]

Summary: BCHD references a Smart Growth America report that states pedestrian collisions disproportionately affect communities of color, elderly citizens and areas with high incidences of poverty. The department acknowledges, complete streets "may mitigate compounded harm to marginalized communities by addressing dangerous pedestrian conditions." [29]

Table 23: Fiscal Notes on the BCHD Agency Report

Health and Safety
BCHD's comments on safety and equity are important consideration of complete streets policy. For reference, Smart Growth America publishes an interactive version of their 2016 report where site visitors can see geotagged locations of pedestrian deaths within the Baltimore City limits.[30] The report shows that the Baltimore-Columbia-Towson, MD metro area recorded 470 pedestrian deaths between 2005 and 2014 and currently stands at 17 out of the 104 largest metro areas for pedestrian deaths. Please refer to *Section 3: Assessing the Need – The City of Baltimore* for more health and safety information.

[28] Agency Report: 17-0102 – Land Use and Transportation – Complete Streets (Wen 2018)
[29] Dangerous by Design 2016 (Atherton, et al. 2017)
[30] Web: Dangerous by Design 2016 (2017)

3. The Department of Housing and Community Development

Department Assessment: HCD "supports the concept of the Complete Streets Bill, however, HCD would like to see amendments to the bill to make it less prescriptive and encourage flexibility to guide the transition to safe streets in the City…" [31]

Summary: HCD supports the intent of the Bill 17-0102, but offers changes found in the below Table 24. For reader convenience, the Fiscal Analyst has categorized the offered changes and included Fiscal Notes after each of HCD's points.

Table 24: HCD Comments Fiscal Notes on the HCD Agency Report

Topic 1: Planning Process
DHCD Comment:
Clarify that Complete Streets should be part of the comprehensive transportation planning process with recognition that certain federal and state requirements will have precedence.
Fiscal Note:
The Fiscal Legislative Analyst concurs with HCD's assessment that Complete Streets should be part of the comprehensive transportation planning process with recognition that certain federal and state requirements will have precedence. The FLA adds the additional concern regarding the vague language of "Section 1. Part II. Complete Streets Transportation System." It is the understanding of the FLA that the broad intent of Bill 17-0102 is to align existing statute, and long-term planning to complete street industry design standards. As written, "Section 1. Part II. Complete Streets Transportation System" seems to leave the city financially exposed to the requirement of creating a new transportation system, akin to a "bus system" or a "train system."
Topic 2: Project Exclusion
DHCD Comment:
Broaden the types of projects that are eligible for exclusion to include projects that are at a certain point in pre-development or are part of prescribed approved/awarded federal redevelopment initiatives (§40-2 (C)).
Fiscal Note:
The FLA concurs with HCD's suggestion. However, only to the extent that is in not practical to impose complete street related design changes to a pre-development project. The FLA defers to department experts for determining the appropriate pre-development stage.
Topic 3: Community Engagement
DHCD Comment:
Broaden community engagement requirements so they are more compatible with equity policy and planning, i.e. requiring hard copies to be provided in public locations such as public libraries or community centers and be bi-lingual.
Fiscal Note:
The FLA concurs with HCD's suggestion.
Topic 4: Manual Flexibility
DHCD Comment:
Ensure that the bill allows the manual to be a flexible planning and policy tool and is incorporated as part of other citywide transit initiatives or mandates.

[31] Memorandum: City Council Bill 17-0102 – Complete Streets (Braverman 2018)

Table 24: HCD Comments Fiscal Notes on the HCD Agency Report

Fiscal Note: Developing a complete streets manual with the input of multiple city departments does provide an opportunity for a holistic review of how each department interacts with complete streets issues.
Topic 5: Representation
DHCD Comment: Add a representative from the City Department of Housing and Community Development and the Housing Authority of Baltimore City (HABC) to the Complete Streets Coordinating Council because of their respective involvements with major redevelopment initiatives.
Fiscal Note: Please see *Section 6: Fiscal Notes on Bill 17-0102* for detailed comments on the Complete Streets Coordinating Council. In the event that a coordinating council is established, the FLA does not oppose HCD's recommendation for adding a representative from the City Department of Housing and Community Development and the Housing Authority of Baltimore City (HABC).
Topic 6: Prioritization and Delivery
DHCD Comment: Modify the project prioritization and project delivery processes to be less prescriptive and more flexible to insure they stay current and viable.
Fiscal Note: The FLA concurs with HCD's suggestions regarding the prescriptive nature of the bill's text. Please see *Section 6: Fiscal Notes on Bill 17-0102* for additional comments.

4. Parking Authority of Baltimore City

Department Assessment: "PABC believes the passage of Council Bill 17-0102 should be deferred to allow more time to fully assess the impacts of this legislation." [32]

Summary: PABC indicates general support for improved transportation planning but withheld detailed analysis on Bill 17-0102 due to a lack of complete streets information as of March 19, 2018. PABC states that it is difficult to understand the impact of the bill without a Complete Streets Manual. Furthermore, the agency expressed the following sentiments which are listed in the below table along with Fiscal Notes.

Table 25: PABC Comments and Fiscal Notes on the PABC Agency Report

Topic 1: Parking Removal
PABC Comment: A. Caution against removing neighborhood parking too quickly. B. Concern regarding loss of revenue from parking removal. PABC further notes that if street parking is offset with off-street facilities, such facilities would require cost subsidization.
Fiscal Note: A. Bill 17-0102 calls for community input in designing Complete Streets design guide. A quality Complete Streets design guide and implementation strategy should have the flexibility to phase in different street deign elements overtime and respect an area's residential and commercial needs.

[32] Transmittal Memo RE: Council Bill 17-0102 (Little 2018)

Table 25: PABC Comments and Fiscal Notes on the PABC Agency Report

Furthermore, as discussed in *Section 2, Policy Topic – Complete Streets*, complete streets projects do not necessitate the removal of street parking. Rather depending on the type of project, parking may remain constant or be adjusted up or down dependent on a respective area's residential and commercial needs.

B. The FLA recognizes that the city receives significant revenue from managed street parking. Furthermore, it is difficult to evaluate the impact of complete streets policy on parking revenue in specific areas without further detail on individual projects. However, a quality comprehensive plan should identify zones where increased pricing may mitigate revenue loss due to parking removal.

Coupling complete street policies with mass transit improvements implies that, holding all else equal, the city should see reductions in the long run per capita demand for both automobiles and per capita demand for street parking or off-street facilities.

Lastly, it is important to note that publicly owned off-street parking facilities in the downtown area subsidize automobile travel for Baltimore and non-Baltimore residents. If the city commits to complete streets implementation, the city should strongly consider leaving the construction of additional off street facilities to the private market.

Topic 2: Expenses

PABC Comment:

A. Concern regarding parking study costs needed for complete streets implementation.
B. Concern regarding expenses for additional equipment.

Fiscal Note:

A. PABC did not provide information regarding the current cost of parking studies or how often they are undertaken. However, it is important to note that developing a complete streets design guide for the entire city provides an opportunity to evaluate the impact of complete streets on municipal parking revenue.
B. PABC did not specify what additional equipment may be necessary. Therefore, the FLA has no further comment

Topic 3: Typologies and Zone Restrictions

PABC Comment:

A. Stated "parking should be affirmatively referenced under considerations in §40-38 STREET TYPOLOGIES.
B. Concern about limiting loading zone restrictions. Loading zones are administered by PABC and are essential for both businesses and public gathering operations.

Fiscal Note:

A. The FLA concurs with PABC's suggestion.
B. Loading zones are listed in §40-38 STREET TYPOLOGIES of Bill 17-0102. Therefore, it is the expectation of the FLA that a quality complete streets design manual would account for need loading zones.

5. Department of Planning

Department Assessment: "The Office of Sustainability therefore supports the framework and intent of City Council Bill #17-0102/COMPLETE STREETS."[33]

Summary: Planning calls attention to The Baltimore Sustainability Plan as approved by the City Council on March 2, 2009.[34] The Department of Planning states that the intent of Bill 17-0102 addresses strategies from four of the five "Transportation Goals" in the Sustainability Plan. Those goals and strategies are found in the below Table 26. Furthermore, Planning states that the intent of the bill meets transportation goals outlined in the 2018 sustainability plan.

Table 26: Transportation Goals and Strategies

Goals	Strategies
Improve public transit services	C. Work with the MTA to expand QuickBuses to more high-volume transit corridors. E. Work with the MTA to develop and implement an ideal transit service profile for MTA routes.
Make Baltimore bicycle and pedestrian friendly	A. Implement the Baltimore Bicycle Master Plan. F. Improve public infrastructure for cyclists and pedestrians.
Measure and improve the equity of transportation	A. Track the disparity of transportation costs by neighborhood relative to income. B. Identify strategies to reduce the disparity in cost of transportation relative to income.
Increase transportation funding for sustainable modes of travel	A. Advocate for more funding for transit and sustainable transportation. B. Implement goals of Mayor's Transportation Investment Commission (ITC) report. C. Explore options for a new regional transit funding source and a larger local role in managing the MTA. D. Expand eligible expenses under sustainable transportation programs. E. Advocate shifting funding from roadway capacity expansion to transit, bicycling, and walking projects.

Table 27: Fiscal Notes on the Planning Agency Report

Accountability
The Fiscal Legislative Analyst concurs that the intent of a quality complete streets policy guide would address above listed strategies. However, the degree to which any of these transportation goals is achieved is dependent on the level of departmental coordination, policy implementation, and institutional accountability. Please see *Section 7: Fiscal Notes on Bill 17-0102* for further comments.

[33] Memo RE: City Council Bill #17-0102/Complete Streets (McNeilly 2018)
[34] The Baltimore Sustainability Plan (2009)

6. The Department of Public Works

Department Assessment: DPW "respectfully requests that the points raised in this report be taken into consideration during the deliberations surrounding City Council Bill 17-0102." [35]

Summary: DPW is responsible for planning, constructing and maintaining the city's transportation infrastructure and is supportive of interagency cooperation project prioritization and equitable community engagement. However, DPW raises the points found in the below Table 28. For reader convenience, the Fiscal Analyst has categorized DPW remarks and included Fiscal Notes.

Table 28: PDW Comments and Fiscal Notes on the PDW Agency Report

Topic 1: Right-of-Way Access
DPW Comment:
Complete Street guidelines will impact rights-of-way, as such, any adopted design guide should allow DPW to retain access to its water, wastewater and stormwater utilities in order to perform its maintenance, repair, and replacement functions
Fiscal Note:
The Fiscal Legislative Analyst concurs with DPW's comments that a design guide should allow the department to retain access to the above mentioned utilities.
Topic 2: Stormwater and Green Infrastructure
DPW Comment:
DPW supports §40-38.B.9 and B.10 separate treatment of stormwater management and green infrastructure. Furthermore, DPW notes the importance of considering both above- and below- ground stormwater management facilities when designing complete streets.
Fiscal Note:
The FLA has no additional comments.
Topic 3: Stormwater Guide
DPW Comment:
DPW suggests including the "Urban Street Stormwater Guide" produced by the National Association of City Transportation Officials as a reference document in §40-30.1.
Fiscal Note:
The FLA concurs and has no additional comments.
Topic 4: Street Sweeping
DPW Comment:
DPW states that street sweeping is essential to city cleanliness and compliance with its Municipal Separate Storm Sewer System (MS4) permit (For more information see the EPA's website on the topic).[36] Therefore, DPW requests the inclusion of street sweeping routes in §40-38 STREET TYPOLOGIES.
Fiscal Note:
The FLA concurs with DOT that street sweeping routes be included in §40-38 STREET TYPOLOGIES.
Topic 4: Turn Radii
DPW Comment:
DPW calls attention to the fact that street and alley width as well as turn radii are important for the operation of solid waste collection vehicles, snow plows and other utility vehicles.

[35] RE: City Council Bill 17-0102 (Chow 2018)
[36] Stormwater Discharges from Municipal Sources (2018)

Table 28: PDW Comments and Fiscal Notes on the PDW Agency Report

Fiscal Note:
The FLA as no comment on turn radii policy, and instead defers to DPW and industry experts.
Topic 5: Trash and Recycling
DPW Comment:
For collection purposes, DPW requests that sidewalk width restrictions include exemptions for trash and recycling receptacles.
Fiscal Note:
The FLA does not take a position on the above trash and recycling comments. Therefore, it defers to DPW, DOT, Planning and relevant experts for determining and implementing best practices.
Topic 6: Clarity
DPW Comment:
DPW expresses concern over the lack of definition of "infrastructure" in §40-47. Without clearly defining infrastructure data, DPW is uncertain about its data reporting responsibilities.
Fiscal Note:
The FLA concurs with DOT's assessment of bill clarity as it relates to the definition of "infrastructure." Please see *Section 7: Fiscal Notes on Bill 17-0102* for further comments on bill text clarity.

7. The Department of Transportation

Department Assessment: DOT "respectfully favors City Council Bill 17-0102; however, with amendments to be further discussed…" Furthermore, DOT states that "this legislation, as written, will put significant constraints on daily operations."[37]

Summary: DOT expressed strong support for the "Complete Streets concept" and remains committed to developing a robust multi-modal transportation network that safely and efficiently serves pedestrians, bicyclists, transit users, freight, and cars. To provide context to the department's position on Bill 17-0102, DOT discussed recent initiatives, ongoing projects, and future plans. This information is presented in the below Table 29.

Despite support of complete streets policy, the department expressed concerns regarding the financial impact of Bill 17-0102 to DOT and partnering agency's operations and capital budgets. Specifically, DOT raised multiple concerns regarding costs and funding. Please see the below Table 30. For reader convenience, the Fiscal Analyst has categorized DPW remarks and included Fiscal Notes.

Table 29: DOT Projects

Topic	Actions
	Recent Projects (Multi-Modal Transportation Network)
Improved transit access	A. Construction of new priority bus lanes and transit signal priority B. Installation of 200 improved bus pads in the past 2 years C. Coordination with MTA on various projects that will improve transit access

[37] Memo RE: City Council Bill Report 17-0102 (Pourciau 2018)

Table 29: DOT Projects

Topic	Actions
	Recent Projects (Multi-Modal Transportation Network)
Improved freight access	Construction of a new Broening Highway using TIGER grant funding. Project included a complete streets component to ensure trucks are not traveling through residential areas.
Improved pedestrian Access	Completion of 16 intersection improvements designed to enhance safety for pedestrians by narrowing travel lanes, slowing turning vehicles and shortening crossing distances for pedestrians.
	Ongoing Work (Maintenance)
Streets	A. Street resurfacing
Public Right-of-way	A. Sidewalk and curb ramp repairs B. Identifying scheduled projects where there may be an opportunity to implement complete street elements such as bike lanes.
	Future Work (Comprehensive Transportation Plan)
Public Space and Rights-of-way	A. Analyze the city's public space and rights-of-ways. B. Evaluate opportunities for public space investments.
Safety	Address pressing safety issues.
Infrastructure	A. Identifying the needs of decaying infrastructure and technology. B. Examining financial constraints to aid in the prioritization of investment dollars.
Evaluation	A. Establish performance measurements. B. Create recommendations on a multimodal transportation network

Notes: Please see the below for blah

Table 30: DOT Comments and Fiscal Notes on the DOT Agency Report

Topic 1: Consultant Costs

DOT Comment:

The bill requires hiring consultants for technical expertise.

Fiscal Note:

The Fiscal Legislative Analyst concurs that producing a complete streets manual will require hiring outside consultants. As stated in above, both BBMR and the FLA expect such a report to cost around $500,000.

Topic 2: Staffing Costs

DOT Comment:

The bill requires new full-time staff to coordinate and facilitate the proposed coordinating council as well as manage all associated reporting and programmatic requirements.

Fiscal Note:

Please see *Section 7: Fiscal Notes on Bill 17-0102* for further comments on staffing. The FLA is not convinced that a coordinating council is the optimal method of ensuring complete streets accountability.

Table 30: DOT Comments and Fiscal Notes on the DOT Agency Report

Topic 3: Project Costs

DPW Comment:

A. Efforts will have a significant impact on existing and future infrastructure projects resulting in estimated additional ongoing costs of over 5-25% of project costs, or $5 million annually, due to adding features that may require relocation of existing utilities or requiring changes to existing designs.
B. The Department is committed to implementing Complete Streets; however, this legislation as written will require more than standard funding to be expensed, taking away from regular, essential maintenance demands and critical infrastructure improvements that typically take precedence.

Fiscal Note:

The FLA acknowledges that some complete street projects can be costly. However, many projects are relatively inexpensive, especially when coupled with Federal grant dollars. Furthermore, less expensive projects such as road or lane diets do not require the significant expense of relocating existing utilities or curb lanes.

The FLA is currently unconvinced by DOT's projected costs, especially since projections are not presented with accompanying research. DOT currently has two active Complete Streets Plans, (1) The Southeast Baltimore Complete Streets Plan, and (2) The South Baltimore Complete Streets Plan. The FLA respectfully believes that DOT could be more forthcoming about the current costs of complete street projects.

Lastly, the FLA acknowledges that some portions of Bill 17-0102 may be over prescriptive in some aspects. However, current legislation, Mayor and City Council Resolution 10-27, and the internal DOT Complete Streets Policy already require DOT to implement Complete Streets projects. To promote equity, the FLA believes that the city should not limit complete streets planning to two regions of the city.

Topic 4: Funding

DPW Comment:

A. While infrastructure repair demands have been consistent or increasing, federal and state funding for such improvements have decreased over the years.
B. The legislation does not propose any additional funding sources to be added for Complete Streets improvements, which will impact existing limited and dwindling resources.
C. New Sources of funding are needed to ensure enhanced Complete Streets implementation.

Fiscal Note:

Although there have been changes to federal and state funding, the Adopted DOT budget has increased each of the last five fiscal years (See Table 21). Additionally, the adopted budget allocation for Service 683: Street Management has increased by nearly $5 million over the last five years. Although, there are competing interests for project funding, DOT has not presented a compelling argument as to why complete streets implementation, which is currently mandated by existing legislation, is not feasible.

DOT has not recently provided data regarding complete streets implementation as is required by Mayor and City Council Resolution 10-27. Furthermore, the department has not provided examples of grants applied for yet not received. Although additional funds may ultimately be needed for complete street implementation, it is important to note that DOT is currently overseeing the implementation of complete streets in two regions of the city. Fiscal fairness and equity requires that all residents receive an opportunity to consider complete street elements in their respective neighborhoods.

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Section End

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Section 7: Fiscal Notes on Bill 17-0102

Section Summary

Fiscal Score: Amendments Recommended *(Positive)*

The Fiscal Legislative Analyst has respectfully taken the executive agency reports into advisement in its review of Bill 17-0102. The office issues a score of: **Amendments Recommended *(Positive)***. This score indicates that the bill is viewed positively; however, changes are recommended. Numerous city documents strongly indicate that complete streets is a policy topic that aligns to city economic, and quality of life goals. Furthermore, previous legislation, Mayor and City Council Resolution 10-27 (Bill 09-0433), requires complete street elements as a part of city planning. Bill 17-0102 would strengthen previous legislation by adding complete streets stipulations to the city code. Additionally, the Bill 17-0102 calls for funding a Comprehensive Complete Streets Design Guide, which would satisfy the demands of many city plans.

Despite these merits, amendments are recommended to align the current bill to city financial goals which includes identifying funding sources for all short- and long-term expenditures. Additionally, adjustments are recommended to ensure that the impact of Bill 17-0102 is limited to the policy topic under consideration. Please see the score explanation and recommendations for further details.

Table 31: Fiscal Legislative Analyst Scoring Rubric

			Budget Analysis	
Score	Policy Topic	Fiscal Impact	Short Term	Long Term
Favorable	Policy topic furthers city economic, equity, financial and quality of life goals.	Precise language. Fiscal impacts are limited to policy topic under consideration.	All one-time expenses have an identified funding source.	All recurring expenses have identified funding sources.
Amendments Recommended *(Positive)*	Policy topic aligns to city economic, equity, financial and quality of life goals.	Clarity needed to limit fiscal impacts to policy topic under consideration.	Funding sources for one-time expenses have not yet been identified.	Funding sources for recurring expenses have not yet been identified.
Amendments Recommended *(Negative)*	Policy topic does not align to city goals.	Imprecise language. Bill has significant fiscal impacts outside policy topic in consideration.	Funding sources for one-time expenses are unlikely to be identified.	Funding sources for recurring expenses are unlikely to be identified.
Oppose	Policy topic is in opposition to city goals.	Imprecise language. Bill has negative fiscal impacts outside policy topic in consideration.	There are no funding sources that should be used for recurring expenses.	There are no funding sources that should be used for recurring expenses.

Note: Table from Fiscal Legislative Analyst Review Document Updated: April 23, 2018

Score Explanation

Policy Topic

Adopting a complete streets design guide, implementing complete streets elements in the city, and developing accountability mechanisms are policy goals that align to numerous Baltimore priorities and are outlined in many city documents. A quality complete streets design manual and clear implementation guidelines have the strong potential to further the economic, financial, equity, and quality of life goals for the City of Baltimore.

Table 32: Fiscal Note: Policy Topic
Score: Policy topic aligns to city economic, equity, financial, and quality of life goals.

Topic	Reasoning
Economic	Complete streets projects make communities more walkable and amendable for commerce in urban areas and help recruit new residents. The Baltimore Downtown Open Space Plan, The Southeast Baltimore Complete Streets Plan cite complete streets as furthering business development. Additionally, implementing complete streets projects keeps Baltimore competitive with other Eastern Seaboard cities that are investing in the walkability of their urban areas.
Equity	Complete streets elements facilitate transportation in low-income areas as well as neighborhoods historically disadvantage by discriminatory urban planning. Furthermore, complete streets adapt public spaces to serve the needs of people of all ages and all physical abilities.
Financial	Complete streets policies invest municipal dollars effectively by putting tax revenue toward projects that improve short- and long-term social welfare for all transit users. Furthermore, it is less costly to incorporate complete street projects as part of ongoing maintenance rather than as stand-alone projects. Despite these strong points, there are still fiscal impacts and cost concerns that need to be addressed. It is not clear that a coordinating council is the best expenditure for accountability and complete streets implementation. Additionally, short- and long-term expenditures do not yet have funding sources identified.
Quality of Life	Complete streets provide residents with more public spaces and safe access between existing public infrastructure.

Fiscal Impact

The Fiscal Legislative Analyst separates Fiscal Impact from Budget Analysis to highlight the fact that a bill may contain imprecise language that might subject the city to unknown financial obligations. The below table list the concerns of the FLA by section.

Table 32: Fiscal Note: Fiscal Impact
Score: Clarity needed to limit fiscal impacts to policy topic under consideration

Section	Concern
Part II. Complete Streets Transportation System § 40-29 to § 40-15	The FLA is concerned that instructing the DOT to "construct and operate a comprehensive complete streets transportation system" is vague and could potentially suggest the city must create and fund a second, separately administered transportation system.

Table 32: Fiscal Note: Fiscal Impact
Score: Clarity needed to limit fiscal impacts to policy topic under consideration

Section	Concern
	Rather, more precise language might state, "DOT must incorporate complete streets priorities into relevant transportation system projects." Similarly, language could state that DOT must, "Construct a comprehensive complete streets network."
§ 40-29 Lane Widths	The FLA is concerned about the inclusion of language that prescribes lane widths in city code. It seems more appropriate to adopt a comprehensive complete street design guide that categorizes all city streets and flexibly considers the needs of neighborhoods. The FLA believes adoption of a rigorous design guide can effectively utilize a variety of complete street design practices including narrow vehicle lanes to achieve shared multi-modal transit without a one size fits all road prescription in city code. The FLA is concerned with unforeseen costs associated with a one size fits all road prescription.
§ 40-39 (B) Equity Gap Analysis	The FLA is concerned by the lack of definition of "Equity Gap Analysis." The FLA strongly concurs that equity should be an important consideration in the allocation of infrastructure dollars. However, the current text does not stipulate which factors should be considered in the equity gap analysis. Also, the bill's text neither states whether an analysis is required for each project or only during regularly time intervals when the complete streets design guide is updated. Lastly, the bill does not state how the equity gap analysis must be used or how an equity measure will be compared to other measures during decision making.
§ 40-47 (c) Commute Times	The FLA notes that the America Community Survey data is not released contemporaneously with Fiscal Years. As such, the ACS is unlikely to provide current estimates about community times.
§ 40-47 (E) (1) In General The annual Report Must Measure:	The FLA is concerned that "the amount of infrastructure" is vague as transportation infrastructure is very broad. To maximize employee productiveness, it may be best to limit infrastructure reporting to topics relative directly complete street projects.
§ 40-47 (F) Business Vacancy	The FLA is not currently aware of whether this data is collected and stored for easy consumption by the city. Obtaining such data may require an additional allocation of funding.

Budget Analysis – Short Term

Relying on both independent research and the Finance Department Agency Report, the FLA agrees that a $500,000.00 consulting contract will be necessary to complete a complete streets design manual. As mentioned, a funding source for this consulting fee has not yet been identified. However, the FLA views such a one-time expenditure as a much needed and necessary expenditure. Currently two regions of the city have complete street plans. To promote equitable growth and fair allocation of infrastructure dollars, Baltimore should identify funds to develop a comprehensive complete streets design guide for all city streets.

Budget Analysis – Long Term

Increased Operating Costs - It is evident that implementing complete streets elements will increase the total cost of annual street projects. However, it is not clear that such cost increases will necessitate a reduction of service to maintain a balanced budget or an increase in tax revenue to maintain the current

level of service. The degree to which low-cost, high-impact projects, such as road diets, would affect the street management budget is dependent on the DOT's ability to obtain Federal transportation grant dollars.

Furthermore in the absence of Federal dollars, the FLA believes that reducing the quantity of transportation projects to accommodate complete street projects may be worth the investment. In addition to health, safety, and quality of life advantages, complete streets make urban areas more attractive to live, they encourage people to spend more time in local business districts, and may decrease the average wear and tear on new infrastructure.

Lastly, the city does not currently seem to be fairly implementing complete streets priorities. Complete streets investment can have positive impacts on health, safety, and quality of life as well as on private property values. If Baltimore is going to allocate tax payer dollars to complete streets projects in two portions of the city, it has an obligation to adopt a comprehensive complete street design manual and expand such projects to other neighborhoods. If not, current complete streets policy implementation has the potential to increase inequality across the city rather than address historical inequities.

Increased Employment Costs – The FLA concurs with both BBMR and DOT's findings that the establishment of a complete streets coordinating council will require additional full time staffing. The FLA defers to BBMR's cost estimates for these positions, and believes that such expenditures are not the best use of city funds. The FLA believes that the coordinating council creates an additional unnecessary layer of bureaucracy without significant planning or accountability gains. Currently, major capital projects must be approved by the Planning Commission, the Board of Estimates, and the City Council. Each of these voting bodies provide ample opportunity for public accountability.

If funds could be identified, the FLA would support the creation of a "Director of Complete Streets" and a "Complete Streets Policy and Data Analyst." Such positions could be responsible for assessing community priorities, securing grant money, and compiling the annual complete streets report required by Resolution 10-27 and Bill 17-0102. However before such positions are considered, the FLA is interested in whether the responsibilities can be allocated across existing Planning and DOT staff.

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Section End

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Section 8: Appendix

Appendix Table 1: Seven Year Fiscal Analysis – DOT Budget Fund Sources (Adopted Budget)

Appendix Table 1: DOT Budget Fund Sources (Adopted Budget)

Fund Names	FY12 Adopted	FY13 Adopted	FY14 Adopted	FY15 Adopted	FY16 Adopted	FY17 Adopted	FY18 Adopted
Conduit Enterprise	$5,868,339	$7,656,506	$7,843,083	$7,847,381	$7,894,757	$16,000,000	$11,746,671
Federal	$5,013,401	$5,400,202	$1,604,068	$3,647,766	$1,447,485	$1,615,412	$1,642,698
General	$13,198,614	$90,932,000	$96,476,798	$97,680,265	$100,338,643	$104,550,672	$119,713,419
Internal Service	$0	$0	$0	$0	$0	$0	$0
Motor Vehicle	$79,722,321	$0	$0	$0	$0	$0	$0
Parking Enterprise	$33,740,204	$33,565,983	$35,445,338	$29,053,457	$28,750,780	$31,780,518	$33,222,138
Parking Management	$17,721,906	$20,017,664	$20,293,483	$22,197,956	$24,443,494	$24,775,005	$25,642,970
Special	$10,641,260	$10,885,193	$10,776,278	$9,561,677	$9,398,357	$17,403,971	$10,341,885
State	$80,000	$239,672	$448,647	$3,278,014	$2,914,662	$4,072,617	$4,071,216
Total	**$165,986,045**	**$168,697,220**	**$172,887,695**	**$173,266,516**	**$175,188,178**	**$200,198,195**	**$206,380,997**

Notes:

Adopted Budget = Budget as adopted by the City Council
Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

Appendix Table 2: Seven Year Fiscal Analysis – DOT Budget Fund Sources (Adjusted Budget)

Appendix Table 2: DOT Budget Fund Sources (Adjusted Budget)

Fund Names	FY12 Adjusted	FY13 Adjusted	FY14 Adjusted	FY15 Adjusted	FY16 Adjusted	FY17 Adjusted	FY18 Adopted
Conduit Enterprise	$5,868,339	$7,656,506	$7,843,083	$7,847,381	$7,894,757	$16,000,000	$11,746,671
Federal	$5,013,401	$5,400,202	$1,604,068	$3,647,766	$1,447,485	$1,615,412	$1,642,698
General	$13,198,614	$90,932,000	$130,782,659	$104,180,265	$140,338,643	$104,350,672	$119,713,419
Internal Service	$0	$0	$0	$0	$0	$0	$0
Motor Vehicle	$81,367,321	$0	$0	$0	$0	$0	$0
Parking Enterprise	$33,740,204	$33,565,983	$35,445,338	$29,053,457	$28,750,780	$31,780,518	$33,222,138
Parking Management	$17,721,906	$20,017,664	$20,293,483	$22,197,956	$24,443,494	$24,775,005	$25,642,970
Special	$10,641,260	$10,885,193	$10,776,278	$9,561,677	$9,398,357	$17,403,971	$10,341,885
State	$80,000	$239,672	$448,647	$3,278,014	$2,914,662	$4,072,617	$4,071,216
Total	**$167,631,045**	**$168,697,220**	**$207,193,556**	**$179,766,516**	**$215,188,178**	**$199,998,195**	**$206,380,997**

Notes:

Adopted Budget = Budget as adopted by the City Council
Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

Appendix Table 3: Seven Year Fiscal Analysis – DOT Budget Fund Sources (BAPS Actuals Budget)

Appendix Table 3: DOT Budget Fund Sources (BAPS Actual Budget)

Fund Names	FY12 Actual	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Adopted
Conduit Enterprise	$7,674,463	$7,615,500	$7,433,546	$8,214,634	$11,017,799	$11,916,831	$11,746,671
Federal	$3,420,965	$3,257,104	$997,641	$226,660	$501,719	$578,239	$1,642,698
General	$13,348,871	$92,273,992	$111,666,345	$121,914,445	$138,845,959	$103,604,081	$119,713,419
Internal Service	$0	$0	$0	$0	$0	$0	$0
Motor Vehicle	$83,708,740	($29,861)	$0	$0	$0	$0	$0
Parking Enterprise	$28,328,599	$28,830,752	$30,586,478	$27,542,889	$28,375,391	$34,616,955	$33,222,138
Parking Management	$16,729,905	$19,715,328	$21,099,183	$22,447,866	$23,365,336	$22,783,379	$25,642,970
Special	$16,379,299	$8,902,000	$9,345,061	$11,936,382	$5,905,112	$5,481,849	$10,341,885
State	$44,272	$80,879	($240,542)	$429,611	$68,598	$559,273	$4,071,216
Total	**$169,635,114**	**$160,645,694**	**$180,887,712**	**$192,712,487**	**$208,079,914**	**$179,540,607**	**$206,380,997**

Notes:

Adopted Budget = Budget as adopted by the City Council
Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

Appendix Table 4: Seven Year Fiscal Analysis – DOT Budget Fund Sources (Net Actuals Budget)

Appendix Table 4: DOT Budget Fund Sources (Net Actual Budget)

Fund Names	FY12 Actual	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Adopted
Conduit Enterprise	$8,739,357	$7,678,179	$7,293,091	$8,155,558	$9,254,913	$11,916,831	$11,746,671
Federal	$3,434,687	$3,260,492	$919,325	$316,466	$375,351	$578,239	$1,642,698
General	$13,020,645	$91,300,096	$130,780,127	$102,318,319	$139,245,960	$104,563,717	$119,713,419
Internal Service	$0	$0	$0	$0	$1,250,000	($1,250,000)	$0
Motor Vehicle	$81,364,277	$589,746	($619,607)	($1,189,110)	$235,713	$0	$0
Parking Enterprise	$28,963,100	$28,653,356	$30,599,303	$31,269,945	$14,515,346	$34,647,080	$33,222,138
Parking Management	$18,419,578	$17,981,891	$20,578,226	$24,345,390	$20,504,363	$22,783,379	$25,642,970
Special	$16,289,420	$8,375,971	$9,406,755	$12,912,641	$3,744,775	$5,481,849	$10,341,885
State	$49,668	$82,128	($242,457)	$430,499	$57,930	$559,273	$4,071,216
Total	**$170,280,732**	**$157,921,859**	**$198,714,763**	**$178,559,708**	**$189,184,351**	**$179,280,368**	**$206,380,997**

Notes:

Adopted Budget = Budget as adopted by the City Council
Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

Appendix Table 5: Seven Year Fiscal Analysis – DOT Budget Service Allocations (Adopted Budget)

Appendix Table 5: DOT Budget Service Allocations (Adopted Budget)

ID	Service Name	FY12 Adopted	FY13 Adopted	FY14 Adopted	FY15 Adopted	FY16 Adopted	FY17 Adopted	FY18 Adopted
195	Towing	$0	$0	$0	$0	$0	$0	$0
230	Administration	$0	$0	$0	$0	$0	$0	$0
231	Traffic Engineering	$0	$0	$0	$0	$0	$0	$0
232	Parking	$0	$0	$0	$0	$0	$0	$0
233	Traffic Signals	$0	$0	$0	$0	$0	$0	$0
234	Transit and Marine Services	$0	0$0	$0	$0	$0	$0	$0
235	Parking Enforcement	$0	$0	$0	$0	$0	$0	$0
238	School Crossing Guards	$0	$0	$0	$0	$0	$0	$0
239	Traffic Safety	$0	$0	$0	$0	$0	$0	$0
500	Street Lighting	$20,799,626	$17,244,964	$17,254,463	$16,555,147	$18,100,320	$19,187,612	$23,173,562
501	Highway Maintenance	$0	$0	$0	$0	$0	$0	$0
503	Engineering and Construction	$0	$0	$0	$0	$0	$0	$0
548	Conduits	$5,868,339	$7,539,639	$7,843,083	$7,778,357	$7,894,757	$16,000,000	$11,746,671
580	Parking Enterprise Facilities	$0	$0	$0	$0	$0	$0	$0
681	Administration - DOT	$7,166,556	$8,143,104	$10,638,034	$11,128,413	$8,789,396	$9,449,950	$10,491,856
682	Parking Management	$39,603,427	$40,846,544	$43,035,035	$38,028,829	$38,562,934	$41,854,893	$43,935,182
683	Street Management	$26,817,861	$29,025,668	$27,222,944	$31,442,086	$28,675,601	$31,736,764	$32,208,573
684	Traffic Management	$13,030,490	$13,033,777	$13,640,901	$13,396,578	$12,280,239	$12,425,870	$12,039,183
685	Special Events	$501,707	$526,859	$522,741	$526,330	$471,977	$1,352,974	$1,359,799
687	Inner Harbor Services - Transportation	$1,181,798	$856,272	$873,906	$860,612	$925,027	$1,352,622	$1,414,649
688	Snow and Ice Control	$3,000,000	$2,703,772	$2,751,330	$2,793,249	$2,864,399	$6,341,931	$6,550,000
689	Vehicle Impounding and Disposal	$8,193,981	$7,742,560	$7,850,007	$7,755,227	$7,634,293	$7,600,611	$7,721,493
690	Sustainable Transportation	$7,599,012	$8,317,040	$8,509,416	$12,555,238	$13,293,010	$19,554,062	$19,562,708
691	Public Rights-of-Way Landscape Management	$1,909,945	$2,714,770	$2,553,953	$2,997,925	$3,856,516	$3,402,284	$4,096,306

Appendix Table 5: DOT Budget Service Allocations (Adopted Budget)

ID	Service Name	FY12 Adopted	FY13 Adopted	FY14 Adopted	FY15 Adopted	FY16 Adopted	FY17 Adopted	FY18 Adopted
692	Bridge and Culvert Management	$1,995,418	$2,435,276	$3,026,198	$2,799,441	$3,321,075	$3,159,212	$3,349,772
693	Parking Enforcement	$11,858,683	$12,373,590	$12,340,365	$12,842,545	$14,631,340	$14,784,630	$14,974,926
694	Survey Control	$0	$92,065	$796,619	$666,657	$744,881	$528,866	$515,245
695	Dock Master	$259,089	$265,420	$246,947	$257,288	$264,661	$280,783	$259,329
696	Street Cuts Management	$715,252	$919,005	$871,656	$885,450	$891,633	$940,355	$965,832
697	Traffic Safety	$15,484,861	$13,916,895	$12,910,097	$6,525,286	$8,675,068	$7,849,908	$9,477,031
727	Real Property Management	$0	$0	$0	$2,704,344	$1,668,245	$2,394,868	$2,538,880
729	Real Property Database Management	$0	$0	$0	$767,514	$725,266	$0	$0
735	Special Events	$0	$0	$0	$0	$917,540	$0	$0
	Total	**$165,986,045**	**$168,697,220**	**$172,887,695**	**$173,266,516**	**$175,188,178**	**$200,198,195**	**$206,380,997**

Notes:

Adopted Budget = Budget as adopted by the City Council
Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

Appendix Table 6: Seven Year Fiscal Analysis – DOT Budget Service Allocations (Adjusted Budget)

Appendix Table 6: DOT Budget Service Allocations (Adjusted Budget)

ID	Service Name	FY12 Adjusted	FY13 Adjusted	FY14 Adjusted	FY15 Adjusted	FY16 Adjusted	FY17 Adjusted	FY18 Adopted
195	Towing	$0	$0	$0	$0	$0	$0	$0
230	Administration	$0	$0	$0	$0	$0	$0	$0
231	Traffic Engineering	$0	$0	$0	$0	$0	$0	$0
232	Parking	$0	$0	$0	$0	$0	$0	$0
233	Traffic Signals	$0	$0	$0	$0	$0	$0	$0
234	Transit and Marine Services	$0	$0	$0	$0	$0	$0	$0
235	Parking Enforcement	$0	$0	$0	$0	$0	$0	$0
238	School Crossing Guards	$0	$0	$0	$0	$0	$0	$0
239	Traffic Safety	$0	$0	$0	$0	$0	$0	$0
500	Street Lighting	$20,799,626	$17,244,964	$19,754,463	$16,555,147	$18,100,320	$19,187,612	$23,173,562
501	Highway Maintenance	$0	$0	$0	$0	$0	$0	$0
503	Engineering and Construction	$0	$0	$0	$0	$0	$0	$0
548	Conduits	$5,868,339	$7,539,639	$7,843,083	$7,778,357	$7,894,757	$16,000,000	$11,746,671
580	Parking Enterprise Facilities	$0	$0	$0	$0	$0	$0	$0
681	Administration - DOT	$7,166,556	$8,143,104	$10,561,571	$11,128,413	$8,789,396	$9,419,950	$10,491,856
682	Parking Management	$39,603,427	$40,846,544	$43,035,035	$38,028,829	$38,562,934	$41,854,893	$43,935,182
683	Street Management	$26,817,861	$29,025,668	$46,605,268	$31,442,086	$28,675,601	$31,736,764	$32,208,573
684	Traffic Management	$13,030,490	$13,033,777	$13,640,901	$13,396,578	$12,280,239	$12,425,870	$12,039,183
685	Special Events	$2,146,707	$526,859	$522,741	$526,330	$471,977	$1,352,974	$1,359,799
687	Inner Harbor Services - Transportation	$1,181,798	$856,272	$873,906	$860,612	$925,027	$1,352,622	$1,414,649
688	Snow and Ice Control	$3,000,000	$2,703,772	$15,251,330	$9,293,249	$42,864,399	$6,341,931	$6,550,000
689	Vehicle Impounding and Disposal	$8,193,981	$7,742,560	$7,850,007	$7,755,227	$7,634,293	$7,600,611	$7,721,493
690	Sustainable Transportation	$7,599,012	$8,317,040	$8,509,416	$12,555,238	$13,293,010	$19,554,062	$19,562,708

Appendix Table 6: DOT Budget Service Allocations (Adjusted Budget)

ID	Service Name	FY12 Adjusted	FY13 Adjusted	FY14 Adjusted	FY15 Adjusted	FY16 Adjusted	FY17 Adjusted	FY18 Adopted
691	Public Rights-of-Way Landscape Management	$1,909,945	$2,714,770	$2,553,953	$2,997,925	$3,856,516	$3,402,284	$4,096,306
692	Bridge and Culvert Management	$1,995,418	$2,435,276	$3,026,198	$2,799,441	$3,321,075	$2,989,212	$3,349,772
693	Parking Enforcement	$11,858,683	$12,373,590	$12,340,365	$12,842,545	$14,631,340	$14,784,630	$14,974,926
694	Survey Control	$0	$92,065	$796,619	$666,657	$744,881	$528,866	$515,245
695	Dock Master	$259,089	$265,420	$246,947	$257,288	$264,661	$280,783	$259,329
696	Street Cuts Management	$715,252	$919,005	$871,656	$885,450	$891,633	$940,355	$965,832
697	Traffic Safety	$15,484,861	$13,916,895	$12,910,097	$6,525,286	$8,675,068	$7,849,908	$9,477,031
727	Real Property Management	$0	$0	$0	$2,704,344	$1,668,245	$2,394,868	$2,538,880
729	Real Property Database Management	$0	$0	$0	$767,514	$725,266	$0	$0
735	Special Events	$0	$0	$0	$0	$917,540	$0	$0
	Total	**$167,631,045**	**$168,697,220**	**$207,193,556**	**$179,766,516**	**$215,188,178**	**$199,998,195**	**$206,380,997**

Notes:

Adopted Budget = Budget as adopted by the City Council
Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

Appendix Table 7: Seven Year Fiscal Analysis – DOT Budget Service Allocations (BAPS Actuals Budget)

Appendix Table 7: DOT Budget Service Allocations (BAPS Actuals Budget)

ID	Service Name	FY12 Actual	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Adopted
195	Towing	$0	$0	$0	$0	$0	$0	$0
230	Administration	$344,186	$15,651	$1,896	$1,442	$7,007	($17,540)	$0
231	Traffic Engineering	$56,311	$56,986	$5,304	($4,399)	$1,575	($22,183)	$0
232	Parking	$101,808	$157,470	$177,080	$115,388	$874,781	($603,534)	$0
233	Traffic Signals	$521,474	$963,933	$31,241	$1,058,628	$2,179,914	$1,356,517	$0
234	Transit and Marine Services	$588,637	$571,648	$54	$573,800	$573,794	$367	$0
235	Parking Enforcement	$109,430	$8,468	$10	$2,757	($107)	($272)	$0
238	School Crossing Guards	$0	$0	$0	$0	$92	$0	$0
239	Traffic Safety	$45,322	$439	$0	$0	($800)	$0	$0
500	Street Lighting	$21,807,118	$20,679,362	$20,502,314	$19,731,591	$23,148,325	$22,969,218	$23,173,562
501	Highway Maintenance	$153,085	$355,292	$42,094	$113,513	$397,591	$420,675	$0
503	Engineering and Construction	$14,858	$16,652	$1,237	$959	$3,044	$3,226	$0
548	Conduits	$7,674,463	$7,498,633	$7,433,546	$8,214,634	$11,017,799	$11,916,831	$11,746,671
580	Parking Enterprise Facilities	$228,734	$852,347	$1,694,882	($1,889,186)	($765,882)	$553,599	$0
681	Administration - DOT	$7,548,717	$7,315,072	$7,674,689	$8,497,137	$8,043,874	$9,016,489	$10,491,856
682	Parking Management	$34,517,343	$35,526,084	$37,015,744	$37,933,781	$38,249,430	$44,326,947	$43,935,182
683	Street Management	$27,606,706	$26,519,916	$28,688,963	$45,788,090	$28,884,815	$32,926,262	$32,208,573
684	Traffic Management	$12,300,473	$5,174,984	$13,706,027	$10,440,166	$8,989,140	$9,921,890	$12,039,183
685	Special Events	$949,413	$925,204	$1,210,381	$1,223,269	$695,206	$195,339	$1,359,799
687	Inner Harbor Services - Transportation	$2,949,811	$1,631,590	$1,502,663	$1,199,175	$1,023,342	$980,896	$1,414,649
688	Snow and Ice Control	$1,510,833	$3,023,253	$13,953,116	$13,909,982	$39,488,991	$6,662,653	$6,550,000
689	Vehicle Impounding and Disposal	$7,449,053	$7,300,670	$7,289,486	$6,891,353	$7,208,059	$7,457,058	$7,721,493
690	Sustainable Transportation	$13,708,099	$12,764,031	$7,042,354	$9,957,978	$9,556,056	$6,197,906	$19,562,708
691	Public Rights-of-Way Landscape Management	$3,808,381	$3,509,470	$4,559,484	$3,516,477	$4,125,788	$4,161,629	$4,096,306

Appendix Table 7: DOT Budget Service Allocations (BAPS Actuals Budget)

ID	Service Name	FY12 Actual	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Adopted
692	Bridge and Culvert Management	$1,669,184	$2,566,418	$2,691,636	$3,376,087	$2,933,908	$3,365,279	$3,349,772
693	Parking Enforcement	$10,101,189	$11,638,198	$12,434,524	$13,447,976	$13,382,505	$13,123,594	$14,974,926
694	Survey Control	$778,586	$666,520	$499,089	$748,937	$606,346	$498,660	$515,245
695	Dock Master	$182,548	$232,454	$235,731	($643,694)	($77,441)	$135,078	$259,329
696	Street Cuts Management	$528,640	$605,352	$503,367	$262,295	$292,872	($269,691)	$965,832
697	Traffic Safety	$12,380,712	$10,069,597	$11,990,800	$5,875,873	$4,944,826	$2,143,916	$9,477,031
727	Real Property Management	$0	$0	$0	$1,771,346	$1,521,653	$2,088,411	$2,538,880
729	Real Property Database Management	$0	$0	$0	$597,132	$598,996	$22,334	$0
735	Special Events	$0	$0	$0	$0	$174,415	$9,053	$0
	Total	**$169,635,114**	**$160,645,694**	**$180,887,712**	**$192,712,487**	**$208,079,914**	**$179,540,607**	**$206,380,997**

Notes:

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Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

Appendix Table 8: Seven Year Fiscal Analysis – DOT Budget Fund Sources (Net Actuals Budget)

Appendix Table 8: DOT Budget Service Allocations (Net Actuals Budget)

ID	Service Name	FY12 Actual	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Adopted
195	Towing	($33,090)	$0	($2,619)	$0	$0	$0	$0
230	Administration	$266,128	($10,613)	$2,073	$912	($46,925)	($17,540)	$0
231	Traffic Engineering	$56,186	$56,986	$1,574	($4,399)	$1,575	($22,183)	$0
232	Parking	$101,808	$158,670	$175,880	$453,866	$419,433	($603,534)	$0
233	Traffic Signals	$521,608	$963,799	$31,241	$1,058,479	$2,180,063	$1,356,517	$0
234	Transit and Marine Services	$588,637	$571,648	$54	$573,800	$508,653	$367	$0
235	Parking Enforcement	$105,069	$7,726	($3,295)	$3,169	($76,024)	($272)	$0
238	School Crossing Guards	$0	$0	$0	$0	$92	$0	$0
239	Traffic Safety	$6,775	($1,662)	($15)	$1	($31,558)	$0	$0
500	Street Lighting	$19,017,242	$20,561,736	$20,596,773	$19,430,708	$21,722,202	$24,906,077	$23,173,562
501	Highway Maintenance	$37,219	$346,080	$37,245	$109,762	$397,591	$420,675	$0
503	Engineering and Construction	$14,858	$17,140	$993	($38,172)	$42,173	$3,226	$0
548	Conduits	$8,739,357	$7,561,312	$7,293,091	$8,155,558	$9,254,913	$11,916,831	$11,746,671
580	Parking Enterprise Facilities	$263,734	$1,163,147	$1,786,767	($1,093,560)	($10,180,862)	$553,599	$0
681	Administration - DOT	$7,819,482	$6,894,070	$7,695,842	$8,621,737	$8,043,874	$9,040,088	$10,491,856
682	Parking Management	$35,622,131	$34,791,884	$36,647,721	$42,439,924	$33,057,669	$43,107,072	$43,935,182
683	Street Management	$27,254,922	$27,019,928	$47,498,005	$26,450,757	$30,549,688	$32,025,287	$32,208,573
684	Traffic Management	$11,560,339	$4,853,634	$13,636,271	$10,663,940	$8,790,030	$9,934,414	$12,039,183
685	Special Events	$928,614	$943,088	$1,216,795	$1,194,469	$695,206	$196,069	$1,359,799
687	Inner Harbor Services - Transportation	$2,840,972	$1,330,671	$1,493,303	$1,207,396	$1,023,342	$981,626	$1,414,649
688	Snow and Ice Control	$2,010,055	$2,138,658	$14,562,582	$13,822,280	$40,488,991	$5,879,495	$6,550,000
689	Vehicle Impounding and Disposal	$7,061,235	$8,335,107	$6,953,636	$7,067,113	$6,464,188	$7,460,007	$7,721,493
690	Sustainable Transportation	$13,409,119	$12,355,714	$7,139,862	$10,909,873	$7,716,568	$6,202,324	$19,562,708

Appendix Table 8: DOT Budget Service Allocations (Net Actuals Budget)

ID	Service Name	FY12 Actual	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Adopted
691	Public Rights-of-Way Landscape Management	$3,802,155	$3,461,217	$4,551,988	$3,515,807	$4,125,788	$4,161,629	$4,096,306
692	Bridge and Culvert Management	$1,710,483	$2,582,555	$2,761,639	$3,316,644	$2,935,197	$3,473,572	$3,349,772
693	Parking Enforcement	$11,289,936	$10,150,307	$12,207,035	$13,431,897	$13,047,693	$13,123,594	$14,974,926
694	Survey Control	$796,626	$650,050	$499,943	$751,433	$606,346	$500,129	$515,245
695	Dock Master	$182,629	$232,273	$236,248	($637,877)	($84,312)	$135,078	$259,329
696	Street Cuts Management	$680,784	$531,602	$504,664	$264,533	$292,872	($192,788)	$965,832
697	Traffic Safety	$13,625,719	$10,255,132	$11,189,467	$4,491,643	$4,944,821	$2,616,273	$9,477,031
727	Real Property Management	$0	$0	$0	$1,781,788	$1,521,653	$2,091,349	$2,538,880
729	Real Property Database Management	$0	$0	$0	$616,227	$598,996	$22,334	$0
735	Special Events	$0	$0	$0	$0	$174,415	$9,053	$0
	Total	**$170,280,732**	**$157,921,859**	**$198,714,763**	**$178,559,708**	**$189,184,351**	**$179,280,368**	**$206,380,997**

Notes:

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Adjusted Budget = New budget after any appropriation adjustment orders or transfer bills
BAPS Actuals Budget = Raw accounting data
Net Actuals Budget = BAPS Actuals budget net any encumbrances

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Section End

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Section End

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Section 10: Contact

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Report End

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Coates, Jennifer

From: Dorsey, Ryan
Sent: Thursday, March 22, 2018 1:38 PM
To: Reisinger, Edward; Coates, Jennifer
Subject: Complete Streets Award
Attachments: Best-Complete-Streets-Initiatives-of-2017_Dorsey_Profile.pdf; ATT00001.htm

Ed and Jennifer,

PDF attached. Here's the award I received yesterday for the policy. It came from Smart Growth America, who is the parent organization to the National Complete Streets Coalition.

If you prefer to open a link, here's one. https://smartgrowthamerica.org/best-complete-streets-initiatives-baltimore-md/

And here's a link to the full report, https://smartgrowthamerica.org/announcing-best-complete-streets-initiatives-2017/, but you have to go through a quick, free sign-up in order to be able to download it.

Best Complete Streets Initiative Profiles

Location: Baltimore, MD Initiative: Complete Streets Champion Ryan Dorsey



Councilman Ryan Dorsey introduces Baltimore's Complete Streets ordinance at a City Council Meeting. Photo courtesy of Bikemore.

Councilman Ryan Dorsey, in collaboration with the advocacy organization Bikemore, drafted a groundbreaking Complete Streets ordinance for the City of Baltimore. The Complete Streets ordinance, if adopted, will introduce stringent, binding requirements to proactively reduce disparities in community engagement, project delivery, and performance measurements. The proposed ordinance is the result of a yearlong stakeholder engagement process that has built a broad coalition of supporters to oversee the adoption and implementation of this ambitious ordinance.



Throughout his tenure as a City Councilman for District 3 in Baltimore, MD, Ryan Dorsey has focused on passing policies that address the root causes of disparities in health, income, and access to resources. Baltimore's transportation system plays a key role in perpetuating these disparities. For decades, the city has prioritized investment in street improvements that predominantly benefit white

suburban commuters, leaving behind communities of color, low-income neighborhoods, and people who depend on walking, biking, or riding public transit to get around the city.

Baltimore passed a Complete Streets resolution back in 2010, but the policy was non-binding, had no enforceable steps for implementation, and didn't address equity in any capacity. Councilman Dorsey recognized that a more equitable distribution of investments in Baltimore's transportation system required a stronger, binding Complete Streets ordinance designed to specifically prioritize underserved communities. He teamed up with Bikemore, an organization that advocates for policies to support walkable, bikeable, mixed-use neighborhoods.[1] Together, Councilman Dorsey and Bikemore drafted a new Complete Streets ordinance that sets binding equity requirements. They also launched an ambitious outreach effort to build a broad coalition to support the ordinance's passage and implementation.

Building a coalition

To successfully pass an ordinance with strong, binding requirements for equity, Councilman Dorsey and Bikemore knew they would need widespread support from a broad coalition. Beginning in 2016, they kicked off a campaign to craft the language of the ordinance and advocate for its adoption. They attended over 50 stakeholder meetings resulting in a strong coalition that includes dozens of local, community-based organizations and national partners.



Coalition members in support of Baltimore's Complete Streets ordinance. Image courtesy of Bikemore.

Setting the stage for Complete Streets implementation



Councilman Ryan Dorsey. Photo courtesy of Bikemore.

In July of 2017, Councilman Dorsey formally introduced Council Bill 17-0102 to the Baltimore City Council. The ordinance calls for the development of a Complete Streets design and implementation manual that includes processes for prioritizing, designing, and delivering Complete Streets projects on different types of streets. It also outlines a community engagement process to specifically empower disenfranchised voices by requiring the city to proactively identify and overcome barriers to engagement related to race, income, age, disability, language proficiency, and vehicle access. To ensure that underserved communities are prioritized when choosing which projects to fund, the bill also mandates an equity gap analysis that examines how proposed projects will impact vulnerable communities. Finally, the bill establishes an annual reporting requirement that includes crash data, transit on-time performance, commute times for multiple transportation options, how often people use different modes of transportation, and new Complete Streets projects, all of which must be reported separately by race, income, vehicle access, and location. By including binding requirements for equity throughout the project selection, development, implementation, and evaluation processes as well as requiring extensive data collection, Baltimore's ordinance could create the foundation for a Complete Streets program where equity is consistently at the forefront.

Lessons learned

Adopting a Complete Streets policy is the first step to embedding a Complete Streets approach in routine transportation planning. Getting this initial step right can set the stage for better processes and projects. With Council Bill 17-0102, Councilman Dorsey, Bikemore, and their entire coalition have set an ambitious new precedent for how to craft equitable Complete Streets policies, processes, and programs. Equity is more than just a policy goal in Baltimore's proposed ordinance; it is the core requirement of the city's entire Complete Streets program from initial concept to final evaluation. The ordinance is a first step toward correcting systemic underinvestment in transportation infrastructure in communities of color. By patiently building a strong, broad coalition, Councilman Dorsey and Bikemore were able to introduce more ambitious, stringent equity requirements that might not otherwise have been politically viable.

Baltimore's Complete Streets ordinance embodies the themes of equity and implementation in the National Complete Streets Coalition's new and improved policy framework. Other jurisdictions can and should adapt and build upon the model of community engagement used to draft Baltimore's ordinance, as well as their primary focus on reducing safety and accessibility disparities by embedding equity considerations into every step of the program.

For more information, visit http://www.baltimorecompletestreets.com/

Location: Las Cruces, NM Initiative: Downtown Master Plan



View of Plaza de Las Cruces. Photo courtesy of Victor Gibbs.

The City of Las Cruces, NM is one of many cities across the U.S. creating a more mixeduse, accessible, and walkable community. The key to its success? A Downtown Master Plan championed by local residents, business people, elected officials, and city staff that recognizes the strong connection between land use and transportation. Originally adopted back in 2004 and updated in 2013, and again in 2016, the Downtown Master Plan is a living document that reflects the community's vision. This plan was crucial to the city's adoption of a form-based code and advancement of Complete Streets initiatives, including a recent flagship project, Plaza de Las Cruces.



In the late 20th century, a period marked by nationwide urban redevelopment, the City of Las Cruces made planning decisions that resulted in expansive parking lots, low density development, and high-speed, one-way streets. Many community members refer to this as one of the worst mistakes in Las Cruces' history because it wiped out the city center. Motivated to bring "heart" back to the downtown area, the community worked hard to create a more walkable and accessible community by implementing their Complete Streets policy and Downtown Master Plan.

Implementing Complete Streets

Las Cruces' Complete Streets policy, adopted in 2009, calls for considering Complete Streets when "developing, modifying, and updating city plans, manuals, rules, and regulations and programs." This stipulation helped the city drive implementation and inform its Downtown Master Plan, which reflects Complete Streets principles and embodies the importance of meaningfully integrating land use and transportation.

BALTIMORE CITY COUNCIL
LAND USE AND TRANSPORTATION COMMITTEE

Mission Statement

On behalf of the Citizens of Baltimore City, the mission of the Land Use and Transportation Committee is to review and support responsible development and zoning initiatives to ensure compatibility with the aim of improving the quality of life for the diverse population of Baltimore City.

The Honorable Edward Reisinger
Chairperson

PUBLIC HEARING

Wednesday, April 25, 2018
5:00 PM
Clarence "Du" Burns Council Chambers

******Televised******

City Council Bill # 17-0102
Complete Streets

Revised

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CITY OF BALTIMORE
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BILL SYNOPSIS

Committee: Land Use and Transportation

Bill 17-0102

Complete Street

Sponsor: *Councilmember Dorsey*
Introduced: *July 17, 2017*

Purpose:

For the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

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Effective:

- Sections 3 and 4 of the bill would become effective on the date of enactment.
- The entire ordinance (*except for provisions in Sections 3 and 4*) would take effect 225 days after the date of enactment.

Hearing Date/Time/Location: April 25, 2018 /5:00 p.m./Clarence "Du" Burns Chambers

Agency Reports

Department of Law	Comments
Department of Transportation	Favorable/Comments
Planning Commission	
Department of Housing and Community Development	Comments
Department of Finance	Unfavorable
Fire Department	Comments
Parking Authority of Baltimore City	Comments
Department of Recreation and Parks	
Department of Public Works	Comments
Office of Sustainability	Favorable
Health Department	Defers to Transportation
Baltimore Development Corporation	Comments

Analysis

Proposed Law

Article 26 – Surveys, Streets, and Highways; Sections 40-1 through 40 -50, to be under the new subtitle designation, "Subtitle 40. Complete Streets"; Baltimore City Code (Edition 2000)

Background

CC Bill 17-0102, if approved, would create new regulations for the Department of Transportation known as "Complete Streets" under *Article 26, Surveys, Streets, and Highways* of the *Baltimore City Code*. The proposed Complete Streets Transportation System philosophy calls for streets to be constructed and operated in a way that considers the needs of all users and enables equitable and safe access.

Complete streets-like policy was first implemented in 1971 in Oregon. Beginning in the early 2000s, local jurisdictions began to implement the policy. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. Complete streets concepts, generally, do not have a singular design prescription. The designs are unique and respond to the community context.

According to Bill 17-0102, the proposal for the Complete Streets philosophy/policy comprises six (6) major components:

(1) Definitions of certain terms and applicability of the Complete Streets' subtitle.
(2) Construction and operation of the Complete Streets Transportation System
(3) Creation of a Complete Street Coordinating Council
(4) Creation of Design Standards
(5) Adoption of a Complete Streets Manual
(6) Preparation of an Annual Report and Public Accountability

The new regulations would apply to all project phases undertaken by the Transportation Department for the improvement of any street, including planning, programming, design, acquisition of land, construction, construction engineering, reconstruction, rehabilitation, resurfacing retrofit, and operation.

The regulations would not apply to projects in final design or that are under construction by a certain date. The regulation would not apply to ordinary maintenance, such as mowing, cleaning, sweeping, pothole filling, concrete joint repair, and other regular or seasonal maintenance. The regulations also would not apply to a street where use by both pedestrians and bicyclist is prohibited by law.

Additional Information

Fiscal Note: Not Available

Information Source(s): Agency reports; SmartGrowth America; CityLab

Analysis by: Jennifer L. Coates
Analysis Date: April 23, 2018

Direct Inquiries to: (410) 396-1260

CITY OF BALTIMORE
COUNCIL BILL 17-0102
(First Reader)

Introduced by: Councilmembers Dorsey, Bullock, Middleton, Henry, Pinkett, Scott, Burnett, Cohen, Clarke, Sneed
Introduced and read first time: July 17, 2017
Assigned to: Land Use and Transportation Committee
REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Transportation, Planning Commission, Department of Housing and Community Development, Department of Finance

A BILL ENTITLED

AN ORDINANCE concerning

Complete Streets

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

BY adding
Article 26 - Surveys, Streets, and Highways
Sections 40-1 through 40-50, to be under the new subtitle designation,
"Subtitle 40. Complete Streets"
Baltimore City Code
(Edition 2000)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Laws of Baltimore City read as follows:

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

Baltimore City Code

Article 26. Surveys, Streets, and Highways

SUBTITLE 40. COMPLETE STREETS

PART I. DEFINITIONS; APPLICABILITY

§ 40-1. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *COMPLETE STREETS.*

"COMPLETE STREETS" MEANS A TRANSPORTATION PHILOSOPHY THAT CALLS FOR STREETS TO BE CONSTRUCTED AND OPERATED IN A WAY THAT CONSIDERS THE NEEDS OF ALL USERS AND ENABLES EQUITABLE AND SAFE ACCESS.

(C) *COORDINATING COUNCIL.*

"COORDINATING COUNCIL" MEANS THE COMPLETE STREETS COORDINATING COUNCIL ESTABLISHED BY THIS SUBTITLE.

(D) *INCLUDES; INCLUDING.*

"INCLUDES" OR "INCLUDING" MEANS BY WAY OF ILLUSTRATION AND NOT BY WAY OF LIMITATION.

(E) *MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.*

(1) *MANDATORY TERMS.*

"MUST" AND "SHALL" ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT OR TO IMPOSE A DUTY.

(2) *PROHIBITORY TERMS.*

"MAY NOT" AND "NO ... MAY" ARE EACH MANDATORY NEGATIVE TERMS USED TO ESTABLISH A PROHIBITION.

(3) *PERMISSIVE TERMS.*

"MAY" IS PERMISSIVE.

(F) *PUBLIC TRANSIT VEHICLE.*

"PUBLIC TRANSIT VEHICLE" MEANS ANY VEHICLE THAT:

(1) IS OF A TYPE USED PRIMARILY FOR THE TRANSPORTATION OF THE GENERAL PUBLIC; AND

(2) HAS A SEATING CAPACITY OF 10 OR MORE PASSENGERS.

(G) *STREET.*

"STREET" MEANS ANY STREET, BOULEVARD, ROAD, HIGHWAY, ALLEY, LANE, SIDEWALK, FOOTWAY, MALL, ESPLANADE, OR OTHER WAY OR PLACE THAT IS OWNED BY THE CITY OR HABITUALLY USED BY THE PUBLIC.

(H) *TRANSPORTATION DEPARTMENT; DEPARTMENT.*

"TRANSPORTATION DEPARTMENT" OR "DEPARTMENT" MEANS THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION.

(I) *TRANSPORTATION DIRECTOR; DIRECTOR.*

"TRANSPORTATION DIRECTOR" OR "DIRECTOR" MEANS THE DIRECTOR OF THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION OR THE DIRECTOR'S DESIGNEE.

§ 40-2. APPLICABILITY OF SUBTITLE.

(A) *IN GENERAL.*

EXCEPT AS OTHERWISE PROVIDED IN THIS SUBTITLE, THIS SUBTITLE APPLIES TO ALL PROJECT PHASES UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR SUBJECT TO THE SUPERVISION OF THE TRANSPORTATION DEPARTMENT FOR THE IMPROVEMENT OF ANY STREET, INCLUDING PLANNING, PROGRAMMING, DESIGN, ACQUISITION OF LAND, CONSTRUCTION, CONSTRUCTION ENGINEERING, RECONSTRUCTION, REHABILITATION, RESURFACING, RETROFIT, AND OPERATION.

(B) *EXCEPTIONS – ORDINARY MAINTENANCE.*

THIS SUBTITLE DOES NOT APPLY TO ORDINARY MAINTENANCE, SUCH AS MOWING, CLEANING, SWEEPING, POTHOLE FILLING, CONCRETE JOINT REPAIR, AND OTHER REGULAR OR SEASONAL MAINTENANCE.

(C) *EXCEPTIONS – PREEXISTING PROJECTS.*

THIS SUBTITLE DOES NOT APPLY TO A PROJECT IN FINAL DESIGN OR UNDER CONSTRUCTION AS OF _____ ___, 2018 *{CODIFIER TO INSERT GENERAL EFFECTIVE DATE OF THIS SUBTITLE}*.

(D) *EXCEPTIONS – LIMITED-ACCESS ROADS.*

THIS SUBTITLE DOES NOT APPLY TO A STREET WHERE USE BY BOTH PEDESTRIANS AND BICYCLISTS IS PROHIBITED BY LAW.

§§ 40-3 TO 40-5. ***{RESERVED}***

PART II. COMPLETE STREETS TRANSPORTATION SYSTEM

§ 40-6. DEPARTMENT TO CONSTRUCT AND OPERATE SYSTEM.

THE DEPARTMENT SHALL CONSTRUCT AND OPERATE A COMPREHENSIVE COMPLETE STREETS TRANSPORTATION SYSTEM THAT ENABLES ACCESS, MOBILITY, ECONOMIC DEVELOPMENT, ATTRACTIVE PUBLIC SPACES, HEALTH, AND WELL-BEING FOR ALL PEOPLE.

§ 40-7. SYSTEM TO ENSURE SAFETY, ETC., AND CONVENIENCE OF ALL USERS.

THIS TRANSPORTATION SYSTEM MUST BE DESIGNED AND OPERATED IN WAYS THAT ENSURE THE SAFETY, SECURITY, COMFORT, AND CONVENIENCE OF ALL USERS OF THE STREETS, INCLUDING PEDESTRIANS, BICYCLISTS, PUBLIC TRANSIT USERS, EMERGENCY RESPONDERS, TRANSPORTERS OF COMMERCIAL GOODS, MOTOR VEHICLES, AND FREIGHT PROVIDERS.

§ 40-8. SYSTEM TO INCLUDE CONNECTED FACILITIES ACCOMMODATING ALL TRAVEL MODES.

THIS TRANSPORTATION SYSTEM MUST INCLUDE INTEGRATED NETWORKS OF CONNECTED FACILITIES ACCOMMODATING ALL MODES OF TRAVEL.

§ 40-9. SYSTEM TO PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

§ 40-10. SYSTEM TO PROMOTE ECONOMIC DEVELOPMENT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE ECONOMIC DEVELOPMENT.

§ 40-11. SYSTEM TO ENSURE EQUITY.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, ENSURE EQUITY BY ELIMINATING HEALTH, ECONOMIC, AND ACCESS DISPARITIES.

§ 40-12. SYSTEM MAY BE CONSTRUCTED OVER TIME.

THIS TRANSPORTATION SYSTEM MAY BE ACHIEVED THROUGH PROJECTS THAT FULLY IMPLEMENT COMPLETE STREETS OR PROJECTS THAT INCREMENTALLY IMPLEMENT COMPLETE STREETS THROUGH A SERIES OF SMALLER IMPROVEMENTS OVER TIME.

§§ 40-13 TO 40-15. *{RESERVED}*

PART III. COMPLETE STREETS COORDINATING COUNCIL.

§ 40-16. COUNCIL ESTABLISHED.

THERE IS A COMPLETE STREETS COORDINATING COUNCIL.

§ 40-17. COMPOSITION.

(A) *IN GENERAL.*

THE COORDINATING COUNCIL COMPRISES THE FOLLOWING OFFICIALS (OR THEIR RESPECTIVE DESIGNEES):

(1) THE TRANSPORTATION DIRECTOR;

(2) THE DIRECTOR OF THE CITY DEPARTMENT OF PLANNING;

(3) THE DIRECTOR OF CITY DEPARTMENT OF PUBLIC WORKS;

(4) THE DIRECTOR OF THE CITY DEPARTMENT OF HEALTH;

(5) THE DIRECTOR OF THE CITY DEPARTMENT OF RECREATION AND PARKS;

(6) THE DIRECTOR OF THE CITY OFFICE OF SUSTAINABILITY;

(7) THE EXECUTIVE DIRECTOR OF THE PARKING AUTHORITY OF BALTIMORE CITY; AND

(8) A REPRESENTATIVE OF THE MARYLAND TRANSIT ADMINISTRATOR.

(B) *CHAIR.*

THE TRANSPORTATION DIRECTOR IS THE CHAIR OF THE COORDINATING COUNCIL.

§ 40-18. MEETINGS; QUORUM; VOTING.

(A) *MEETINGS.*

THE COORDINATING COUNCIL MEETS ON THE CALL OF THE CHAIR AS FREQUENTLY AS REQUIRED TO PERFORM ITS DUTIES AND AT LEAST ONCE PER QUARTER.

(B) *QUORUM.*

A MAJORITY OF THE MEMBERS CONSTITUTES A QUORUM FOR THE TRANSACTION OF BUSINESS.

(C) *VOTING.*

AN AFFIRMATIVE VOTE OF AT LEAST A MAJORITY OF A QUORUM IS NEEDED FOR ANY OFFICIAL ACTION.

§ 40-19. MINUTES.

(A) *REQUIRED.*

MINUTES MUST BE TAKEN OF ALL MEETINGS OF THE COORDINATING COUNCIL.

(B) *PUBLIC AVAILABILITY.*

THE MINUTES OF EVERY MEETING MUST BE MADE PUBLICALLY AVAILABLE BY POSTING ON THE TRANSPORTATION DEPARTMENT'S WEBSITE WITHIN 7 DAYS OF THE MEETING.

§ 40-20. STAFF.

THE TRANSPORTATION DEPARTMENT MUST PROVIDE STAFF FOR THE COORDINATING COUNCIL.

§ 40-21. DUTIES.

IN ADDITION TO THE OTHER DUTIES SPECIFIED ELSEWHERE IN THIS SUBTITLE, THE COORDINATING COUNCIL IS RESPONSIBLE FOR:

(1) REVIEWING THE STATUS OF PROJECTS;

(2) IDENTIFYING NEW PROJECTS;

(3) PROMOTING INTERAGENCY COOPERATION IN THE PURSUIT OF PROJECT FUNDING; AND

(4) COORDINATING INTERAGENCY COOPERATION IN COMMUNITY ENGAGEMENT.

§§ 40-22 TO 40-25. ***{RESERVED}***

PART IV. DESIGN STANDARDS

§ 40-26. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS PART IV, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *TRANSIT STREET.*

"TRANSIT STREET" MEANS ANY STREET ON WHICH A PUBLIC TRANSIT VEHICLE PROVIDES FIXED-ROUTE SERVICE.

(C) *TRUCK ROUTE.*

"TRUCK ROUTE" MEANS ANY STREET SO DESIGNATED ON THE TRANSPORTATION DEPARTMENT'S MAP OF "OFFICIAL TRUCK ROUTES".

§ 40-27. DESIGN VEHICLES.

(A) *"DESIGN VEHICLE" DEFINED.*

IN THIS SECTION, "DESIGN VEHICLE" MEANS A SELECTED VEHICLE, WITH SPECIFIC WEIGHT, DIMENSIONS, AND OPERATING CHARACTERISTICS, USED TO ESTABLISH STREET DESIGN CONTROLS.

(B) *IN GENERAL.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR ALL STREETS, EXCEPT FOR TRANSIT STREETS AND TRUCK ROUTES, MUST BE THE DESIGN VEHICLE RECOMMENDED FOR NEIGHBORHOOD STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

(C) *TRANSIT STREETS.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRANSIT STREETS MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRANSIT STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "TRANSIT STREET DESIGN GUIDE".

(D) *TRUCK ROUTES.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRUCK ROUTES MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRUCK ROUTES BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

§ 40-28. DESIGN SPEED.

(A) *"DESIGN SPEED" DEFINED.*

IN THIS SECTION, "DESIGN SPEED" MEANS THE SPEED USED TO DETERMINE GEOMETRIC FEATURES OF A STREET DURING THE DESIGN PHASE.

(B) *STANDARD.*

THE DESIGN SPEED USED BY THE TRANSPORTATION DEPARTMENT FOR ANY STREET MAY NOT BE ANY GREATER THAN THE POSTED SPEED LIMIT PROPOSED FOR THAT STREET.

§ 40-29. LANE WIDTHS.

(A) *IN GENERAL.*

EXCEPT AS PROVIDED IN THIS SECTION OR OTHERWISE REQUIRED BY LAW, THE LANES OF ANY STREET MAY NOT BE MORE THAN 9 FEET WIDE.

(B) *EXCEPTIONS.*

(1) *COLLECTORS AND ARTERIALS.*

ON A STREET DESIGNATED ON THE BALTIMORE CITY ROADWAY FUNCTIONAL CLASSIFICATION MAP AS A "COLLECTOR" OR "ARTERIAL", ANY LANE MAY BE UP TO 10 FEET WIDE.

(2) *TRANSIT STREETS AND TRUCK ROUTES.*

ON A TRANSIT STREET OR TRUCK ROUTE, ONE LANE IN EACH DIRECTION MAY BE UP TO 11 FEET WIDE.

§ 40-30. DOT TO USE LATEST AND BEST STANDARDS.

IN CONSTRUCTING AND OPERATING ITS COMPLETE STREETS TRANSPORTATION SYSTEM, THE TRANSPORTATION DEPARTMENT MUST USE THE LATEST AND BEST STANDARDS, INCLUDING:

(1) NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS:

(I) "GLOBAL STREET DESIGN GUIDE".

(II) "URBAN STREET DESIGN GUIDE".

(III) "TRANSIT STREET DESIGN GUIDE".

(IV) "URBAN BIKEWAY DESIGN GUIDE".

(2) AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS:

(I) "GUIDE FOR PLANNING DESIGN AND OPERATION OF PEDESTRIAN FACILITIES".

(II) "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES".

(3) FEDERAL HIGHWAY ADMINISTRATION:

(I) "SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE".

(II) "REPORT ON INCORPORATING ON-ROAD BICYCLE NETWORKS INTO RESURFACING PROJECTS".

(4) INSTITUTE OF TRANSPORTATION ENGINEERS, "MANUAL FOR CONTEXT SENSITIVE SOLUTIONS IN DESIGNING MAJOR URBAN THOROUGHFARES FOR WALKABLE COMMUNITIES".

(5) NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM, REPORT 616, "MULTI-MODAL LEVEL OF SERVICE ANALYSIS FOR URBAN STREETS".

§§ 40-31 TO 40-35. ***{RESERVED}***

PART V. COMPLETE STREETS MANUAL

§ 40-36. DIRECTOR TO ADOPT COMPLETE STREETS MANUAL.

THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COMPLETE STREETS COORDINATING COUNCIL, SHALL ADOPT AND MAY AMEND FROM TIME TO TIME A COMPLETE STREETS MANUAL TO CARRY OUT THIS SUBTITLE.

§ 40-37. MODAL HIERARCHY.

THE COMPLETE STREETS MANUAL MUST INCLUDE A HIERARCHY OF THE VARIOUS MODES OF TRAVEL, INDICATING THE PRIORITY TO BE GIVEN TO EACH MODE.

§ 40-38. STREET TYPOLOGIES.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE COMPLETE STREETS STREET TYPOLOGIES FOR CLASSIFYING CITY STREETS.

(B) *CONSIDERATIONS.*

IN CREATING STREET TYPOLOGIES, THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST CONSIDER:

(1) ROADWAY FORM AND FUNCTION, INCLUDING TRAFFIC VOLUME, SPEED, AND FUNCTIONAL CLASSIFICATION;

(2) INTERSECTIONS AND CROSSINGS;

(3) BRIDGES AND OVERPASSES;

(4) LOADING ZONES;

(5) OVERLAYS, INCLUDING FOR TRANSIT STREETS, TRUCK ROUTES, AND FIRE AND EMERGENCY ROUTES;

(6) EXISTING AND PLANNED LAND USE;

(7) ZONING DESIGNATIONS;

(8) PUBLIC SPACE GUIDELINES;

(9) STORMWATER MANAGEMENT;

(10) GREEN INFRASTRUCTURE;

(11) "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S BALTIMORE CITY MAIN STREETS PROGRAM;

(12) PUBLIC ART;

(13) ARTS DISTRICTS;

(14) HISTORIC PRESERVATION; AND

(15) ANY OTHER NECESSARY CONSIDERATIONS.

§ 40-39. PROJECT PRIORITIZATION PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROCESS FOR IDENTIFYING, SCREENING, AND PRIORITIZING PROJECTS SEEKING FUNDING THROUGH FEDERAL OR STATE GRANTS, THE CITY CAPITAL IMPROVEMENT PROGRAM, OR OTHER MEANS.

(B) *PROCESS TO INCLUDE EQUITY GAP ANALYSIS.*

THIS PROJECT PRIORITIZATION PROCESS MUST INCLUDE AN EQUITY GAP ANALYSIS.

§ 40-40. PROJECT DELIVERY PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROJECT DELIVERY PROCESS.

(B) *REQUIREMENTS.*

THIS PROJECT DELIVERY PROCESS MUST INCLUDE:

(1) PROJECT PHASES FROM IDENTIFICATION THROUGH CONSTRUCTION THROUGH OPERATION;

(2) A CHART LISTING THE TYPES OF PROJECTS UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR UNDER THE SUPERVISION OF THE DEPARTMENT, AND SHOWING PROJECT PHASES FOR EACH TYPE, AND STEPS TO COMPLETE EACH PROJECT PHASE, AND WHETHER, FOR EACH PROJECT TYPE, A GIVEN STEP IS REQUIRED, OPTIONAL, OR INAPPLICABLE;

(3) A DECISION TREE SHOWING HOW STREET TYPOLOGY, EXISTING AND PLANNED LAND USE, MODAL HIERARCHY, AND ANY ADDITIONAL FACTORS DETERMINE STREET DESIGN, AND WHETHER VARIOUS ELEMENTS ARE REQUIRED, RECOMMENDED, OPTIONAL, OR NOT REQUIRED; AND

(4) A PROJECT MANAGEMENT CHECKLIST.

§ 40-41. EQUITY IN COMMUNITY ENGAGEMENT.

THE COMPLETE STREETS MANUAL MUST INCLUDE COMMUNITY ENGAGEMENT POLICIES THAT OVERCOME BARRIERS TO ENGAGEMENT ASSOCIATED WITH RACE, INCOME, AGE, DISABILITY,

ENGLISH LANGUAGE PROFICIENCY, AND VEHICLE ACCESS OF POPULATIONS AFFECTED BY A PROJECT, INCLUDING A MEANS OF MEASURING SUCCESS IN OVERCOMING THESE BARRIERS.

§ 40-42. PUBLIC COMMENT PERIOD.

(A) *PUBLICATION OF PROPOSED MANUAL OR AMENDMENT.*

THE TRANSPORTATION DIRECTOR MUST PUBLISH THE PROPOSED COMPLETE STREETS MANUAL OR PROPOSED AMENDMENT TO THE MANUAL BY POSTING A COPY OF THE PROPOSAL TO THE DEPARTMENT'S WEBSITE AT LEAST 45 DAYS BEFORE ITS ADOPTION.

(B) *NOTICE.*

(1) A NOTICE OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT TO THE MANUAL MUST ALSO BE POSTED TO THE TRANSPORTATION DEPARTMENT'S WEBSITE, SOCIAL MEDIA, AND OTHER CHANNELS OF DISTRIBUTION AVAILABLE TO THE DEPARTMENT.

(2) THIS NOTICE MUST INCLUDE:

(I) A SUMMARY OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT; AND

(II) INFORMATION ON HOW A PERSON CAN:

(A) OBTAIN A COPY OF THE PROPOSAL;

(B) OBTAIN A SCHEDULE OF PUBLIC HEARING(S) TO BE HELD ON THE PROPOSAL; AND

(C) SUBMIT COMMENTS BEFORE THE PROPOSAL IS FINALIZED AND ADOPTED.

(C) *PUBLIC HEARING.*

(1) DURING THE 45-DAY PUBLIC COMMENT PERIOD, THE DIRECTOR MUST ALSO ADVERTISE AND HOLD 1 OR MORE PUBLIC HEARINGS ON THE PROPOSED MANUAL OR PROPOSED AMENDMENT.

(2) AT LEAST 1 HEARING MUST BE HELD IN WHOLE OR IN PART BETWEEN 6 PM AND 8 PM.

§ 40-43. FINAL ADOPTION.

(A) *IN GENERAL.*

AFTER THE 45-DAY PUBLIC COMMENT AND HEARING PERIOD, THE DIRECTOR MAY MODIFY AND ADOPT THE COMPLETE STREETS MANUAL.

(B) *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF THE COMPLETE STREETS MANUAL AND, FROM TIME TO TIME, ANY AMENDMENT TO THE MANUAL MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE IT BECOMES EFFECTIVE.

§§ 40-44 TO 40-45. *{RESERVED}*

PART VI. ANNUAL REPORT AND PUBLIC ACCOUNTABILITY

§ 40-46. ANNUAL REPORT REQUIRED.

ON OR BEFORE AUGUST 31 OF EACH YEAR, THE DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST:

(1) PREPARE A REPORT ASSESSING THE STATUS OF THE COMPLETE STREETS TRANSPORTATION SYSTEM; AND

(2) SUBMIT THAT REPORT TO:

(I) THE MAYOR;

(II) THE CITY COUNCIL; AND

(III) THE COORDINATING COUNCIL.

§ 40-47. PERFORMANCE MEASURES.

(A) *CRASH DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGES IN CRASH DATA FOR ALL MODES OF TRAVEL AS MEASURED BY:

(I) THE "MARYLAND STATEWIDE VEHICLE CRASHES DATA" COLLECTED BY THE MARYLAND STATE POLICE;

(II) THE "FATALITY ANALYSIS REPORTING SYSTEM" DATA COLLECTED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION; OR

(III) OTHER SIMILAR DATA.

(2) *SEPARATE REPORTING BY CATEGORY.*

CRASH DATA FOR ALL MODES OF TRAVEL MUST BE SEPARATELY REPORTED BY THE FOLLOWING CATEGORIES:

(I) ALL CRASHES;

(II) INJURY CRASHES; AND

(III) FATAL CRASHES.

(B) *TRANSIT ON-TIME PERFORMANCE.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN TRANSIT ON-TIME PERFORMANCE, AS MEASURED BY:

(1) THE PERFORMANCE DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION AND PUBLISHED IN THE MARYLAND DEPARTMENT OF TRANSPORTATION'S ANNUAL ATTAINMENT REPORT; OR

(2) OTHER SIMILAR DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION OR THE TRANSPORTATION DEPARTMENT.

(C) *COMMUTE TIMES.*

THE ANNUAL REPORT MUST MEASURE COMMUTE TIMES FOR ALL MODES OF TRAVEL, AS MEASURED BY THE TRAVEL-TIME-TO-WORK DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(D) *MODAL SHARE.*

THE ANNUAL REPORT MUST MEASURE MODAL SHARE, AS MEASURED BY THE MEANS-OF-TRANSPORTATION DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(E) *INFRASTRUCTURE DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE:

(I) THE AMOUNT OF INFRASTRUCTURE BUILT, UPGRADED, REPLACED, OR REHABILITATED IN THE PREVIOUS 1-YEAR PERIOD; AND

(II) THE TOTAL AMOUNT OF INFRASTRUCTURE IN THE CITY'S OVERALL TRANSPORTATION SYSTEM.

(2) *SEPARATE REPORTING BY TYPE.*

THE MEASUREMENTS REQUIRED BY PARAGRAPH (1) OF THIS SUBSECTION MUST BE SEPARATELY REPORTED BY TYPE, INCLUDING:

(I) INFRASTRUCTURE FOR WALKING, BIKING, AND PUBLIC TRANSIT;

(II) PUBLIC SPACE INFRASTRUCTURE; AND

(III) GREEN INFRASTRUCTURE.

(F) *BUSINESS VACANCY.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN COMMERCIAL VACANCY RATES:

(1) IN EACH OF THE CENTRAL BUSINESS DISTRICT AND NEIGHBORHOOD BUSINESS DISTRICTS, AS DESIGNATED BY THE BALTIMORE CITY DEPARTMENT OF PLANNING; AND

(2) IN EACH OF THE CITY'S "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S "BALTIMORE CITY MAIN STREETS" PROGRAM.

(G) *INVENTORY OF PROJECTS.*

THE ANNUAL REPORT MUST INCLUDE AN INVENTORY OF ALL ONGOING PROJECTS IN ANY PHASE AND THE PROJECTED COST OF THOSE PROJECTS.

§ 40-48. EQUITY LENS.

(A) *SEPARATE REPORTING BY GEOGRAPHIC SUBUNIT.*

IN PREPARING THE ANNUAL REPORT, THE DEPARTMENT MUST SEPARATELY REPORT DATA BY GEOGRAPHIC SUBUNIT (E.G., CENSUS TRACT, TRAFFIC ANALYSIS ZONE, OR THE LIKE).

(B) *SEPARATE REPORTING BY RACE, INCOME, AND VEHICLE ACCESS.*

THE ANNUAL REPORT MUST SEPARATELY REPORT DATA INTO THE FOLLOWING CATEGORIES:

(1) POPULATIONS THAT ARE ABOVE AND BELOW THE MEDIAN NUMBER OF PERSONS OF COLOR FOR BALTIMORE CITY.

(2) POPULATIONS ABOVE AND BELOW 50% NO VEHICLE ACCESS.

(3) POPULATIONS WITH A MEDIAN INCOME ABOVE AND BELOW THE MEDIAN HOUSEHOLD INCOME FOR BALTIMORE CITY.

§ 40-49. REPORT AND DATA TO BE PUBLICALLY AVAILABLE.

(A) *REPORT TO BE POSTED.*

THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC BY POSTING IT ON THE TRANSPORTATION DEPARTMENT'S WEBSITE.

(B) *DATA TO BE MADE AVAILABLE.*

TO THE GREATEST EXTENT POSSIBLE, ALL UNDERLYING DATA USED IN PREPARING THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC.

§ 40-50. ACCOUNTABILITY TO COMMUNITIES.

THE TRANSPORTATION DEPARTMENT, IN CONSULTATION WITH THE COMPLETE STREETS COORDINATING COUNCIL, SHALL CONDUCT PUBLIC MEETINGS AND OTHER COMMUNITY ENGAGEMENT AND OUTREACH ACTIVITIES TO PRESENT THE COMPLETE STREETS ANNUAL REPORT TO THE PUBLIC AND SOLICIT PUBLIC INPUT.

SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance are not law and may not be considered to have been enacted as a part of this or any prior ordinance.

SECTION 3. AND BE IT FURTHER ORDAINED, That:

(1) City Code Article 26, Subtitle 40, Part V, as enacted by this Ordinance, takes effect on the date of enactment of this Ordinance.

(2) Within 30 days of the date of enactment of this Ordinance, the Transportation Director, in consultation with the Complete Streets Coordinating Council, shall publish a Community Engagement Plan, containing a description of the methods of community engagement to be used to obtain pubic input.

(3) Within 90 days of the date of enactment, the Complete Streets Coordinating Council shall prepare and complete its recommendations for a draft Complete Streets Manual.

(4) Within 135 days of the date of enactment, the Transportation Director shall, in consultation with the Complete Streets Coordinating Council, propose and publish for public comment a proposed Complete Streets Manual, in accordance with City Code, Article 26, Subtitle 40, Part V, as enacted by this Ordinance.

(5) The Transportation Director shall adopt and publish a Complete Streets Manual within 225 days of the date of enactment of this Ordinance.

SECTION 4. AND BE IT FURTHER ORDAINED, That Section 3 of this Ordinance takes effect on the date of enactment.

SECTION 5. AND BE IT FURTHER ORDAINED, That except as provided in Sections 3 and 4 of this Ordinance, this Ordinance takes effect on the 225th day after the date it is enacted.

LAND USE AND TRANSPORTATION COMMITTEE

BILL 17-0102

AGENCY REPORTS

Department of Law	Comments
Department of Transportation	Favorable/Comments
Planning Commission	
Department of Housing and Community Development	Comments
Department of Finance	Unfavorable
Fire Department	Comments
Parking Authority of Baltimore City	Comments
Department of Recreation and Parks	
Department of Public Works	Comments
Office of Sustainability	Favorable
Health Department	Defers to Dept. of Transportation
Baltimore Development Corporation	Comments

CITY OF BALTIMORE
CATHERINE E. PUGH, Mayor

DEPARTMENT OF LAW
ANDRE M. DAVIS, CITY SOLICITOR
100 N. Holliday Street
Suite 101, City Hall
Baltimore, Maryland 21202

April 18, 2018

The Honorable President and Members
of the Baltimore City Council
Attn: Executive Secretary
Room 409, City Hall
100 N. Holliday Street
Baltimore, Maryland 21202

Re: City Council Bill 17-0102 – Complete Streets

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 17-0102 for form and legal sufficiency.

The bill would add Subtitle 40 to Article 26 of the City Code to create a comprehensive street system. It mandates that the City's Department of Transportation ("DOT") create and operate a system of street improvement or creation in accordance with certain general principles.

It creates a Complete Streets Coordinating Council ("Council") that would include the directors of several City Departments, the Director of the Office of Sustainability, a representative of the Maryland Transit Administrator and the Executive Director of the Parking Authority of Baltimore City. The Council must review the status of projects, identify new projects, promote interagency cooperation and community engagement. The Council must also work in conjunction with the DOT Director to create a Complete Streets Manual ("Manual") that will undergo a public comment period and eventually be filed in the Department of Legislative Reference. The Manual must consider fifteen different factors and include a hierarchy of the various modes of transportation indicating the priority to be given to each mode of transportation. The Manual must include a "process for identifying, screening and prioritizing projects seeking funding through Federal or State grants, the City Capital Improvement Program, or other means." It must also include a Project Delivery Process that includes a chart of every phase of every type of project undertaken by DOT as well as a decision tree "showing how street typology, existing and planned land use, modal hierarchy, and any additional factors determine street design" and whether such elements are necessary or optional.

In addition, the bill mandates that DOT use a design vehicle for street design controls and requires that the lanes of any street be no more than nine feet wide, unless otherwise provided by law or in this new Subtitle. The bill mandates that DOT use the "latest and best standards" including those mentioned in several different design guides.

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Finally, the bill requires that DOT, in consultation with the Council, prepare an annual report that measures yearly changes in crash data for all modes of travel and specifically breaks out injury and fatal crashes. The report must also measure yearly transit on-time performance, commute times and modal share, and give statistics on infrastructure and business vacancy. The report must list the cost of all ongoing projects. Finally, in addition to breaking out data based on geography, the report must also categorize data based on "populations" that are: (1) above and below the median number of person of color for Baltimore City; (2) above and below 50% vehicle access and (3) have median income above and below the median household income for Baltimore City.

The Law Department notes that the bill's aspirational language may be difficult to enforce. In addition, the bill may create operational issues that could have legal consequences such as mandating nine-foot-wide lanes. The Federal Highway Administration recommends other lane widths in different circumstances and notes that narrow lanes may decrease vehicle safety depending on the number of travelers on the road and the road's location. *See, e.g.*, https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm. Since these suggested widths are listed as guidelines, the City would be unable meet these guidelines unless they become required by a federal or state law. Rather, as written, the bill would mandate the nine-foot width. While not illegal, the mandatory width may impact the City's ability to work within the terms of state or federal grants.

The Law Department also notes that the data reporting requirements may be difficult to achieve. First, it is unclear what data is to be broken into the race, income and vehicle access Section 40-48. Is the intent to have all the data listed in 40-47 be broken out by the equity lens in 40-48? If so, it would be best to clarify that language. However, if that is the intent, it may be difficult to find the data on fatal crashes, for example, broken in to groups by median income or access to a car.

Despite these operational hurdles, the Law Department can approve the bill as written for form and legal sufficiency.

Very truly yours,

Hilary Ruley
Chief Solicitor

cc: Andre M. Davis, City Solicitor
Karen Stokes, Director, Mayor's Office of Government Relations
Kyron Banks, Mayor's Legislative Liaison
Elena DiPietro, Chief Solicitor, General Counsel Division
Victor Tervala, Chief Solicitor
Ashlea Brown, Assistant Solicitor
Avery Aisenstark

FROM				
	NAME & TITLE	Michelle Pourciau, Director	CITY of	
	AGENCY NAME & ADDRESS	Department of Transportation (DOT) 417 E Fayette Street, Room 527	BALTIMORE	
	SUBJECT	City Council Bill Report17-0102	MEMO	

TO Mayor Catherine E. Pugh DATE: March 26, 2018

TO: Respective City Council Land Use and Transportation Committee
FROM: Department of Transportation
POSITION: Support with Amendments
RE: City Council Bill 17-0102 - Complete Streets

INTRODUCTION

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best Design 2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Baltimore City Department of Transportation strongly supports the Complete Streets concept. The department is of the belief that the city's transportation network should be balanced and built to accommodate all users safely and efficiently. Additionally, the transportation network should be inclusive and reliable for all pedestrians, bicyclists, transit users, freight, and cars. The success of our network is reliant upon the effectiveness and safety of our roadways to mobilize our populous, thus well-built complete streets are imperative to promote the health, security, access, commute times, environmental sustainability, economy, and communities they were built to serve. The Baltimore City Department of Transportation is committed to investing in the formation of a robust network of multi-modal transportation and livable streets; however, said investments must be made within the parameters of budgetary constraints, and such will require planning over time.

- Under its new vision, the Baltimore City Department of Transportation has initiated the city's first ever Comprehensive Transportation Plan. The plan is targeted to engage in a complete analysis of the city's public space and rights-of-ways. It will identify and prioritize the needs of the decaying infrastructure and technology, analyze current and future demands on a limited right-of-way, identify and address pressing safety issues, and evaluate potential opportunities for public space investments that will catalyze neighborhood improvements. Additionally, it will comprehensively examine financial constraints to aid in the prioritization of investments of a limited resource pool and assist in the growth of asset acquisition. The plan will establish processes for performance measurements, and will provide a vision for transportation in the city moving forward, including recommendations for ensuring a comprehensive multimodal network that meets the needs of today, as well as long-term;

- The Department has established an internal Complete Streets review committee to evaluates all current construction and implementation projects with a Complete Streets lens to ensure that current projects provide Complete Streets elements;
- The Department is in the process of developing a public education campaign that will emphasize and promote Complete Streets principles, such as encouraging safer driving habits, anticipated to be released Spring of 2018;
- Over the next year, DOT is committed to working in conjunction with the Department of Public Works on the development of a Design Manual to establish exceptional standards for engineering practices within the city;
- DOT is committed to developing a comprehensive Complete Streets Implementation Plan over the next year that establishes guidance for integrating a Complete Streets approach into our planning, design, and engineering practices.

The Department of Transportation looks forward to continuing these efforts, and will dedicate focused attention to the evaluation all of the Departments investments, including creating safer, and more accessible streets for all.

PURPOSE/PLANS – Complete Streets is a global framework that seeks to enhance mobility for all users. Integrating Complete Streets into city planning requires that agencies work cohesively in the innovation of street design, or redesign, to think beyond traditional passenger vehicles. Complete Streets are a comprehensive network of transportation that provides an outstanding experience for all users, regardless of mode of travel.

The Department has implemented Complete Streets since the 2009 Resolution. In 2013, the Department revisited the policy to craft a variety of improvements. Since 2013, the Department has, and continues, to implement numerous elements of Complete Streets. Examples include the following:

- Improved walkability through:
    - Construction of over 15,000 square feet of new sidewalk between FY16-17;
    - New high lumen LED street lighting across nearly half the city;
    - New and refreshed crosswalks;
    - Over 2,376 new ADA-compliant curb ramps;
    - The E. North Avenue Reconstruction project, which includes enhanced sidewalks, crosswalks, ADA ramps, bump outs to reduce pedestrian crossing distances, lighting enhancements, and street plantings;
    - Initiation of Park Circle intersection construction, seeking to add new sidewalks and ADA curb ramps, along with improved bus shelters;
    - Sharp-Leadenhall Streetscape project to improve pedestrian safety and mobility through new enhanced lighting, sidewalk reconstruction, ADA curb ramps; and
    - Being awarded TIGER funding to study the Hanover Street Corridor for multimodal access, just to name a few.
- Improved Bikability through:
    - Adoption of a Bike Master Plan and adding bike facilities based on recommendations within this plan;
    - Installation of 175 new bike racks in the public right-of-way;
    - Potomac Street Cycle Track installation, which aims to slow down vehicles and improve access for bicyclists and pedestrians;
    - Ongoing construction of Central Avenue, to include dedicated bike lanes and installation of new bike racks, as well as pedestrian improvements such as bump outs, ADA compliant pedestrian crossings and sidewalks, and countdown pedestrian signals with APS push button stations, and enhanced street lighting;
    - Current construction of Midtown Streetscape project, which enhances both pedestrian and bicycle safety and access through improved signage, a new resurfaced Cycletrack, new countdown pedestrian signals, ADA curb ramps, traffic calming elements, and bump outs; and
    - Creation of a brand new Bike Share system with hundreds of bikes and over 50 stations.

- Improved Transit Access with:
  - Construction of new priority bus lanes and transit signal priority;
  - Installed 200 improved bus pads across the city in the past 2 years; and
  - Ongoing coordination with MTA on various projects that will improve transit access.
- Improving Freight Access to ensure the Department maintains a vital commercial base within the city by:
  - Successfully being awarded the TIGER grant for construction of a new Broening Highway, which also comprised a Complete Streets component to ensure trucks are not traveling through residential areas.
- Additionally, the Department has a number of ongoing maintenance projects focusing on streets and the public right-of-way through resurfacing, sidewalk and curb ramp repairs, and actively identifying scheduled resurfacing projects where there may be an opportunity to implement complete streets elements such as bike lanes.

Furthermore, Baltimore City Department of Transportation has completed improvements at over 16 intersections that were designed to enhance safety for pedestrians by narrowing travel lanes, slowing turning vehicles and shortening crossing distances for pedestrians. The Department will continue this type of programming through capital improvement projects, ongoing maintenance, and any special grant awards that may be received.

BRIEF HISTORY – In 2009, the Baltimore City Council approved a Complete Streets Resolution (Council Bill 09-0433). Baltimore City Department of Transportation adopted a Complete Streets policy in 2013.

FISCAL IMPACT – The proposed Council Bill 17-0102 will have fiscal impacts on the Baltimore City Department of Transportation, as well as other city agencies' operations, and capital budgets. This legislation will require hiring consultants for technical expertise, hiring new full-time staff to coordinate and facilitate the proposed coordinated council as well as manage all associated reporting and programmatic requirements. These efforts will also have significant impact on existing and future infrastructure projects, resulting in estimated additional ongoing costs of over 5-25% of project costs, or $5 million annually, due to adding certain features that may require relocation of existing utilities or requiring changes to existing designs. The legislation does not propose any additional funding to be added for Complete Streets improvements, which will impact existing limited and dwindling resources. While infrastructure repair demands have been consistent or increasing, federal and state funding for such improvements have decreased over the years. The Department is committed to implementing Complete Streets; however, this legislation as written will require more than standard funding to be expensed, taking away from regular, essential maintenance demands and critical infrastructure improvements that typically take precedence. New sources of funding are needed to ensure enhanced Complete Streets implementation.

AGENCY/DEPARTMENT POSITION –
The Department of Transportation respectfully favors City Council Bill 17-0102; however, with amendments to be further discussed and deliberated with Council and the Committee. While in agreement that projects should be planned, designed, and engineered to improve safety for all, the Department believes that this legislation, as written, will put significant constraints on daily operations.

If you have any questions, please do not hesitate to contact Katelyn McCauley at Katelyn.McCauley@baltimorecity.gov, (443) 677-9391.

Sincerely,

Michelle Pourciau
Director

The Baltimore City Department of
HOUSING & COMMUNITY
DEVELOPMENT

Favorable with Amendments

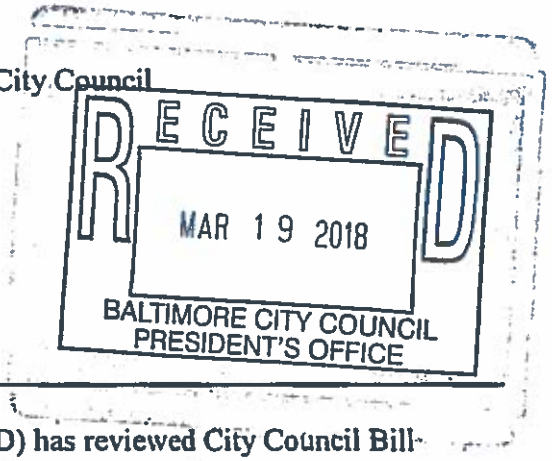
MEMORANDUM

To: The Honorable President and Members of the Baltimore City Council
c/o Natawna Austin, Executive Secretary

From: Michael Braverman, Housing Commissioner MB

Date: March 12, 2018

Re: **City Council Bill 17-0102 – Complete Streets**



The Department of Housing and Community Development (HCD) has reviewed City Council Bill 17-0102 for the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

If enacted, this bill would move the Department of Transportation towards the goal of designing, constructing and operating a safe and efficient transportation system in the City that would support access and mobility for people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

The bill supports an approach that integrates users and communities in the planning, design, construction, operation, and maintenance of the transportation network to ensure streets are safe for people of all ages and abilities, balances the needs of different modes, and supports local land uses, economies, cultures, and natural environments.

The bill specifically requires the Department of Transportation to create a Complete Streets Coordinating Council, develop a Complete Streets Manual and prepare an annual Complete Streets Report.

HCD supports the intent of this legislation. We, however, believe it could be improved as follows:

- Clarify that Complete Streets should be part of the comprehensive transportation planning process with recognition that certain federal and state requirements will have precedence.

- Broaden the types of projects that are eligible for exclusion to include projects that are at a certain point in pre-development or are a part of prescribed approved/awarded federal redevelopment initiatives (Section 40-2 (C)).

- Broaden community engagement requirements so they are more compatible with equity policy and planning, i.e. requiring hard copies to be provided in public locations such as public libraries or community centers and be bi-lingual.
- Ensure that the bill allows the manual to be a flexible planning and policy tool and is incorporated as part of other citywide transit initiatives or mandates.

- Add a representative from the City Department of Housing and Community Development and the Housing Authority of Baltimore City (HABC) because of their respective involvements with major redevelopment initiatives.

- Modify the project prioritization and project delivery processes to be less prescriptive and more flexible to insure they stay current and viable.

The Department of Housing and Community Development supports the concept of the Complete Streets Bill, however, HCD would like to see amendments to the bill to make it less prescriptive and encourage flexibility to guide the transition to safe streets in the City that balance of needs of communities, users, land uses and all modes of transportation. HCD welcomes the opportunity to work with the Department of Transportation as they move forward with the development of a manual.

MB:sd

cc: Ms. Karen Stokes, *Mayor's Office of Government Relations*
Mr. Kyron Banks, *Mayor's Office of Government Relations*

FROM			
	NAME & TITLE	Robert Cenname, Chief	CITY of BALTIMORE
	AGENCY NAME & ADDRESS	Bureau of the Budget and Management Research Room 432, City Hall (410) 396-4941	MEMO
	SUBJECT	City Council Bill 17-0102 – Complete Streets	

DATE:

TO

The Honorable President and
Members of the City Council
Room 400, City Hall

March 15, 2018

City Council Bill #17-0102 was created for the purpose of requiring the Department of Transportation (DOT) to construct and operate a comprehensive Complete Streets Transportation System, which would consider the needs of all users, support varied travel modes, and ensure equitable and safe access.

To accomplish this goal, the bill would create a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establish certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; require the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; require that the Transportation Director, in consultation with the Coordinating Council, prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specify that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; define certain terms; and provide for special effective dates.

The Finance Department review of this legislation focused on identifying implementation and ongoing costs. The proposed legislation would have a significant fiscal impact for both the City's operating and capital budgets, based on a preliminary Finance Department analysis conducted in consultation with DOT and other affected City agencies.

Operating budget impacts include:

- A one-time cost of about $500K for DOT to hire a professional consultant to lead development of the required Complete Streets Manual. This project requires technical expertise and dedicated time beyond current in-house staff capacity.
- Ongoing costs of $200K annually for two additional full-time DOT employees to staff the Complete Streets initiative and associated supplies and contracts. Tasks would include coordinating agendas, minutes, and public engagement for the interagency Coordinating Council; compiling and analyzing data for required annual reports; and continually monitoring projects for equity and compliance with other Complete Streets principles.
- Annual ongoing costs of $200K for additional staff and supplies at multiple agencies to support participation in the Coordinating Council, public engagement, and analysis of projects to ensure they meet Complete Streets standards.

Capital Budget impacts include:

- Increased costs for new projects. There is limited evidence from other cities about the marginal costs of using a Complete Street approach, but a widely cited study by Charlotte, North Carolina suggests that adding multi-modal transportation to street projects increases costs by an average of 5 percent, which would translate into more than $1.5 million additional costs annually for the City. DOT believes that estimate is too low, and costs would actually increase by 15 to 25 percent, or more than $4.5 million each year. Costs likely would be higher for Baltimore, because DOT would require consultant support as it builds staff capacity, and the proposed bill is more prescriptive than language enacted in Charlotte and other cities.
- Costs for reviewing and amending current capital projects. DOT notes that applying the Complete Streets approach to projects already in the initial design phase would result in additional costs for redesign and further bidding processes.

These cost estimates are preliminary, and actual costs would largely depend on specifications in the Complete Streets Manual required by the bill. In addition to implementation costs, the legislation could have other fiscal impacts, such as reduced metered street parking leading to revenue loss. Long-term economic benefits to the City could result if the Complete Streets approach reduces wear-and-tear on roadways, improves public health, and expands access to business districts, but savings are challenging to quantify and would not offset implementation costs in the short-term.

Expected implementation costs of the legislation do not have a dedicated funding source; so the Department of Finance opposes this bill.

cc: Henry Raymond
Kyron Banks

FROM

NAME & TITLE	Niles R. Ford, PhD, Chief of Fire Department
AGENCY NAME & ADDRESS	Baltimore City Fire Department 401 East Fayette St. 21202
SUBJECT	City Council Bill #17-0102 Response to Complete Streets

CITY of BALTIMORE

MEMO

DATE: April 2, 2018

TO The Honorable Bernard C. Young, President
And All Members of the Baltimore City Council
City Hall, Room 408

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Baltimore City Fire Department ("BCFD" or the "Fire Department") supports initiatives that seek to improve the quality of life for all Baltimore City residents and visitors, and generally is in support of the concept of Complete Streets. However, the Department has a few concerns about the current version of Bill 17-0102.

First, with any ordinance or bill that relates to City streets, BCFD needs to ensure that any actions taken with respect to streets also will comply with the International Fire Code, 2015 edition ("Fire Code"), which has been adopted by the Mayor and City Council of Baltimore for fire code compliance to safeguard life and property.

The Fire Department has concerns with any part of the bill that authorizes street designs that would violate the Fire Code. For instance, Appendix D of the Fire Code, in part, delineates the necessary access (to facilities, buildings or portions of buildings) and minimum specifications that are required for fire apparatus access roads. By way of example, but without limitation, Appendix D of the Fire Code provides that "[w]here a fire hydrant is located on a fire apparatus

access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders." As another example, Appendix D also provides that "[a]erial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof." It is the Fire Department's position that any Complete Streets ordinance must allow for compliance with the Fire Code to ensure that these and other requisite safety standards are met.

In addition, we recommend that the Chief of the Fire Department (or his/her designee) be included as a member of the Complete Streets Coordinating Council that would be created by this bill. This is in accordance with recommendations of Complete Streets advocates. For instance, the Active Transportation Alliance's "Complete Streets Complete Networks: A Manual for the Design of Active Transportation" advises that "[f]ire professionals, police and ambulance services are key stakeholders in the implementation of Complete Streets policy and should be included in all review processes. They can provide unique perspective on the uses and demands of corridors in the areas they serve." This Manual also is included on the website of the National Association of City Transportation Officials. The Fire Department should be included in the planning process on the front end of Complete Streets projects, to avoid any potential issues related to the Fire Code that may become clear after projects are initiated or finalized. If involved in the Coordinating Council, the Fire Department would thus be able to make suggestions related to proposed Complete Streets projects that would help avoid Fire Code issues in the long run.

Comments

TRANSMITTAL MEMO

RECEIVED
MAR 20 2018
BALTIMORE CITY COUNCIL
PRESIDENT'S OFFICE

PARKING
OF BALTIMORE CITY
AUTHORITY

TO: Council President Bernard "Jack" Young

FROM: Peter Little, Executive Director

DATE: March 19, 2018

RE: Council Bill 17-0102

I am herein reporting on City Council Bill 17-0102 introduced by Councilmembers Dorsey, Bullock, Middleton, Henry, Pinkett, Scott, Burnett, Cohen, Clarke, Sneed.

The purpose of this bill is requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; Requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain expectations; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating al travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Parking Authority of Baltimore City (PABC) has reviewed the proposed legislation. The PABC is generally in favor of a better planned and rational approach to transportation that accommodates all modes, especially if those modes help manage parking demand. The PABC does not fully understand all the impacts this legislation would have because the Complete Streets Manual has not been drafted and other elements have not been clarified. Accordingly, we do have some preliminary reservations.

The PABC would caution against any action that would result in the removal of too much parking too quickly in neighborhoods that already have an imbalance of parking supply and demand. Residents and businesses would need time to acclimate, and other modes would need to be further developed and more investment would be needed for them (mass transit, biking, pedestrian, car sharing and ride sharing modes) to be viable alternatives. Also, cost impacts could be felt by the PABC and the City's parking system in the form of additional PABC staffing (Parking Planning Division) being needed to coordinate with other agencies in the Complete Streets planning efforts; additional funds would be needed for parking studies in neighborhoods where a Complete Streets plan was to be implemented; and additional equipment (vehicles; computers; etc.) would be needed. This would also likely involve revenue loss where metered parking is removed. Another possible

200 W. LOMBARD STREET • SUITE B • BALTIMORE • MD 21201 • P: 443.573.2800 • F: 410.685.1557

impact, if a significant amount of street parking is eliminated in the neighborhoods due to Complete Streets, could be a call/demand for the City to construct and operate additional off-street parking facilities. Generally, off-street parking facilities do not generate sufficient revenue (at least $200/month/space in revenue or more based on size, design, and operating plan of the facility, and the cost of land) to cover their costs and would need to be at least partially subsidized by the City, triggering additional unmet costs.

As written, the legislation does not explicitly mention parking; therefore, any associated parking requirements will be based on those of the underlying district and prescribed by the Zoning Code. We believe parking should be affirmatively referenced under considerations in §40-38 STREET TYPOLOGIES. The legislation does reference loading zones, a program administered by the PABC. The PABC is interested in improving the City's loading zone policies; however, we caution against establishing Complete Streets Street Typologies (§ 40-38. STREET TYPOLOGIES) that could restrict loading zones to certain street classifications. Creating such restrictions could be harmful to businesses and public gathering places that rely upon loading zones for normal operations. As a member of the Complete Streets Coordinating Committee, the Executive Director of the PABC will ensure that parking and other on-street programs administered by our agency are considered throughout the enactment of this legislation.

Based on the comments above, the PABC believes the passage of Council Bill 17-0102 should be deferred to allow more time to fully assess the impacts of this legislation.

Comments

FROM		
NAME & TITLE	Rudolph S. Chow, P.E., Director	CITY of BALTIMORE MEMO
AGENCY NAME & ADDRESS	Department of Public Works 600 Abel Wolman Municipal Building	
SUBJECT	**CITY COUNCIL BILL 17-0102**	

TO

DATE March 16, 2018

The Honorable President and Members
of the Baltimore City Council
c/o Natawna Austin
Room 400 – City Hall

I am herein reporting on City Council Bill 17-0102, introduced by Councilman Dorsey.

The purpose of this bill is to require the Department of Transportation to, among other things, construct and operate a comprehensive Complete Streets Transportation System; create a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establish certain design standards and require the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The legislation calls for the Department of Transportation (DOT) to construct and operate a "comprehensive complete streets transportation system," which would follow certain standards outlined in the legislation. This bill, if approved, would also require the creation of a Coordinating Council, which would be chaired by the Director of DOT, and would be comprised of directors of other city agencies, including the Director of the Department of Public Works (DPW), as well as a representative of the Maryland Transit Administration. The Director of DOT would be required to consult with this Council to adopt a complete streets manual as a guide in the development of a "complete streets transportation system," as well as project prioritization, project delivery, and equity in community engagement, among other standards. The Coordinating Council would be required to meet at least once per quarter, if not more frequently, and would have the responsibilities of: reviewing the status of projects, identifying new projects, and promoting interagency cooperation in both pursuing project funding and in community engagement.

DPW supports the concepts of interagency cooperation, strategic project prioritization, and equitable community engagement. While DOT has the responsibility of planning, constructing, and maintaining Baltimore's transportation infrastructure, DPW would like to point out that every visionary plan needs to accommodate certain practical considerations, as would any complete streets plan. The following are examples of what accommodations would have to be considered:

- Most public and private utilities occupy portions of the rights-of-way. Street, sidewalk and alley designs need to allow for DPW to retain access to its water, wastewater and stormwater utilities in order to perform its maintenance, repair, and replacement functions.

- The legislation requires the consideration of several factors when developing street typologies. Stormwater management and green infrastructure are listed separately (§40-38.B.9. and B.10.), which is appropriate since they are two different types of infrastructure and should be treated as such. Green infrastructure can refer to a range of bumpouts, tree plantings, rain gardens, and other bioretention facilities, to name just a few. Stormwater management facilities must be specially located, designed and maintained to effectively treat or retain stormwater. In addition, the term "stormwater management" could include grey infrastructure such as storm drains, inlets, manholes, and more. It is important that the need for both above-ground and below-ground stormwater management facilities is taken into consideration when designing for complete streets.

- Over the next year, DPW will be constructing stormwater management facilities throughout the city to comply with its Municipal Separate Storm Sewer System (MS4) permit. §40-30.1 of the legislation provides a listing of guidance documents to assist DOT in the design of a complete streets manual. While this list is not meant to be restricted to just these documents, DPW did want to point to the "Urban Street Stormwater Guide," developed by the National Association of City Transportation Officials, as another good source for providing guidance on best practices for sustainable stormwater management in the public rights-of-way.

- DPW provides mechanical street sweeping throughout the city and is in the process of expanding street sweeping services in the central area. In order for this program to be effective, the street sweeping vehicles need adequate space and access to drive alongside the curb. Barriers such as parked cars or bollards could restrict the effectiveness of this program that improves the cleanliness of the city and is an important component of the MS4 permit compliance. The legislation states that overlays for certain routes must be considered when developing street typologies (§ 40-38. B. 5.); therefore, street sweeping routes should be considered for inclusion.

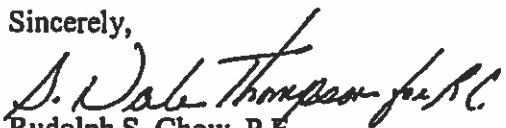
- The width of streets and alleys is important from an operations perspective, as solid waste collection vehicles, snow plows, and other utility vehicles need sufficiently-wide clearance and turn radii in order to perform their duties.

- Trash and recycling receptacles placed along sidewalks and at bus stops for public use are an important tool for preventing litter and keeping the city clean. Any restrictions on sidewalk width should include exceptions for these receptacles. Over the next few years, DPW will be placing hundreds of new, solar-powered compacting trash cans along pedestrian thoroughfares and near bus stops. DPW will need discretion for placing these cans and access to service them.

- Performance Measures for the required annual report are listed in § 40-47. DPW has concerns about §40-47 (E) Infrastructure Data, as "infrastructure" is not defined and may be broadly interpreted to include underground infrastructure or other infrastructure that is not related to complete streets.

The Department of Public Works respectfully requests that the points raised in this report be taken into consideration during the deliberations surrounding City Council Bill 17-0102.

Sincerely,



Rudolph S. Chow, P.E.
Director

RSC/KTO

FROM			
	NAME & TITLE	LISA MCNEILLY, DIVISION CHIEF	CITY of BALTIMORE
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING, Sustainability 417 EAST FAYETTE STREET, 8th FLOOR	MEMO
	SUBJECT	CITY COUNCIL BILL #17-0102/COMPLETE STREETS	

DATE:

TO

The Honorable President and
Members of the City Council
City Hall, Room 400
100 North Holliday Street

March 15, 2018

The Office of Sustainability is in receipt of City Council Bill #17-0102, which would require (among other items) the Department of Transportation to construct and operate a comprehensive Complete Streets Transportation System; create a Complete Streets Coordinating Council; establish certain design standards; and adopt a Complete Streets Manual to carry out this Ordinance and to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System.

The framework and intent of this bill addresses the following goals of the Baltimore Sustainability Plan as approved by City Council on March 2, 2009:

- Transportation Goal 1: Improve public transit services, especially
  - Strategy C: Work with the MTA to expand QuickBuses to more high-volume transit corridors, and
  - Strategy E: Work with the MTA to develop and implement an ideal transit service profile for MTA routes
- Transportation Goal 2: Make Baltimore bicycle and pedestrian friendly, especially
  - Strategy A: Implement the Baltimore Bicycle Master Plan
  - Strategy F: Improve public infrastructure for cyclists and pedestrians
- Transportation Goal 4: Measure and improve the equity of transportation, especially
  - Strategy A: Track the disparity of transportation costs by neighborhood relative to income
  - Strategy B: Identify strategies to reduce the disparity in cost of transportation relative to income
- Transportation Goal 5: Increase transportation funding for sustainable modes of travel (all Strategies).

The framework and intent also coincide with input received as part of the community engagement in the on-going update to the Baltimore Sustainability Plan. The updated Plan anticipates increasing the extent to which streets and corridors will serve pedestrians, transit, and bicycling, and improve availability of transportation between

low-income neighborhoods and jobs. On any of these strategies, the Office would be prepared to work with the relevant agencies to refine implementation details.

The Office of Sustainability therefore supports the framework and intent of City Council Bill #17-0102/COMPLETE STREETS.

If you have any questions, please contact me at 410-396-8360.

cc: Mr. Pete Hammen, Chief Operating Officer
Mr. Jim Smith, Chief of Strategic Alliances
Ms. Karen Stokes, Mayor's Office
Mr. Kyron Banks, Mayor's Office
Mr. Thomas J. Stosur, Department of Planning

FROM				
	Name & Title	Dr. Leana Wen, Commissioner	Health Department	
	Agency Name & Address	Health Department 1001 E. Fayette Street Baltimore, Maryland 21201	AGENCY REPORT	
	Subject	17-0102 – Land Use and Transportation – Complete Streets		

To: President and Members of the City Council c/o 409 City Hall

March 15, 2018

The Baltimore City Health Department (BCHD) is pleased to have the opportunity to review #17-0102 – Land Use and Transportation – Complete Streets. The purpose of this legislation is to require the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System. This legislation would require the establishment of street design standards and the creation of a Complete Streets Coordinating Council to aid in the ordinance's enactment.[1]

Research shows that certain demographics are more at risk than others of pedestrian collisions. Notably, people of color, elderly citizens and those in areas with high incidences of poverty are at more risk of pedestrian danger nationally and in Maryland.[2] These disparities are particularly concerning as marginalized communities already face higher levels of public health concerns. Baltimore City's citizenry is comprised of many of the groups that are most impacted by pedestrian danger.[3] Complete Streets programs may mitigate compounded harm to marginalized communities by addressing dangerous pedestrian conditions.

While programs like Complete Streets seek to improve health outcomes, much of Council Bill #17-0102 deals in the implementation of transportation policy specifics. As such, the Health Department defers to the Department of Transportation.

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[1] https://baltimore.legistar.com/LegislationDetail.aspx?ID=3105004&GUID=D84D8A72-1C20-494D-A909-7503F044A56F&Options=&Search=

[2] Dangerous by Design, https://nextcity.org/pdf/dangerous-by-design-2016.pdf, 16-24

[3] https://www.census.gov/quickfacts/fact/table/baltimorecitymarylandcounty/AGE295216, 1-3

Baltimore Development Corporation

MEMORANDUM

TO: Honorable President and Members of the City Council
Attention: Natawna Austin, Executive Secretary

FROM: William H. Cole, President and CEO

DATE: March 16, 2018

SUBJECT: Council Bill No. 17-0102 - Complete Streets

The Baltimore Development Corporation (BDC) has been asked to provide a response to City Council Bill 17-0102, for the purpose of constructing and operating a complete streets system, creating a coordinating council, establishing design standards, and establishing various other related measures.

BDC believes that investing in infrastructure projects that support multiple modes of transportation - and that are appropriate in scale based on the character of the areas in which they are built - is critical to strengthening the vitality of our commercial districts and neighborhoods. Given the degree to which economic development and reporting metrics are referenced in the legislation, BDC is interested in participating in any inter-agency advisory body that may be created to support this effort.

BDC is interested in what comprehensive approaches will be followed to identify priority projects, coordinate their construction with subsurface improvements to maximize efficiency, and strategically integrate improvements so they relate to each other as part of a connected network. BDC believes that density and travel demand should be major considerations. BDC advocates for prioritizing streets that have the greatest need for improvements and that serve commercial corridors.

While BDC supports the establishment of clear design standards, the bill includes very specific lane width prescriptions, which, as currently written, may not be flexible enough to accommodate the needs of industrial users and commercial property owners in certain cases. BDC is also interested in whether certain proposed reporting requirements are the most practical or appropriate approaches in relation to the goals of the legislation. BDC respectfully requests that consideration be given to providing for greater flexibility regarding design specifications and reporting metrics in the legislation, understanding that these components will be specified in greater detail upon completion of the proposed Complete Streets Manual in consultation with the proposed inter-agency advisory body.

cc: Kyron Banks

LAND USE AND TRANSPORTATION COMMITTEE

BILL 17-0102

Communications

Organizations - Support	Received	Council District
Maryland Building Industry Association, Josh Greenfeld, Vice President of Government Affairs	3/12/18	
Hampden Community Council, Matthew Stegman, President	3/13/18	
Transit Choices, Robin Budish, Director	3/13/18	
AIA Baltimore, Ann Powell, President	3/14/18	
The League for People with Disabilities, Inc., David Greenberg, President and CEO	3/15/18	
Maryland Environmental Health Network, Tamara Toles O'Laughlin, Exective Director	3/15/18	
Safe Routes to School National Partnership, Margo Pedroso, Deputy Director	3/16/18	
Coldstream Homestead Montebello Community Corporation, Mark Washington, Executive Director	3/16/18	
Sandtown South Neighborhood Alliance, Eric Stephenson, President	3/16/18	
CCAN Action Fund, Taylor Smith-Hams, Healthy Communities Campaign Organizer	3/16/18	
Hamilton Business Association, Krista Cushman, President	3/19/18	
Hamilton-Lauraville Main Street, Inc., Regina Lansinger, Director	3/19/18	
Clean Water Action – Maryland, Jennifer Kunze, Maryland Program Organizer	3/19/18	
AARP Maryland	3/19/18	
Baltimore Child Abuse Center, Adam Rosenberg, Executive Director	3/19/18	

Harbel Community Organization, Mike Hilliard, Director	3/19/19	
Greater Baltimore Committee, Donald C. Fry, President & CEO	3/19/18	
Citizens of Pigtown Historic Pigtown's Community Association, Kelleigh Eastman, President	3/20/18	
Lauraville Business Association, Brian Truax, President	3/20/18	
Mount Vernon Belvedere Association, Michele Richter, President and Steven Shen, Chair, MVBA Development Committee	3/20/18	
Bus Workgroup14	3/21/18	
Downtown Partnership of Baltimore, Kirby Fowler, President	3/26/18	
American Heart Association, Michaeline R. Fedder, Director of Government Relations, Maryland	3/26/18	
United Workser.org, Todd Cherkis, Leadership Organizer	4/5/18	
Food and Water Watch, Rianna Eckel, Maryland Organizer	4/18/18	
Hillen Road Improvement Association, Paula Purviance, President	4/23/18	
Kaiser Permanente, Celeste James, Executive Director	4/25/18	
Associated Black Charities, A. Adair Ayira, Senior Leadership Team	4/25/18	
INDIVIDUALS – SUPPORT Also See Attached Spreadsheet for : Additional Letters in Support by City Council District	Received	Council District
The Honorable Brooke E. Lierman, The Maryland House of Delegates, District 46	3/20/18	
Robbe Reddinger, Homeowner, 908 Grundy Street; Baltimore, MD 21224	3/8/18.	1

Madeleine Monson-Rosen, Resident of Highlandtown; Baltimore, MD	3/15/18	1
Julie Saylor, Member of the Hamilton/Lauraville Main Street design committee, 3205 Rosekemp Avenue; Baltimore, MD 21214	3/11/18	3
Anikwenze Ogbue, P.E. , 1320 Northview Road; Baltimore, MD 21218	3/19/18	3
Thomas M. Hunt, Resident of Roland Park, Edgevale Road; Baltimore, MD	3/13/18	6
Charlotte Hager, MPH, CHES, Resident of Roland Park, 1 Medvale Road, Baltimore , MD 21210	3/14/18	6
Graham Coreil- Allen, Resident, Auchentoroly Terrace; Baltimore, MD	3/8/18	7
Melvin Blickenstaff; Homeowner; 1442 Medfield Avenue; Baltimore, MD 21211	3/13/18	7
John Bremerman, Resident of SoBo/Federal Hill; Baltimore, MD	3/7/18	11
Susan Carlin, Resident, 300 Saint Paul Place, Apt. 1703; Baltimore, MD 21202	3/7/18	11
Peter Smith; Resident, 104 W. Madison Street, #9; Baltimore, MD 21201	3/12/18	11
Adam Sandy, Homeowner, 403 East Fort Avenue; Baltimore, MD 21230	3/16/18	11
Danielle Sweeney, Resident of Riverside; Baltimore, MD	3/16/18	11
Melissa Schober, Homeowner; Baltimore, MD	3/7/18	12
Peter Morrill, 217 W. 27th Street; Baltimore, MD 21211	3/7/18	12
Kara Harris, 2539 N. Howard Street; Baltimore, MD 21218	3/12/18	12
Anna Scott, Ph.D. Student; Johns Hopkins University; 1807 Saint Paul Street; Baltimore, MD 21202	3/13/18	12

Tony DeFranco, Resident, 11 E. Chase Street, #701; Baltimore, MD	3/16/18	12
Ed Morman, Resident, 2212 E. Baltimore Street; Baltimore, MD	3/14/18	13
Jonathan Boushell, 721 Berry Street; Baltimore, MD 21211	3/7/18	14
James L. Knighton, Resident, 3811 Canterbury Road, #207; Baltimore, MD 21218	3/15/18	14
Collin Hayward, Financial Manager, Complete Streets Consultant	3/7/18	
Leah Irwin, Homeowner, Baltimore, MD 21211	3/8/18	
Marget Ho, Resident, Baltimore, MD	3/13/18	
INDIVIDUALS - OPPOSITION	Received	Council District
Michelle and Gary Pasternack, Residents, Roland Park	3/19/18	6
PROPOSED AMENDMENTS	Received	Council District
Mary Kay Battafarano, Resident of Roland Park, Baltimore, MD	3/15/18	6
Michelle and Gary Pasternack, Residents, Roland Park	3/19/18	6

Organizations - Support

MARYLAND BUILDING INDUSTRY ASSOCIATION
11825 West Market Place | Fulton, MD 20759 | 301-776-6242

March 21, 2018

Re: BUILDING INDUSTRY BILL 17-0102 TESTIMONY IN SUPPORT – Complete Streets

Dear Chairman Reisinger and Members of the Land Use and Transportation Committee,

The Maryland Building Industry Association (MBIA), representing over 1,000 business members and 100,000 employees in Baltimore City and across the State, writes in support of Council Bill 17-0102, which directs the Department of Transportation (DOT) to create and fully implement a "Complete Streets" program.

"Complete Streets," a transportation and infrastructure philosophy encouraging the design and construction of public right of ways optimized for all users regardless of age, ability, income, race or mode of travel, began in Baltimore City with a non-binding 2010 City Council Resolution. A Complete Streets policy was adopted by the Department of Transportation in 2013 and in February 2017, Mayor Pugh's Transition Report (Page 22) called for a strengthening of the 2013 DOT policy by "enacting a detailed Complete Streets Ordinance, with best practice design guidelines, that mandates compliance and contains real accountability."

According to the Mayor's transition report, "Baltimore should take full advantage of "Complete Streets" programs, which require streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages. By implementing this initiative around schools, libraries, recreation facilities, and parks, Baltimore would not only create and improve access to jobs but also enrich entire neighborhoods." Page 27.

In a built-out, urban environment like Baltimore, Complete Streets are vital for the continued growth and vitality of the City, especially to attract new residents and retain existing residents. Over time, Complete Streets will ease traffic congestion, increase driver, cyclist and pedestrian safety, create economic opportunities for all residents, and improve the City's public safety. These are quality of life improvements important to both the real estate development industry as well as every resident of Baltimore.

There are over 1,200 Complete Streets policies nationwide according to Smart Growth America, including recently adopted policies in Howard County, Montgomery County and Anne Arundel Counties. To remain competitive and deliver the best services to Baltimoreans, it is time to implement a mandated and accountable Complete Streets program.

The MBIA hopes this Committee will vote favorably on this legislation. If you have any questions about the MBIA's position, please contact Josh Greenfeld at 443.515.0025 or jgreenfeld@marylandbuilders.org.

Thank you for your attention to this important issue.

Best,

Josh Greenfeld, Vice President of Government Affairs

CC: Council President Bernard C. "Jack" Young
Councilwoman Sharon Green Middleton, Vice-chair
Councilwoman Mary Pat Clarke
Councilman Eric Costello
Councilman Ryan Dorsey
Councilman Leon Pinkett
Councilman Robert Stokes
Michelle Porciau, Director, Department of Transporation
Jim Smith, Office of the Mayor, Chief of Strategic Alliances

received
3/12/18 JRC

hcc

hampden community council

Hampden Community Council

PO Box 19957 – Baltimore, Maryland 21211

Proudly Serving the Hampden Community Since 1976

March 13, 2018

Land Use & Transportation Committee
Baltimore City Council
City Hall, Room 408
100 North Holiday St.
Baltimore, MD 21202

Re: 17-0102 – Complete Street - Support

Members of the Land Use & Transportation Committee;

On behalf of the Hampden community at large, **the Hampden Community Council requests your favorable consideration of Council Bill 17-0102.** The bill would require the Department of Transportation to operate a comprehensive Complete Streets transportation system and create a Complete Streets Coordinating Council to help achieve this goal.

At our July 2017 meeting, the Hampden Community Council's general membership voted overwhelmingly to support this bill. The community is interested in seeing Baltimore City develop a transportation network that employs Complete Streets principals to use transportation resources more efficiently and with an eye toward equity.

Thank you for your favorable consideration of Council Bill 17-0102.

Sincerely,
Matthew Stegman

Matthew Stegman, President
Hampden Community Council
Hccpresident@gmail.com

Cc: The Hon. Bernard "Jack" Young, City Council President
Councilman Ed Sharon Green Middleton, Vice-Chair
Councilwoman Mary Pat Clarke
Councilman Eric Costello
Councilman Ryan Dorsey
Councilman Leon Pinkett
Councilman Robert Stokes

TRANSIT CHOICES

March 13, 2018

Councilman Ryan Dorsey
District 3
100 Holliday Street
Suite 500
Baltimore, Maryland 21202

Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Transit Choices is a strong coalition of business organizations, cultural institutions, universities, architecture firms, community groups, developers, conservation groups, transportation planners, young entrepreneurs, and concerned individuals joined together by the vision of creating an effective and efficient multi-modal transit system in Baltimore. We have long supported initiatives such as Complete Streets which will improve street connectivity while also achieving greater economic, environmental, and public health benefits.

received
3/13/18 JFC

Transit Choices encourages the support of Complete Streets Ordinance, bill file #17-0102 which will be an important step forward for Baltimore City. Please feel free to contact me at robin@transitchoices.org or 410.340.4878 with any questions you may have.

Sincerely,

Robin Budish

Robin Budish
Transit Choices, Director

AIA Baltimore

Bill: Baltimore City Council Bill 17-0102 – Complete Streets

Committee: Land Use & Transportation Committee

Position: SUPPORT

Date: March 14, 2018

Dear Land Use & Transportation Committee Members:

On behalf of the Baltimore Chapter of the American Institute of Architects (AIA Baltimore) and its 1,300 members representing architects, design professionals, and allied organizations in related engineering and construction fields, I thank you for the opportunity to provide testimony in support of Bill 17-0102, Complete Streets, now before the Land Use & Transportation Committee.

Equity is integral to complete streets. Everyone deserves safe, comfortable, and convenient access to community destinations, jobs, and public places. Complete streets ensure that investment is prioritized in neighborhoods where the majority of residents lack access to a vehicle and where median household income is below the city average. A network of connected facilities that improve mobility and quality of life for all will create safer streets for children, improve access to jobs, and transform the street into an extension of the community.

Streets comprise a significant percentage of city-owned land, offering a unique opportunity to incorporate elements that will not only make our streets more accessible, but protect the environment, improve community health and safety, and promote prosperity. As an architect, I know the tremendous value of an integrated design process that brings together people and place. By looking at streets holistically through a complete streets policy, improvements will be more cost effective, providing added value and avoiding expensive changes after construction. Complete streets also ensure that streets are safe for people of all ages and abilities, balance the needs of different modes of transportation, and support local land uses, economies, cultures, and natural environments.

Complete streets will make Baltimore more sustainable and resilient. In addition to reducing reliance on cars, therefore reducing CO2 emissions, complete streets benefit the environment by addressing issues such as stormwater management and urban heat island mitigation. Applied citywide, landscaping elements that help curb stormwater runoff are mutually beneficial for mobility and ecology. When redesigning streets, additional plants and trees can be incorporated to clean runoff and manage stormwater onsite. Traffic calming elements, like islands and curb extensions, provide opportunities for bioswales, rain gardens, and street trees that provide shade and oxygen, absorb CO2, and beautify communities. Such green elements are also increasingly found to be important deterrents of vehicle accidents and injuries, and contribute to a more comfortable and visually interesting environment for all users.

A complete streets policy will complement current City policies including:

received
3/14/18 JLC

Green Network	Bike sharing
Climate Action Plan	Bike lane network expansion
Green Building Code	Tree Baltimore

Bill 17-0102 is an opportunity for Baltimore to lead the way in best urban design practices. It will be a leap forward towards an interconnected city that promotes equity, prosperity, public health, safety, and overall livability.

Sincerely,

Ann Powell, AIA
2018 AIA Baltimore President

THE LEAGUE
FOR PEOPLE WITH DISABILITIES, Inc.
Putting Ability First

ADULT MEDICAL DAY • CAMPING & RECREATION • DAY HABILITATION • LEAGUE INDUSTRIES
SCALE APHASIA PROGRAM • THE WELLNESS CENTER • WORKFORCE DEVELOPMENT • YOUTH AUTISM SERVICES

March 15, 2018

Ryan Dorsey
Baltimore City Council
District 3

Dear Councilman Dorsey,

This letter is my written testimony for your complete streets ordinance bill #17-0102 for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21, 2018. Unfortunately, due to a significant business conflict I am unable to attend the hearing to provide verbal testimony.

I would like the Council President, Council Members and the Mayor to be aware of the strong support I have for Complete Streets Ordinance, bill file #17-0102.

As the leader of The League for People with Disabilities, a long standing Baltimore City non-profit agency that serves individuals with many different disabilities, the ordinance, as drafted, would improve the lives of our vulnerable Baltimore City participants that we serve. The majority of our participants take public transportation, use city sidewalks and live in Baltimore City.

The Complete Streets concept improves the lives of individuals with disabilities who live and work in Baltimore City. It is incumbent on our city leaders to consider implementation of Complete Streets planning as we improve access for all our residents and visitors to Baltimore.

On behalf of the Baltimore City residents we serve, I encourage your vote to approve this important legislation.

Respectfully,

David A. Greenberg
President and CEO

1111 East Cold Spring Lane • Baltimore, MD 21239 • Phone 410.323.0500 • Fax 410.323.3298 • www.leagueforpeople.org

MARYLAND ENVIRONMENTAL HEALTH NETWORK

Bill #17-0102 – Complete Streets
March 21, 2018 1:00pm
Committee: Land Use & Transportation
Position: SUPPORT

The Maryland Environmental Health Network supports Bills that are consistent with scientific research in the fields of public and environmental health, and those which advance social justice and equity. Marylanders are more likely to achieve health and longevity when we live in environments of clean air and water, strong local economies, and meaningful community engagement in policy-making. As a statewide network, we draw on a diverse constituency of health advocates, educators, researchers, health care professionals, and community leaders to evaluate legislative proposals.

We support Bill #17-0102 because we believe that built environmental factors, like street structures, are crucial in the production of health and require adequate development and maintenance. This Bill requires implementation of complete street design features including: systems to promote safety, systems to accommodate all travel modes, systems to promote economic development, and systems that ensure equity. Bill #17-0102 will promote and protect the health and well-being of communities in Baltimore City through the promotion of multimodal transportation, physically active communities, and safer communities.

As a public health organization, we are concerned about the health outcomes associated with limited access to complete streets. Physical structures in communities and health outcomes are interrelated[i]. Concepts such as community cohesion, safety, access, and social mobility, come together as determinants of health in communities. Therefore, the structures that proliferate those concepts are integral. Complete streets are a perfect example of structures that allow those social determinants to favor healthy outcomes. When roads are safe, and have provisions for cyclists, people can walk and bike more. The U.S. Department of Transportation believes complete streets promote physical activity, mobility, and reduces long-term health burdens such as heart disease, high blood pressure, depression, and stroke[ii]. Developing complete streets also promotes safe traveling for drivers, and pedestrians, and cyclists by reducing accidents on the road[iii].

As an organization centered around access, equity, and justice, we believe communities that bear the burden of incomplete and unsafe streets are also the most vulnerable communities in the City. Safe streets and sidewalks are crucial components of mobility for all in Baltimore City. The complete street design ensures provisions for all levels of ability, providing access to wheelchairs, the visually impaired, and the hearing impaired, and people who may not be as quick to cross the road. Additionally, the current distribution of safe and complete streets and sidewalks in Baltimore City is inequitable. Bill #17-0102 would allow all Baltimoreans to access complete streets and sidewalks

Walking, biking, riding the bus, and driving are all reliant on street infrastructure built equitably through a lens of safety. When streets are designed strategically to mitigate speeding, encompass specific lanes for buses, cars, and bicycles, and create tactile pavements to cater to the visually impaired community members can be more mobile, physically active, and safe. It is imperative that Baltimore City acts to create a built environment that works to promote health by providing access to physical activity.

Thank you for your consideration.

MARYLAND ENVIRONMENTAL HEALTH NETWORK

Tamara Toles O'Laughlin
Executive Director
Maryland Environmental Health Network
2 East Read Street, 2nd Floor
Baltimore, MD 21202
Phone: 410-727-1205

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[i] Gustat, J., Rice, J., Parker, K. M., Becker, A. B., & Farley, T. A. (2012). Effect of changes to the neighborhood built environment on physical activity in a low-income African American neighborhood. *Preventing chronic disease*, *9*.

[ii] https://www.transportation.gov/mission/health/complete-streets-policies

[iii] https://www.transportation.gov/mission/health/complete-streets-policies

Safe Routes to School National Partnership

March 16, 2018

Baltimore City Council
100 North Holliday Street
Baltimore, MD 21202
Via Email ryan.dorsey@baltimorecity.gov

Dear Members of the Land Use and Transportation Committee:

I am writing from the Safe Routes to School National Partnership in support of Baltimore City Council bill #17-0102. We are a national non-profit that advances policy change and catalyzes support for healthy, active communities, starting with walking and bicycling to school.

For decades, Baltimore City has made planning decisions that prioritize the throughput of automobiles over the safety of our most vulnerable road users: people who walk, bike, and take transit. Every day in Baltimore City, thousands of children walk or take public transit to their schools, and they have to do so on roads that are unsafe. In Baltimore, we have too many roads that have seen fatalities increase year after year, and roads that have fatal crash rates 370% higher than the state average.

The Safe Routes to School National Partnership advocates for policies across the country like this Complete Streets ordinance because they prioritize the safety of our most vulnerable road users--such as children walking to or taking transit to school--over convenience for those traveling in cars. Networks of Complete Streets not only provide children access to school, but families with access to public transportation, doctors, shopping, employment centers, and recreation, which are all critical components of maintaining healthy and thriving communities.

This ordinance will be one of the first Complete Streets ordinances to focus on equity in project selection, implementation, and reporting. This is important because low-income communities and people of color have higher rates of traffic fatalities, and so resources should be directed where they are most needed. This focus on equity will ensure that projects that will save lives and improve outcomes for our children will move forward over traditional road expansion projects that do not improve safety for our most vulnerable road users.

Thank you for the opportunity to submit this letter of support on behalf of Safe Routes to School National Partnership, and I urge you to support this bill.

Sincerely,

Margo Pedroso

Margo Pedroso
Deputy Director
Safe Routes to School National Partnership

received 3/16/18

Transforming Environments and Minds "T.E.A.M."

Coldstream Homestead Montebello Community Corporation

March 16, 2018

Hon. Ryan Dorsey
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, MD 21202

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that Coldstream Homestead Montebello is in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Mark Washington

Mark Washington
Executive Director

CHMCC
3220-A The Alameda
Baltimore, MD 21218
Phone: 410.235.6715 Fax: 410.235.1745
Chmc.corp@verizon.net www.liveinchm.org

received
3/16/18 PC

Sandtown South Neighborhood Alliance
926 N Carrollton Avenue
Baltimore, MD 21217

March 16th, 2018

Councilman Ryan Dorsey
100 Holliday Street
Suite 500
Baltimore, Maryland 21202

Councilman Dorsey,

I am writing, on behalf of our community association, to express our continued and unwavering support for your Complete Streets Bill 17-0102. In the Sandtown community we are all too familiar with how unsafe Baltimore's streets are for non-drivers. In the Summer of 2016 a young girl in our neighborhood was the victim of a hit and run on the 1200 block of Mosher St. She survived but is still confined to a wheelchair. Although the speed limit on Mosher St. is only 25 m.p.h. the 4-lane wide road invites reckless vehicles to speed much faster. The design guidelines set forth in the Complete Streets Bill would mitigate these dangers to our children.

Complete Streets would also benefit our community economically. The majority of residents in Sandtown do not own cars, however very many have access to bicycles. If Baltimore had better bike and pedestrian infrastructure, more people could get to jobs more easily which is crucial to the economic development of our neighborhood.

The members of the Sandtown South Neighborhood Alliance as well as the community at large are grateful for the hard work that you have put into bringing these best practices to Baltimore. We hope optimistically that your colleagues on the council and the council president will join us in supporting the bill and making Complete Streets a reality in Baltimore City as soon as possible.

Sincerely,

Eric Stephenson - President
Sandtown South Neighborhood Alliance
www.sandtownsouth.com
757-289-1192

received
3/16/18 JRC

Bill: Complete Streets (Ordinance 17-0102)
Committee: Land Use & Transportation Committee
Position: **SUPPORT**
Date: March 16, 2018

Dear Chairman Reisinger and Members of the Committee,

CCAN Action Fund strives toward a healthy environment and sustainable future in Baltimore City and across Maryland. We support the Complete Streets ordinance.

This ordinance will improve public health and safety and reduce traffic congestion, resulting in decreased air pollution and increased access to alternatives to cars such as biking, walking, and transit. Baltimore City's asthma rate is twice the statewide average, and asthma is a leading cause of school absenteeism.[1] Emissions from automobiles are a significant contributor to the air pollution that exacerbates residents' asthma.[2] Reducing the need for cars will improve air quality, protecting public health and the environment from harmful emissions.

Complete streets will also ensure a more equitable transportation system by requiring comprehensive investment in bike, pedestrian, and transit infrastructure across the city. 30% of Baltimoreans do not have access to a car.[3] In the absence of affordable, reliable, and accessible alternatives, Baltimoreans without cars face barriers to obtaining and maintaining employment, carrying out basic necessities such as grocery shopping, and getting their children to and from school. According to the Baltimore Transit Equity Coalition, it currently takes transit-dependent riders 90 minutes or more to reach two out of three jobs in the Baltimore region.[4]

A Complete Streets approach will help put Baltimore on track to a healthier environment and a more just, sustainable future. We urge a favorable report for this important legislation.

Respectfully,

T Smith-Hams

Taylor Smith-Hams
Healthy Communities Campaign Organizer
CCAN Action Fund

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[1] Baltimore City Health Department, "Asthma in Baltimore," https://health.baltimorecity.gov/node/454.
[2] Leah Kelly and Kira Burkhart, "Asthma and Air Pollution in Baltimore City," Environmental Integrity Project, December 2017, https://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf.
[3] Baltimore Neighborhood Indicators Alliance, "Percent of Households with No Vehicles Available," 2015, https://bniajfi.org/indicators/Sustainability/novhcl.
[4] Samuel Jordan, "The State of the Red Line Campaign," Baltimore Transit Equity Coalition, February 2018,http://files.constantcontact.com/32c15b67001/9914de67-e235-4cf4-846f-873d97a6d354.pdf?ver=1517780325000.

received
3/16/18

Hamilton Business Association

The Charm in Charm City

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that you as my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Krista Cushman
President of Hamilton Business Association
2904 Hamilton Avenue
Baltimore, MD 21214
email@hamiltonbusinessassoc.com

3/20

HAMILTON-LAURAVILLE MAIN STREET
REVITALIZATION PROGRAM
5500 Harford Road, Suite 201 • Baltimore MD • 21214

Regina Lansinger, Director
Regina@HamiltonLauravilleMainStreet.org
410-319-7150 * 410-319-7151 (fax)

City Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, MD 21202

March 19, 2018

RE: Complete Streets Ordinance #17-0102

Dear Councilman Ryan Dorsey,

On behalf of the Board of Directors of Hamilton-Lauraville Main Street, I am writing in support for your Complete Streets Ordinance #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting to inform residential communities and business owners in Hamilton and Lauraville for the past year to get feedback on this ordinance and gain support for its passage. There is growing support for this ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Sincerely,

Regina Lansinger

Regina Lansinger
Director, Hamilton-Lauraville Main Street, Inc.

Hamilton – Lauraville Main Street program is made possible by the generous support from the Baltimore Main Streets project and from the National Trust for Historic Preservation

3/19/18

CLEAN WATER ACTION
MARYLAND

Bill: Baltimore City Council Bill 17-0102 – Complete Streets
Committee: Land Use & Transportation Committee
Position: SUPPORT
Date: March 19, 2018

Dear Land Use & Transportation Committee Members,

On behalf of Clean Water Action, our over 8,000 members in Baltimore City, and our over 35,000 members in Maryland, I write to express strong support for Bill 17-0102, Complete Streets. Planning for Complete Streets is a great tool to develop safe, vibrant streets that work for the community in which they are located. The bill's green infrastructure provisions will reduce local flooding and improve Baltimore City's water quality. And by providing a framework to encourage public transit, biking, and walking over private car trips, this bill will improve local air quality and reduce Baltimore's contributions to climate change.

Complete Streets will improve local water quality and reduce flooding.

By incorporating green stormwater infrastructure and stormwater management into the concept of a 'complete street,' Bill 17-0102 will capture stormwater at its source and prevent it from carrying pollution to storm drains, clogging them and creating local flood hazards, and to the Patapsco River, adding to the river's and the Inner Harbor's pollution load. These best management practices reduce stormwater volume by using infiltration, evapotranspiration, or the beneficial reuse of water. In DC, where a similar policy exists, the result has been bike lane buffers and pedestrian refuges that incorporate rain gardens, places for surface runoff water to collect and filter, with native vegetation. When city policies incorporate green infrastructure and stormwater management, projects can incorporate sustainable practices with safe design, maximizing the utility of the project and solving two problems with a single repaving project.

Complete Streets will improve the health and safety of Baltimore residents.

The implementation of Complete Streets philosophies in street planning increases equitable access to the urban space we all share. Developing streets that are designed to be accessible to bicyclists, pedestrians, and transit enables people to get out of their cars to move throughout the community, promoting active and sustainable lifestyles. This is also important to protect the people who already walk, bike, and take public transit to travel around the city, and face unsafe and sometimes actively hostile infrastructure that poses a barrier to doing so. Incentivizing and protecting non-automotive modes of transportation, as this bill does, will improve safety, reduce congestion, and improve conditions for Baltimore residents.

1120 N Charles St, Suite 415 | Baltimore, MD 21201 | 410-235-8808
www.cleanwateraction.org/md

3/19/18

CLEAN WATER ACTION
MARYLAND

Complete Streets will improve local air quality and reduce negative health outcomes.

Baltimore City's air quality is dangerously poor, with drastic impacts on respiratory and cardiovascular health for our residents. Emissions from transit are significant contributors to local air quality problems. It's estimated that 28% of nitrous oxides in the atmosphere come from on-road gasoline use – and unlike emissions from power plants, these emissions occur right at people's head-level in close proximity to pedestrians, bikers, and drivers. A recent report by the Environmental Integrity Project, based on newly-available asthma hospitalization rates by zip code, found that the transportation sector is a significant contributor to asthma rates in the city:

> *"We mapped several indicators of air pollution in Baltimore's neighborhoods using a few different tools provided by the U.S. EPA. We found that four out of the five zip codes with the highest 2011 asthma hospitalization rates had smaller areas within their borders that were within the 95-100th percentile in the state for respiratory risk from air toxics. These zip codes were 21223, 21225, 21202, 21217, and 21201. We also found that, in the areas within the 95-100th percentile, roadway vehicle pollution contributed about 50 percent of the risk, which is more than twice the risk from any other category of pollution source."* [1]

A report by the American Public Transportation Association on the emissions and greenhouse gases of different modes of transportation, and found, unsurprisingly, that public transit emits less air pollution than equivalent car use. [2] Per passenger-mile traveled, the study found that:

- Public transit produces only 5% as much carbon monoxide as car use. Carbon monoxide is a poisonous gas that hampers the body's ability to transfer oxygen to organs and tissues.
- Public transit produces 8% as much Volatile Organic Compounds and less than 50% as much nitrogen oxides emissions as car use. These chemicals, combined with sunlight and heat, produce ozone and smog. Ozone can irritate people's respiratory systems and eyes, damage their lungs, and exacerbate many respiratory conditions
- Public transit produces less than 50% as much nitrogen oxides emissions.

Making it more possible for Baltimoreans to live their daily lives without the use of a private vehicle, as this bill does, will reduce toxic air pollution and improve public health for people all across Baltimore.

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[1] http://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf

[2] http://www.sonecon.com/docs/studies/enenv_0702.pdf

CLEAN WATER ACTION
MARYLAND

Complete Streets will reduce Baltimore's greenhouse gas emissions.

In addition to local air quality impacts, the transportation section contributes significantly to greenhouse gas emissions that are driving climate change. According to a 2016 report from the Maryland Department of the Environment, 36% of the total greenhouse gases produced in Maryland come from the transportation sector. For every passenger-mile traveled, public transportation produces less than half as much carbon dioxide, a potent greenhouse gas, as private car use. Maryland has a goal to reduce greenhouse gases by 40% by 2030, and a key component of the plan is mass transit expansion. Implementation of Complete Streets policies in Baltimore City will help the entire state get there.

For all of these reasons and the many more expressed by Baltimore City residents who want to be able to walk, bike, and use public transit to safely travel around the city, Clean Water Action urges you to vote favorably on Bill 17-0102. Thank you.

Sincerely,

Jennifer Kunze

Jennifer Kunze
Maryland Program Organizer
Clean Water Action
jkunze@cleanwater.org
240-397-4126

AARP Real Possibilities
Maryland

200 St. Paul Place, #2510 | Baltimore, MD 21202
1-866-542-8163 | Fax: 410-895-0269 | TTY: 1-877-434-7598
aarp.org/md | mdaarp@aarp.org | twitter: @aarpmaryland
facebook.com/aarpmd

AARP Written Testimony
Baltimore City Complete Streets Ordinance
Land Use and Transportation Committee Meeting
March 21, 2018

On behalf of our 893,000 members across the state of Maryland, and the more than 192,000 Baltimore residents who are fifty and older, AARP Maryland seeks ways improve older adults' quality of life by promoting and advocating for the development of safe, accessible and vibrant environments often called livable communities. AARP's Livable Communities policies address issues such as land use, housing, transportation and broadband — all of which facilitate aging in place.

AARP also believes that state and local jurisdictions should adopt and implement transportation plans that accommodate pedestrians and bicyclists. Implementation should include evaluating roads to confirm their ability to accommodate all users; updating design, planning, and policy manuals; and training planning personnel to plan and design "Complete Streets."

Older adults need transportation to the places and services that support their independence. Policies that encourage adequate, safe and accessible transportation infrastructure and services help people of all ages stay active and engaged in their communities.

AARP upholds the decision for Baltimore City to adopt "Complete Streets" policies and require that road projects are routinely designed, built, maintained, and operated to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders."

For these reasons AARP supports the Complete Streets Ordinance introduced by Councilman Ryan Dorsey and respectfully we request Land Use and Transportation Committee find this initiative favorable for the community. For questions, please contact Jennifer Holz at jholz@aarp.org.

Real Possibilities

3/19/18

Baltimore Child Abuse Center

March 19, 2018

The Honorable Ryan Dorsey
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, Maryland 21202

Dear Councilman Dorsey:

Baltimore Child Abuse Center (BCAC), Maryland's first and oldest children's advocacy center, writes in support of your Complete Streets Initiative.

Since 1987, BCAC has led the nation in crisis response and intervention, providing resources for victims of child abuse in Baltimore City and the professionals who work with them. The mission of Baltimore Child Abuse Center is to provide victims of child sexual abuse, trauma, and other Adverse Childhood Experiences in Baltimore and their non-offending caretakers with comprehensive forensic interviews, medical treatment, and mental health treatment with a goal of preventing future trauma. Since inception, we have helped over thirty thousand Baltimore children and their families. Last year alone, we served over 1,000 children in our programs.

One recurring issue among the many families we serve is transportation. Like many Baltimore families, many of the families of the children we serve do not have a car, and must rely on public transportation to come to our center for appointments and services, initially on short notice.[1] Our families must also use public transportation to attend court hearings and other critical events outside their normal routines.

Because we understand the critical importance of helping Baltimore families move throughout their daily lives, and because we support efforts to help make our city a more livable, walkable place to live and raise children, we support the Complete Streets Initiative.

Respectfully submitted,

Adam Rosenberg, Executive Director
Joyce R. Lombardi, Director of Government Relations
(410) 396-6147

[1] Because transportation is so critical – and difficult—for many of our clients, BCAC has applied for and received grant money to provide transportation to our families to use our services.

3/19/18

HARBEL
COMMUNITY ORGANIZATION

5807 Harford Road
Baltimore, Maryland 21214
410-444-2100
info@harbel.org | www.harbel.org | Fax 410-426-1140

Executive Board Members
Janelle Cousino • Board Chair
Karmen Smith • Vice Chair
David Lansinger • Treasurer
Nomiki Weitzel • Secretary

Richard Marsiglia • Executive Director

March 19, 2018

The Honorable Edward Reisinger
Suite 500, Baltimore City Hall
100 N. Holliday Street, Suite 400
Baltimore, Maryland 21202

Dear Councilman Reisinger:

As the Director of Community Services of the HARBEL Community Organization Inc., a non-profit organization serving the needs of over 80 communities and organizations in Northeast Baltimore, I am writing to you as Chair of the Land Use and Transportation Committee in support of City Council Bill 17-0102, Complete Streets.

In order for this City to grow its population and enhance its tax base it is essential that its transportation structure support the needs of all its citizens and businesses. City Council Bill 17-0102 would ensure that this City's transportation system is designed and operated in way that ensures the safety security, comfort, and convenience of all users of the streets including pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers.

HARBEL supports the passage of this bill, and we would urge the Land Use and Transportation Committee favorably recommend Council Bill 17-0102 to the City Council for passage.

Thank you for your consideration of our thoughts, and please know that HARBEL and its members greatly appreciate your and the Baltimore City Council's efforts to make our city a better place to live, earn, work, and play.

Sincerely,

Mike Hilliard

Mike Hilliard
Director, Community Services

CC: Councilman Brandon Scott, Councilman Ryan Dorsey, Councilwoman Shannon Sneed, and Councilwoman Mary Pat Clarke

Serving the communities of N. E. Baltimore for 48 years.

3/19/18

gbc POSITION STATEMENT

TESTIMONY PRESENTED TO THE BALTIMORE CITY COUNCIL ON COUNCIL BILL 17-0102 – COMPLETE STREETS

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Like most cities in America, Baltimore's streets were created with one thing in mind – making it as easy as possible for people driving cars to get from one place to another in a timely manner. As transportation options have diversified, transportation policy needs to give consideration all users of the road – cars, pedestrians, bike riders, buses, and other forms of transit.

In 2003, a coalition of advocates first coined the term "complete streets" to express the concept of including more than just automobiles in everyday transportation planning. In 2005, the National Complete Streets Coalition was formed. According to the coalition, Complete Streets are streets that are "…designed and operated to enable safe access for all users…make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safer for people to walk to and from train stations."

There are many benefits to implementing a Complete Streets policy. Research has shown that Complete Streets policies can have economic benefits for businesses due to increased foot and bicycle traffic. According to Smart Growth America, when a bike lane was added along Valencia Street in San Francisco, businesses saw a 60 percent increase in sales.

Complete Streets policies can also help solve some of the inequity faced by Baltimore residents. One-third of Baltimore households lack access to a car and many rely on walking, biking, or public transit to get to work. Improving the safety of the roads for all users would not only help these individuals, but would also improve transit timeliness and make the roads safer for drivers.

In November 2010, Baltimore adopted a Complete Streets resolution stating that Complete Streets policies were to be applied to the planning, design, and construction of all new city transportation improvement projects. However, since this directive was issued by way of a resolution rather than ordinance, it is unenforceable and not universally implemented.

Council Bill 17-0102 seeks to achieve the following:

- mandate specific engineering standards like design speed and lane width that is proven to improve safety;
- mandates interagency collaboration through the creation of a Complete Streets manual similar to those in place in Chicago and elsewhere, essentially ensuring that all agencies play a role in developing and maintaining Complete Streets; and
- create policies and reporting metrics around equity.

The Greater Baltimore Committee was contacted early in the bill formation process by Councilman Ryan Dorsey and appreciated the opportunity to comment on the bill before it was introduced. While we are generally supportive of the idea, it is important to remember that while some communities are shifting from cars to other forms of transportation faster than others, the majority of areas in Baltimore City predominantly rely on motor vehicles as the principal form of transportation. Not every street in Baltimore City is ready for Complete Streets implementation. It is important that should this legislation be enacted, steps are taken to ensure that it is implemented through a balanced approach that is thoughtful and cognizant of what specific communities need most out of their roads while also guiding the city into the transportation policies of the future.

CITIZENS OF PIGTOWN

HISTORIC PIGTOWN'S COMMUNITY ASSOCIATION

March 19, 2018

Dear Councilman Ryan Dorsey,

I am writing on behalf of the Citizens of Pigtown (COP) membership to ensure that our testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my councilperson, the Council President, and the Mayor know that I am in support of your ordinance. Our testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like ours for the past year to get feedback on this ordinance and gain support for its passage. That is why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Kelleigh Eastman
President

PO Box 6322, Baltimore, MD 21230
board@citizensofpigtown.org

3/20/18

Lauraville Business Association

March 19, 2018

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that you as my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, **bill file #17-0102**.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Sincerely,

Brian Truax
President, Lauraville Business Association

received
3/20/18 JFC

MOUNT
VERNON
BELVEDERE
ASSOCIATION

The Honorable Edward Reisinger
Chair, Land Use and Transportation Committee
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, MD 21202
By e-mail: Edward.Reisinger@baltimorecity.gov
19 March 2018

Re: SUPPORT for Council Bill #17-0102 Complete Streets

Dear Chairman Reisinger and Members of the Land Use and Transportation Committee,

At our recent March meeting, the board of the Mount Vernon-Belvedere Association voted unanimously to *support* the Complete Streets ordinance #17-0102.

For over 20 years, we have strongly advocated a neighborhood environment where the safety of pedestrians, bicyclists, and transit riders is prioritized over the speed of cars and the needs of commuters.

Recently, the MVBA has been actively lobbying DOT for road diets, two-way street conversion, and the installation of bicycle lanes, recognizing that Complete Streets will lead to increased density, thriving businesses, reduced crime, a healthier environment, and neighborhood cohesiveness.

Thank you in advance for your positive consideration of the Complete Streets bill.

Sincerely,

Michele Richter, President
Mount Vernon-Belvedere Association
president@mvba.org

Steven Shen, Chair
MVBA Development Committee
development@mvba.org

cc: Mayor Catherine Pugh
Council President Jack Young
Councilman Eric Costello
Councilman Robert Stokes
Liz Cornish, Bikemore

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3/20/18

Bus Workgroup14
c/o MacMillan;
102 W. 39th Street APT 2B
Baltimore, MD 21210

March 21, 2018

Hon. Edward Reisinger, Chair, and Members
Land Use & Transportation Committee
Baltimore City Council

REF: Council Bill 17-0102, Complete Streets

Dear Chairman Reisinger and Committee Members:

Bus Workgroup14 is an all-volunteer group of neighborhood leaders and bus riders in the 14th City Council District. Our purpose is to advocate for bus riders in the district, and the city. During the Maryland Transportation Administration's (MTA) BaltimoreLink process, Bus Workgroup14 studied MTA's draft plans, and prepared a series of reports, which we submitted to MTA. We believe that our recommendations were helpful to the MTA.

We write to support Council Bill 17-0102, Complete Streets, with suggested amendments.

We recommend that this important bill be strengthened by requiring proactive, transparent public engagement. When Baltimore City Department of Transportation undertakes plans for changes within the public right of way, the agency should solicit early input from the affected stakeholders, including the residents of affected neighborhoods, not merely neighborhood associations or non-profit associations. A model process for effective public engagement was pioneered by the National Charrette Institute, which provides excellent trainings. Visit www.canr.msu.edu/nci/about-us/.

In addition, the public would be more accepting of changes in street and parking patterns, such as traffic circles and protected bike lanes, once they are planned, if the DOT conducted public information campaigns to explain the rationale for such changes, and how to navigate through the changed streetscape.

Baltimore City government can do much more to help improve local bus service and access, as well as bicycle and pedestrian safety and access, since City government has the final say over the ways our streets are designed and used. Council Bill 17-0102 is a great place to start.

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A complete streets manual, combined with an annual review, and the establishment of an interagency coordinating council can begin to redress the imbalance between single occupant vehicles and other modes of transportation that, as we all know, are far more sustainable.

We urge you to adopt Council Bill 17-0102, and to consider our proposals to strengthen the legislation.

Sincerely,

Eileen Franch
Michael S. Franch
Ann Gordon
Sharon Guida
Jacqueline Jones
Jackie MacMillan
Tyrone F. Parker
Mike Puma
Joe Stewart

DOWNTOWN BALTIMORE

March 15, 2018

Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, MD 21202

Re: Support of Council Bill 17-0102 (Complete Streets Ordinance)

Dear Hon. Councilman Dorsey:

On behalf of the Downtown Partnership of Baltimore (DPOB), I am writing in support of Council Bill 17-0102, which establishes a Complete Streets ordinance in Baltimore City. DPOB oversees the Downtown Management Authority (DMA), Baltimore's oldest and largest business improvement district. We are the state's largest employment center accounting for 123,000 jobs dispersed among diverse industry sectors. Downtown Baltimore is also proud to serve as a multi-modal transportation hub upon which many of Downtown's workers rely.

As a leader in the International Downtown Association, DPOB continually studies downtowns across the globe in search of best practices. Accordingly, we have observed the manifold benefits resulting from Complete Streets implementation. These benefits include: bringing economic development into communities, increasing access to jobs, and creating opportunities for people to safely walk, bike, or take public transportation to work.

Moreover, Baltimore City experiences a high rate of roadway injuries and fatalities, with those rates having increased since 2013. Complete Streets will improve safety and reduce crashes by providing pedestrian and bicycle infrastructure such as improved crosswalks and separated bicycle facilities. The occasional harm caused to our residents on city streets is avoidable through the design and policy changes this bill will compel.

Accordingly, this ordinance incorporates current best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore. Furthermore, a large coalition of local and national stakeholder groups – including DPOB – has worked with Councilman Dorsey since 2017 to refine this bill, address concerns, and gain widespread support.

Over 1,200 Complete Streets policies have been passed in the United States, including those adopted by 33 state governments, the Commonwealth of Puerto Rico, and the District of Columbia. DPOB supports this ordinance as it aligns with city-wide goals for public health, safety, environmental quality, and economic growth. This policy will make roads safer and more accessible for all residents, employees, and visitors to Baltimore City, and will contribute to Baltimore's ongoing renaissance.

Sincerely,

Kirby Fowler
President

Downtown Partnership of Baltimore, Inc. 20 S. Charles Street, 6th floor, Baltimore, MD 21201 T (410) 244-1030 F (410) 244-8670

GoDowntownBaltimore.com | Facebook.com/DowntownBaltimore | Twitter/DowntownBalt

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3/26/18 KC

American Heart Association.
life is why

217 East Redwood Street
Suite 1100
Baltimore, Maryland 21202
March 21, 2018

To: Edward Reisinger, Chair
Sharon Green Middleton, Vice Chair
Members, The Baltimore City Council Land Use and Transportation Committee

From: Michaeline R. Fedder, MA, Director of Government Relations, Maryland

Re: Enthusiastic Support for City of Baltimore Council Bill 17-0102: Complete Streets

The American Heart Association strongly supports the concept of Complete Streets, which has been defined as, "A transportation and design concept in which streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities." Indeed, the needs of all users are routinely considered at the very beginning of the planning process.

Currently, 33% of all Baltimore Residents do not have access to a car; in "historically disenfranchised neighborhoods" in the city, that number can be as high as 80%, making lack of a Complete Streets Policy an equity issue. Residents without cars rely on public transportation, biking, walking, and ride sharing. Currently, however, the bulk of transportation funding is spent on designing and building "car -efficient" streets that are less than safe for walkers and bikers.

Safety and Equity are compelling reasons for supporting a Complete Streets Policy for Baltimore. Additionally, there are significant health issues that must be addressed, as well: The Baltimore City Health Department's 2017 document," Health Status in Baltimore City" reports that,

- Baltimore City ranks last on key health outcomes compared to other jurisdictions in Maryland;
- Baltimore City has an age-adjusted mortality rate 40% higher than the rest of the state;
- The leading cause of death in Baltimore City is cardiovascular disease, CVD;
- One in three Baltimore City High School students is either obese or overweight;
- 35.9% of ALL Baltimore City residents are obese, but 49.7% of Baltimore City Residents living in households with yearly incomes below $15,000.00 are obese.

Several risk factors for CVD have been identified, and although some of them cannot be changed, there are many that are within the power of each of us to control. Lack of physical activity is one of them. Obesity is another. Walking and biking are outstanding remedies for both, but for so many City residents there are no safe places in which to walk and ride bikes.

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Embracing a genuine Complete Streets policy and enacting it into law (rather than a non-binding resolution,) would improve the quality of life for all Baltimore City residents. It would improve health, increase safety and help chip away at the scourge of inequity.

Council Bill 17-0102 is a well-designed piece of legislation that builds in transparency and ongoing, two-way communication with the public. It acknowledges the importance of being "state-of-the art" in all decisions and executions and allows for implementation "over time," thus recognizing reality.

The American Heart Association urges passage of this legislation which would demonstrate to the public that the Baltimore City Council believes that it has responsibility for protecting the health and safety of its constituents.

United Workers.org

April 4, 2018

Baltimore City Council
100 N Holliday Street
Baltimore, MD 21202

Dear Councilman Ed Reisinger and members of the Land Use and Transportation Committee:

The United Workers is proud to support the Complete Streets ordinance. As an organization dedicated to grassroots leadership and Fair Development principles we see the values and ideals of this ordinance as an important step forward. The five principles of Fair Development are universality (are benefits shared), equity (are policies directed at meeting acute needs), participation, transparency and accountability. We see the Complete Streets ordinance as an important reset of city transportation policies that asks who does benefit from our transit system, what should be done to make our system more equitable and how to open these policies to more inputs from riders, residents and those most impacted.

Consequences of Our Unequal Transit System
We represent low wage workers throughout Baltimore and across Maryland. Most of our members rely on public transit to get to work, to school, doctor visits, and grocery shopping. This is in line with available data: a third of Baltimore City residents lack access to a car, and that number climbs to over 80% in historically red-lined communities of color. At times the unreliability of our transit system has left members to literally walk miles to and from work at all hours of the day and night. This has raised safety concerns. Further still the day labor industry where many of our members have worked have exploited this lack of good transit options by charging workers exorbitant fees to travel by agency vans to work sites. Our Report "Our Stolen Sweat" detailed the day labor system's exploitation of inadequate public transit, 43% of workers reported transportation being the reason they became day laborers, and 82% reported being charged by the day labor agencies to get to worksites. Often these transportation charges resulted in wages that went below the legal minimum wage.

Minority and poor neighborhoods are dominated by industrial air pollution and the seemingly endless truck traffic that comes with it. Our base of residents and youth in Curtis Bay have longed for a change in how their community is designed to mitigate against truck traffic to coal sites, waste incinerators, and other toxic polluters. Curtis Bay is one of the most polluted zip codes in the United States.

"We know that our lives matter just as much as anyone else's. We know that we have a right to a safe and clean environment and that our lives should not be limited by asthma or cancer just because of where we were born. We have a right to Fair Development that puts the health of all communities first.". – Destiny Watford, Curtis Bay resident, United Workers leader, winner of the 2016 International Goldman Environmental Prize.

Changing our transit orientation away from a sole focus on automobiles has the potential to reduce climate change causing emissions and raise the health outcomes for such neighborhoods as Curtis

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Bay. These policy changes paired with a commitment to ending waste incineration in Baltimore and supporting Zero Waste alternatives has the potential to transform Baltimore's air quality and the health of residents.

Finally, our transit policies have made the challenging problem of addressing the affordable housing crisis even more difficult. Beyond the expense of owning a car (avg. $8,000) that is out of reach for most low-income residents, there is the expense that comes from making room for cars when neighborhoods do redevelopment projects. The cost of paving new parking spaces or building structured parking lots ranges from $17,000 to as high as $40,000. These costs can push what would be affordable housing into the unattainable market rate category. As the Baltimore Sun has noted as well as the coalition we anchor, the Baltimore Housing Roundtable, fully 1/3rd of residents are at risk of homelessness and fully 1/3 of the rental housing stock is deemed substandard. The United Workers is leading a fight to get the city to invest in funding the Affordable Housing Trust Fund to address this acute need. Having a transit policy that is in alignment could potentially reduce the costs of housing redevelopment.

Our current system has perpetuated racism and inequality that has resulted in issues related to employment access and even lower wages, burdened neighborhoods with toxic air pollution emissions, and exacerbated the affordable housing crisis many in our city experience. The Complete Streets ordinance would "hit the reset button" and shift the city's orientation towards a Fair Development model that considers the needs of residents; opens the planning processes to more participation, transparency and accountability; and has the potential to compliment other significant policies goals around employment, environmental sustainability, and affordable housing.

For these reasons, we offer our strong support of the Complete Streets Ordinance.

Sincerely,

Todd Cherkis
Leadership Organizer

Food & Water Watch • 3121 St. Paul Street, Suite 28 • Baltimore, MD 21218
T +410.394.7650 • foodandwaterwatch.org

Baltimore City Complete Streets Ordinance
Land Use and Transportation Committee Meeting
April 25th, 2018

Chair Reisinger and Honorable Members of the Land Use and Transportation Committee,

My name is Rianna Eckel, and I am the Maryland Organizer with Food & Water Watch here in Baltimore. I am writing on behalf of our more than 14,000 members in Baltimore City to urge you to vote in favor of the Complete Streets Ordinance by Councilman Ryan Dorsey (Bill #17-0102).

This ordinance would be a pivotal step forward in Baltimore's efforts to combat climate change. Just as the City has limited the expansion of fossil fuels and reaffirmed its commitment to clean, renewable energy, Baltimore must expand public transit and ensure that all Baltimoreans can navigate safely through the City. Easily accessible, reliable public transit, and improved pedestrian and biking conditions will increase use of non-automobile transit methods, decreasing our city's carbon footprint.

Reducing the reliance on automobile transit is a crucial contributor to meaningfully addressing climate change. The US EPA has said that the typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year, and that transportation contributes to 28% of our country's total greenhouse gas emissions. The US Federal Transit Administration says that bus transit produces 33% less greenhouse gas emissions per year, compared to car transit. By increasing the accessibility and effectiveness of non-automobile transit, we can make great strides to reduce our city's greenhouse gas emissions.

Public transportation will also reduce vehicle emissions and pollutants that create smog. This would greatly benefit public health, reducing the instances and severity of asthma and other respiratory illness in the City. Smog and air pollution are some of the main drivers of Baltimore's disproportionate asthma rates. According to the Maryland Department of Health and Mental Hygiene, 12.4% of Baltimore City Adults currently have asthma, compared to 8.6% nationally. Childhood asthma rates are especially alarming, Baltimore's childhood asthma rate is 20%, more than twice the national average of 9.4%.

This legislation will not only bring climate and public health benefits, but also improve safety for all transit modes, promote environmental justice and equitable urban growth. For these reasons, Food & Water Watch supports Councilman Dorsey's Complete Streets Ordinance. We respectfully urge the Land Use and Transportation Committee to issue a favorable report for this legislation.

Rianna Eckel
Maryland Organizer

O (410) 394-7652
reckel@fwwatch.org

received
4/18/18 4:48

HRIA
P.O. Box 33201, Baltimore, MD 21218
443.824.1637
hria3@yahoo.com

April 23, 2018

Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, Maryland 21202

Councilman Dorsey:

The Hillen Road Improvement Association supports the ***Complete Streets Ordinance*** (17-0102). Residents in the Hillen Community believe that it is important that all Baltimore citizens have access to an improved transportation system—a system that is inclusive for walkers, bikers, buses and cars. We are hopeful that this bill will help address some of the key transportation issues facing Baltimore City residents.

Regards,

Paula Purviance

Paula Purviance
HRIA President
443-824-1637

received
4/23/18

KAISER PERMANENTE®

Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc.

CITY COUNCIL BILL 17-0102
COMPLETE STREETS

April 25, 2018

Councilman Edward Reisinger
Chair, Land Use and Transportation Committee
Baltimore City Council
100 North Holiday Street, 5th Floor
Baltimore, MD 21202

Re: Letter of Information: City Council Bill 17-0102 *Complete Streets*

Dear Chairman Reisinger and Members of the Committee:

Thank you for the opportunity to provide a letter of information regarding Council Bill 17-0102 *Complete Streets*. Kaiser Permanente of the Mid-Atlantic States is proud to provide high quality affordable coverage and care for more than 780,000 members throughout Maryland, Virginia, and the District of Columbia. Kaiser Permanente is a fully integrated health insurer and health provider that employs more than 9,000 individuals, including approximately 1,500 physicians in the Mid-Atlantic region. All of our work is rooted in our mission of improving the health and wellbeing of our members and the communities we serve.

As a total health organization committed to improving community health, Kaiser Permanente understands the social, health, and economic impacts that a built environment may have on the health of our members and the residents of communities, like those in Baltimore City. While the financial investment to implement *Complete Streets* is potentially significant and still being considered by the City of Baltimore, Kaiser Permanente would like to provide the following information on the potential health benefits that may result from the *Complete Streets* legislation and the policies that promote multi-modal transportation:

- **Increased physical activity:** Walking is a free exercise for all people, regardless of income. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, as compared to just 27 percent who lacked safe places to walk.[1] *Complete Streets* would make it safer and more accessible for all Baltimore City residents to walk or bike, thereby making it easier to prevent and manage heart disease, diabetes, and other chronic conditions.

[1] Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). "Places to walk: convenience and regular physical activity." *American Journal of Public Health*, 93, 1519-1521.

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4/25/18

- **Increased connectivity to jobs and medical care:** Nearly one in three Baltimore City residents lack access to a car,[2] which means they are dependent on walking, public transportation, or biking to access work and appointments, like those to see a doctor. Lack of vehicle ownership has been found to negatively impact economic opportunity for low-income people,[3] due to the inability to access jobs geographically outside of a public transportation system and to the often unpredictable nature of public transit. In fact, a lack of transportation has been noted as a barrier for our low-income members making medical appointments, as noted in Kaiser Permanente's 2016 Community Health Needs Assessment.[4] By designing roads for all modes of transportation and users, not just cars and automobile owners, *Complete Streets* would make it easier for Baltimore City residents to access work and to seek medical care.

- **Focus on equity and inclusion:** Smart Growth America, a leading voice on inclusive community and economic development, named this bill one of the best Complete Streets initiatives of 2017, due in large part to its focus on community engagement and equity.[5] By requiring an equity gap analysis in project prioritization, community engagement, an annual report focused on geography subunit, and reporting by race, income, and vehicle access, this bill has the potential to lead the way in mitigating or potentially eliminating health, economic, and access disparities.

As a partner in total health, Kaiser Permanente knows that overall health is greatly impacted by one's access to safe places to walk and the extent in which policies consider racial and health equity. *Complete Streets* has the potential to impact all of these areas, and more.

Thank you for your efforts to realize total health for the City of Baltimore. Please do not hesitate to contact me at 301-816-5943 or Celeste.A.James@kp.org, if you have any questions or require additional information.

Sincerely,

Celeste James
Executive Director, Community Health & Benefit
Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc.

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[2] U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.
[3] Pendall, R., Hayes, C., George, T., McDade, Z., et al, (2014). "Driving to Opportunity: Understanding the Links among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients," *The Urban Institute*. Retrieved from https://www.urban.org/research/publication/driving-opportunity-understanding-links-among-transportation-access-residential-outcomes-and-economic-opportunity-housing-voucher-recipients/view/full_report
[4] Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc. (2016). "2016 Community Health Needs Assessment." https://share.kaiserpermanente.org/wp-content/uploads/2016/12/KFHP-MAS-CHNA-MAY-2016-Final.pdf
[5] Smart Growth America. (2017). "The Best Complete Streets Initiatives of 2017." Retrieved from https://smartgrowthamerica.org/app/uploads/2018/03/Best-Complete-Streets-Initiatives-of-2017.pdf

2101 East Jefferson Street
Rockville, Maryland 20852

ABC Associated Black Charities

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Tony Torain, Esquire
Littler Mendelson, P.C

Alicia L. Wilson, Esquire
Sagamore Development

TESTIMONY TO THE
Land Use and Transportation Committee
Baltimore City Council

TO: Honorable Edward L. Reisinger, Chair, and Members of the Land Use and Transportation Committee

FR: A. Adar Ayira, Senior Leadership Team, Associated Black Charities

DT: April 19, 2018

RE: **In Support of Council Bill 17-0102-Complete Streets**

Associated Black Charities is a public foundation located in Baltimore City. We seek to change the economic outcomes for African American Marylanders through working to eliminate race-based structural and institutional barriers which truncate opportunity and access and negatively impact the economic viability of the state.

The incorporation of a Racial Equity Lens in every level of policy making is essential in "seeding success" for all Maryland communities by working to counteract the unfortunate economic and social legacies of our country's – and this city and state's – racialized history.

As ABC explains in its policy education document "Policy Applications of a Racial Equity Lens: Ten Essential Questions for Policy Development, Review and Evaluation", analyzing the impact of policies on racial and other marginalized groups is not new, either nationally or internationally. Cities such as Seattle (WA), Madison (WI), St. Paul (MN), and Iowa City (IA) have incorporated procedures for determining disparate racialized impacts of policies on historically marginalized populations.

Councilman Dorsey engaged ABC early on in the legislative process with the goal of incorporating a racial equity lens in the Complete Streets policy. His office prepared thoughtful responses to our 10 Essential Questions, which we reviewed with the Councilman and staff in depth. With Councilman Dorsey's thorough attention to ensuring that negative racialized impacts are minimalized as an unintended impact of this legislation, we support the CB 17-0102's effort to incorporate consideration of an equity gap analysis in how investment is prioritized. We recognize the importance of reflection and ongoing accountability and support this bill's requirement that an annual report include sub aggregating data by the race, income, and vehicle access, so that we may better see whose communities are most benefited.

When policy and legislation seek the outcome of racial equity, the benefit is shared by all. But without the proactive use of a racial equity lens, Baltimoreans of color will remain vulnerable to the harmful outcomes of benign neglect.

Because we believe that all Baltimoreans – and all Marylanders – deserve complete streets that are safe for all those who use them and for all transportation modes, ABC commends Councilman Dorsey for his genuine and ongoing commitment to incorporating a racial equity lens in Council Bill 17-0102 (Complete Streets) and offers not only our support, but our commitment to continue to work in partnership with him on stronger incorporation of this lens in Complete Streets policy to ensure a safer Baltimore for all residents.

1114 Cathedral Street-Suite 200 * Baltimore, MD 21201 * 410-659-0000 *410-659-0755
An Affiliate of the United Way of Central Maryland

received
4/25/18

INDIVIDUALS - SUPPORT

BROOKE E. LIERMAN
Legislative District 46
Baltimore City

Appropriations Committee
Oversight Committee on Pensions
Transportation and the Environment
Subcommittee



The Maryland House of Delegates
6 Bladen Street, Room 311
Annapolis, Maryland 21401
410-841-3319 · 301-858-3319
800-492-7122 *Ext.* 3319
Brooke.Lierman@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 20, 2018

Land use and Transportation Committee
Baltimore City Council
100 N. Holliday Street, Suite 400
Baltimore, Maryland 21202

RE: Testimony in Support of Ordinance #17-0102

Chairman Reisinger and Committee Members:

I write in support of the Complete Streets Ordinance introduced by Councilmember Dorsey (#17-0102).

Baltimore City should be at the forefront of the Complete Streets movement and this bill will help us move down that path. Complete Streets promote economic development, environmental stewardship, improve health outcomes, and promote public safety – all causes that you and I support.

The ordinance incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state and local street design and funding regulations to ensure it will work for Baltimore.

This bill will complement proposed state legislation that is currently pending and will create a state grant program to provide jurisdictions like Baltimore City with resources to implement policies and update manuals/guides (HB 535/SB407). Rarely do so many groups of different persuasions come together around a cause – from AARP to the realtors, from transit groups to environmental groups – all these groups and their members recognize the need to update our street plans for the 21st Century.

Speaking as a resident of Fell's Point, I cannot stress strongly enough the frustration with our car-centered roads. Our roads are filled with cars at all hours of the day, creating headaches for local residents and safety and health hazards for our kids. My husband bikes to work downtown every day and I am always worried that he will be hit by a car because there are no protected bike

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3/20/18 JRC

lanes between where we live and where he works.

As a state legislator on the Appropriations Committee, as a Southeast Baltimore resident, mom of two, and the wife of a husband who bikes, I fully support this City ordinance and hope that you will act to pass it. Complete Streets keep everyone safe and mean that our neighborhood streets are safer for children to travel and play.

Sincerely,



Brooke E. Lierman

FIRST DISTRICT

Coates, Jennifer

From: Robbe R <reddinger99@gmail.com>
Sent: Thursday, March 08, 2018 1:36 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony for HB 17-0102

To whom it may concern,

I wholeheartedly support the efforts of Councilman Dorsey and HB 17-0102 regarding Complete Streets within Baltimore City.

I love Baltimore as a city. I've been here seven years, and just bought a house in December. We have one child, and one on the way, and intend to raise them here. We were on the fence for many years about whether or not to stay. One of biggest issues keeping us from initially investing our lives here wasn't crime, pollution, or property taxes. It was the lack of progress I saw from city leaders in addressing easily-solvable issues that would improve the lives of all citizens, issues that many other progressive American cities have already addressed. Why would I stay in a city that insists on holding onto the vestiges of the past— that refuses to provide safe and reliable infrastructure to its poorest citizens? Why would I stay in a place where on almost every run or bike ride or walk to the park includes a near-miss in a crosswalk (those that exist) or a car blowing through a red light on roads that cater to vehicles travelling at a high rate of speed?

Why would I stay in this city?

It was a hard decision to make.

The reason I stayed is because I believe in the next generation of leaders, and the change they can bring. I believe in the Ryan Dorseys, the Zeke Cohens, and the Robbyn Lewis's of Baltimore. As a city, we are at a crossroads in terms of effective transit and safe road designs. Cities are once again becoming viable and attractive places to live. Younger generations are abandoning cars in favor of public transportation. What we once had was gutted, but it *can* be renewed. I believe it. The city has nothing to lose and everything to gain by embracing the Complete Streets Vision. It is hard, because true change is hard. Legacies in leadership are never established by bending to the current status quo, by staying entrenched in the failed systems of the past. Legacies that last require the courage to carry out visions whose harvests won't be seen today, or next month, but will certainly be seen in the ripples that extend into the future.

That said, the most fulfilling endeavors never come without sacrifice, and pushback from the status quo. I get that. It requires rewriting our history and changing the mindset of a city to a time seventy years ago when 95% of Baltimore relied on public transportation. I realize it will probably not return to that level, but it can get closer.

By embracing the Complete Streets Vision, you are showing you care about those of us who have actually chosen to be here, not out of circumstance, but out of love, and out of a sense of community.

Choose *us*, those who invest around the clock in our city. Don't just cater to suburbanites and county residents who come in for a work day or an O's game, who then leave and proceed to denigrate everything about our city in comment boards on social media.

I want to someday be able to take my children to their elementary school on their bikes. I want to access all of our parks, businesses, and cultural gems without having to damage our already poor roads with a single-rider car trip. I want my friends—those who are too scared to ride a bike on a city street— to experience the joy of getting from one side of the city to another on their own energy. I want those who can't afford a car to be able to get to their place of employment with ease, without worrying about their safety. I want public spaces where neighbors can walk and congregate and achieve that sense of community that truly forms roots within neighborhoods. I want a better and safer city for all of us.

In achieving these goals, I also want to see transparency in the process, and accountability in the outcome. Detailed annual reports must be provided to assure residents these goals are indeed being accomplished in an effective manner.

The time for this is now, and I ask you to hear my voice as a father, a friend, and an engaged citizen of your city.

For these reasons, I ask you to support HB 17-0102.

Thank you.

Robbe Reddinger

908 Grundy St.

Baltimore, MD 21224

Coates, Jennifer

From: Madeleine Monson-Rosen <marmorea@gmail.com>
Sent: Thursday, March 15, 2018 1:45 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets Testimony

Dear Baltimore City Council Land Use and Transportation Committee,
I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I support ordinance #17-0102.

My testimony follows:
I am a Baltimore City Resident, and I use the MTA bus to travel from my home in Highlandtown to my job in Towson. I also regularly walk and use mass transit to get around the city. Walking and biking around Baltimore City are dangerous activities in Baltimore, compared to other, similar cities, and our mass transit system is insufficient, unreliable, and expensive. Across the country, similar legislative efforts have made streets safer, and have made cities more accessible for all their residents. Councilman Dorsey has met with members of my community in order to develop pilot complete streets programs. These programs will improve safety and quality of life in my neighborhood, and they have my wholehearted support. I encourage you in the strongest possible terms to support complete streets ordinance #17-0102.

Sincerely,
Madeleine Monson-Rosen
3305 E. Pratt St.
Baltimore MD 21224
--
Madeleine Monson-Rosen, PhD
www.madeleinemonson-rosen.com
marmorea@gmail.com

THIRD DISTRICT

Coates, Jennifer

From: Julie Sandhaus <julieasaylor@gmail.com>
Sent: Sunday, March 11, 2018 3:36 PM
To: Coates, Jennifer; Dorsey, Ryan
Subject: Re: Baltimore Complete Streets Ordinance

Dear Ms. Coates:

I am writing in support of Bill 17-0102, the Complete Streets Ordinance. I have read the policy brief and agree that a revisioning and redesign of our city streets will relieve traffic congestion, improve the health and safety of road users, will improve public safety, and will benefit city Main Streets such as the Hamilton/Lauraville Main Street. However, I'd like to share a recent personal incident that highlights the urgency to redesign our streets.

I'm a lifelong pedestrian and use public transit, and own a house in NE Baltimore City. My house is within a quick walk to a bus stop. On January 16, walking to the bus stop, I was struck by an automobile. I can't really share the details of this accident because my attorney is still working toward a settlement, but the injuries were severe enough to require surgery and a five day hospital stay. I am still unable to work.

Fortunately the ambulance came for me quickly. But the moments before help arrived were especially terrifying--and this is entirely the fault of poor road design. I was hit on a side street off Harford Road. The force of the collision put me very close--mere feet--away from oncoming car traffic, moving perhaps 30-50 mph. No one on Harford Road seemed to perceive that an accident had occurred. Since I was too injured to get up and walk to the curb, I hitched up my skirts and used my bottom to "walk" myself a little further away from oncoming traffic. If there had been a bike lane acting as a barrier between the sidewalk and a lane reserved for motor traffic, I would have been much safer.

Most advocates of legislation like this concentrate on the tragedy of pedestrian deaths, but doing so masks how dangerous Baltimore's streets are to the approximately 30% of residents who have no access to a car. According to the Baltimore City Department of Transportation, an average of 12 pedestrians die in accidents every year in Baltimore City--but an average of 900 pedestrians are seriously injured. This represents a significant impact on the finances and quality of life for those fortunate enough to survive an accident. In my case, the medical bills are in the tens of thousands of dollars, and I have yet to finish treatment and return to work. I truly believe that a redesign of the roads, making them accessible to users other than motor vehicles, will slow traffic down and result in fewer pedestrian and cyclist deaths and injuries.

I realize this is a small, and very personal, example of how a redesign of our streets will improve the lives of Baltimore residents. As a member of the Hamilton/Lauraville Main Street design committee, I had intended to write a very different letter in support of this legislation. I hope this bill passes and our Main Street has the opportunity to assist in its implementation. Thank you for reading, and I hope I will hear from you soon.

Regards,

Julie Saylor
3205 Rosekemp Avenue
Baltimore, MD 21214
410-370-1552

Anikwenze Ogbue, P.E.
1320 Northview Road
Baltimore, MD 21218
March 19, 2018

Councilman Edward Reisinger
Chair, Land Use and Transportation Committee
City Hall
100 Holliday Street
Baltimore, MD 21202

Dear Councilman Reisinger and members of the committee:

I support the Complete Streets Ordinance (bill #17-0102) and I would like my testimony below to be included in the file for the Land Use and Transportation Committee hearing on March 21st.

When I became a homeowner in Original Northwood I was happy to be close to reliable public transit. So, I appreciate that the ordinance requires DOT to report transit performance metrics and chair a Coordinating Council. As chair the DOT Director must work with MTA and other agencies to improve city street design so buses move more efficiently. This approach will help the 232,700 bus riders and 27,000 students who use MTA get to work and school on time every day.[1,2]

The ordinance also prioritizes safety in street design to prevent crashes, which have increased every year in Baltimore City since 2012. One way it does this is by ensuring that design speed is not set greater than posted speed (§ 40-28). This follows a recommendation by the National Transportation Safety Board (NTSB) which states, "there is not strong evidence that the 85th percentile speed within a given traffic flow equates to the speed with the lowest crash involvement rate."[3] Instead the NTSB explains that "alternative approaches and expert systems for setting speed limits are available, which incorporate factors such as crash history and the presence of vulnerable road users such as pedestrians."[3]

The Federal Highway Administration (FHWA) developed an expert systems tool called USLIMITS2 that uses a consistent method to set speed limits that are "credible and enforceable."[3,4] USLIMITS2 allows engineers conducting speed studies to determine the appropriate speed limit of a street.[4] In general, it suggests that speed limits are set within 5 mph of the 50th percentile speed for urban streets or the 85th percentile speed for rural roads with low crash risk.[4] In 2008 the FHWA and AASHTO approved USLIMITS2 for use in the transportation industry and promoted it to state and local agencies in 2012.[3]

Another aspect of the ordinance that improves safety in street design is the standard allowing for narrower lane widths (§ 40-29). When applied correctly these lane widths promote driver safety and are less likely to induce speeding. This adheres to FHWA guidance which specifies these ranges for lane widths on urban streets: arterial (10-12 feet), collector (10-12) and local (9-12 feet).[5] The FHWA also clarified that

[1] http://www.apta.com/resources/statistics/Documents/Ridership/2017-q3-ridership-APTA.pdf, p. 20.
[2] http://baltometro.org/phocadownload/Publications/Transportation/Transit/2015_RegionalTransitNeedsAssessment_AppB_StudentRidership.pdf
[3] https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf p. x, 26-27
[4] https://safety.fhwa.dot.gov/uslimits/ NCHRP 3-67 Project Report p. 2
[5] https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

received
3/19/18

"there is no minimum lane width requirement to be eligible for Federal funding."[6] In addition, FHWA issued revisions to the controlling criteria in 2016 that no longer require design exceptions for reduced lane widths on low-speed NHS roads less than 50 mph.[7] These decisions by FHWA provide more flexibility to cities and support use of additional design resources included in the ordinance (§ 40-30).[6]

I would like to thank the Land Use and Transportation Committee for considering the Complete Streets Ordinance and I encourage your support.

Respectfully,

Anikwenze Ogbue, P.E.

[6] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/misconceptions.pdf p. 4-5
[7] https://www.fhwa.dot.gov/design/standards/160505.pdf p. 1-4

SIXTH DISTRICT

Coates, Jennifer

From: Middleton, Sharon
Sent: Tuesday, March 13, 2018 8:32 PM
To: Coates, Jennifer; Reisinger, Edward
Subject: Fwd: In Favor: Councilman Dorsey's Complete Streets Bill

Please add to Bill file.

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: "Thomas M. Hunt" <thomas.m.hunt@gmail.com>
Date: 3/13/18 4:38 PM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Subject: In Favor: Councilman Dorsey's Complete Streets Bill

Councilwoman Middleton,

I wanted to write today to show my support for Councilman Dorsey's Complete Streets Bill.

I firmly believe that one of the great challenges that Baltimore faces are streets that are not only designed to favor auto transport, but actively hostile to pedestrians and bicyclists.

I live on Edgevale Rd. in Roland Park, and often take the 94 bus down Falls Rd. to either Johns Hopkins campus or Station North. But Falls Rd. is like a four lane highway that runs through my neighborhood. There aren't enough stop signs, and barely any crosswalks, and I feel like I have to take my life into my hands to cross that road, just so that I can try to get where I'm going without the need for a car.

I am in a pretty blessed position that I have the means to keep a car, and don't have to rely on transit or walking as my primary modes of transport, but I know that there are many people who live in our district who don't. I hope that you will support a bill that will not only make our community safer, but will allow the least fortunate members of our community to move freely around the city, for work, for school, and for play, that will make our city a more dynamic place to live.

So I hope that you will support Councilman Dorsey's Complete Streets Bill, and look forward to hearing back from you.

--
Thomas M. Hunt
thomas.m.hunt@gmail.com

(443) 310-6959 | mobile
Facebook | Twitter | LinkedIn | Instagram

Coates, Jennifer

From: Middleton, Sharon
Sent: Wednesday, March 14, 2018 3:36 PM
To: Charlotte Hager
Cc: Coates, Jennifer
Subject: Re: I have a request....

Good afternoon Ms. Hager;

Thank you for sharing your opinion and your testimony will be included in the Bill file for the Committee.

Sincerely,
Sharon Middleton

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Charlotte Hager <charhager@gmail.com>
Date: 3/14/18 3:20 PM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Subject: I have a request....

Hi Sharon,

My name is Charlotte Hager and my husband and I just bought a house in Roland Park - 1 Midvale Rd. We are really looking forward to becoming more actively involved in the community and its corresponding associations. As a city council person, you seem to be in touch with community members and are really listening to their concerns and advocating on their behalf.

So I have a request as a new constituent and new home owner....

I know next week is the first public hearing for the Complete Streets Ordinance, bill file #17-0102. I need you to vote in **SUPPORT of complete streets** for our beautiful Baltimore.

Bikes and bike lanes [and their corresponding public infrastructure like sidewalks, buses, trains, light rails, etc] have given me a new love and connection to my community. While living in DC (2010-2015) and later moving to my now forever home B'more - bikes and public transportation have been the best way for me to get to know a city, meet new people, and be part of a greater community. I owe so much of my daily joy, friends, and connections to complete streets infrastructure.

Also, did you know that ONE THIRD of Baltimore Residents don't have access to a car? They rely on public transit, biking, walking, and ride sharing to move around the city. And that number is as high as 80% in historically disenfranchised neighborhoods.

But our city is spending an insanely disproportionate amount of money on streets designed only to move cars. This is about more than just a bike lane here or an extra bus there. Why are access to cars the only way this city sees itself growing?

Building out infrastructure that supports bikes and trains and light rails and buses and sidewalks BENEFITS EVERYONE - and serves as a significant unifier across socio-economic divides. Plus it's just darn **good public health!** Let's make this happen so that our babies and the next generation have safe spaces to play and live!

As I said, Baltimore is now my forever home and I really REALLY want to make it one of the greatest cities in the country to live in. And a big piece of that is for us to put in the time and money into investments in our future. As other cities in the States and internationally have shown, public infrastructure benefits all - bettering our health, increasing access to quality health care as well as educational and job opportunities. Public infrastructure and complete streets helps us actually connect on a human-to-human level across the whole city.

Baltimore isn't that big, and this investment isn't that big either - when you consider how we are helping this city grow through equitable access and opportunity for all city residents. Let's really make Baltimore the greatest city in America!

Please please PLEASE support the Complete Streets Ordinance, bill file #17-0102.

Thank you so much!
Your constituent,
Charlotte Hager, MPH, CHES
1 Midvale Rd
Public Health Professional for the City of Baltimore and avid cyclist

SEVENTH DISTRICT

Coates, Jennifer

From: Graham Coreil-Allen <graham@grahamprojects.com>
Sent: Thursday, March 08, 2018 10:34 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support testimony for Complete Streets ordinance, bill 17-0102

Dear Ms. Coates,

I am writing to express my strong support for Councilperson Ryan Dorsey's Complete Streets ordinance, bill 17-0102. The Complete Streets bill represents a major step towards making our city more equitable, accessible, and healthy. Currently our roads are designed primarily to serve the needs of motorists at the expense of the safety of non-motorists. Prioritizing motorists in a city where one third of residents do not drive is physically harmful and economically unfair. The complete streets ordinance will finally add a clear guiding law for DOT to follow as they rebuild roads to meet the needs of pedestrians, wheelchair users, transit riders, and bicyclists.

As a resident of Auchentoroly Terrace, I rely primarily on walking and bicycling to get to my job sites and community gatherings. While our historically walkable neighborhood may face Druid Hill Park, pedestrians are effectively cut off from safely reaching the park's public health and recreation benefits due to dangerous, 5-9 lane wide, polluting highways. The widening of Druid Park Lake Drive and Auchentoroly Terrace into highways in the 1940s was carried out by the city over the wishes and protests of local residents and the NAACP in order to provide predominantly privileged motorists quick commuting access to the suburbs. Now over 70 years later, our vulnerable, mostly working class neighbors, kids, and seniors, must risk their lives to reach the playgrounds and natural areas of Druid Hill Park.

If instead Auchentoroly Terrace and Druid Park Lake Drive were complete streets, kids, seniors, and wheelchair users, many of whom live in food desserts lacking adequate physical recreation, would be able to safely enjoy the healthful benefits of Baltimore's premier park and seasonal Druid Hill Farmers Market. Furthermore, complete streets will make it easier for residents of West Baltimore to ride bicycles and take transit to work and school. We must convert these highways into boulevards to finally reintegrate the park with the surrounding neighborhood fabric.

The Complete Streets ordinance, bill 17-0102, will make Baltimore safer, more accessible, and healthier for all.

Sincerely,

Graham

--
Graham Coreil-Allen
Public Artist / Organizer
grahamprojects.com
newpublicsites.org
twtr / fb / insta
917-683-5922

Coates, Jennifer

From: Melvin Blickenstaff <melvin.blickenstaff@gmail.com>
Sent: Tuesday, March 13, 2018 8:54 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony for Council Bill 17-0102

Good morning,

I would like to express my support for Council Bill 17-0102, Complete Streets. A robust Complete Streets policy is essential for the future growth and health of our City. Many comparable cities in the US have adopted Complete Streets policies to great success, and there is no reason for Baltimore to fall any further behind. For too long, our City has been committed to moving drivers from the surrounding counties in and out of the City as fast as possible. This has resulted in far too many preventable deaths of pedestrians, transit riders, bicyclists, and even drivers. It is long overdue for the City to start prioritizing the health and safety of its residents when it comes to transportation. This bill will go a long way to providing safe streets for all residents, no matter the age, race, neighborhood, or mode of transportation. I am a Baltimore City homeowner of 4 years, a daily bicycle commuter, frequent transit rider, and occasional car passenger. I deserve, and demand, safe transportation no matter which mode I decide to use. Please pass this important bill.

Thank you for your time.

Sincerely,
Melvin Blickenstaff
1442 Medfield Ave
Baltimore, MD 21211
melvin.blickenstaff@gmail.com

ELEVENTH DISTRICT

Coates, Jennifer

From: John Bremerman <johnbrem03@gmail.com>
Sent: Wednesday, March 07, 2018 8:13 PM
To: Coates, Jennifer; Dorsey, Ryan
Subject: Complete Streets ordinance, bill 17-0102

Jennifer and Ryan,

Thank you for allowing me to contact you about this important piece of pending legislation. I am a supporter of this bill and believe it is key to improving the health of our city both physically and economically.

In my part of the city, SoBo/Federal Hill, we have almost every transit option the city has to offer and yet many of my neighbors still believe that their car is critical to them being able to get around. While I don't like it, I can understand why that may be.

In my observations, we have placed cars over people. I believe that to be especially true when the car is being driven by someone that doesn't live here. The narrative that everything must be easiest for the commuter/visitor has caused us to lose opportunities to employ more city residents at area businesses, kept our population low, and has clogged our streets with more vehicular traffic than they were ever designed to handle. The economic impact of the commuter/visitor doesn't travel far enough through the city to continue to rely on that model.

This is why Complete Streets is so important. Complete Streets gives the residents, visitors, and commuters the same benefit by providing safer streets. This ultimately leads to more business growth which leads to more job creation which leads to a healthier tax base.

I believe Baltimore will start to see the quick results we like to see if this bill passes. Without it, we continue to fall further and further behind our neighboring cities and become that less attractive to new residents and visitors. We have a beautiful city that can't fully reach its potential until Baltimore prioritizes people over cars and we make our sidewalks as appealing as our streets.

Thank you for introducing this legislation and all of the hard work that has gone into it to date. I'll be following this bill closely and hope to see it get signed into law.

V/r,

John Bremerman

Coates, Jennifer

From: Susan Carlin <suecarlin61@gmail.com>
Sent: Wednesday, March 07, 2018 9:24 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Owner
Subject: Complete Streets ordinance, bill 17-0102

Dear Jennifer Coates,

I am total support of the Complete Streets ordinance, bill 17-0102. I have been a Baltimore area transit-dependent resident since1990 and have experienced a major decline of transit service since my arrival in Baltimore in 1989. The BDOT and Baltimore Leaders must stop giving drivers in cars and trucks priority and provide a safer city for residents who do not drive.

Baltimore leadership must make sure there is funding and action to make sure Baltimore streets are safe for pedestrians, bicycle riders, transit users and people in autos. I am amazed at how many times in my travels around the city that I see drivers disregard red lights, bus and bike lanes and other laws put in place to provide safe travels for everyone. I do not know how many times I have crossed the MLK on Lombard with the walk signal and drivers making a turn on red almost hit me. This is a weekly occurrence.

The BDOT must get with the present and future and make Baltimore City streets safe. Why are developers given free rein to block of walkways? I am sick of having to cross streets to go around building construction. In other cities, pedestrians are provided safe passage around construction. Why is Baltimore so behind the times??

Please pass Complete Streets ordinance, bill 17-0102.

Thank you,

Susan Carlin

300 Saint Paul Place, Apt. 1703

Baltimore, MD 21202

Work address:

Wexford Science + Technology

801 W. Baltimore Street, Suite 505

Baltimore, MD 21201

March 12, 2018

Baltimore City Council
Committee on Land Use and Transportation
Baltimore, MD 21202

Members of the Committee:

I submit this testimony in support of Council Bill 17-0102, an Ordinance concerning Complete Streets. The ordinance represents a monumental step forward for improving quality of life, safety, and equity in Baltimore. It is critical that the Committee advance the ordinance and that the Council pass it.

Over the past sixty years, bad transportation policy and poor prioritization of cars above people have produced a failed transportation infrastructure that greatly detracts from quality of life in the city. Whether you are a driver, transit rider, cyclist, or pedestrian, our crusade to accommodate car traffic at the expense of all else has burdened us with a city that is less livable than the one we know we can be. We lack the efficient mobility options of a 21st-century metropolis; formerly pleasant neighborhood streets now function as traffic-clogged highways; the qualities that make our communities desirable are drowned out by our gluttonous entitlement to free parking.

We will improve quality of life in our city by reversing the misguided trends of the past half-century. By prioritizing people above cars, we will give ourselves the transportation options and communities that a modern city needs and deserves.

Complete streets are also an integral part of a safer Baltimore. Our streets are more dangerous than they need to be. Reckless driving and negligent street design present a constant threat to safety.

I have two daughters, ages two-and-a-half and a newborn. For anyone in a similar position, it is common to constantly field questions about the challenges of raising a family in Baltimore City. When I think about the worries that may ultimately push me to leave the city, they are not violent crime or failing schools. It is that I cannot walk in my neighborhood without the real threat that a car might hit my daughters in the cross walk or jump the curb and strike them on the sidewalk. There have been enough close calls to know that this is as great a danger as any to the well-being of my family.

Traffic injuries are so common in my neighborhood that they have become predictable and expected. In just the past year, at our closest intersection of West Madison Street and Park Avenue, some of the more egregious sights that I have personally witnessed include: a man in a wheelchair being struck in the crosswalk by a red-light runner; a group of tourists taking photographs of First and Franklin Presbyterian Church who needed to suddenly leap out of the way of an out-of-control car that had jumped the curb onto the sidewalk; a truck that had flipped upside down and skidded a half-city block on its roof. In addition, our family car has twice been

struck in the past two years by reckless drivers while parked along our block, including one instance that totaled our car. This past week while on my way to pick up my daughter from the Wilkes School across from our home, a speeding driver came just inches from striking me in the crosswalk.

For nearly a decade, my neighbors and I have pleaded with the city to address the dangerous conditions of our street. The city's response has been many broken promises and negligent inaction. We have been denied even a school zone for the two schools on our block.

Yet, we know what works. The adjacent intersection of West Madison and Cathedral Streets formerly was as predictably dangerous as West Madison and Park. Then, the city narrowed Cathedral Street to a single travel lane and installed a protected cycletrack. Overnight the street became infinitely safer for drivers, cyclists, and pedestrians. When I take my daughter for a walk, we walk on Cathedral Street along the cycletrack. It is the safest place for us in the neighborhood.

Almost universally, our city streets are more dangerous than they need to be. Safe streets in Baltimore goes beyond ending gun violence. It extends to the simple liberty that people be permitted to exist in their neighborhoods free of risk from dangerous driving. At present, that liberty does not exist for most Baltimoreans. The ordinance ensures that it will.

Perhaps above all else, complete streets is a matter of equity. Baltimoreans do not enjoy equitable use of our own transportation infrastructure. Public right-of-way comprises approximately 30 percent of the city's total land area. Virtually all of it is designed for the primary goal of moving cars. Along nearly every inch of public right-of-way, pedestrians, cyclists, and transit riders must surrender to the preference of cars. In a city where upwards of 35 percent of residents do not have access to a car, this situation is grossly inequitable and undemocratic. Arguably the city's most valuable asset - its real estate - is deployed in a manner that discriminates against more than a third of its own residents. I am a daily bus commuter and I do not enjoy equal use of our city streets. I am relegated to a second-tier status beneath cars.

The very essence of complete streets is to remedy this inequity. It is to ensure that, as public assets, our public streets serve the entire public. This is critically important in Baltimore where streets not only fail to serve all citizens, but where there exists also a long, established history of using transportation infrastructure as a weapon to oppress disenfranchised communities.

We have an obligation to proactively and purposefully rectify this injustice. Justice dictates that our streets accommodate all users equitably. It dictates that children be able to cross streets safely, that buses never be stuck in car traffic, and that cyclists be able to travel throughout the city on dedicated infrastructure.

Complete streets are not a novel concept. They are a basic duty of local governance. It is a duty that we have neglected for decades. It is beyond time to acknowledge this duty and enshrine it in our laws, so that we can begin to repair the damage that we have inflicted so severely upon ourselves.

To improve quality of life, safety, and equity in Baltimore, I urge the Committee to advance the ordinance.

Peter Smith

104 W. Madison Street, #9
Baltimore, MD 21201
410-804-5170
peterthomassmith@gmail.com

Coates, Jennifer

From: Adam Sandy <asandy@rideentertainment.com>
Sent: Thursday, March 15, 2018 11:09 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Costello, Eric
Subject: Complete Streets Testimony

Ms. Coates:

Thank you for taking the time to review my submission regarding bill 17-0102.. I am writing as a husband, father, home owner and business owner who lives and works in downtown Baltimore. Due to my job I had several options on the East Coast and chose to live here because the city offers big city amenities with a small town feel.

Historically I have not gotten very involved in local politics but the mayor's and governor's approaches to city transit and biking have been very disheartening. I will be honest, more than crime or taxes they have made me question living in this city because I believe their approach hurts the long-term success of Baltimore.

Perhaps the most telling part of why I am writing is that when I put out an ad for our newest employee in May, 2017 the questions were not what everyone from out of town allegedly asks about Baltimore ("Is it safe?", "Is it dangerous?, "Is it like the Wire?"). All of the potential employees interviewed asked me the same three questions:

1) What are the biking options if I live in the city?
2) What are the mass transit options?
3) How can I minimize my use of a car?

All of the people, from various economic backgrounds, were interested in the same type of city living. I am happy to say that our newest employee decided to live in the city, but he has been frustrated with a lack of safe, reliable, non-car options to get to our office at the World Trade Center.

I believe, and there are ample studies to back this up, that complete streets are key to the success of Baltimore. My personal four reasons that this city needs to invest in Complete Streets are as follows:

1) Complete Street design offers a better quality of life
2) Complete Street design benefits all of Baltimore's citizenry
3) Car-centric design does not support the businesses that choose to invest in the city
4) The competition is doing it

1) Complete street design offers a better quality of life

Everyone in this city wants as good a quality of life as we can get for ourselves and our families. Allowing for streetscapes that put people first mean that we can live a healthier lifestyle and one that is more convenient. As a family we try to walk everywhere we can, but Baltimore's streets, especially wide open areas like Key Highway and Boston Street, encourage high speed traffic. The goal of this street design is not to move people safety- it is to move cars. If we lived in a neighboring suburb this would make sense- in the city it does not. In fact, our family chose to live in a city so we could walk to

places like the park and hopefully avoid high-speed traffic around our house. The street designs around the city also mean that pedestrians and bicyclists are at an exponential risk of injury or death due to the street design. More than once I have been nearly hit because a car was going 35-50 mph on a city street. I honestly do not know why our streetscapes encourage this kind of car speed.

Right now my youngest daughter's daycare is less than a mile away at Tide Point. However, because of the current design of Key Highway I cannot bike with her to school. I have a seat that can safely accommodate her, but it is not safe to take her down Key or Fort Avenue because the street design focuses on moving high volume traffic, even though these streets are surrounded on all sides by neighborhoods.

I am an advocate for complete street design because it means that the people of Baltimore can safely get around their city.

2) Complete Street design benefits all of Baltimore's citizenry

We cannot talk about Baltimore without mentioning the fact that it is racially and economically segregated- often these go hand-in-hand. Complete streets offers a fantastic solution for Baltimore because it crosses racial and economic lines. It offers everyone with a job an affordable alternative to getting there and it allows those who cannot afford a car (car, insurance, taxes, etc.) to get through town so they can work.

The city's racial divide is real and it is a problem. But, complete streets offers a way to bring our segregated worlds together and offers economic opportunities to the communities where poverty is a part of life. When I ride on the Maryland Ave cycle track I do not see the only the "yuppies" using it. People from a lot of different racial and economic backgrounds use this route to go north and south in this city. I can tell you that as someone who has ridden and driven this route during rush hour, biking is always faster!

3) Car-centric design does not support the businesses that choose to invest in the city

Complete Streets would undo the disservice this town continues to do restaurant and retail owners. We build parking garages so people can come in from the suburbs, but as the Baltimore Business Journal recently noted, there are less people coming in from the suburbs due to A) safety concerns and B) restaurants opening second and third locations in Columbia or Bel Air, which negated a need for them to visit the city. Complete Streets supports the businesses that have invested in Baltimore by bringing more customers to their door. It makes access by people who live in the city easier and these are the city businesses' core constituency. Complete Streets serves the families of all classes that we want staying in the city.

Tourists visit cities like Osaka, London, New York and San Francisco because of the businesses and experiences they offer; these are different from the rest of the world. They are miserable places to park- but great places to visit. If you want easy parking I encourage you to visit Amarillo, Omaha or Knoxville. They all have an abundance of places to park a car. But, the ease of getting around chokes out uniqueness and business opportunity. No one makes a family trip to Omaha because there is not a reason to visit, the ease of getting around the city eliminates any reason to spend time or money there. As someone who travels one-third of the year I encourage you to visit Amarillo, Texas and Grand Rapids, Michigan. They are both conservative towns in conservative states. Why is Grand Rapids growing in the city?- because it encourages non-car options in the downtown core. Amarillo has people living in the region, but the growth is all in the surrounding suburbs. Businesses that open downtown languish a few months before closing. The ease of parking is the downtown area's largest impediment to density and growth. Complete Streets allow downtowns to thrive.

At neighborhood meetings I keep hearing about parking- "Baltimore needs more parking!" No, we do not. For a city we have a lot of parking relative to our population and visitation rate. We have so much that we have lots in our business district, like the parking lot on Pratt Street across from my office at the World Trade Center and the garage immediately to the east that faces Lombard Street. These parking lots add nothing to the streetscape. They often sit empty, employ very few people and actually detract from the street life around them.

The parking garage I mentioned on Lombard makes that block less safe because it is built with no retail or restaurants at the street level. That block is now designed for cars only. It is a wide street that encourages vehicles to move quickly with no businesses for pedestrians or bicyclists to support. As a result, this block has little pedestrian traffic and cars are either speeding over 40 mph or stopped in rush hour traffic. From a revenue standpoint this block of Lombard is a lost opportunity. In a city concerned with crime this design also makes the block less safe, because businesses and restaurants on a block create activity, which drives away criminal activity. Instead we have a block that is inviting for thieves, even though it is blocks from the police headquarters.

4) The competition is doing it

If the reader has looked over my arguments and aren't convinced that is fine. You disagree with me that parking is for suburbs and cities are for density and community. Don't take my word for it- I own a business that sells roller coasters, what do I know about urban planning?

But, take a second to look around. Right now Baltimore is in a competition. In the late 1990's the city was unique because we had housing stock ready to flip to accommodate the growing DC job base and Baltimore business growth. During that time we saw a significant influx of residents. But, we are not that special anymore. A lot of cities, especially mid-size ones like Pittsburgh and St. Louis, and large cities like New York and Dallas (!) have taken steps to incorporate Complete Street design into their urban growth.

With some parts of America's workforce having the privilege of working from home or less days in the office, it is even more important that we design a Baltimore that people want to live in. We are in a competition with Pittsburgh, Grand Rapids and every other mid-sized city that wants to attract people to its downtown core. What are they selling? Restaurants, retail, unique business opportunities, bike lanes and a family-friendly approach to urban living. What are they not selling: ease of parking and the ability to move cars. They are investing in infrastructure that appeals to their citizenry because cities that invest in order to answer the needs of their taxpayers end up creating cities that appeal to tourists. Cities that are designed around cars and ease of parking turn into Topeka and trust me- no one wants to visit Topeka.

Baltimore is currently at a crossroads. If we continue to design our city like a suburb we will not win. It will neither appeal to people who want to live in a city nor those who want to live in a suburb. Now is the time to begin create a citywide experience that helps the people of Baltimore enjoy a better day-to-day existence. Families deserve to easily visit the B&O Railroad Museum, the Aquarium and go to the Patterson Park playground. Right now our planning only makes that feasible if said family owns a car. I believe every family in Baltimore should have ease of access to all those amenities.

Complete Streets is not an abstract concept, it is clearly a "kitchen table" issue. It is as important to me, a white collar businessman who wants to get to work safely, as it is to the blue collar Amazon employee that has to get crosstown to work at the Amazon warehouse. It helps citizens across racial and economic lines enjoy a better quality of life. And honestly, I think that should be our goal. We want to create a city where the upside is not cutting down the transit time of drivers from Towson. We

want to create Complete Streets so that we create a better experience every day for the people who live, work, play, and yes, pay taxes, in Baltimore.

As someone who is raising their children in Baltimore, as someone who moved his business to Baltimore, as someone who wants this city to succeed I am asking this city council, please make Complete Streets a core Baltimore belief, pass this bill and take Baltimore in a great new direction.

Adam Sandy
403 East Fort Ave
Baltimore, Maryland



ADAM SANDY
Chief Business Development Officer
O: 1-410-643-9300X303
C: 1-410-207-0367
F: 1-410-643-9304
Rideentertainment.com

Coates, Jennifer

From: Danielle Sweeney <daniellesweeney@comcast.net>
Sent: Friday, March 16, 2018 12:58 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: letter of support for City Bill 17-0102

The Honorable Edward Reisinger, Chairman

Land Use and Transportation Committee

Baltimore City Council

100 Holiday Street

Baltimore MD 21201

RE: City Bill 17-0102, Complete Streets

Dear Chairman Reisinger:

I am writing to express my support for City Bill 17-0102, sponsored by Councilman Ryan Dorsey and others. I live in the 11th district in Riverside, South Baltimore, and am a lifelong City resident and transit rider.

Personally speaking, in the 23 years I've lived in Riverside, I have seen the area evolve from one that was profoundly car centric to a community that is slowly moving away from the automobile as the primary means of travel and embracing walking, bicycling, and public transportation.

Last summer, the MTA overhauled its bus system and renamed the new network BaltimoreLink; Governor Larry Hogan promised that the upgrade would be "transformational."

In reality, the "upgrade" has had mixed success, or is a disappointment, depending on whom you talk to.

BaltimoreLink has a problem with on-time performance.

Currently only 66% of LocalLinks (numbered buses that make up half the system) run on time.

MTA's on-time performance goal is 80%.

There are many reasons why MTA struggles, but a key factor is congestion, a result of only cars being prioritized on Baltimore City streets.

For example, I watch the CityLink Blue, which travels from the Social Security Administration to Hopkins Bayview, slog through Baltimore and Saratoga streets every day. It's reliability is very much impacted by city traffic. So is CityLink Purple (Catonsville to Hopkins Hospital) and CityLink Orange (West Baltimore MARC to Essex).

MTA is doing its part to make improvements: investing in transit signal priority (TSP) and bus/bike-only lanes: North Avenue will have a TSP corridor as part of North Avenue Rising, as well as shared bus/bike lanes, and the agency is looking at creating an additional 2-4 TSP corridors elsewhere in Baltimore.

But ultimately MTA relies on city roads, and the city needs to do its part to make them as successful as possible.

The Complete Streets bill will ensure that our roads are optimal for all road users, so Baltimore residents will have more options to get where they want to go -- with or without a car.

Please feel free to call me if you have any questions.

--Danielle Sweeney

Better Bus Baltimore

443-850-9906

TWELFTH DISTRICT

Coates, Jennifer

From: Melissa Schober <melissa.schober@gmail.com>
Sent: Wednesday, March 07, 2018 10:14 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets testimony

Councilman Dorsey:

I submit the following in support of Complete Streets.

Prior to May 2017 I hadn't given much thought to Complete Streets. Our family walked, biked, and rode public transit. Unlike many families in Baltimore we own a private vehicle too; however, mindful of personal (insurance, gasoline, maintenance) and macro scale (pollution, congestion) effects, we try to limit our driving.

Just about one year ago our just-turned-nine-year-old suffered an ischemic stroke. She is recovering well but was left with hemiplegia, or significant weakness on her right side, affecting her arm and leg. Her stamina and balance were affected too.

After her stroke, we became acutely aware of the shortcomings of Baltimore's roadway design and limited bike infrastructure. Multilane roads with short crossing times and narrow medians mean we risk bring hit or must an alternate route. Sidewalks that mysteriously end and resume means repeated road crossing. The lack of protected bike lanes means few safe spaces for our family to ride together without fear of traffic. Poorly enforced bus lanes mean having to walk further to safely board or alight.

All of these things limit our family's ability to enjoy the city we've called home for 11 years. It sends a message to people with physical differences: your comfort and safety matter less than the flow of traffic into the city.

One in five Americans has some physical limitation. The number is higher in communities burdened by asthma -- and Baltimore is heavily burdened -- and in communities with many aging residents. The number of older Americans is rising and by 2030 20% of the national population will be 65 or older.

As my daughter becomes an adolescent, we want her to enjoy increasing independence. Complete Streets could make a significant difference in her ability to access city institutions. Rather than considering paratransit services (which is expensive and separate), a fully functional city with Complete Streets would provide what she and many other people with disabilities are already entitled to: freedom of movement.

Melissa Schober
12th District registered voter and homeowner
202-494-7881 (cell)

Coates, Jennifer

From: Peter Morrill <pkmorrill@gmail.com>
Sent: Wednesday, March 07, 2018 11:50 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets

Hello,
I am writing to express my enthusiastic support for the Complete Streets bill 17-0102 sponsored by Councilman Dorsey.

This city has prioritized high speed automobile traffic over everything else for far too long. I've seen friends and neighbors killed as a result of our city's inability to make common sense improvements to our streets. Evey other major city around us has been making improvements in walking, biking, and transit infrastructure yet for some reason, our city government refuses to.

In a city with so many intractable problems which will take generations to solve, transportation improvements are low hanging fruit. We have concrete examples of how to improve city life and often times, these improvements are cheaper than large scale auto centric projects.

Please do better!

Thanks,
Peter Morrill
217 W 27th St.

Coates, Jennifer

From: kara h <karamaex@gmail.com>
Sent: Monday, March 12, 2018 10:54 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets Support

Hello,

I am writing to voice my support for enforcing Complete Streets practices in Baltimore.
Like many Baltimore pedestrians, I have been disheartened by the lack of quality-of-life improvements accompanying the rapid development over the past few years in this city.
With the dashed hopes of the Red Line, there has been even more of a sense of abandonment and a growing bitterness among transit riders and pedestrians.
The sense of lawlessness in Baltimore spills over into driver behavior and taints commutes and daily life with constant reminders that the lives and well-being of everyday citizens are not a priority for city leaders.
The high-blood-pressure, constantly-on-guard mentality that pedestrians are forced to have negates the proven health and financial benefits of going car-less. (I have been nearly hit by vehicles while standing on the sidewalk!) Baltimore is offering us the worst of both worlds.
Recently, headlines were made when the family of a man who died in the Inner Harbor called for guard rails to prevent future accidents. Yet, on intersections like Howard & John Street, multiple people have been killed by drivers and nothing has been done.
While the most dire and pressing effects of Baltimore's disregard should be enough to take action on, there is a cascade of smaller casualties including trees, bus shelters and porch steps that get routinely destroyed by cars on poorly-designed roads. The property damage is everywhere, a constant reminder that Baltimore is an unsafe place to live and walk.
I am encouraged to see a potential stride forward to rectify this sorry state of affairs. Please do everything in your power to keep it from slipping away, leaving the many car-less citizens of Baltimore behind yet again.

Kind Regards,

Kara Harris
2539 N Howard St

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Coates, Jennifer

From: Anna Scott <gottscott@gmail.com>
Sent: Tuesday, March 13, 2018 12:32 AM
To: Reisinger, Edward; Middleton, Sharon; Clarke, Mary Pat; Costello, Eric; Dorsey, Ryan; Pinkett, Leon; Stokes, Robert; Coates, Jennifer
Subject: Comments in support of Bill #17-0102

Dear Land Use and Transportation Committee members,

My name is Anna Scott and I am a Baltimore City resident writing to urge you to support Bill # 17-0102, the "Complete Streets". I thank you in advance for the opportunity to share my testimony.

The Complete Streets bill matters to me as a Baltimore resident, as a climate scientist, and as a young person. As a Baltimore resident, I do not own a car, and navigate our city by bicycle, bus, and car-share. Nearly daily, I must stop in the middle of an intersection because a car turns without signalling or checking for pedestrians. The Complete Streets bill would make me safer by encouraging urban policy that would limit car speeds and make cyclist infrastructure a key part of city streets.

As a climate scientist, I also urge you to support the Bill. Transportation is the largest source of greenhouse gas emissions in the US, according to the DOE. Transit solutions designed for pedestrians, cyclists, and transit rather than cars can help lower carbon dioxide emissions (the gas responsible for climate change) while improving air quality. While pedestrians and cyclists spend zero emissions, and diesel buses at average capacity spend 15 grams of carbon dioxide per passenger per kilometer, gasoline based cars spend on average 244 grams of carbon dioxide per passenger per kilometer (using numbers from a 2002 study by Hook and Wright). The Intergovernmental Panel on Climate Change or IPCC finds that policies similar to the ones outlined in the Complete Streets bill can be effective at mitigating the burden of climate change.
I note that Mayor Pugh signed the "We Are Still In" pledge to commit to the Paris Climate agreement, and perhaps even more importantly, the impacts of climate change will hurt Baltimore's health and economy, making preventing climate change a priority for the city.

Furthermore, studies show that pedestrian-oriented design can encourage healthier lifestyles and reduce disease burden (for example, Haines et al 2007). The World Health Organization finds that policies that encourage rapid transit and walking and cycling yield immediate health "co-benefits" beyond what would be gained by improving fuel and vehicle efficiencies. These benefits include: reduced cardiovascular and respiratory disease from air pollution, less traffic injury and less noise-related stress, and increased physical activity, which can prevent some cancers, type 2 diabetes, heart disease and other obesity-related risks. Because Complete Streets is aimed at Baltimoreans who own fewer cars, it also improves health equity.

Complete Streets also has the chance to affect Baltimore's urban heat island, a phenomena where Baltimore City experiences higher temperatures than rural areas that can cause increased heat stress, hospitalization, and potentially death. This is also my area of expertise- I have published several peer-reviewed studies on Baltimore's urban heat island. These studies find that the "excess" heat experienced in Baltimore City is linked to local land use. By prioritizing cyclists, pedestrians, and transit, the City has the chance to reduce parking lots and other car storage structures that worsen the urban heat island.

Finally, as a young resident, the Complete Streets bill lays out a vision for a Baltimore heading in the right direction. It paves the way for a brighter, safer, and less polluted city that supports all of its citizens equitably. I urge you to support it. Thank you again for your time and consideration.

Sincerely,

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Anna Scott
PhD student, Earth & Planetary Science, Johns Hopkins University
1807 Saint Paul Street
Baltimore

Coates, Jennifer

From: Tony DeFranco <tonydefranco@gmail.com>
Sent: Friday, March 16, 2018 10:44 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Costello, Eric; Cohen, Zeke; Keiffer Mitchell -GOV-; liz@bikemore.net; jed@bikemore.net; Stokes, Robert; Pinkett, Leon
Subject: Bill No. 17-0102

To whom it may concern:

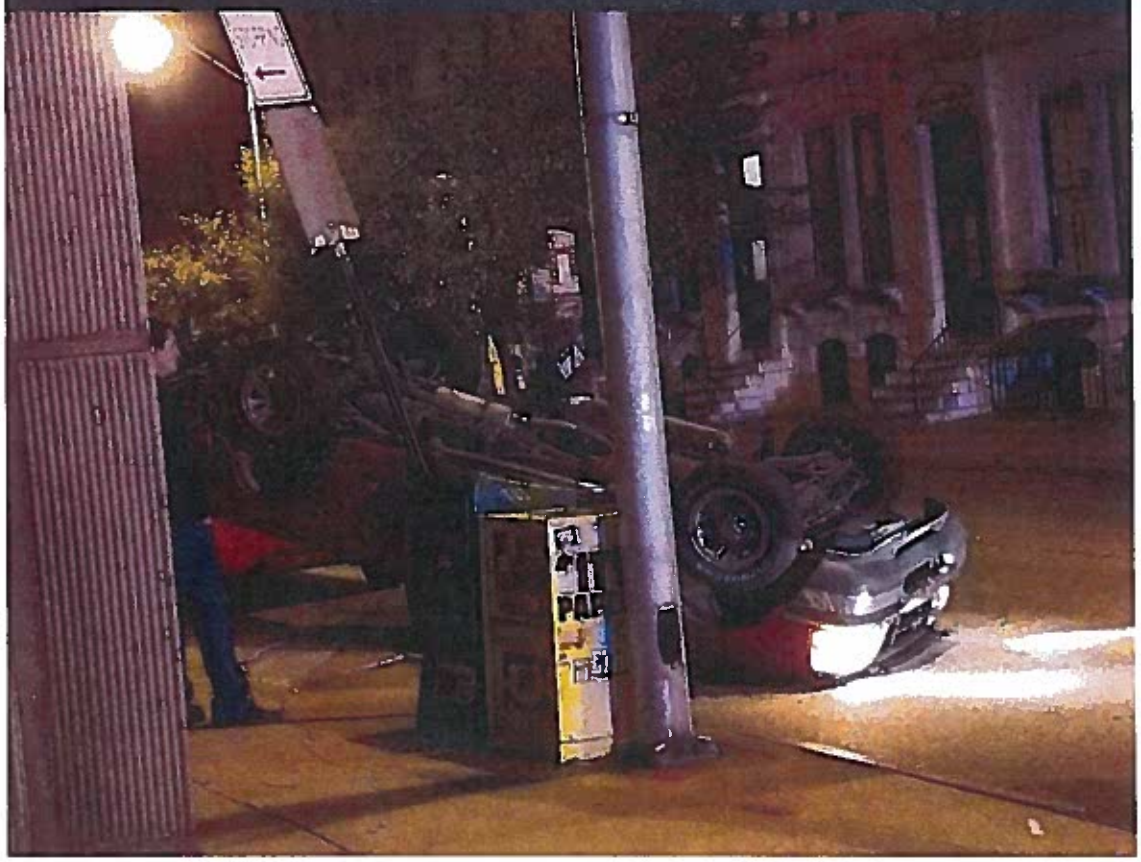
I am writing to ensure that my testimony for the complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

While I am sure that others will speak to the socio-economic and equity merits of this bill (of which there are many), I would like to speak to my personal experience. I am a lifelong Baltimorean. My family operated small businesses in Baltimore since my great-grandfather's emigration to this country from Italy in 1922 through my parents' retirement in 2013. I did not follow in the family businesses. Instead, I went to law school and became attorney. Since becoming a member of the bar 10 years ago, I have served as a government attorney, first with the Maryland Office of the Attorney General and now with the Federal government, providing legal advice and representation to government health agencies. In addition, during law school, I worked as a legislative aide for then-Councilman Keiffer Mitchell, so I am familiar with the mechanics of all levels of government.

In October 2013, I decided to give up my car. My friends and family said that I was crazy; that it was impossible; that I would not be able to live in Baltimore without a car. Nearly 5 years later, I have few regrets. My commute to work involves a mix of biking, walking, and mass transit, and when I absolutely need a car, I utilize ZipCar. Utilizing these different modes of transportation has opened my eyes to the realities of transportation in Baltimore. In its current state, Baltimore's transportation priorities seem like they were set in the 1950s and have never changed. They are inadequate and in need of dire re-direction. Right now, we are car-centric. The Baltimore Department of Transportation prioritizes moving vehicles as quickly as possible through our streets with little regard to the safety of pedestrians and cyclists. Just this past week, I was nearly hit 3 times by 3 different cars while I was walking north on Charles Street and crossing streets legally with the walk signal. That was just one day this week, but it was representative of many of my commutes. Cars travel at reckless rates of speed, ignore traffic control devices, and block bus lanes. It is not uncommon to see reports on our neighborhood Facebook page of cars going through our community at such high rates of speed that they crash into buildings or overturn. I have attached two sample photos from the span of two *consecutive* days during this past fall. This all makes for a perilous atmosphere and occur because the Department of Transportation seems to enables this through its backwards policies.





One would believe that in the year 2018, when the rest of the United States and the world are moving towards more sensible, multi-modal-friendly policies, that Baltimore would follow suit, however when these concerns are raised to the Baltimore City Department of Transportation, the Department shrugs them off. The Departmental philosophy seems to be "our way or the highway" (no pun intended). The Department seems to have its own way of doing things with little regard for any community input. This is evidenced in its recent rejection of community concerns for the Mt. Royal street-scaping project, in which the Department is barreling forward with a plan that has ignored much of the community's input and is clearly meant to benefit vehicular traffic over pedestrians and cyclists. Further evidence lies in their bogus shutdown of bike network construction throughout Baltimore, resting their specious argument on an arcane fire code rule. I use the word "specious" because the Department quickly forgets the fire code when it comes to the implementation of angled parking streets. This constituent-unfriendly behavior is not new. When I worked for Councilman Mitchell's office, I recall the residents of several blocks of Mt. Royal Terrance coming to our office requesting traffic calming in their community. They cited cars going through the neighborhood at high rates of speed and routinely ignoring stop signs. The community finally decided action was needed when a young parent was side-swiped while taking their infant out for a walk. The reason why I remember this over 10 years later is because support from the community was close to unanimous (and anyone working in City government can tell you that unanimity almost never happens). The concerns were presented to the Department of Transportation along with a petition signed by most, if not all, residents of these blocks requesting some sort of remediation. The Department said that traffic calming measures were "inappropriate" and ignored our Office and the community. Indeed, since that time, I have found the Department of Transportation to be the least responsive City agency to resident concerns. It seems the Department does not care about its own residents. Further, it seems that the Department is only spurred to act against its own inclinations when things get so bad that the media takes notice. This is evidenced by the action that the Department finally took at the corner of Bank and Wolfe Streets. Nicknamed the "Crash Corner," the community had been complaining for some time with little to no Departmental action. Finally, after the media and Councilman Cohen got involved, the Department took remedial action.

In my experience as a government attorney, when things with a particular agency go awry, the first thing to do is try to fix it internally and administratively. If that doesn't work, a legislative fix is necessary. Attempts at internal and administrative fixes have failed. This is an agency that is simply resistant to any sort of change. Thus, legislative action is necessary and overdue. The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore. Furthermore, the ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Other cities have seen the benefits that prioritizing multi-modal transportation can bring. One only need to spend a few minutes in Washington to see those benefits in action. I believe that this ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Thank you,

Tony DeFranco
11 E. Chase Street, #701
Baltimore, MD 21202
443-695-4829
tonydefranco@gmail.com

THIRTEENTH DISTRICT

Coates, Jennifer

From: Ed Morman <emorman@gmail.com>
Sent: Wednesday, March 14, 2018 10:39 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets

Dear Ms. Coates--

I write in support of Councilperson Dorsey's Complete Streets bill.

Baltimore would be a significantly more successful city if we could reduce the number of cars on our streets, replacing them with an improved mass transit system and with better conditions for alternatives such as bicycles. There is no good reason for requiring individuals people to carry around more than a ton of metal and plastic in order to get where they're going in an area as densely populated as our city. Moreover, those who cannot afford a car often have to wait for long stretches in lousy weather for their bus.

We need more pedestrian street life and less exhaust from internal combustion engines.

Thank for you for your attention to my letter.

Cordially,
Ed Morman
2212 East Baltimore Street

FOURTEENTH DISTRICT

Coates, Jennifer

From: Jonathan Boushell <jboush1@gmail.com>
Sent: Wednesday, March 07, 2018 2:04 PM
To: Dorsey, Ryan
Cc: Coates, Jennifer
Subject: Re: Bill 17-0102 - Complete Streets Ordinance

Absolutely.

721 Berry St
Baltimore, MD 21211

On Wed, Mar 7, 2018 at 12:52 PM, Dorsey, Ryan <Ryan.Dorsey@baltimorecity.gov> wrote:
Thank you, Jonathan. It would be helpful to have your address, if you could send that.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

> On Mar 7, 2018, at 12:28 PM, Jonathan Boushell <jboush1@gmail.com> wrote:
>
> Hello,
>
> My name is Jonathan Boushell. I live and work in Baltimore City. I support complete streets legislation because I believe city streets should be designed to benefit city residents.. By embracing other transportation modes and focusing on walkability, we have the potential to calm traffic through infrastructure, introduce residents to alternate modes of getting from point A to point B (thus alleviating traffic congestion for those who require an automobile), improve health and safety, and make public transit more efficient for those that depend on it.
>
> To that last point, I work for a fairly large domestic violence organization in the city of Baltimore. Day in and day out, I hear of the trouble clients have getting to and from work, picking their children up from school or daycare, or trying to meet any other obligations they have while utilizing our public transportation system. With everything my clients have to deal with each day, simply improving commute times by embracing a complete streets model that allows for transit prioritization would give them back hours of time to focus on other needs. Personally, I am encouraged by the expanding bicycle network and I find myself biking more as I am able to travel to more places within this network. The result is I am not using my car and pumping CO2 into the atmosphere as often, I feel healthier, and that is one less car on the road. I use the light rail when convenient, but that is not often as it does not connect to other rapid transit services. Giving the light rail signal priority, creating more dedicated lanes for buses, or possibly implementing a full Bus Rapid Transit system that could get me around town quickly would convince myself and many others like me to drive less and use transit.
>
> Lastly, on top of the entire holistic benefit a complete streets model has for Baltimore City citizens, there is an economic incentive for city leadership to embrace complete streets. The tide as changed in the last several decades. People are moving back to the cities. Young professionals looking for cities to move to are

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overwhelmingly interested in cities that are walkable, encourage healthy lifestyles and do not require automobile use for most trips. When these people move to a city, they bring with them disposable income and the money they will pay in taxes. In addition to that, a transit system that is seen as practical for most trips will get more use, and thus more revenue.
>
> Both on a moral and economic level, it just makes sense to support a complete streets planning model.
>
> Thank you.

Coates, Jennifer

From: JAMES KNIGHTON <jamesltk@comcast.net>
Sent: Thursday, March 15, 2018 1:42 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Clarke, Mary Pat; Reisinger, Edward
Subject: Testimony in Support of Bill 17-0102, Complete Streets

Dear Ms. Coates,

I am submitting this email as written testimony in support of City Council Bill 17-0102, Complete Streets, which will be heard on March 21, 2018 in the Land Use & Transportation Committee. If you have any questions, my contact information is at the bottom of the text. I am cc'ing Councilman Dorsey as well my own Councilmember, Mary Pat Clarke, and Councilman Reisinger in his capacity as chairman of the committee.

Best regards,

James L. Knighton

March 15, 2018

The Honorable Edward Reisinger, Chairman

Land Use and Transportation Committee

Baltimore City Council

100 Holiday Street

Baltimore MD 21201

RE: City Bill 17-0102, Complete Streets

Dear Chairman Reisinger:

I am writing to express my strong support for City Bill 17-0102, sponsored by Councilman Ryan Dorsey and others. I am a resident of the 14th Councilmanic District and a regular user of public transit service in Baltimore City. For thirteen years I was employed by the Maryland Transit Administration (MTA), during which I time I worked closely with both the City Department of Transportation (DOT) and other stakeholders on improvements to transportation infrastructure that served users of transportation modes other than automobiles, principally transit riders and pedestrians. My comments in support of Bill 17-0102 are submitted on my own behalf as a taxpayer and City resident who has professional experience in the public transit industry.

The Complete Streets ordinance is exactly what Baltimore City needs to rationalize, prioritize, and implement a transportation system that is balanced, healthy, equitable and just. After decades of planning and constructing transportation infrastructure projects that are designed to facilitate movement of automobiles, Baltimore City is plagued with accidents involving pedestrians and bicyclists, neighborhoods that are fragmented and separated from each other by roads that cannot safely be traversed on foot, and a public transit system that operates at the mercy of congested streets and a patchwork of bus-only lanes. It seems as though City departments quarrel publicly about the application of standards such as the width of bike lanes and the need to maneuver fire equipment appropriately. Passage of the Complete Streets ordinance will ensure that all appropriate City departments are following a commonsense, twenty-first-century policy, using best practices, that recognizes not only the societal shift away from automobile use in cities but also the history of inequity in transportation planning in Baltimore.

The most fundamentally important provisions of Bill 17-0102 are the clear, unequivocal policy statements set forth on page 4 of the legislation. In particular, committing City government to design and operate a transportation system consisting of "integrated networks of connected facilities accommodating all modes of travel" would bring City law into line with the reality of life in Baltimore, where demand for pedestrian and bicycle-based travel continues to increase (along with the use of rideshare services and shuttles such as the Charm City Circulator) as more city residents choose not to incur the expense, inconvenience, and social isolation of using an automobile in the urban environment. Also, the policy statement provisions of the bill include unequivocal support for a transportation system that promotes economic development and equitable access; these two elements are fundamental to improving the quality of life and boosting the City's economy.

The provisions of Bill 17-0102 that require adoption of a Complete Streets Manual and the establishment of a Complete Streets Coordinating Council would set the framework for an inclusive, collaborative process that uses best practices from jurisdictions around the country as refined and collected by the National Association of City Transportation Officials (NACTO). I particularly applaud Councilman Dorsey for including a representative of the MTA on the Coordinating Council. Although it is a State agency, the MTA primarily serves Baltimore City and its focus should properly be on improving the local transportation system in the city and the surrounding region, as its statewide functions are limited either to grant-making or overseeing services run on its behalf by contractors. At a time when the executive branch of State government has made clear that supporting transportation in Baltimore City is not a priority, and has increased funding for MTA only when the General Assembly requires it to do so, MTA should be a partner with local agencies in developing a truly interconnected, truly multi-modal transportation system.

Another important benefit of the Complete Streets bill is that it would codify transparency in transportation planning and decision-making, as well as establish performance measures so citizens, agencies, and all stakeholders can see how well the system is working. For too long, transportation planning at the State and local levels has been the domain of bureaucrats (of which I was one) and special interests who "call the shots" as to where a bus stop, crosswalk, or other amenity is placed or where a transit route operates. The commitment to a public, open process in Bill 17-0102 is exactly what is needed in City government at a time when confidence and trust in public institutions generally is at a low point. Furthermore, the adoption of performance measures at all levels of government is a commonsense practice that has produced notable improvements wherever it has been applied, including at MTA during my time there. Performance data should be robust and publicly available, and the agencies that make policy should be held accountable for its use. Bill 17-0102 would do just that.

Finally, the Complete Streets legislation would address a long-standing practice of injustice in transportation policy relating to Baltimore City. Throughout the twentieth century and continuing to the present time, the transportation system in Baltimore has been shaped by decisions that deprived disadvantaged or minority communities of access to an interconnected network, or that destroyed or permanently fragmented those communities outright. It is imperative that all communities participate in the economic benefits, health benefits, and quality-of-life benefits that a balanced, non-auto-centric, urban transportation system affords. The provisions of the legislation that require an equity gap analysis when prioritizing projects and an equity lens when reporting performance data are long overdue elements of public policy that I hope would be a model for other City departments as they undertake innovative programs to benefit residents and businesses in Baltimore.

For all these reasons, I urge the Land Use and Transportation Committee to grant Bill 17-0102 an immediate favorable vote. If you have any questions or would like to discuss this matter further, please feel free to contact me at jamesltk@comcast.net or at 443-758-7556.

Sincerely,

James L. Knighton

3811 Canterbury Road, #207

Baltimore MD 21218

Coates, Jennifer

From: Collin Hayward <collin.hayward@outlook.com>
Sent: Wednesday, March 07, 2018 5:54 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support for Complete Streets Bill

Good Evening Jennifer,

My name is Collin Hayward and I'm currently a resident of Baltimore City. Having grown up in Northeast Baltimore, I attended Gardenville Elementary, Roland Park Middle, and eventually graduated from Poly in 2004. After spending several years at University of Michigan obtaining a civil engineering degree and two years in New York, I returned to Baltimore where I now work as a management consultant for the Social Security Administration. Despite my day job, I have a great passion for the city of Baltimore, economic development, and community service. Baltimore is truly my home, and I could not be happier living in Charm City.

I'm writing this letter today because I'd like to express my support for the new Complete Streets Bill currently under consideration by the City Council. I've done extensive research on the subject of Complete Streets, and I believe they are crucial to Baltimore's future success. While there are multiple reasons for the urban decay we've seen in Baltimore neighborhoods over the years (white flight, manufacturing decline, federal housing policies), one of the main drivers easily visible is the transformation of neighborhood streets into automobile thoroughfares. Prioritizing fast moving traffic over the safety of people in neighborhoods creates an unsafe and undesirable living environment. There are areas along Route 40 in East and West Baltimore where pedestrians walk directly alongside traffic moving at 50 mph. Given these conditions, it's not a surprise that many of these neighborhoods have high housing vacancy rates, as I know I personally wouldn't feel safe having kids on these streets. Moreover, large streets like MLK create barriers for communities, separating them from the downtown environment all for the convenience of automobile drivers who often live outside the city and pay no city taxes. As we move forward, we need to find ways to connect Baltimore many communities, not divide them in the name of allowing inefficient automobiles to roam around our city.

Providing people with viable transportation options in lieu of automobiles is critical to attracting new graduates to Baltimore's top employers. By connecting neighborhoods with bike lanes and faster bus routes, we will be encouraging these newcomers to live in Baltimore City's existing neighborhoods, as opposed to buying a house in the county and simply commuting to work. Additionally, creating walkable and bikeable connections among our many communities encourages the type of long-term sustainable development that is critical for our city's long term success. Most importantly, public transportation has been shown through multiple studies to be a large driver of social equity. By creating a better public transportation system, we can help decrease commute times for people in some of Baltimore's most challenged neighborhoods. When combined with job training and community development programs, I truly believe that public transit can greatly contribute to the long-term sustainable urban development, and in many cases not lead to the over-gentrification that comes with completely rebuilding neighborhoods at the expense of the current residents.

While I want to stay shy of declaring a "war on cars", as a city we need to prioritize other forms of transportation. Cities like New York and Pittsburgh (forgive me ☺) have made incredible progress over the past years in taking back portions of the street for bikes and pedestrians, all with no significant impact to traffic congestion. Moreover, data shows that property values in areas with superior public transit and walkability have increased significantly, and studies show that businesses see increased revenue when bike lanes and public transit stops are added nearby in lieu of additional traffic lanes. We need to work with existing organization like BikeMore and Transit Choices to redefine what public streets represent, and ensure that street can be used by all Baltimore citizens and not simply people in automobiles.

Please, please help pass the current Complete Streets legislation under consideration!! It will benefit Baltimore and its people in an incredible capacity!

Let me know if you have any questions.

Thanks,

Collin Hayward, PMP, MBA
Financial Manager / Complete Streets Consultant
M: 410-440-8489
collin.hayward@outlook.com

Coates, Jennifer

From: Leah Irwin <leah.h.irwin@gmail.com>
Sent: Thursday, March 08, 2018 9:34 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support Complete Streets

I am a home owner in Baltimore and I wholeheartedly support Councilman Dorsey's complete streets bill.

Baltimore needs to prioritize public transportation and bike infrastructure over cars. I lived in DC for 3 years and was able to travel easily throughout the city by bus or Metro. Here in Baltimore these options are incredibly limited.

Furthermore, this city is full of roads that treat our neighborhoods as highway thoroughfares. I want walkable, safe, pleasant streets not high speed highways running through my neighborhood.

Thanks for your attention to this matter.

Leah Irwin
21211

Coates, Jennifer

From: Margaret Ho <margiezilla@gmail.com>
Sent: Tuesday, March 13, 2018 4:03 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony Supporting Complete Streets Ordinance, bill file #17-0102.

Dear Baltimore City Council,

I am writing in strong support of the Complete Streets Ordinance, bill file #17-0102.

The new equity focused Complete Streets Bill prioritizes the safety of all people using streets over the speed of moving cars, and the first hearing for it is on Wednesday, March 21st.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

For those of us who walk, bike and regularly take Hopkins shuttle or public transportation (such as the Baltimore Metro) to work this bill will direct impact us. Let's also not forget that 1/3 of Baltimoreans do not own a car.

Frequent and affordable transportation is critical for city residents to access well-paying jobs and affordable housing and making the cost of living more bearable (housing in my neighborhood lacking private parking is on average 30% less expensive than that with parking, so not needing to own a car saves money as well as benefits the environment).

Supporting public transportation and walking/biking is a very cost-effective way to ensure that people can stay in Baltimore City and live/work/buy local. I chose the neighborhood where I live in Baltimore because it was one of the more bikeable, walkable, and accessible by public transportation, and I want to

see this improved for the entirety of Baltimore city.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Margaret Ho

p.s. I bike and I vote!

INDIVIDUALS - OPPOSITION

Coates, Jennifer

From: Middleton, Sharon
Sent: Monday, March 19, 2018 3:25 PM
To: Michelle Pasternack
Cc: marypat.clarke@balto.city.gov; Coates, Jennifer
Subject: Re: Complete streets bill

Your testimony will be add to the bill file.

Sharon Green Middleton

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Michelle Pasternack <mchampenoise@aol.com>
Date: 3/19/18 8:48 AM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Cc: marypat.clarke@balto.city.gov
Subject: Complete streets bill

Plotted by Ryan Dorsey,Bikemore and the bicycle industry. This is an obvious ruse for more protected cycle tracks in Baltimore. There are no provisions for the elderly and handicapped , especially residential handicapped parking. Our neighborhoods need more infrastructure support. Please oppose this bill. Thank you Michelle and Gary Pasternack Roland park

Sent from my iPhone

PROPOSED AMENDMENTS

Coates, Jennifer

From: Mary Kay Battafarano <marykay.b@icloud.com>
Sent: Thursday, March 15, 2018 10:01 PM
To: Dorsey, Ryan; Middleton, Sharon; Clarke, Mary Pat; City Council President; Coates, Jennifer
Subject: Complete Streets Bill 17-0102

Mr. Dorsey, Ms. Middleton, Ms. Clarke and Mr. Young-

I request AMENDING the pending Complete Streets Bill 17-0102 to:

1. remove the 9 foot traffic lane in §40-29 (A) as it contradicts NACTO guidelines nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/
2. recognize curbside access as a key element for pedestrian safety & commerce,
3. prioritize the most vulnerable street users (children, handicapped and seniors),
4. include a direct notice requirement for affected property owners during planning,
5. add a mechanism for the public to raise concerns at every stage of each project-with the ability to halt work or remove where "best practices" are not met.

These 5 issues have become evident during the Roland Avenue project in my neighborhood and it's recent post-install evaluation. Baltimore City needs to learn from such mistakes and ensure our tax dollars are used wisely in the future. Thank you,

Mary Kay Battafarano
Sent from my iPhone
443.844.0494

Coates, Jennifer

From:	Dorsey, Ryan
Sent:	Friday, March 16, 2018 9:10 AM
To:	Mary Kay Battafarano
Cc:	Middleton, Sharon; Clarke, Mary Pat; City Council President; Coates, Jennifer
Subject:	Re: Complete Streets Bill 17-0102

Hello Ms. Battafarano,

Thank you for your interest on this subject. Below are responses to the concerns you raise.

1:
The lane widths in NACTO urban design guide are maximums, and NACTO encourages as low as 9 feet on residential streets. Latest NACTO guidance suggests 3m (9.84ft) as a maximum for calm, residential streets. See: https://globaldesigningcities.org/publication/global-street-design-guide/streets/neighborhood-streets/residential-streets/example-1-13-m/

These lane widths are also appropriate per FHWA guidance. See the answer to question #7 here: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/misconceptions.pdf and the FHWA lane width tables here: https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

More than 60 agencies have used 9 foot lanes (Harwood, D.W. (1990). "Effective Use of Street Width on Urban Arterials." NCHRP Report 330.) and no negative effects of the narrower lanes have been identified.

Here's a nice article from West Palm Beach about 9 foot lanes in practice and data correlating to lower crash rates: http://walkablewpb.com/2015/10/12/nine-foot-travel-lanes-in-practice/

2:
The bill directs DOT to develop street typologies in the design guide based on public input and NACTO guidance.

3:
The bill already mandates prioritization of the most vulnerable road users, and directs DOT to develop a modal hierarchy in the design guide.

4.
The bill directs DOT to clearly establish a project selection, prioritization, and implementation process, including clear and accountable public communication, in the design guide. There is an opportunity to provide public input on this process for inclusion in the design guide.

5.
Same as above.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

On Mar 15, 2018, at 10:01 PM, Mary Kay Battafarano <marykay.b@icloud.com> wrote:

> Mr. Dorsey, Ms. Middleton, Ms. Clarke and Mr. Young-
>
> I request AMENDING the pending Complete Streets Bill 17-0102 to:
>
> 1. remove the 9 foot traffic lane in §40-29 (A) as it contradicts NACTO guidelines nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/
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>
> These 5 issues have become evident during the Roland Avenue project in my neighborhood and it's recent post-install evaluation. Baltimore City needs to learn from such mistakes and ensure our tax dollars are used wisely in the future. Thank you,
>
> Mary Kay Battafarano
> Sent from my iPhone
> 443.844.0494

Coates, Jennifer

From: Michelle Pasternack <mchampenoise@aol.com>
Sent: Monday, March 19, 2018 3:58 PM
To: Middleton, Sharon
Cc: marypat.clarke@balto.city.gov; Coates, Jennifer
Subject: Re: Complete streets bill

It will be important to include in the complete streets bill ,Curbside parking for the elderly and handicapped thank you

Sent from my iPhone

On Mar 19, 2018, at 7:25 PM, Middleton, Sharon <Sharon.Middleton@baltimorecity.gov> wrote:

> Your testimony will be add to the bill file.
>
> Sharon Green Middleton
>
> Sent from my Verizon, Samsung Galaxy smartphone

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From: Michelle Pasternack <mchampenoise@aol.com>
Date: 3/19/18 8:48 AM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Cc: marypat.clarke@balto.city.gov
Subject: Complete streets bill

Plotted by Ryan Dorsey,Bikemore and the bicycle industry. This is an obvious ruse for more protected cycle tracks in Baltimore. There are no provisions for the elderly and handicapped , especially residential handicapped parking. Our neighborhoods need more infrastructure support. Please oppose this bill. Thank you Michelle and Gary Pasternack Roland park

Sent from my iPhone

Bill 17-0102 – Complete Streets

ADDITIONAL LETTERS IN SUPPORT

BY CITY COUNCIL DISTRICT

Related Documents Have Been Filed In the Official Bill Folder

103977941	Vacovsky	Zachary	4436771193	3134 Fait Ave	Baltimore	MD	21224	3926	US	1
103977993	Seel	Brian	2088677907	255 S Regester S	Baltimore	MD	21231	2416	US	1
103978022	Levendusky	Nick	4109912608	2212 Eastern Av	Baltimore	MD	21231	3111	US	1
103978050	Jaskot	Emily	7034037629	101 N Rose St A	Baltimore	MD	21224	1153	US	1
103978077	McGuire	Robert	4048086606	311 S High St	Baltimore	MD	21202	4332	US	1
103978087	Thomas	Aaron	7146546244	314 S Highland A	Baltimore	MD	21224	2311	US	1
103978166	Saville	Marisa	4103718371	150 S Bouldin St	Baltimore	MD	21224	2201	US	1
103978182	Boehner	Kate	2012592222	638 S Potomac S	Baltimore	MD	21224	3907	US	1
103978215	Redner	Thomas		727 S Bond St A	Baltimore	MD	21231	3314	US	1
103978226	Chattopadhyay	Shumon		2809 Boston St A	Baltimore	MD	21224	4849	US	1
103978252	Altman	Ilya	4109058818	238 S Chapel St	Baltimore	MD	21231	2603	US	1
103978259	Stromer	Thom	4439898653	812 S Milton Ave	Baltimore	MD	21224	3735	US	1
103978462	Buresh	Megan		33 N Montford Av	Baltimore	MD	21224	1051	US	1
103978533	Grogan	Catherine	6672240024	622 S Milton Ave	Baltimore	MD	21224	3752	US	1
103978538	Shearer	Jacob	4437911445	621 S Potomac S	Baltimore	MD	21224	3908	US	1
103978586	Johns	Alexis	4109172323	250 President St	Baltimore	MD	21202	4481	US	1
103978614	Brown	Jennifer	4049080081	232 S Castle St	Baltimore	MD	21231	2601	US	1
103978616	Therkildsen	Gary	3018022220	3311 Leverton Av	Baltimore	MD	21224	2227	US	1
103978635	Lundquist	John		237 S Ellwood Av	Baltimore	MD	21224	2211	US	1
103978638	Monson-Rosen	Madeleine	3472008828	3305 E Pratt St	Baltimore	MD	21224	2354	US	1
103978673	GILPIN	RICHARD		2515 Boston St A	Baltimore	MD	21224	4737	US	1
103978679	Gawrych	Christopher	5163306031	11 N Belnord Av	Baltimore	MD	21224	1234	US	1
103978723	Garcia	Shantel	6464200266	2901 Boston St A	Baltimore	MD	21224	4830	US	1
103978823	Kaplan	Max	2153607906	1936 Eastern Av	Baltimore	MD	21231	2542	US	1
103978946	Kendrew	Sarah		915 S Wolfe St A	Baltimore	MD	21231	3643	US	1
103978994	Erichsen	Rachael	7573293714	3308 E Baltimore	Baltimore	MD	21224	2220	US	1
103979001	Pimentel	Jessica		326 S Wolfe St	Baltimore	MD	21231	2530	US	1
103979033	Tillman	Miriam	4103428455	3409 Toone St	Baltimore	MD	21224	5122	US	1
103979046	Lennon	Marc		134 S Clinton St	Baltimore	MD	21224	2340	US	1
103979069	Nizamoff	David		1726 Lancaster S	Baltimore	MD	21231	3413	US	1
103979469	Ryer	Chris	4103423234	3323 Eastern Av	Baltimore	MD	21224	4109	US	1
103979521	Danowski	Matthew		628 S Kenwood A	Baltimore	MD	21224	3820	US	1
103979570	Welshans	Phillip		626 S Newkirk S	Baltimore	MD	21224	4414	US	1
103979581	Briscoe	Sarah		626 S Curley St	Baltimore	MD	21224	3807	US	1
103979591	Broughton	Christopher		642 S Ellwood Av	Baltimore	MD	21224	3921	US	1
103979601	Stern	Jacob		638 S Potomac S	Baltimore	MD	21224	3907	US	1
103979603	Peterkin	Desireé		2501 E Fairmour	Baltimore	MD	21224	1132	US	1
103979627	Leslie	Martin		202 S Chester St	Baltimore	MD	21231	2625	US	1
103979638	Nickles	Penny		3201 Esther Pl	Baltimore	MD	21224	1432	US	1
103979639	Caldwell	Kimberly		505 S Madeira S	Baltimore	MD	21231	3127	US	1
103979645	Tighe	Brendan		1821 Aliceanna S	Baltimore	MD	21231	3012	US	1

103979655	Rouse	Winstead			4104040669	801 S Dallas St	Baltimore	MD	21231	3318	US	1
103979657	Tan	Harrison				2516 E Fairmour	Baltimore	MD	21224	1133	US	1
103979658	Meyer-Grimberg	Elias				2214 E Pratt St	Baltimore	MD	21231	2034	US	1
103979659	Nicolaus	Olivia				1604 Lancaster S	Baltimore	MD	21231	2874	US	1
103979661	Sawlani	Snehal				1936 Eastern Av	Baltimore	MD	21231	2542	US	1
103979664	Norwood	Jamie				300 S Patterson	Baltimore	MD	21231	2700	US	1
103979665	Tiberi	Lauren			4403153520	623 S Clinton St	Baltimore	MD	21224	4009	US	1
103979666	Dolgin	James			6467156020	1832 E Pratt St	Baltimore	MD	21231	1826	US	1
103979669	Musil	Dawn				2315 Eastern Av	Baltimore	MD	21224	3611	US	1
103979682	Hanrahan	Colleen				121 S Robinson	Baltimore	MD	21224	2257	US	1
103979684	Jardel	Hanna				139 N Kenwood	Baltimore	MD	21224	1244	US	1
103979685	Lindgren	Anders			6109373703	2025 E Pratt St	Baltimore	MD	21231	1933	US	1
103979687	McClelland	Calum				230 S Clinton St	Baltimore	MD	21224	2342	US	1
103979688	Hammond-Graf	Jessica				310 S Clinton St	Baltimore	MD	21224	2321	US	1
103979689	Carter	Kevin				2315 Eastern Av	Baltimore	MD	21224	3611	US	1
103979690	Neilson	Stacey				2500 Foster Ave	Baltimore	MD	21224	3745	US	1
103979695	Goldstein	Jaime				336 S Bouldin St	Baltimore	MD	21224	2317	US	1
103979701	McDougall	Patrick				342 S Robinson	Baltimore	MD	21224	2216	US	1
103979707	Singh	Prakhar				1111 S Highland	Baltimore	MD	21224	5110	US	1
103979718	Capece	Matthew				267 S East Ave	Baltimore	MD	21224	2206	US	1
103979731	Reich	Arlene				3100 E Lombard	Baltimore	MD	21224	2247	US	1
103979732	Haimbaugh	Alex				310 S High St	Baltimore	MD	21202	4333	US	1
103979737	McCann	Cat				8 S Patterson Pa	Baltimore	MD	21231	2101	US	1
103979752	Hall	Josh				802 S Ellwood A	Baltimore	MD	21224	3951	US	1
103979763	Weinstein	Michael				300 S Patterson	Baltimore	MD	21231	2700	US	1
103980278	Streb	Marla			4434387065	511 S Caroline S	Baltimore	MD	21231	2823	US	1
103980437	Schmalzle	Ed				1832 Gough St	Baltimore	MD	21231	2610	US	1
103980726	Boebel	Amy	J		4153108886	1000 Fell St Apt	Baltimore	MD	21231	3554	US	1
103981044	Goldberg	Seth			3018307866	614 S Potomac S	Baltimore	MD	21224	3907	US	1
103981089	Chng	Rolla			4434131719	1806 Gough St	Baltimore	MD	21231	2607	US	1
103981135	Fritz	Justine			8043175351	906 Grundy St	Baltimore	MD	21224	5227	US	1
103981161	Hurst	Amy			4106569265	311 S High St # 3	Baltimore	MD	21202	4332	US	1
103981371	Kasparian	Cassandra			5166400540	315 S Durham S	Baltimore	MD	21231	2519	US	1
103981470	Aviv	Adam			4043130739	401 S Robinson	Baltimore	MD	21224	2219	US	1
103981508	Dagen	John			7572879113	515 S East Ave	Baltimore	MD	21224	3914	US	1
103981512	Fontaine	Jamie Lee			4109604625	230 S Duncan St	Baltimore	MD	21231	2629	US	1
103981585	DiPrinzio	Peter			9172096602	1121 S Highland	Baltimore	MD	21224	5110	US	1
103981733	Corley	Grant				113 N Ellwood A	Baltimore	MD	21224	1308	US	1
103981790	Cardona	Luis			4108319568	320 S Patterson	Baltimore	MD	21231	2747	US	1
103981981	Pecker	Lydia			6467845543	2017 E Pratt St	Baltimore	MD	21231	1930	US	1

103982130	Caporaso	Chris		2035926672	8 S Patterson Pa	Baltimore	MD	21231	2101	US	1
103982178	Richards	Chris		7034893531	777 S Eden St A	Baltimore	MD	21231	2840	US	1
103982235	Miles	Brian			3414 Dillon St	Baltimore	MD	21224	5124	US	1
103977963	Backert	Jane		4104264689	3209 Mary Ave	Baltimore	MD	21214	2016	US	3
103978013	Loeper	Lindsey		4435201600	4227 Harcourt R	Baltimore	MD	21214	3409	US	3
103978063	Kopchinski	Leslie		4109198194	4638 Harcourt R	Baltimore	MD	21214	3338	US	3
103979081	Jewell	Carolyn		4105964717	4216 Kelway Rd	Baltimore	MD	21218	1405	US	3
103979705	Roberts	Amy		4436299140	3314 Southern A	Baltimore	MD	21214	3223	US	3
103979709	Stabile	Leslie		8142826465	6101 Fair Oaks A	Baltimore	MD	21214	1548	US	3
103979710	Stabile	Kyle		8142826698	6101 Fair Oaks A	Baltimore	MD	21214	1548	US	3
103979741	Blom	Mia			5312 Tramore R	Baltimore	MD	21214	1901	US	3
103980303	Cartat	Louis		5555555555	3115 Juneau Pl	Baltimore	MD	21214	3415	US	3
103980572	Schaffer	Brian			7122 Harford Rd	Baltimore	MD	21234		US	3
103981164	Ogbue	Anikwenze		4129528394	1320 Northview I	Baltimore	MD	21218	1445	US	3
103981173	Crew	Darin		4436296285	3008 Beverly Rd	Baltimore	MD	21214	3309	US	3
103981206	Walshe	Robert		4439396243	4904 Ross Rd	Baltimore	MD	21214	2911	US	3
103981795	Farnsworth	Jean		4438344216	3231 Montebello	Baltimore	MD	21214	3324	US	3
103981855	Fostel	Erin		4103751837	3317 Crossland A	Baltimore	MD	21213	1002	US	3
103981926	Gillespie	Robert			2902 Southern A	Baltimore	MD	21214	2834	US	3
103982210	Gonzales	Jon			3105 Woodhome	Parkville	MD	21234	7809	US	3
103979056	Ayers	Lina		4104357261	423 Winston Ave	Baltimore	MD	21212	4427	US	4
103979100	Dulay Hobbs	Kimberly		4109712800	306 Dunkirk Rd	Baltimore	MD	21212	1813	US	4
103979240	Woel	Valerie		4104355437	326 Tunbridge R	Baltimore	MD	21212	3803	US	4
103979439	EASTMAN	SYLVIA		4103232258	5821 Halwyn Ave	Baltimore	MD	21212	3712	US	4
103979509	Watson	Dustin		4435250048	7005 York Rd	Baltimore	MD	21212	1512	US	4
103979681	Gallia	Jennifer			809 Evesham Av	Baltimore	MD	21212	3202	US	4
103979723	Rose	Caitlin			5601 Govane Av	Baltimore	MD	21212	3912	US	4
103979738	McShea	Megan			3748 Ellerslie Av	Baltimore	MD	21218	1951	US	4
103980500	Holtz	Nicholas		4434817933	6118 Parkway Dr	Baltimore	MD	21212	2736	US	4
103981223	Pontious	Daniel	J	4103239780	406 Woodford Rd	Baltimore	MD	21212	4110	US	4
103981462	Thomas	Stephen		4436532120	522 Chestnut Hill	Baltimore	MD	21218	2535	US	4
103977976	Hiller	Emily			1018 Saint Geor	Baltimore	MD	21210	1413	US	5
103978541	Sehnert	Shelley		4105303727	607 W Lake Ave	Baltimore	MD	21210	1306	US	5
103978644	Kolarz	Steven			5700 Pimlico Rd	Baltimore	MD	21209	4316	US	5
103978952	Gorenstein	Sharon			2431 Everton Rd	Baltimore	MD	21209	4342	US	5
103979629	McBee	James			2102 Northcliff D	Baltimore	MD	21209	3528	US	5
103979683	Russakis	Josh			6122 Rusk Ave	Baltimore	MD	21209	4106	US	5
103979691	Greenberg	David			6002 Roland Ave	Baltimore	MD	21210	1112	US	5
103979702	Ruddy	Erin			3505 Menlo Dr	Baltimore	MD	21215	3829	US	5
103979720	Connor	Bryan		2075904534	2908 Manhattan	Baltimore	MD	21215	4020	US	5

103980305	Brown	Drew			4102412178	2822 Cheswolde	Baltimore	MD	21209	3931	US	5
103980354	Bainum	Michael			4433866003	5726 Uffington R	Baltimore	MD	21209	4435	US	5
103980810	Waldo	Laurie			4103702953	1803 W Rogers /	Baltimore	MD	21209	4546	US	5
103981022	Melamed	Laura			4109082289	3103 Bancroft Rd	Baltimore	MD	21215	3126	US	5
103981726	Norton	Eric			4438677563	5727 Ranny Rd	Baltimore	MD	21209	4407	US	5
103978016	Snyder	Kari				631 Deepdene R	Baltimore	MD	21210	2127	US	6
103978216	Hunt	Thomas			4433106959	209 Edgevale Rc	Baltimore	MD	21210	2108	US	6
103978697	Nehms	Barbara				4614 Keswick Rc	Baltimore	MD	21210	2517	US	6
103979373	Utzschneider	David			6672179250	203 Hawthorne F	Baltimore	MD	21210	2503	US	6
103979589	Mobley	Darryn				3811 Chatham R	Baltimore	MD	21215	5409	US	6
103979593	Wray	Rob				222 Woodlawn R	Baltimore	MD	21210	2547	US	6
103979713	McQuestion	Michael			4102439151	214 Ridgewood I	Baltimore	MD	21210	2539	US	6
103979721	Bishop	Carol				716 Gladstone A	Baltimore	MD	21210	2205	US	6
103979739	Chambers	Emily				4711 Roland Ave	Baltimore	MD	21210	2319	US	6
103979746	Frederick	Ryan				508 Woodlawn R	Baltimore	MD	21210	2313	US	6
103980337	Hellen	Stephen			4435145533	123 Hawthorne F	Baltimore	MD	21210	2501	US	6
103980346	Quinones	Khadijah			4105000944	3810 Park Heigh	Baltimore	MD	21215	7656	US	6
103980643	McCabe	Bret				4601 Keswick Rc	Baltimore	MD	21210	2516	US	6
103981172	Diamond	Claudia			4105980732	4702 Keswick Rc	Baltimore	MD	21210	2323	US	6
103978020	Vandenburg	Vicki			4107904833	1344 W 41st St	Baltimore	MD	21211	1549	US	7
103978165	Hontz	Eric			2024710571	2436 Eutaw Pl	Baltimore	MD	21217	4001	US	7
103978227	Johnstone	Brittany			8082953784	1402 Redfern Av	Baltimore	MD	21211	1529	US	7
103978270	Ostrye	Patrick			4432234825	3805 Conduit Av	Baltimore	MD	21211	1706	US	7
103978428	Baranczyk	Oliver				1901 Park Ave	Baltimore	MD	21217	4830	US	7
103978571	Woodward	Ellis			4102434174	3422 Seneca St	Baltimore	MD	21211	1415	US	7
103978777	Kilberg	Jared				2007 Clipper Par	Baltimore	MD	21211	1459	US	7
103978780	Wheeler	Mark			4435061251	3508 Poole St	Baltimore	MD	21211	2327	US	7
103978835	Bosma	Christopher			4104934647	3607 Windsor Mi	Baltimore	MD	21216	2529	US	7
103979077	Watson	Piper			4105076830	1144 Roland Hei	Baltimore	MD	21211	1240	US	7
103979145	Hindman	Daniel			4439152370	2712 Auchentorc	Baltimore	MD	21217	1953	US	7
103979228	McVicker-Weave	Alyssa			8433308234	3952 Hickory Av	Baltimore	MD	21211	1834	US	7
103979290	Clark	Andrew			6092331651	1418 Dellwood A	Baltimore	MD	21211	1714	US	7
103979401	Sullivan	Conrad				4426 Newport Av	Baltimore	MD	21211	1235	US	7
103979432	Mendelson	Lily				1400 Medfield Av	Baltimore	MD	21211	1527	US	7
103979452	Schritter	Justin				3864 Quarry Ave	Baltimore	MD	21211	1745	US	7
103979518	Krampien	Kathy			4438389628	3447 Hickory Av	Baltimore	MD	21211	2422	US	7
103979574	Corell-Allen	Graham			9176835922	3210 Auchentorc	Baltimore	MD	21217	1949	US	7
103979585	Bartlett	Ed				4210 Edgehill Av	Baltimore	MD	21211	1517	US	7
103979624	Johnstone	JR			7076225557	1402 Redfern Av	Baltimore	MD	21211	1529	US	7
103979646	Southard	Renata				3447 Roland Ave	Baltimore	MD	21211	2427	US	7

103979647	McVicker-Weave	Michel		3952 Hickory Ave	Baltimore	MD	21211	1834	US	7
103979676	Adis	Alex		3549 Roland Ave	Baltimore	MD	21211	2434	US	7
103979677	Harisiadis	Alex		3549 Roland Ave	Baltimore	MD	21211	2434	US	7
103979694	Barse	Thomas		3612 Clipper Rd	Baltimore	MD	21211	1404	US	7
103979698	Stevenson	Ryan		4021 Falls Rd	Baltimore	MD	21211	1741	US	7
103979706	Bachman	Adam	4435092750	4404 Grand View	Baltimore	MD	21211	1229	US	7
103979724	Sotherland	Elizabeth		3616 Parkdale A	Baltimore	MD	21211	1325	US	7
103979735	Schar	Michael		1405 Union Ave	Baltimore	MD	21211	1906	US	7
103980329	Lunt	Lisa		3944 Hickory Ave	Baltimore	MD	21211	1834	US	7
103980385	Murphy	Charles		3550 Poole St	Baltimore	MD	21211	2327	US	7
103980654	Young	Andrew	4102626164	3612 Malden Ave	Baltimore	MD	21211	1318	US	7
103981151	Solomon	Samantha		4297 Falls Rd	Baltimore	MD	21211	1649	US	7
103981361	Parker	Jessie	4105307600	3800 Hickory Ave	Baltimore	MD	21211	1836	US	7
103981485	Heinlein	Emily	4102742879	4312 Roland Ave	Baltimore	MD	21210	2745	US	7
103981600	Letts	Misty	4436109680	1344 W 41st St	Baltimore	MD	21211	1549	US	7
103981780	Anderson-Dandy	Barbara	4106690035	3214 Auchentorc	Baltimore	MD	21217	1949	US	7
103981820	Blickenstaff	Melvin	4103750185	1442 Medfield Av	Baltimore	MD	21211	1527	US	7
103981846	Smith	Ashe		2318 Callow Ave	Baltimore	MD	21217	4625	US	7
103981851	Bergh	Christopher		2440 Woodbrook	Baltimore	MD	21217	1742	US	7
103981894	Pitts	Elizabeth	4439263018	3607 Windsor Mi	Baltimore	MD	21216	2529	US	7
103979596	Brown	Eloise		706 Glen Allen D	Baltimore	MD	21229	1422	US	8
103980108	Converse	Paul	4107654321	601 Stamford Rd	Baltimore	MD	21229	2340	US	8
103981675	Morrison	Alistair	2404097629	406 Kensington I	Baltimore	MD	21229	2401	US	8
103978568	Shahidi	Nima	4436197325	859 W Lombard	Baltimore	MD	21201	1060	US	9
103979421	Ruiz	Emmanuel	6319746800	10 S Stricker St	Baltimore	MD	21223	2459	US	9
103979465	Pelaez	Danielle		1114 W Pratt St	Baltimore	MD	21223	2645	US	9
103979715	Holloway	Melanie	4102992131	120 Scott St	Baltimore	MD	21201	1034	US	9
103979749	Mooney	Graham		1518 Hollins St	Baltimore	MD	21223	2418	US	9
103979753	Stephenson	Eric	7572891192	926 N Carrollton	Baltimore	MD	21217	2563	US	9
103981935	Compton	Stephanie	4432532581	118 S Arlington A	Baltimore	MD	21223	2615	US	9
103977981	Dyer	Brian	4108301480	1223 W Cross St	Baltimore	MD	21230	2336	US	10
103979047	Eveland	Janet	4107077851	211 E Jeffrey St	Brooklyn	MD	21225	2013	US	10
103979608	Beasley	Thomas		1401 Porter St	Baltimore	MD	21230	5519	US	10
103979700	Hemphill	L		2320 Herkimer S	Baltimore	MD	21230	1313	US	10
103979711	Carignan	Babs		1144 Sargeant S	Baltimore	MD	21223	3628	US	10
103977899	Cundiff	Gregory	4435632897	8 Charles Plz Ap	Baltimore	MD	21201	4295	US	11
103977980	Amerson	Ally	4144913565	39 W Lexington S	Baltimore	MD	21201	3955	US	11
103978008	Pfaffenhauser	Stephen		804 Cathedral St	Baltimore	MD	21201	813	US	11
103978147	Bulgarelli	Filippo	6083457047	1825 Bolton St A	Baltimore	MD	21217	4465	US	11
103978174	Shea	Stacey	4439280699	1309 Covington S	Baltimore	MD	21230	4328	US	11

103978220	Parker	Elizabeth			4102455218	1343 Hull St	Baltimore	MD	21230	5243	US	11
103978233	Swedler	David				716 N Charles St	Baltimore	MD	21201	5252	US	11
103978268	Dickerson	Ashley				16 W Mount Ver	Baltimore	MD	21201	5116	US	11
103978289	Wagner	Carolyn			3023798784	2 E Wells St Apt	Baltimore	MD	21230	4949	US	11
103978301	Woody	Jason			4438229650	112 W Lee St	Baltimore	MD	21201	2421	US	11
103978320	McClure	Erin			6108581034	807 Cathedral St	Baltimore	MD	21201	5275	US	11
103978323	Dunn	Christopher				1629 Belt St	Baltimore	MD	21230	4705	US	11
103978367	Freeman	Jason				101 W Cross St /	Baltimore	MD	21230	3649	US	11
103978478	Stoessel	Lisi			6672179587	1819 Eutaw Pl A	Baltimore	MD	21217	3807	US	11
103978488	Ellingson	Matt				511 Cathedral St	Baltimore	MD	21201	5098	US	11
103978676	Czisny	Alexander			4104094016	1453 Covington S	Baltimore	MD	21230	4642	US	11
103978690	Hinz	Andrew			4436174079	1427 Park Ave	Baltimore	MD	21217	4231	US	11
103978736	Fernandez del C	Ursula			6179032964	1725 Belt St	Baltimore	MD	21230	4707	US	11
103978738	Jackson	Peter			4109353556	1807 Bolton St	Baltimore	MD	21217	4329	US	11
103978767	Ferguson	Linda			4103309817	1619 Park Ave A	Baltimore	MD	21217	4273	US	11
103978778	Mull	Josh				542 E Clement S	Baltimore	MD	21230	4719	US	11
103978808	D'Adamo	Sarah			4438140466	1507 Bolton St	Baltimore	MD	21217	4204	US	11
103978867	Thon	Susanna			4102066262	911 S Charles St	Baltimore	MD	21230	4065	US	11
103979006	Elron	David	A		4342842785	509 S Hanover S	Baltimore	MD	21201	2414	US	11
103979024	Kroiz	Gabriel			4104997571	251 W Lafayette	Baltimore	MD	21217	4217	US	11
103979110	McHale	Sam			2073329522	1601 Bolton St	Baltimore	MD	21217	4494	US	11
103979123	Teague	Kelly				1408 William St	Baltimore	MD	21230	4545	US	11
103979205	Bowers	Justin			4438129694	16 W Mount Ver	Baltimore	MD	21201	5107	US	11
103979280	Miller	Bree				109 W Monumer	Baltimore	MD	21201	4708	US	11
103979506	Watson	Gilbert			2522031760	101 W Read St A	Baltimore	MD	21201	4913	US	11
103979531	Jones	Adam			3476772355	1735 Bolton St A	Baltimore	MD	21217	4326	US	11
103979579	Manchester	Dave				1405 E Clement	Baltimore	MD	21230	5205	US	11
103979592	Shank	Michael				1819 Eutaw Pl	Baltimore	MD	21217	3807	US	11
103979602	Koslow	Lauren Ann Read				1111 Park Ave A	Baltimore	MD	21201	5606	US	11
103979604	Jones	Adam T				1735 Bolton St A	Baltimore	MD	21217	4326	US	11
103979606	Meleshenko	Elizabeth			4123778771	524 S Charles St	Baltimore	MD	21201	2427	US	11
103979607	Shafer	Stephanie				1735 Bolton St A	Baltimore	MD	21217	4326	US	11
103979609	Fly	Walter				10 Light St	Baltimore	MD	21202	1435	US	11
103979611	Loughran	Stephanie			4436040557	1448 Reynolds S	Baltimore	MD	21230	5319	US	11
103979617	Sinnis	Photini			4102432813	719 Park Ave	Baltimore	MD	21201	4712	US	11
103979619	Bernard	Jay			9096442261	1510 Marshall St	Baltimore	MD	21230	4504	US	11
103979620	Walch	Marissa				613 S Fremont A	Baltimore	MD	21230	2429	US	11
103979621	Minnich	Rachael				333 S Fremont A	Baltimore	MD	21230	2224	US	11
103979635	Sullivan	Jason				503 E Barney St	Baltimore	MD	21230	4701	US	11
103979636	Adipietro	Kaylin				8 W Read St Apt	Baltimore	MD	21201	5314	US	11

103979637	Zoltoski	Michael	4437522366	229 E Montgome	Baltimore	MD	21230	3925	US	11
103979641	Collins	Jeremy	4432405903	506 N Paca St A	Baltimore	MD	21201	1963	US	11
103979643	OBrien	Megan		1329 S Hanover	Baltimore	MD	21230	4220	US	11
103979651	Bruckdorfer	Rod	4438523686	1711 Covington	Baltimore	MD	21230	4712	US	11
103979653	Casbarro	Liana		104 W Madison	Baltimore	MD	21201	4735	US	11
103979656	Bee	Matthew		509 S Hanover S	Baltimore	MD	21201	2414	US	11
103979660	Patterson	Merlin		11 N Eutaw St	Baltimore	MD	21201	1765	US	11
103979667	Diop	Mapate	6318968303	25 E West St	Baltimore	MD	21230	4225	US	11
103979693	Uram	Keith		206 Laurens St A	Baltimore	MD	21217	4395	US	11
103979716	Oshitoye	Osh	2146763560	200 W Baltimore	Baltimore	MD	21201	2549	US	11
103979730	Stella	Margaret		19 E Randall St	Baltimore	MD	21230	4531	US	11
103979733	Arroyo	Maria	8036089991	519 W Pratt St A	Baltimore	MD	21201	438	US	11
103979740	Block	Jordan Faye		215 W Saratoga	Baltimore	MD	21201	3533	US	11
103979742	Cowan	Will		1519 Byrd St	Baltimore	MD	21230	4521	US	11
103979744	Tankard Carnock	Janie		1421 Decatur St	Baltimore	MD	21230	5212	US	11
103979747	Anger	Christina		1806 Light St	Baltimore	MD	21230	4921	US	11
103979748	Thomas	Charles		1033 S Hanover	Baltimore	MD	21230	4011	US	11
103979750	Bayard	Madeline		412 Sanders St	Baltimore	MD	21230	4326	US	11
103979751	Stock	Dave		412 Sanders St	Baltimore	MD	21230	4326	US	11
103979754	Compton	Christine		104 Birckhead St	Baltimore	MD	21230	4509	US	11
103979756	Vornhof	Cara		232 E Churchill S	Baltimore	MD	21230	3918	US	11
103979761	Fialkowski	Rebecca		1608 Jackson St	Baltimore	MD	21230	4734	US	11
103979762	Crockett	John	4107903014	202 E Randall St	Baltimore	MD	21230	4611	US	11
103979915	Douglas	Todd		1200 Steuart St	Baltimore	MD	21230	5385	US	11
103979932	Stone	Ben	4103703843	900 N Charles St	Baltimore	MD	21201	5381	US	11
103979997	Dennis	Mark	4105649372	524 S Charles St	Baltimore	MD	21201	2427	US	11
103980336	SEIDEL	MERYL	4436948577	1617 Belt St	Baltimore	MD	21230	4705	US	11
103980375	Bennett	Rob	4102582543	4 W Churchill St	Baltimore	MD	21230	3922	US	11
103980389	Bok	Hilary	4104625473	145 W Lafayette	Baltimore	MD	21217	4211	US	11
103980651	Mastalinski	Kyle	7166025419	1247 Haubert St	Baltimore	MD	21230	5235	US	11
103980808	Smith	Kristin		8 W Madison St A	Baltimore	MD	21201	800	US	11
103980859	Hatfield	Heather	4432265877	305 E Hamburg	Baltimore	MD	21230	4129	US	11
103981093	Zingg	Matthew	8657425006	728 E Fort Ave	Baltimore	MD	21230	4725	US	11
103981193	Treadwell	Mark	3016754675	1835 Jackson St	Baltimore	MD	21230	4737	US	11
103981272	Freedman	Marianne	4106590665	1015 Riverside A	Baltimore	MD	21230	4133	US	11
103981320	Martin-Lauer	Colleen	4106157510	1322 Richardson	Baltimore	MD	21230	5311	US	11
103981326	Detter	Ryan	4103400399	709 Saint Paul S	Baltimore	MD	21202	608	US	11
103981337	Philipsen	Klaus	4106852002	429 N Eutaw St	Baltimore	MD	21201	1850	US	11
103981677	Hager	Charlotte	7703666950	1229 Riverside A	Baltimore	MD	21230	4334	US	11
103981684	Bourozikas	George	9178620287	719 Park Ave	Baltimore	MD	21201	4712	US	11

103981802	Mayr	Nicholas			2017233596	1121 Battery Ave	Baltimore	MD	21230	4111	US	11
103981806	Merguerian	Dawn				657 Washington	Baltimore	MD	21230	2243	US	11
103981809	Nguyen	Lillian			4436007218	1729 Park Ave A	Baltimore	MD	21217	4339	US	11
103981833	Mueller	Werner			4107280411	1608 Bolton St	Baltimore	MD	21217	4316	US	11
103981882	Harmon	Avery			2036956159	635 Portland St A	Baltimore	MD	21230	2219	US	11
103981918	Brasseur	Chris			8142222398	101 E Mount Ro	Baltimore	MD	21202	8101	US	11
103982000	Caldwell	Katy			5039102028	1316 Eutaw Pl A	Baltimore	MD	21217	3735	US	11
103982027	Lyons	Casey			4104028657	221 W Lanvale S	Baltimore	MD	21217	4127	US	11
103982211	Baja	Kristin			9522505058	216 W Madison S	Baltimore	MD	21201	4683	US	11
103982237	Brown	Christopher			4438975312	906 S Decker Av	Baltimore	MD	21224	4939	US	11
103982253	Iniguez	Diane			3012521327	1526 Bolton St	Baltimore	MD	21217	4203	US	11
103977979	Hammond	James			2406740777	2115 Saint Paul S	Baltimore	MD	21218	5804	US	12
103977984	Levenson	Nolan			3477821386	1301 Saint Paul S	Baltimore	MD	21202	2700	US	12
103978026	Paul	Carolina			4102181078	313 E 30th St	Baltimore	MD	21218	3933	US	12
103978031	Conroy	Scott			4105058918	2513 N Calvert S	Baltimore	MD	21218	4615	US	12
103978103	Le	Phong			9492923990	2634 Hampden A	Baltimore	MD	21211	3106	US	12
103978124	Spamer	Jennifer			2067552426	2746 Saint Paul S	Baltimore	MD	21218	4332	US	12
103978142	Ewing	Russell			4434801466	303 W 27th St Ap	Baltimore	MD	21211	3004	US	12
103978145	Moyer	Brittany				2609 Guilford Av	Baltimore	MD	21218	4612	US	12
103978158	Nash	Elizabeth			2159102974	2700 Remington	Baltimore	MD	21211	3052	US	12
103978209	Kerr	Gaige			9202855177	312 E Lafayette A	Baltimore	MD	21202	2929	US	12
103978322	Perlman	Eric			4438032200	2644 Guilford Av	Baltimore	MD	21218	4611	US	12
103978440	Beall	Daniela			4432851805	2205 Saint Paul S	Baltimore	MD	21218	5937	US	12
103978466	Hood	Amelia				336 E 27th St	Baltimore	MD	21218	4413	US	12
103978494	Kelleher	Kathleen			9785787667	406 W 23rd St	Baltimore	MD	21211	3205	US	12
103978499	Cazier	Andrew			2027387211	2735 Huntingdon	Baltimore	MD	21211	3013	US	12
103978646	Davis	Austin				2726 Maryland A	Baltimore	MD	21218	4791	US	12
103978844	McDowell	Madeline			4436861244	400 W 28th St	Baltimore	MD	21211	3026	US	12
103978914	Wilson	Corinne				1523 Barclay St	Baltimore	MD	21202	2901	US	12
103979116	Horowitz	Rebekah			2159647452	2432 Guilford Av	Baltimore	MD	21218	5220	US	12
103979122	Sparaco	Dan				1600 Latrobe St	Baltimore	MD	21202	2916	US	12
103979132	Paggi	Tim			4432026701	715 E Preston St	Baltimore	MD	21202	4230	US	12
103979159	Odell	Mary				10 E 21st St	Baltimore	MD	21218	5923	US	12
103979266	McCann	Nicole				2921 Miles Ave A	Baltimore	MD	21211	2829	US	12
103979363	Leiman	Jonathan				1012 N Calvert S	Baltimore	MD	21202	3851	US	12
103979550	McDonnell	Emily			3176967458	117 S Exeter St	Baltimore	MD	21202	4501	US	12
103979576	Weeks	Jed			4434656203	214 W 27th St	Baltimore	MD	21211	3001	US	12
103979580	Davis	Randy				2105 Hargrove S	Baltimore	MD	21218	5802	US	12
103979583	Aloe	Chaz			4102410626	1730 E Chase St	Baltimore	MD	21213	3136	US	12
103979584	Wiessner	Megan			4103712398	16 York Ct	Baltimore	MD	21218	1247	US	12

103979586	Smith	David		204 E Biddle St	Baltimore	MD	21202	3782	US	12
103979605	Kennedy	Caitlin		310 E 26th St	Baltimore	MD	21218	4702	US	12
103979614	Ono	Taka		2300 N Calvert S	Baltimore	MD	21218	5295	US	12
103979616	Leiman	Jonathan		1012 N Calvert S	Baltimore	MD	21202	3851	US	12
103979623	Newman	Sam		937 N Calvert St	Baltimore	MD	21202	3732	US	12
103979628	Cornish	Liz		2743 Maryland A	Baltimore	MD	21218	4329	US	12
103979632	Lansford	Danielle		2503 N Calvert S	Baltimore	MD	21218	4996	US	12
103979634	Kelleher	K.C.	9785787667	406 W 23rd St	Baltimore	MD	21211	3205	US	12
103979642	Ryan	A		413 W 28th St	Baltimore	MD	21211	3027	US	12
103979648	Henderson	Andrew	4102358565	2710 N Calvert S	Baltimore	MD	21218	4404	US	12
103979663	Hamer	Isabel	7036454668	824 N Calvert St	Baltimore	MD	21202	4990	US	12
103979679	Parnes	Danielle		2240 Guilford Av	Baltimore	MD	21218	5818	US	12
103979692	O'Quinn	Jules		2632 Miles Ave	Baltimore	MD	21211	3116	US	12
103979699	Morelli	Caitlin		2601 N Howard S	Baltimore	MD	21218	4978	US	12
103979708	Kali	Jessica		2510 N Calvert S	Baltimore	MD	21218	4614	US	12
103979714	Horrom	Susannah		34 W 25th St	Baltimore	MD	21218	5002	US	12
103979736	Misteroni	Humberto		1 W 22nd St Apt	Baltimore	MD	21218	5748	US	12
103979755	Schatz	Chris		2623 Miles Ave	Baltimore	MD	21211	3117	US	12
103979936	Lehwald	Nicholas		904 N Calvert St	Baltimore	MD	21202	3711	US	12
103980286	Flicker	Yair	6148937718	1209 N Charles S	Baltimore	MD	21201	5657	US	12
103980371	Ferraro	David		830 E Pratt St	Baltimore	MD	21202	4403	US	12
103980524	Leege	David	4103660058	2742 Maryland A	Baltimore	MD	21218	4328	US	12
103980664	O'Malley	Brian		2 E Read St	Baltimore	MD	21202	2470	US	12
103980702	Wingren	Eva	3603175644	446 E Federal St	Baltimore	MD	21202	2934	US	12
103980925	Kinlin	Nancey	4102448425	322 E Lafayette A	Baltimore	MD	21202	2929	US	12
103980939	Alix-Williams	Darius	4106222531	2724 Maryland A	Baltimore	MD	21218	4599	US	12
103981047	Janiszewski	Kristen	6787330079	2613 Guilford Av	Baltimore	MD	21218	4612	US	12
103981056	Hull	Adam	4438271119	218 E Preston St	Baltimore	MD	21202	3957	US	12
103981062	Waldman	Andrew	4196518103	2635 Hampden A	Baltimore	MD	21211	3107	US	12
103981063	Fritz	Kyle	6106534509	2619 Guilford Av	Baltimore	MD	21218	4612	US	12
103981078	Nipper	Jared		311 W Lorraine A	Baltimore	MD	21211	3115	US	12
103981085	Romano	Max	3143247237	2736 Guilford Av	Baltimore	MD	21218	4415	US	12
103981111	Archer	Melissa	3309045246	217 W 27th St	Baltimore	MD	21211	3002	US	12
103981144	Bettenhausen	Craig	7032098314	2521 Guilford Av	Baltimore	MD	21218	4619	US	12
103981148	Nelson	Christopher	4435275060	2539 N Howard S	Baltimore	MD	21218	4506	US	12
103981166	Burns	Brendan	4104562265	2447 N Calvert S	Baltimore	MD	21218	5216	US	12
103981176	Pousson	Eli	3012043337	328 E Lorraine A	Baltimore	MD	21218	4709	US	12
103981191	Powell	Leanna	3016020699	320 E 23rd St Ap	Baltimore	MD	21218	5811	US	12
103981194	Richards	Martine	3013565829	2635 Hampden A	Baltimore	MD	21211	3107	US	12
103981209	Jacobs	Robin	4108378467	18 E Preston St A	Baltimore	MD	21202	7707	US	12

103981210	Ames	Meghan				2619 Guilford Av	Baltimore	MD	21218	4612	US	12
103981287	Runde	Nicole			4109250647	2917 Guilford Av	Baltimore	MD	21218	4116	US	12
103981334	Belew	David			6783729714	2913 Huntingdor	Baltimore	MD	21211	2824	US	12
103981345	McCullagh	Molly			7344765265	2715 Miles Ave	Baltimore	MD	21211	3015	US	12
103981383	Grimm	Daniel			9782353294	1019 N Calvert S	Baltimore	MD	21202	3823	US	12
103981385	O'Doherty	Brian			4102624977	2609 Guilford Av	Baltimore	MD	21218	4612	US	12
103981446	Grothe	Anna			4433709282	2817 Guilford Av	Baltimore	MD	21218	4420	US	12
103981451	Jackson	Ian			8307086424	2929 Miles Ave	Baltimore	MD	21211	2829	US	12
103981551	Flamm	Laura			4439637252	2615 Guilford Av	Baltimore	MD	21218	4612	US	12
103981587	Engle-Pratt	Wynnona			3016029018	214 W 27th St	Baltimore	MD	21211	3001	US	12
103981616	Engelberg	Daniel			3012335188	1301 Saint Paul	Baltimore	MD	21202	2792	US	12
103981643	DeMario	Caleb			4433402401	1600 Hakesley P	Baltimore	MD	21213	3015	US	12
103981646	Dixon	Andrew			2407789567	2636 Miles Ave	Baltimore	MD	21211	3116	US	12
103981663	Wiman	Kimberly			2404416697	2636 Miles Ave A	Baltimore	MD	21211	3116	US	12
103981667	Dwyer	Tony Cho			2158164904	933 Saint Paul S	Baltimore	MD	21202	2430	US	12
103981707	Harris	Kara			4435404926	2539 N Howard S	Baltimore	MD	21218	4506	US	12
103981788	Blatt	Todd				2510 N Calvert S	Baltimore	MD	21218	4614	US	12
103981877	DeFranco	Tony			4436954829	11 E Chase St A	Baltimore	MD	21202	3587	US	12
103981895	Shapiro	Carl			6787775429	2802 Saint Paul	Baltimore	MD	21218	4313	US	12
103981899	Marcoulides	Demetrius			2022880566	2642 Miles Ave	Baltimore	MD	21211	3116	US	12
103981924	Fronk-Giordano	Catharine				302 E 26th St	Baltimore	MD	21218	4702	US	12
103981945	Phelps	Brooks			4107906960	3005 Huntingdor	Baltimore	MD	21211	2845	US	12
103981950	Pike	Alexandra			9014096170	127 N Bradford S	Baltimore	MD	21224	1037	US	12
103981968	Pavlik	Elizabeth			9198185082	502 W 27th St	Baltimore	MD	21211	3007	US	12
103982011	Walsky	Tamara			4107946032	29 E 21st St	Baltimore	MD	21218	5924	US	12
103982022	Figiel-Miller	Kate			4438414201	2747 Maryland A	Baltimore	MD	21218	4381	US	12
103982095	Habtour	Rebecca				1011 Hunter St A	Baltimore	MD	21202	804	US	12
103982101	Lippert	Frederick			5038944995	2746 Saint Paul	Baltimore	MD	21218	4332	US	12
103978211	Crawley	ShaiVaughn			8433037845	513 N Robinson	Baltimore	MD	21205	2843	US	13
103978423	Sesso	Jaclyn				204 N Streeper S	Baltimore	MD	21224	1228	US	13
103978535	Erenberg	Doron			6195190310	127 S Durham S	Baltimore	MD	21231	1807	US	13
103978539	Otero-Millan	Jorge			6026963943	123 N Patterson	Baltimore	MD	21231	1659	US	13
103978696	Grossman	Cooper				2000 E Lombard	Baltimore	MD	21231	1920	US	13
103978841	Thorpe	Jeremy				2228 Orleans St	Baltimore	MD	21231	1335	US	13
103979023	Nolan	Tom				2019 E Baltimore	Baltimore	MD	21231	1940	US	13
103979588	King	Shannon				1926 E Lombard	Baltimore	MD	21231	1910	US	13
103979610	Mendoza	Cristian				300 W Lombard	Baltimore	MD	21201	2524	US	13
103979612	San Filippo	Jeffrey				105 Narrowway (	Baltimore	MD	21231	1828	US	13
103979668	Garrison	Valerie			4257503750	1111 Park Ave A	Baltimore	MD	21201	5612	US	13
103979672	Fritzinger	Jack				25 N Patterson F	Baltimore	MD	21231	1657	US	13

103979678	Gordon	Edward		109 N Patterson	Baltimore	MD	21231	1659	US	13
103981648	Peck	Kimberly	7703447223	40 N Patterson F	Baltimore	MD	21231	1656	US	13
103981752	DeHaven	Michele	4106884260	42 N Patterson F	Baltimore	MD	21231	1656	US	13
103981838	Pulianas	Alec		101 N Wolfe St A	Baltimore	MD	21231	1683	US	13
103982102	Frederick	Michael		2019 E Fairmour	Baltimore	MD	21231	1609	US	13
103982287	Schiller	Kurt	4104996674	110 S Chapel St	Baltimore	MD	21231	1905	US	13
103977942	Holt	Steve	4437502846	1316 E 36th St	Baltimore	MD	21218	2119	US	14
103978042	Larson	Owen	7854773688	312 E 33rd St	Baltimore	MD	21218	3430	US	14
103978044	Schlegel	Brad	4437039502	1552 Oakridge R	Baltimore	MD	21218	2228	US	14
103978099	Barrow	Michelle	4106933118	3801 Kimble Rd	Baltimore	MD	21218	2056	US	14
103978177	Hollis	Annie	8085513867	3717 Kimble Rd	Baltimore	MD	21218	2029	US	14
103978236	Boyle	Chris		3661 Chestnut A	Baltimore	MD	21211	2531	US	14
103978238	Chaveas	Andrew	3015267102	3019 Abell Ave	Baltimore	MD	21218	3913	US	14
103978316	Kerrigan	Phillip	4102580558	3220 Guilford Av	Baltimore	MD	21218	3464	US	14
103978331	Elleisar	Mary		2905 N Charles S	Baltimore	MD	21218	4067	US	14
103978388	Cohn	Silvia		3119 Abell Ave	Baltimore	MD	21218	3412	US	14
103978406	Dube	Jeff		3743 Keswick Rc	Baltimore	MD	21211	2242	US	14
103978438	Glass-Siegel	Benjamin	4432570495	603 E 30th St	Baltimore	MD	21218	4229	US	14
103978474	COOK	BRETT	4439080315	3756 Tudor Arms	Baltimore	MD	21211	2245	US	14
103978502	Robb	Aaeron		3008 Saint Paul S	Baltimore	MD	21218	4780	US	14
103978509	Zywan	Katherine barrett	4104675647	3914 Beech Ave	Baltimore	MD	21211	2224	US	14
103978555	Levy	Michele		3140 Remington	Baltimore	MD	21211	2801	US	14
103978590	Delavigne	Carly	3014668558	413 Calvin Ave	Baltimore	MD	21218	2822	US	14
103978599	Olasov	Lauren	8437299091	2909 Saint Paul S	Baltimore	MD	21218	4881	US	14
103978601	Alsop	Philip	4104468059	3616 Kimble Rd	Baltimore	MD	21218	2026	US	14
103978782	Wizda	Janelle		3516 Beech Ave	Baltimore	MD	21211	2618	US	14
103978806	ANGION	ANTHONY	4436189427	3815 Yolando Rc	Baltimore	MD	21218	2044	US	14
103978996	Jones	Brian	7187572141	3424 Keswick Rc	Baltimore	MD	21211	2633	US	14
103979013	Elliott	Angela	4438504738	3129 Keswick Rc	Baltimore	MD	21211	2737	US	14
103979032	Williams	Carolyn	2404238529	2845 N Calvert S	Baltimore	MD	21218	4446	US	14
103979036	Chaveas	Ammi	3015267103	3019 Abell Ave	Baltimore	MD	21218	3913	US	14
103979140	Skillman	Thomas	4432402898	1138 Montpelier	Baltimore	MD	21218	3616	US	14
103979152	Ady	Laurel	2408181484	3135 Keswick Rc	Baltimore	MD	21211	2737	US	14
103979153	Miller	Benjamin		4003 Hickory Av	Baltimore	MD	21211	1743	US	14
103979175	Kanekuni	Samantha		3240 Keswick Rc	Baltimore	MD	21211	2738	US	14
103979312	Webster	Justin	5033690201	3814 Tudor Arms	Baltimore	MD	21211	2247	US	14
103979341	Thompson	Lisa	4104677635	4303 Wickford R	Baltimore	MD	21210	2825	US	14
103979347	Heckwolf	Hillary	3012474890	814 W 37th St	Baltimore	MD	21211	2232	US	14
103979384	Brewer	Alex		4416 Wickford R	Baltimore	MD	21210	2810	US	14
103979398	Webb	Matthew	9176972207	618 W University	Baltimore	MD	21210	2908	US	14

103979431	Grant	David				637 Stoney Sprir	Baltimore	MD	21210	2712	US	14
103979498	Cleghorn	James	S		8149326761	310 Ridgemede	Baltimore	MD	21210	2951	US	14
103979523	Tantaros	Ana			4846783132	3111 N Calvert S	Baltimore	MD	21218	4740	US	14
103979578	Greenfeld	Josh			4439296150	309 W 31st St	Baltimore	MD	21211	2815	US	14
103979587	Hearn	George			8032404287	832 W 33rd St	Baltimore	MD	21211	2709	US	14
103979590	Kermes	M Sanzi				407 Southway	Baltimore	MD	21218	2520	US	14
103979594	Hiatt	Jay			2154982194	1313 Lakeside A	Baltimore	MD	21218	3004	US	14
103979595	Minervini	Ursula				614 E 35th St	Baltimore	MD	21218	2927	US	14
103979597	Jones	Phillip				824 Wellington S	Baltimore	MD	21211	2512	US	14
103979599	Boscak	Alexis				712 Bay St	Baltimore	MD	21211	2711	US	14
103979613	Hale	Che				2631 Saint Paul	Baltimore	MD	21218	4750	US	14
103979618	Brown	James			4786961398	1516 E 33rd St	Baltimore	MD	21218	3705	US	14
103979622	Drabinski	Kate				3016 Barclay St	Baltimore	MD	21218	3936	US	14
103979630	Anderson	Daniel				413 Calvin Ave	Baltimore	MD	21218	2822	US	14
103979633	Rizzutti	Nick				3642 Keswick Rc	Baltimore	MD	21211	2534	US	14
103979649	Parker	Emily				3024 N Calvert S	Baltimore	MD	21218	3974	US	14
103979662	Geiss	Michelle				3013 Cresmont A	Baltimore	MD	21211	2820	US	14
103979674	Baca	Alexander			7038647847	2700 Remington	Baltimore	MD	21211	3052	US	14
103979696	Ellenberger	Gabriel			7032206622	3036 Keswick Rc	Baltimore	MD	21211	2734	US	14
103979697	Lyles	Jared				3508 Beech Ave	Baltimore	MD	21211	2614	US	14
103979704	Kitner	J.M.			7273641805	1124 W 43rd St	Baltimore	MD	21211	1612	US	14
103979717	Lauber	Jeanne			4108899449	715 Belle Terre A	Baltimore	MD	21218	3515	US	14
103979725	Magida	Sarah				614 Venable Ave	Baltimore	MD	21218	2919	US	14
103979734	Jackson	Lauren				229 E 33rd St Ap	Baltimore	MD	21218	3469	US	14
103979757	Conway	Shannon				1123 Falls Hill Dr	Baltimore	MD	21211	1618	US	14
103979759	Boyce	Regina T				3511 Old York R	Baltimore	MD	21218	2558	US	14
103979764	Capello	Melissa				3804 Yolando Rc	Baltimore	MD	21218	2043	US	14
103980021	Weiss	Jeremy			9143251901	3113 Abell Ave	Baltimore	MD	21218	3412	US	14
103980051	Heninger	Polly			4103668360	4000 N Charles S	Baltimore	MD	21218	1735	US	14
103980097	Cohen	Laura			9788074111	2107 Lake Monte	Baltimore	MD	21218	3132	US	14
103980131	Dahl	Andy				919 E 37th St	Baltimore	MD	21218	2015	US	14
103980300	Roche	John			6038287373	311 Birkwood Pl	Baltimore	MD	21218	2815	US	14
103980325	Pratka	Frank			4102628818	1500 Woodheigh	Baltimore	MD	21211	1297	US	14
103980367	Prichard	Brandon			4438138773	3715 Rexmere R	Baltimore	MD	21218	2011	US	14
103980370	Mitchell	Meredith			4105915257	3423 Keswick Rc	Baltimore	MD	21211	2635	US	14
103980545	Chan	Rebecca			8479152088	2119 Lake Monte	Baltimore	MD	21218	3132	US	14
103980636	Lillig	Kim				3806 Kimble Rd	Baltimore	MD	21218	2030	US	14
103981020	Cox	Eric			8585313742	3028 Abell Ave	Baltimore	MD	21218	3912	US	14
103981114	Kaurich	Michael			4103360145	309 W 31st St	Baltimore	MD	21211	2815	US	14
103981119	Chapin	Sarah			4434651316	3919 Keswick Rc	Baltimore	MD	21211	2227	US	14

103981154	Neill	Rachael			4104283604	3208 Abell Ave	Baltimore	MD	21218	3434	US		14
103981189	Duvall	Justin			4433921540	1004 W 38th St /	Baltimore	MD	21211	1854	US		14
103981202	LaCombe	Philip			4136487445	811 Homestead :	Baltimore	MD	21218	3536	US		14
103981217	Lueck	Seth			4109602057	1018 W 38th St	Baltimore	MD	21211	1817	US		14
103981343	Shoemaker	Abbie			4129657060	1030 E 36th St	Baltimore	MD	21218	2146	US		14
103981443	Dinolt	Joleen				3702 Beech Ave	Baltimore	MD	21211	2220	US		14
103981454	Webb	Thomas			4159129797	3820 Beech Ave	Baltimore	MD	21211	2222	US		14
103981474	O'Guinn	Marissa			4436217427	919 E 37th St	Baltimore	MD	21218	2015	US		14
103981483	Bartolomei-Hill	Laura			2405939096	2916 Cresmont /	Baltimore	MD	21211	2817	US		14
103981504	Brown	Jim			4102072445	3010 Cresmont /	Baltimore	MD	21211	2819	US		14
103981522	Pennacchia	Victoria			4108895496	3802 Ednor Rd	Baltimore	MD	21218	2051	US		14
103981668	Grinstead	Gina				3925 Beech Ave	Baltimore	MD	21211	2265	US		14
103981719	Poliszuk	Jonathon				614 E 35th St	Baltimore	MD	21218	2927	US		14
103981722	Peeples	Jennifer			4439046232	4021 Roland Ave	Baltimore	MD	21211	2032	US		14
103981825	Geiger	Matt			4437173743	3427 Keswick Rc	Baltimore	MD	21211	2654	US		14
103981866	Flanigan	Ryan			4436954896	2107 Lake Monte	Baltimore	MD	21218	3132	US		14
103981901	Zahradnik	Kate				3907 Kimble Rd	Baltimore	MD	21218	2033	US		14
103981922	Jones	Colin			7039274518	3605 Keswick Rc	Baltimore	MD	21211	2533	US		14
103981925	Keogh	Josh			4106273715	3423 Keswick Rc	Baltimore	MD	21211	2635	US		14
103982002	Lindahl-Ackerma	Luke			4102356460	3754 Tudor Arms	Baltimore	MD	21211	2245	US		14
103982115	Tuss	David				2922 Saint Paul :	Baltimore	MD	21218	4123	US		14
VANID	Last	First	Mid	Suf	Home Phone	Address	City	State/Pr	Zip/Postal	Zip4	CountryCode	District	
103978508	Thomas	Louis				1682 Irving St N\	Washington	DC	20010	2788	US	N/A	
103978544	Crabtree	Jeff				404 Dunkirk Rd	Baltimore	MD	21212	1815	US	N/A	
103978771	Greenbaum	Ann			4104462391	803 Trafalgar Rd	Towson	MD	21204	3805	US	N/A	
103978918	Frank	Erica				613 Pearl Point (	Millersville	MD	21108	1575	US	N/A	
103978934	Kintisch	Benjamin				5488 Sleeping D	Columbia	MD	21045	2250	US	N/A	
103979118	Lozner	Bailey			2022555231	905 6th St SW A	Washington	DC	20024	3813	US	N/A	
103979129	Wagner	Katrina			4105186678	8 Altona Ave	Pasadena	MD	21122	4012	US	N/A	
103979445	Davis	Michael			4108403053	1679 Flint Rock (	Finksburg	MD	21048	2048	US	N/A	
103979598	Warner	Ed				7161 Harp String	Columbia	MD	21045	5247	US	N/A	
103979625	Sanders	Jeremy				28 Allegheny Ave	Towson	MD	21204	3909	US	N/A	
103979626	J	J				J J J	Baltimore	MD	21211		US	N/A	
103979644	Jones	Bill				4 Farview Rd	Baltimore	MD	21212	1043	US	N/A	
103979650	Schroeder	Jonathan			4435454234	327 Dumbarton F	Baltimore	MD	21212	1533	US	N/A	
103979652	Hartley	Tronster				224 Brandon Rd	Baltimore	MD	21212	1139	US	N/A	
103979670	O'Donnell	Nolan			4107440824	527 Hilton Ave	Catonsville	MD	21228	5816	US	N/A	
103979671	Haavik	Caroline				6742 Carlinda Av	Columbia	MD	21046	1107	US	N/A	
103979673	Wells	Erin			4432575249	1707 Park Grove	Catonsville	MD	21228	5629	US	N/A	
103979675	JOHNSON	ASHLEE				2808 Kings Ridg	Parkville	MD	21234	4439	US	N/A	

103979680	Schaffer	Robyn			4102067266	7507 Labyrinth R	Pikesville	MD	21208	4518	US	N/A
103979703	Gaudet	Kathy				1715 Dublin Dr	Silver Spring	MD	20902	4020	US	N/A
103979712	Johnson	Suzanne			5713582401	1811 Edmondsor	Catonsville	MD	21228	4356	US	N/A
103979719	Slouten	Ryan				1742 Mayfair Pl	Crofton	MD	21114	2639	US	N/A
103979722	Crocker	Stanley			7069107270	1811 Edmondsor	Catonsville	MD	21228	4356	US	N/A
103979726	Posner	Tracy				910 Rambling Dr	Catonsville	MD	21228	5316	US	N/A
103979727	Posner	Tracy				910 Rambling Dr	Catonsville	MD	21228	5316	US	N/A
103979728	Lewis	Jeny				7205 Lanark Rd	Baltimore	MD	21212	1404	US	N/A
103979743	Hoblitzell	Peter				108 Garrison For	Owings Mills	MD	21117	4108	US	N/A
103979745	X	X			4434750350	X X X	Ambler	PA	19002		US	N/A
103979758	Hewitt	Tom				9646 Dundawan	Nottingham	MD	21236	1009	US	N/A
103979760	Keil	Theresa				8126 Kirkwall Ct	Towson	MD	21286	8321	US	N/A
103979765	Wigley	Deb				1547 Lister Rd	Halethorpe	MD	21227	2530	US	N/A
103979999	Lattimore	Jack			4434151103	5408 W North Av	Gwynn Oak	MD	21207	5966	US	N/A
103981025	Ossing	Kathryn				110 Smithwood /	Catonsville	MD	21228	4946	US	N/A
103981031	Lynn	Terry			4434295231	4 Mountbatten C	Gwynn Oak	MD	21207	5433	US	N/A
103981529	Schultz	Jonathan			4434450035	3784 College Av	Ellicott City	MD	21043	4662	US	N/A
103981702	Reis	Richard			3013258001	711 Copley Ln	Silver Spring	MD	20904	1312	US	N/A
103981852	Zirkle	Martin				170 Conewago C	Manchester	PA	17345	9237	US	N/A
103981876	Moy	Cary			7083863513	1413 N Harlem A	Oak Park	IL	60302	1261	US	N/A
103979582	Ho	Margaret			6268697501	21	Baltimore	MD	21201		US	
103979631	Cservek	John				195 Newburg Av	Catonsville	MD	21228	5112	US	

Organizations

MARYLAND BUILDING INDUSTRY ASSOCIATION
11825 West Market Place | Fulton, MD 20759 | 301-776-6242

March 21, 2018

Re: BUILDING INDUSTRY BILL 17-0102 TESTIMONY IN SUPPORT – Complete Streets

Dear Chairman Reisinger and Members of the Land Use and Transportation Committee,

The Maryland Building Industry Association (MBIA), representing over 1,000 business members and 100,000 employees in Baltimore City and across the State, writes in support of Council Bill 17-0102, which directs the Department of Transportation (DOT) to create and fully implement a "Complete Streets" program.

"Complete Streets," a transportation and infrastructure philosophy encouraging the design and construction of public right of ways optimized for all users regardless of age, ability, income, race or mode of travel, began in Baltimore City with a non-binding 2010 City Council Resolution. A Complete Streets policy was adopted by the Department of Transportation in 2013 and in February 2017, Mayor Pugh's Transition Report (Page 22) called for a strengthening of the 2013 DOT policy by "enacting a detailed Complete Streets Ordinance, with best practice design guidelines, that mandates compliance and contains real accountability."

According to the Mayor's transition report, "Baltimore should take full advantage of "Complete Streets" programs, which require streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages. By implementing this initiative around schools, libraries, recreation facilities, and parks, Baltimore would not only create and improve access to jobs but also enrich entire neighborhoods." Page 27.

In a built-out, urban environment like Baltimore, Complete Streets are vital for the continued growth and vitality of the City, especially to attract new residents and retain existing residents. Over time, Complete Streets will ease traffic congestion, increase driver, cyclist and pedestrian safety, create economic opportunities for all residents, and improve the City's public safety. These are quality of life improvements important to both the real estate development industry as well as every resident of Baltimore.

There are over 1,200 Complete Streets policies nationwide according to Smart Growth America, including recently adopted policies in Howard County, Montgomery County and Anne Arundel Counties. To remain competitive and deliver the best services to Baltimoreans, it is time to implement a mandated and accountable Complete Streets program.

The MBIA hopes this Committee will vote favorably on this legislation. If you have any questions about the MBIA's position, please contact Josh Greenfeld at 443.515.0025 or jgreenfeld@marylandbuilders.org.

Thank you for your attention to this important issue.

Best,

Josh Greenfeld, Vice President of Government Affairs

CC: Council President Bernard C. "Jack" Young
Councilwoman Sharon Green Middleton, Vice-chair
Councilwoman Mary Pat Clarke
Councilman Eric Costello
Councilman Ryan Dorsey
Councilman Leon Pinkett
Councilman Robert Stokes
Michelle Porciau, Director, Department of Transporation
Jim Smith, Office of the Mayor, Chief of Strategic Alliances

received
3/12/18 JRC

hcc

hampden community council

Hampden Community Council

PO Box 19957 – Baltimore, Maryland 21211

Proudly Serving the Hampden Community Since 1976

March 13, 2018

Land Use & Transportation Committee
Baltimore City Council
City Hall, Room 408
100 North Holiday St.
Baltimore, MD 21202

Re: 17-0102 – Complete Street - Support

Members of the Land Use & Transportation Committee;

On behalf of the Hampden community at large, **the Hampden Community Council requests your favorable consideration of Council Bill 17-0102.** The bill would require the Department of Transportation to operate a comprehensive Complete Streets transportation system and create a Complete Streets Coordinating Council to help achieve this goal.

At our July 2017 meeting, the Hampden Community Council's general membership voted overwhelmingly to support this bill. The community is interested in seeing Baltimore City develop a transportation network that employs Complete Streets principals to use transportation resources more efficiently and with an eye toward equity.

Thank you for your favorable consideration of Council Bill 17-0102.

Sincerely,
Matthew Stegman

Matthew Stegman, President
Hampden Community Council
Hccpresident@gmail.com

Cc: The Hon. Bernard "Jack" Young, City Council President
Councilman Ed Sharon Green Middleton, Vice-Chair
Councilwoman Mary Pat Clarke
Councilman Eric Costello
Councilman Ryan Dorsey
Councilman Leon Pinkett
Councilman Robert Stokes

received
3/14/18 SRC

TRANSIT CHOICES

March 13, 2018

Councilman Ryan Dorsey
District 3
100 Holliday Street
Suite 500
Baltimore, Maryland 21202

Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Transit Choices is a strong coalition of business organizations, cultural institutions, universities, architecture firms, community groups, developers, conservation groups, transportation planners, young entrepreneurs, and concerned individuals joined together by the vision of creating an effective and efficient multi-modal transit system in Baltimore. We have long supported initiatives such as Complete Streets which will improve street connectivity while also achieving greater economic, environmental, and public health benefits.

received
3/13/18 JRC

Transit Choices encourages the support of Complete Streets Ordinance, bill file #17-0102 which will be an important step forward for Baltimore City. Please feel free to contact me at robin@transitchoices.org or 410.340.4878 with any questions you may have.

Sincerely,



Robin Budish
Transit Choices, Director

AIA Baltimore

Bill: Baltimore City Council Bill 17-0102 – Complete Streets

Committee: Land Use & Transportation Committee

Position: SUPPORT

Date: March 14, 2018

Dear Land Use & Transportation Committee Members:

On behalf of the Baltimore Chapter of the American Institute of Architects (AIA Baltimore) and its 1,300 members representing architects, design professionals, and allied organizations in related engineering and construction fields, I thank you for the opportunity to provide testimony in support of Bill 17-0102, Complete Streets, now before the Land Use & Transportation Committee.

Equity is integral to complete streets. Everyone deserves safe, comfortable, and convenient access to community destinations, jobs, and public places. Complete streets ensure that investment is prioritized in neighborhoods where the majority of residents lack access to a vehicle and where median household income is below the city average. A network of connected facilities that improve mobility and quality of life for all will create safer streets for children, improve access to jobs, and transform the street into an extension of the community.

Streets comprise a significant percentage of city-owned land, offering a unique opportunity to incorporate elements that will not only make our streets more accessible, but protect the environment, improve community health and safety, and promote prosperity. As an architect, I know the tremendous value of an integrated design process that brings together people and place. By looking at streets holistically through a complete streets policy, improvements will be more cost effective, providing added value and avoiding expensive changes after construction. Complete streets also ensure that streets are safe for people of all ages and abilities, balance the needs of different modes of transportation, and support local land uses, economies, cultures, and natural environments.

Complete streets will make Baltimore more sustainable and resilient. In addition to reducing reliance on cars, therefore reducing CO2 emissions, complete streets benefit the environment by addressing issues such as stormwater management and urban heat island mitigation. Applied citywide, landscaping elements that help curb stormwater runoff are mutually beneficial for mobility and ecology. When redesigning streets, additional plants and trees can be incorporated to clean runoff and manage stormwater onsite. Traffic calming elements, like islands and curb extensions, provide opportunities for bioswales, rain gardens, and street trees that provide shade and oxygen, absorb CO2, and beautify communities. Such green elements are also increasingly found to be important deterrents of vehicle accidents and injuries, and contribute to a more comfortable and visually interesting environment for all users.

A complete streets policy will complement current City policies including:

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Green Network	Bike sharing
Climate Action Plan	Bike lane network expansion
Green Building Code	Tree Baltimore

Bill 17-0102 is an opportunity for Baltimore to lead the way in best urban design practices. It will be a leap forward towards an interconnected city that promotes equity, prosperity, public health, safety, and overall livability.

Sincerely,



Ann Powell, AIA
2018 AIA Baltimore President

Coates, Jennifer

From: Nathan Dennies <admin@aiabalt.com>
Sent: Wednesday, March 14, 2018 1:06 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Reisinger, Edward; Middleton, Sharon; Clarke, Mary Pat; Costello, Eric; Pinkett, Leon; Stokes, Robert
Subject: AIA Baltimore Testimony in Support of Bill 17-0102 Complete Streets
Attachments: AIA Baltimore Complete Streets Testimony.pdf

Ms. Jennifer Coates:

AIA Baltimore submits the attached testimony in support of City Council Bill 17-0102 – Complete Streets, which goes to hearing on March 21.

Thank you and the Land Use & Transportation Committee for the opportunity to provide testimony on this important bill.

Sincerely,

Nathan Dennies
Operations & Communications Manager
AIABaltimore, The American Institute of Architects, Baltimore Chapter
Baltimore Architecture Foundation
11 1/2 West Chase Street
Baltimore, MD 21201
410.625.2585 x.102
www.aiabaltimore.org | www.baltimorearchitecture.org

THE LEAGUE
FOR PEOPLE WITH DISABILITIES, Inc.
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ADULT MEDICAL DAY • CAMPING & RECREATION • DAY HABILITATION • LEAGUE INDUSTRIES
SCALE APHASIA PROGRAM • THE WELLNESS CENTER • WORKFORCE DEVELOPMENT • YOUTH AUTISM SERVICES

March 15, 2018

Ryan Dorsey
Baltimore City Council
District 3

Dear Councilman Dorsey,

This letter is my written testimony for your complete streets ordinance bill #17-0102 for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21, 2018. Unfortunately, due to a significant business conflict I am unable to attend the hearing to provide verbal testimony.

I would like the Council President, Council Members and the Mayor to be aware of the strong support I have for Complete Streets Ordinance, bill file #17-0102.

As the leader of The League for People with Disabilities, a long standing Baltimore City non-profit agency that serves individuals with many different disabilities, the ordinance, as drafted, would improve the lives of our vulnerable Baltimore City participants that we serve. The majority of our participants take public transportation, use city sidewalks and live in Baltimore City.

The Complete Streets concept improves the lives of individuals with disabilities who live and work in Baltimore City. It is incumbent on our city leaders to consider implementation of Complete Streets planning as we improve access for all our residents and visitors to Baltimore.

On behalf of the Baltimore City residents we serve, I encourage your vote to approve this important legislation.

Respectfully,

David A. Greenberg
President and CEO

received
3/15/18 JRC

1111 East Cold Spring Lane • Baltimore, MD 21239 • Phone 410.323.0500 • Fax 410.323.3298 • www.leagueforpeople.org

To: David Greenberg <DGreenberg@leagueforpeople.org>
Subject: Testimonial Support

David,

I hope all is well. I have a bill that I think the League and its constituents should be interested in supporting. If you are not familiar with Complete Streets, the general purpose is to ensure that street design meets the needs and ensures the safety of all users. This significantly includes slowing traffic and making road crossings and sidewalks safer particularly for vulnerable users.

This bill will be heard by the Land Use and Transportation committee next Wednesday, March 21 at 1:00. The bill and an accompanying policy paper are available online at BaltimoreCompleteStreets.com.

I would be very thankful to receive written testimonial support and have you give in-person testimony if you would.

Thank you for considering this. My cell number is below should you care to discuss.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

Coates, Jennifer

From:	Dorsey, Ryan
Sent:	Thursday, March 15, 2018 10:04 AM
To:	Coates, Jennifer
Cc:	Blom, Mia J.
Subject:	Fwd: Testimonial Support
Attachments:	League for People Letter to Ryan Dorsey on Complete Streets 031518.pdf; ATT00001.htm

Jennifer,

Please add this letter to the Complete Streets bill file. Thank you.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

Begin forwarded message:

> **From:** David Greenberg <DGreenberg@leagueforpeople.org>
> **Date:** March 15, 2018 at 10:01:49 AM EDT
> **To:** "Dorsey, Ryan" <Ryan.Dorsey@baltimorecity.gov>
> **Subject: RE: Testimonial Support**
>
> Thanks for your email Ryan. Unfortunately I cannot clear my schedule to come testify next Wednesday. However, I have looked at the Complete Streets website and really think this is a great thing for Baltimore City, especially for those who use the sidewalks and use public transportation like most of our participants here at The League.
>
> Attached is my written testimony. You have my support.
>
> Regards,
> David
>
> David A. Greenberg
> President & CEO
> The League For People With Disabilities
> 410.323.0500 x303
> dgreenberg@leagueforpeople.org
> LeagueforPeople.org
>
> -----Original Message-----
> From: Dorsey, Ryan [mailto:Ryan.Dorsey@baltimorecity.gov]
> Sent: Tuesday, March 13, 2018 9:49 PM

MARYLAND ENVIRONMENTAL HEALTH NETWORK

Bill #17-0102 – Complete Streets
March 21, 2018 1:00pm
Committee: Land Use & Transportation
Position: SUPPORT

The Maryland Environmental Health Network supports Bills that are consistent with scientific research in the fields of public and environmental health, and those which advance social justice and equity. Marylanders are more likely to achieve health and longevity when we live in environments of clean air and water, strong local economies, and meaningful community engagement in policy-making. As a statewide network, we draw on a diverse constituency of health advocates, educators, researchers, health care professionals, and community leaders to evaluate legislative proposals.

We support Bill #17-0102 because we believe that built environmental factors, like street structures, are crucial in the production of health and require adequate development and maintenance. This Bill requires implementation of complete street design features including: systems to promote safety, systems to accommodate all travel modes, systems to promote economic development, and systems that ensure equity. Bill #17-0102 will promote and protect the health and well-being of communities in Baltimore City through the promotion of multimodal transportation, physically active communities, and safer communities.

As a public health organization, we are concerned about the health outcomes associated with limited access to complete streets. Physical structures in communities and health outcomes are interrelated[i]. Concepts such as community cohesion, safety, access, and social mobility, come together as determinants of health in communities. Therefore, the structures that proliferate those concepts are integral. Complete streets are a perfect example of structures that allow those social determinants to favor healthy outcomes. When roads are safe, and have provisions for cyclists, people can walk and bike more. The U.S. Department of Transportation believes complete streets promote physical activity, mobility, and reduces long-term health burdens such as heart disease, high blood pressure, depression, and stroke[ii]. Developing complete streets also promotes safe traveling for drivers, and pedestrians, and cyclists by reducing accidents on the road[iii].

As an organization centered around access, equity, and justice, we believe communities that bear the burden of incomplete and unsafe streets are also the most vulnerable communities in the City. Safe streets and sidewalks are crucial components of mobility for all in Baltimore City. The complete street design ensures provisions for all levels of ability, providing access to wheelchairs, the visually impaired, and the hearing impaired, and people who may not be as quick to cross the road. Additionally, the current distribution of safe and complete streets and sidewalks in Baltimore City is inequitable. Bill #17-0102 would allow all Baltimoreans to access complete streets and sidewalks

Walking, biking, riding the bus, and driving are all reliant on street infrastructure built equitably through a lens of safety. When streets are designed strategically to mitigate speeding, encompass specific lanes for buses, cars, and bicycles, and create tactile pavements to cater to the visually impaired community members can be more mobile, physically active, and safe. It is imperative that Baltimore City acts to create a built environment that works to promote health by providing access to physical activity.

Thank you for your consideration.

received
3/15/18 JRC

baviera

MARYLAND ENVIRONMENTAL HEALTH NETWORK

Tamara Toles O'Laughlin
Executive Director
Maryland Environmental Health Network
2 East Read Street, 2nd Floor
Baltimore, MD 21202
Phone: 410-727-1205

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[i] Gustat, J., Rice, J., Parker, K. M., Becker, A. B., & Farley, T. A. (2012). Effect of changes to the neighborhood built environment on physical activity in a low-income African American neighborhood. *Preventing chronic disease*, *9*.

[ii] https://www.transportation.gov/mission/health/complete-streets-policies

[iii] https://www.transportation.gov/mission/health/complete-streets-policies

Coates, Jennifer

From: Yinka Bode-George <yinka@mdehn.org>
Sent: Thursday, March 15, 2018 11:03 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Tamara Toles O'Laughlin
Subject: MDEHN Complete Streets Testimony
Attachments: Complete Streets Testimony_MDEHN.pdf

Good Morning,

Please find attached the MDEHN Written Testimony for Bill #17-0102.

Warm Regards,
Yinka

Yinka N. Bode-George
Program Manager
Maryland Environmental Health Network
Mobile 301-821-5031
Email: Yinka@mdehn.org

www.MdEHN.org

Sign up for Our Newsletter!

Safe Routes to School National Partnership

March 16, 2018

Baltimore City Council
100 North Holliday Street
Baltimore, MD 21202
Via Email ryan.dorsey@baltimorecity.gov

Dear Members of the Land Use and Transportation Committee:

I am writing from the Safe Routes to School National Partnership in support of Baltimore City Council bill #17-0102. We are a national non-profit that advances policy change and catalyzes support for healthy, active communities, starting with walking and bicycling to school.

For decades, Baltimore City has made planning decisions that prioritize the throughput of automobiles over the safety of our most vulnerable road users: people who walk, bike, and take transit. Every day in Baltimore City, thousands of children walk or take public transit to their schools, and they have to do so on roads that are unsafe. In Baltimore, we have too many roads that have seen fatalities increase year after year, and roads that have fatal crash rates 370% higher than the state average.

The Safe Routes to School National Partnership advocates for policies across the country like this Complete Streets ordinance because they prioritize the safety of our most vulnerable road users--such as children walking to or taking transit to school--over convenience for those traveling in cars. Networks of Complete Streets not only provide children access to school, but families with access to public transportation, doctors, shopping, employment centers, and recreation, which are all critical components of maintaining healthy and thriving communities.

This ordinance will be one of the first Complete Streets ordinances to focus on equity in project selection, implementation, and reporting. This is important because low-income communities and people of color have higher rates of traffic fatalities, and so resources should be directed where they are most needed. This focus on equity will ensure that projects that will save lives and improve outcomes for our children will move forward over traditional road expansion projects that do not improve safety for our most vulnerable road users.

Thank you for the opportunity to submit this letter of support on behalf of Safe Routes to School National Partnership, and I urge you to support this bill.

Sincerely,

Margo Pedroso

Margo Pedroso
Deputy Director
Safe Routes to School National Partnership

Transforming Environments and Minds "T.E.A.M."

Coldstream Homestead Montebello Community Corporation

March 16, 2018

Hon. Ryan Dorsey
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, MD 21202

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that Coldstream Homestead Montebello is in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Mark Washington

Mark Washington
Executive Director

CHMCC
3220-A The Alameda
Baltimore, MD 21218
Phone: 410.235.6715 Fax: 410.235.1745
Chmc.corp@verizon.net www.liveinchm.org

Sandtown South Neighborhood Alliance
926 N Carrollton Avenue
Baltimore, MD 21217

March 16th, 2018

Councilman Ryan Dorsey
100 Holliday Street
Suite 500
Baltimore, Maryland 21202

Councilman Dorsey,

I am writing, on behalf of our community association, to express our continued and unwavering support for your Complete Streets Bill 17-0102. In the Sandtown community we are all too familiar with how unsafe Baltimore's streets are for non-drivers. In the Summer of 2016 a young girl in our neighborhood was the victim of a hit and run on the 1200 block of Mosher St. She survived but is still confined to a wheelchair. Although the speed limit on Mosher St. is only 25 m.p.h. the 4-lane wide road invites reckless vehicles to speed much faster. The design guidelines set forth in the Complete Streets Bill would mitigate these dangers to our children.

Complete Streets would also benefit our community economically. The majority of residents in Sandtown do not own cars, however very many have access to bicycles. If Baltimore had better bike and pedestrian infrastructure, more people could get to jobs more easily which is crucial to the economic development of our neighborhood.

The members of the Sandtown South Neighborhood Alliance as well as the community at large are grateful for the hard work that you have put into bringing these best practices to Baltimore. We hope optimistically that your colleagues on the council and the council president will join us in supporting the bill and making Complete Streets a reality in Baltimore City as soon as possible.

Sincerely,

Eric Stephenson - President
Sandtown South Neighborhood Alliance
www.sandtownsouth.com
757-289-1192

received
3/16/18 LLC

Bill: Complete Streets (Ordinance 17-0102)
Committee: Land Use & Transportation Committee
Position: **SUPPORT**
Date: March 16, 2018

Dear Chairman Reisinger and Members of the Committee,

CCAN Action Fund strives toward a healthy environment and sustainable future in Baltimore City and across Maryland. We support the Complete Streets ordinance.

This ordinance will improve public health and safety and reduce traffic congestion, resulting in decreased air pollution and increased access to alternatives to cars such as biking, walking, and transit. Baltimore City's asthma rate is twice the statewide average, and asthma is a leading cause of school absenteeism.[1] Emissions from automobiles are a significant contributor to the air pollution that exacerbates residents' asthma.[2] Reducing the need for cars will improve air quality, protecting public health and the environment from harmful emissions.

Complete streets will also ensure a more equitable transportation system by requiring comprehensive investment in bike, pedestrian, and transit infrastructure across the city. 30% of Baltimoreans do not have access to a car.[3] In the absence of affordable, reliable, and accessible alternatives, Baltimoreans without cars face barriers to obtaining and maintaining employment, carrying out basic necessities such as grocery shopping, and getting their children to and from school. According to the Baltimore Transit Equity Coalition, it currently takes transit-dependent riders 90 minutes or more to reach two out of three jobs in the Baltimore region.[4]

A Complete Streets approach will help put Baltimore on track to a healthier environment and a more just, sustainable future. We urge a favorable report for this important legislation.

Respectfully,



Taylor Smith-Hams
Healthy Communities Campaign Organizer
CCAN Action Fund

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[1] Baltimore City Health Department, "Asthma in Baltimore," https://health.baltimorecity.gov/node/454.
[2] Leah Kelly and Kira Burkhart, "Asthma and Air Pollution in Baltimore City," Environmental Integrity Project, December 2017, https://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf.
[3] Baltimore Neighborhood Indicators Alliance, "Percent of Households with No Vehicles Available," 2015, https://bniajfi.org/indicators/Sustainability/novhcl.
[4] Samuel Jordan, "The State of the Red Line Campaign," Baltimore Transit Equity Coalition, February 2018,http://files.constantcontact.com/32c15b67001/9914de67-e235-4cf4-846f-873d97a6d354.pdf?ver=1517780325000.

received
3/16/18 JRC

Bill: Complete Streets (Ordinance 17-0102)
Committee: Land Use & Transportation Committee
Position: **SUPPORT**
Date: March 16, 2018

Dear Chairman Reisinger and Members of the Committee,

CCAN Action Fund strives toward a healthy environment and sustainable future in Baltimore City and across Maryland. We support the Complete Streets ordinance.

This ordinance will improve public health and safety and reduce traffic congestion, resulting in decreased air pollution and increased access to alternatives to cars such as biking, walking, and transit. Baltimore City's asthma rate is twice the statewide average, and asthma is a leading cause of school absenteeism.[1] Emissions from automobiles are a significant contributor to the air pollution that exacerbates residents' asthma.[2] Reducing the need for cars will improve air quality, protecting public health and the environment from harmful emissions.

Complete streets will also ensure a more equitable transportation system by requiring comprehensive investment in bike, pedestrian, and transit infrastructure across the city. 30% of Baltimoreans do not have access to a car.[3] In the absence of affordable, reliable, and accessible alternatives, Baltimoreans without cars face barriers to obtaining and maintaining employment, carrying out basic necessities such as grocery shopping, and getting their children to and from school. According to the Baltimore Transit Equity Coalition, it currently takes transit-dependent riders 90 minutes or more to reach two out of three jobs in the Baltimore region.[4]

A Complete Streets approach will help put Baltimore on track to a healthier environment and a more just, sustainable future. We urge a favorable report for this important legislation.

Respectfully,



Taylor Smith-Hams
Healthy Communities Campaign Organizer
CCAN Action Fund

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[1] Baltimore City Health Department, "Asthma in Baltimore," https://health.baltimorecity.gov/node/454.
[2] Leah Kelly and Kira Burkhart, "Asthma and Air Pollution in Baltimore City," Environmental Integrity Project, December 2017, https://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf.
[3] Baltimore Neighborhood Indicators Alliance, "Percent of Households with No Vehicles Available," 2015, https://bniajfi.org/indicators/Sustainability/novhcl.
[4] Samuel Jordan, "The State of the Red Line Campaign," Baltimore Transit Equity Coalition, February 2018,http://files.constantcontact.com/32c15b67001/9914de67-e235-4cf4-846f-873d97a6d354.pdf?ver=1517780325000.

received
3/28/18

Hamilton Business Association

The Charm in Charm City

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that you as my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Krista Cushman
President of Hamilton Business Association
2904 Hamilton Avenue
Baltimore, MD 21214
email@hamiltonbusinessassoc.com

received
3/19/18 GRC

HAMILTON-LAURAVILLE MAIN STREET
REVITALIZATION PROGRAM
5500 Harford Road, Suite 201 • Baltimore MD • 21214

Regina Lansinger, Director
Regina@HamiltonLauravilleMainStreet.org
410-319-7150 * 410-319-7151 (fax)

City Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, MD 21202

March 19, 2018

RE: Complete Streets Ordinance #17-0102

Dear Councilman Ryan Dorsey,

On behalf of the Board of Directors of Hamilton-Lauraville Main Street, I am writing in support for your Complete Streets Ordinance #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting to inform residential communities and business owners in Hamilton and Lauraville for the past year to get feedback on this ordinance and gain support for its passage. There is growing support for this ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Sincerely,

Regina Lansinger

Regina Lansinger
Director, Hamilton-Lauraville Main Street, Inc.

Hamilton – Lauraville Main Street program is made possible by the generous support from the Baltimore Main Streets project and from the National Trust for Historic Preservation

received
3/19/18 ffc

CLEAN WATER ACTION
MARYLAND

Bill: Baltimore City Council Bill 17-0102 – Complete Streets
Committee: Land Use & Transportation Committee
Position: SUPPORT
Date: March 19, 2018

Dear Land Use & Transportation Committee Members,

On behalf of Clean Water Action, our over 8,000 members in Baltimore City, and our over 35,000 members in Maryland, I write to express strong support for Bill 17-0102, Complete Streets. Planning for Complete Streets is a great tool to develop safe, vibrant streets that work for the community in which they are located. The bill's green infrastructure provisions will reduce local flooding and improve Baltimore City's water quality. And by providing a framework to encourage public transit, biking, and walking over private car trips, this bill will improve local air quality and reduce Baltimore's contributions to climate change.

Complete Streets will improve local water quality and reduce flooding.

By incorporating green stormwater infrastructure and stormwater management into the concept of a 'complete street,' Bill 17-0102 will capture stormwater at its source and prevent it from carrying pollution to storm drains, clogging them and creating local flood hazards, and to the Patapsco River, adding to the river's and the Inner Harbor's pollution load. These best management practices reduce stormwater volume by using infiltration, evapotranspiration, or the beneficial reuse of water. In DC, where a similar policy exists, the result has been bike lane buffers and pedestrian refuges that incorporate rain gardens, places for surface runoff water to collect and filter, with native vegetation. When city policies incorporate green infrastructure and stormwater management, projects can incorporate sustainable practices with safe design, maximizing the utility of the project and solving two problems with a single repaving project.

Complete Streets will improve the health and safety of Baltimore residents.

The implementation of Complete Streets philosophies in street planning increases equitable access to the urban space we all share. Developing streets that are designed to be accessible to bicyclists, pedestrians, and transit enables people to get out of their cars to move throughout the community, promoting active and sustainable lifestyles. This is also important to protect the people who already walk, bike, and take public transit to travel around the city, and face unsafe and sometimes actively hostile infrastructure that poses a barrier to doing so. Incentivizing and protecting non-automotive modes of transportation, as this bill does, will improve safety, reduce congestion, and improve conditions for Baltimore residents.

received
3/19/18 fRc

1120 N Charles St, Suite 415 | Baltimore, MD 21201 | 410-235-8808
www.cleanwateraction.org/md

CLEAN WATER ACTION
MARYLAND

Complete Streets will improve local air quality and reduce negative health outcomes.

Baltimore City's air quality is dangerously poor, with drastic impacts on respiratory and cardiovascular health for our residents. Emissions from transit are significant contributors to local air quality problems. It's estimated that 28% of nitrous oxides in the atmosphere come from on-road gasoline use – and unlike emissions from power plants, these emissions occur right at people's head-level in close proximity to pedestrians, bikers, and drivers. A recent report by the Environmental Integrity Project, based on newly-available asthma hospitalization rates by zip code, found that the transportation sector is a significant contributor to asthma rates in the city:

> *"We mapped several indicators of air pollution in Baltimore's neighborhoods using a few different tools provided by the U.S. EPA. We found that four out of the five zip codes with the highest 2011 asthma hospitalization rates had smaller areas within their borders that were within the 95-100th percentile in the state for respiratory risk from air toxics. These zip codes were 21223, 21225, 21202, 21217, and 21201. We also found that, in the areas within the 95-100th percentile, roadway vehicle pollution contributed about 50 percent of the risk, which is more than twice the risk from any other category of pollution source."* [1]

A report by the American Public Transportation Association on the emissions and greenhouse gases of different modes of transportation, and found, unsurprisingly, that public transit emits less air pollution than equivalent car use. [2] Per passenger-mile traveled, the study found that:

- Public transit produces only 5% as much carbon monoxide as car use. Carbon monoxide is a poisonous gas that hampers the body's ability to transfer oxygen to organs and tissues.
- Public transit produces 8% as much Volatile Organic Compounds and less than 50% as much nitrogen oxides emissions as car use. These chemicals, combined with sunlight and heat, produce ozone and smog. Ozone can irritate people's respiratory systems and eyes, damage their lungs, and exacerbate many respiratory conditions
- Public transit produces less than 50% as much nitrogen oxides emissions.

Making it more possible for Baltimoreans to live their daily lives without the use of a private vehicle, as this bill does, will reduce toxic air pollution and improve public health for people all across Baltimore.

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[1] http://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf

[2] http://www.sonecon.com/docs/studies/enenv_0702.pdf

CLEAN WATER ACTION
MARYLAND

Complete Streets will reduce Baltimore's greenhouse gas emissions.

In addition to local air quality impacts, the transportation section contributes significantly to greenhouse gas emissions that are driving climate change. According to a 2016 report from the Maryland Department of the Environment, 36% of the total greenhouse gases produced in Maryland come from the transportation sector. For every passenger-mile traveled, public transportation produces less than half as much carbon dioxide, a potent greenhouse gas, as private car use. Maryland has a goal to reduce greenhouse gases by 40% by 2030, and a key component of the plan is mass transit expansion. Implementation of Complete Streets policies in Baltimore City will help the entire state get there.

For all of these reasons and the many more expressed by Baltimore City residents who want to be able to walk, bike, and use public transit to safely travel around the city, Clean Water Action urges you to vote favorably on Bill 17-0102. Thank you.

Sincerely,

Jennifer Kunze

Jennifer Kunze
Maryland Program Organizer
Clean Water Action
jkunze@cleanwater.org
240-397-4126

AARP Real Possibilities
Maryland

200 St. Paul Place, #2510 | Baltimore, MD 21202
1-866-542-8163 | Fax: 410-895-0269 | TTY: 1-877-434-7598
aarp.org/md | mdaarp@aarp.org | twitter: @aarpmaryland
facebook.com/aarpmd

AARP Written Testimony
Baltimore City Complete Streets Ordinance
Land Use and Transportation Committee Meeting
March 21, 2018

On behalf of our 893,000 members across the state of Maryland, and the more than 192,000 Baltimore residents who are fifty and older, AARP Maryland seeks ways improve older adults' quality of life by promoting and advocating for the development of safe, accessible and vibrant environments often called livable communities. AARP's Livable Communities policies address issues such as land use, housing, transportation and broadband — all of which facilitate aging in place.

AARP also believes that state and local jurisdictions should adopt and implement transportation plans that accommodate pedestrians and bicyclists. Implementation should include evaluating roads to confirm their ability to accommodate all users; updating design, planning, and policy manuals; and training planning personnel to plan and design "Complete Streets."

Older adults need transportation to the places and services that support their independence. Policies that encourage adequate, safe and accessible transportation infrastructure and services help people of all ages stay active and engaged in their communities.

AARP upholds the decision for Baltimore City to adopt "Complete Streets" policies and require that road projects are routinely designed, built, maintained, and operated to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders."

For these reasons AARP supports the Complete Streets Ordinance introduced by Councilman Ryan Dorsey and respectfully we request Land Use and Transportation Committee find this initiative favorable for the community. For questions, please contact Jennifer Holz at jholz@aarp.org.

AARP Real Possibilities

received
3/19/18 JHC

Baltimore Child Abuse Center

March 19, 2018

The Honorable Ryan Dorsey
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, Maryland 21202

Dear Councilman Dorsey:

Baltimore Child Abuse Center (BCAC), Maryland's first and oldest children's advocacy center, writes in support of your Complete Streets Initiative.

Since 1987, BCAC has led the nation in crisis response and intervention, providing resources for victims of child abuse in Baltimore City and the professionals who work with them. The mission of Baltimore Child Abuse Center is to provide victims of child sexual abuse, trauma, and other Adverse Childhood Experiences in Baltimore and their non-offending caretakers with comprehensive forensic interviews, medical treatment, and mental health treatment with a goal of preventing future trauma. Since inception, we have helped over thirty thousand Baltimore children and their families. Last year alone, we served over 1,000 children in our programs.

One recurring issue among the many families we serve is transportation. Like many Baltimore families, many of the families of the children we serve do not have a car, and must rely on public transportation to come to our center for appointments and services, initially on short notice.[1] Our families must also use public transportation to attend court hearings and other critical events outside their normal routines.

Because we understand the critical importance of helping Baltimore families move throughout their daily lives, and because we support efforts to help make our city a more livable, walkable place to live and raise children, we support the Complete Streets Initiative.

Respectfully submitted,

Adam Rosenberg, Executive Director
Joyce R. Lombardi, Director of Government Relations
(410) 396-6147

[1] Because transportation is so critical – and difficult—for many of our clients, BCAC has applied for and received grant money to provide transportation to our families to use our services.

received
3/19/18 JLC

HARBEL
COMMUNITY ORGANIZATION

5807 Harford Road
Baltimore, Maryland 21214
410-444-2100
info@harbel.org | www.harbel.org | Fax 410-426-1140

Executive Board Members
Janelle Cousino • Board Chair
Karmen Smith • Vice Chair
David Lansinger • Treasurer
Nomiki Weitzel • Secretary

Richard Marsiglia • Executive Director

March 19, 2018

The Honorable Edward Reisinger
Suite 500, Baltimore City Hall
100 N. Holliday Street, Suite 400
Baltimore, Maryland 21202

Dear Councilman Reisinger:

As the Director of Community Services of the HARBEL Community Organization Inc., a non-profit organization serving the needs of over 80 communities and organizations in Northeast Baltimore, I am writing to you as Chair of the Land Use and Transportation Committee in support of City Council Bill 17-0102, Complete Streets.

In order for this City to grow its population and enhance its tax base it is essential that its transportation structure support the needs of all its citizens and businesses. City Council Bill 17-0102 would ensure that this City's transportation system is designed and operated in way that ensures the safety security, comfort, and convenience of all users of the streets including pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers.

HARBEL supports the passage of this bill, and we would urge the Land Use and Transportation Committee favorably recommend Council Bill 17-0102 to the City Council for passage.

Thank you for your consideration of our thoughts, and please know that HARBEL and its members greatly appreciate your and the Baltimore City Council's efforts to make our city a better place to live, earn, work, and play.

Sincerely,

Mike Hilliard

Mike Hilliard
Director, Community Services

CC: Councilman Brandon Scott, Councilman Ryan Dorsey, Councilwoman Shannon Sneed, and Councilwoman Mary Pat Clarke

Serving the communities of N. E. Baltimore for 48 years.

received
3/19/18 JLC

gbc POSITION STATEMENT

TESTIMONY PRESENTED TO THE BALTIMORE CITY COUNCIL ON COUNCIL BILL 17-0102 – COMPLETE STREETS

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Like most cities in America, Baltimore's streets were created with one thing in mind – making it as easy as possible for people driving cars to get from one place to another in a timely manner. As transportation options have diversified, transportation policy needs to give consideration all users of the road – cars, pedestrians, bike riders, buses, and other forms of transit.

In 2003, a coalition of advocates first coined the term "complete streets" to express the concept of including more than just automobiles in everyday transportation planning. In 2005, the National Complete Streets Coalition was formed. According to the coalition, Complete Streets are streets that are "…designed and operated to enable safe access for all users…make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safer for people to walk to and from train stations."

There are many benefits to implementing a Complete Streets policy. Research has shown that Complete Streets policies can have economic benefits for businesses due to increased foot and bicycle traffic. According to Smart Growth America, when a bike lane was added along Valencia Street in San Francisco, businesses saw a 60 percent increase in sales.

Complete Streets policies can also help solve some of the inequity faced by Baltimore residents. One-third of Baltimore households lack access to a car and many rely on walking, biking, or public transit to get to work. Improving the safety of the roads for all users would not only help these individuals, but would also improve transit timeliness and make the roads safer for drivers.

In November 2010, Baltimore adopted a Complete Streets resolution stating that Complete Streets policies were to be applied to the planning, design, and construction of all new city transportation improvement projects. However, since this directive was issued by way of a resolution rather than ordinance, it is unenforceable and not universally implemented.

Council Bill 17-0102 seeks to achieve the following:

- mandate specific engineering standards like design speed and lane width that is proven to improve safety;
- mandates interagency collaboration through the creation of a Complete Streets manual similar to those in place in Chicago and elsewhere, essentially ensuring that all agencies play a role in developing and maintaining Complete Streets; and
- create policies and reporting metrics around equity.

The Greater Baltimore Committee was contacted early in the bill formation process by Councilman Ryan Dorsey and appreciated the opportunity to comment on the bill before it was introduced. While we are generally supportive of the idea, it is important to remember that while some communities are shifting from cars to other forms of transportation faster than others, the majority of areas in Baltimore City predominantly rely on motor vehicles as the principal form of transportation. Not every street in Baltimore City is ready for Complete Streets implementation. It is important that should this legislation be enacted, steps are taken to ensure that it is implemented through a balanced approach that is thoughtful and cognizant of what specific communities need most out of their roads while also guiding the city into the transportation policies of the future.

received
3/20/18 ffC

CITIZENS OF PIGTOWN

HISTORIC PIGTOWN'S COMMUNITY ASSOCIATION

March 19, 2018

Dear Councilman Ryan Dorsey,

I am writing on behalf of the Citizens of Pigtown (COP) membership to ensure that our testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my councilperson, the Council President, and the Mayor know that I am in support of your ordinance. Our testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like ours for the past year to get feedback on this ordinance and gain support for its passage. That is why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Kelleigh Eastman
President

PO Box 6322, Baltimore, MD 21230
board@citizensofpigtown.org

received
3/20/18 JLC

Lauraville Business Association

March 19, 2018

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that you as my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, **bill file #17-0102**.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Sincerely,

Brian Truax
President, Lauraville Business Association

received
3/20/18 JRC

MOUNT
VERNON
BELVEDERE
ASSOCIATION

The Honorable Edward Reisinger
Chair, Land Use and Transportation Committee
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, MD 21202
By e-mail: Edward.Reisinger@baltimorecity.gov
19 March 2018

Re: SUPPORT for Council Bill #17-0102 Complete Streets

Dear Chairman Reisinger and Members of the Land Use and Transportation Committee,

At our recent March meeting, the board of the Mount Vernon-Belvedere Association voted unanimously to *support* the Complete Streets ordinance #17-0102.

For over 20 years, we have strongly advocated a neighborhood environment where the safety of pedestrians, bicyclists, and transit riders is prioritized over the speed of cars and the needs of commuters.

Recently, the MVBA has been actively lobbying DOT for road diets, two-way street conversion, and the installation of bicycle lanes, recognizing that Complete Streets will lead to increased density, thriving businesses, reduced crime, a healthier environment, and neighborhood cohesiveness.

Thank you in advance for your positive consideration of the Complete Streets bill.

Sincerely,

Michele Richter, President
Mount Vernon-Belvedere Association
president@mvba.org

Steven Shen, Chair
MVBA Development Committee
development@mvba.org

cc: Mayor Catherine Pugh
Council President Jack Young
Councilman Eric Costello
Councilman Robert Stokes
Liz Cornish, Bikemore

received
3-20-18 JRC

Bus Workgroup14
c/o MacMillan;
102 W. 39th Street APT 2B
Baltimore, MD 21210

March 21, 2018

Hon. Edward Reisinger, Chair, and Members
Land Use & Transportation Committee
Baltimore City Council

REF: Council Bill 17-0102, Complete Streets

Dear Chairman Reisinger and Committee Members:

Bus Workgroup14 is an all-volunteer group of neighborhood leaders and bus riders in the 14th City Council District. Our purpose is to advocate for bus riders in the district, and the city. During the Maryland Transportation Administration's (MTA) BaltimoreLink process, Bus Workgroup14 studied MTA's draft plans, and prepared a series of reports, which we submitted to MTA. We believe that our recommendations were helpful to the MTA.

We write to support Council Bill 17-0102, Complete Streets, with suggested amendments.

We recommend that this important bill be strengthened by requiring proactive, transparent public engagement. When Baltimore City Department of Transportation undertakes plans for changes within the public right of way, the agency should solicit early input from the affected stakeholders, including the residents of affected neighborhoods, not merely neighborhood associations or non-profit associations. A model process for effective public engagement was pioneered by the National Charrette Institute, which provides excellent trainings. Visit www.canr.msu.edu/nci/about-us/.

In addition, the public would be more accepting of changes in street and parking patterns, such as traffic circles and protected bike lanes, once they are planned, if the DOT conducted public information campaigns to explain the rationale for such changes, and how to navigate through the changed streetscape.

Baltimore City government can do much more to help improve local bus service and access, as well as bicycle and pedestrian safety and access, since City government has the final say over the ways our streets are designed and used. Council Bill 17-0102 is a great place to start.

received
3-21-18 JFC

A complete streets manual, combined with an annual review, and the establishment of an interagency coordinating council can begin to redress the imbalance between single occupant vehicles and other modes of transportation that, as we all know, are far more sustainable.

We urge you to adopt Council Bill 17-0102, and to consider our proposals to strengthen the legislation.

Sincerely,

Eileen Franch
Michael S. Franch
Ann Gordon
Sharon Guida
Jacqueline Jones
Jackie MacMillan
Tyrone F. Parker
Mike Puma
Joe Stewart

DOWNTOWN BALTIMORE

March 15, 2018

Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, MD 21202

Re: Support of Council Bill 17-0102 (Complete Streets Ordinance)

Dear Hon. Councilman Dorsey:

On behalf of the Downtown Partnership of Baltimore (DPOB), I am writing in support of Council Bill 17-0102, which establishes a Complete Streets ordinance in Baltimore City. DPOB oversees the Downtown Management Authority (DMA), Baltimore's oldest and largest business improvement district. We are the state's largest employment center accounting for 123,000 jobs dispersed among diverse industry sectors. Downtown Baltimore is also proud to serve as a multi-modal transportation hub upon which many of Downtown's workers rely.

As a leader in the International Downtown Association, DPOB continually studies downtowns across the globe in search of best practices. Accordingly, we have observed the manifold benefits resulting from Complete Streets implementation. These benefits include: bringing economic development into communities, increasing access to jobs, and creating opportunities for people to safely walk, bike, or take public transportation to work.

Moreover, Baltimore City experiences a high rate of roadway injuries and fatalities, with those rates having increased since 2013. Complete Streets will improve safety and reduce crashes by providing pedestrian and bicycle infrastructure such as improved crosswalks and separated bicycle facilities. The occasional harm caused to our residents on city streets is avoidable through the design and policy changes this bill will compel.

Accordingly, this ordinance incorporates current best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore. Furthermore, a large coalition of local and national stakeholder groups – including DPOB – has worked with Councilman Dorsey since 2017 to refine this bill, address concerns, and gain widespread support.

Over 1,200 Complete Streets policies have been passed in the United States, including those adopted by 33 state governments, the Commonwealth of Puerto Rico, and the District of Columbia. DPOB supports this ordinance as it aligns with city-wide goals for public health, safety, environmental quality, and economic growth. This policy will make roads safer and more accessible for all residents, employees, and visitors to Baltimore City, and will contribute to Baltimore's ongoing renaissance.

Sincerely,

Kirby Fowler
President

Downtown Partnership of Baltimore, Inc. 20 S. Charles Street, 6th floor, Baltimore, MD 21201 T (410) 244-1030 F (410) 244-8670

GoDowntownBaltimore.com | Facebook.com/DowntownBaltimore | Twitter/DowntownBalt

received
3/26/18 FRC

American Heart Association.
life is why

217 East Redwood Street
Suite 1100
Baltimore, Maryland 21202
March 21, 2018

To: Edward Reisinger, Chair
Sharon Green Middleton, Vice Chair
Members, The Baltimore City Council Land Use and Transportation Committee

From: Michaeline R. Fedder, MA, Director of Government Relations, Maryland

Re: Enthusiastic Support for City of Baltimore Council Bill 17-0102: Complete Streets

The American Heart Association strongly supports the concept of Complete Streets, which has been defined as, "A transportation and design concept in which streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities." Indeed, the needs of all users are routinely considered at the very beginning of the planning process.

Currently, 33% of all Baltimore Residents do not have access to a car; in "historically disenfranchised neighborhoods" in the city, that number can be as high as 80%, making lack of a Complete Streets Policy an equity issue. Residents without cars rely on public transportation, biking, walking, and ride sharing. Currently, however, the bulk of transportation funding is spent on designing and building "car -efficient" streets that are less than safe for walkers and bikers.

Safety and Equity are compelling reasons for supporting a Complete Streets Policy for Baltimore. Additionally, there are significant health issues that must be addressed, as well: The Baltimore City Health Department's 2017 document," Health Status in Baltimore City" reports that,

- Baltimore City ranks last on key health outcomes compared to other jurisdictions in Maryland;
- Baltimore City has an age-adjusted mortality rate 40% higher than the rest of the state;
- The leading cause of death in Baltimore City is cardiovascular disease, CVD;
- One in three Baltimore City High School students is either obese or overweight;
- 35.9% of ALL Baltimore City residents are obese, but 49.7% of Baltimore City Residents living in households with yearly incomes below $15,000.00 are obese.

Several risk factors for CVD have been identified, and although some of them cannot be changed, there are many that are within the power of each of us to control. Lack of physical activity is one of them. Obesity is another. Walking and biking are outstanding remedies for both, but for so many City residents there are no safe places in which to walk and ride bikes.

received
3/28/18 JRC

baidan

Embracing a genuine Complete Streets policy and enacting it into law (rather than a non-binding resolution,) would improve the quality of life for all Baltimore City residents. It would improve health, increase safety and help chip away at the scourge of inequity.

Council Bill 17-0102 is a well-designed piece of legislation that builds in transparency and ongoing, two-way communication with the public. It acknowledges the importance of being "state-of-the art" in all decisions and executions and allows for implementation "over time," thus recognizing reality.

The American Heart Association urges passage of this legislation which would demonstrate to the public that the Baltimore City Council believes that it has responsibility for protecting the health and safety of its constituents.

United Workers.org

April 4, 2018

Baltimore City Council
100 N Holliday Street
Baltimore, MD 21202

Dear Councilman Ed Reisinger and members of the Land Use and Transportation Committee:

The United Workers is proud to support the Complete Streets ordinance. As an organization dedicated to grassroots leadership and Fair Development principles we see the values and ideals of this ordinance as an important step forward. The five principles of Fair Development are universality (are benefits shared), equity (are policies directed at meeting acute needs), participation, transparency and accountability. We see the Complete Streets ordinance as an important reset of city transportation policies that asks who does benefit from our transit system, what should be done to make our system more equitable and how to open these policies to more inputs from riders, residents and those most impacted.

Consequences of Our Unequal Transit System
We represent low wage workers throughout Baltimore and across Maryland. Most of our members rely on public transit to get to work, to school, doctor visits, and grocery shopping. This is in line with available data: a third of Baltimore City residents lack access to a car, and that number climbs to over 80% in historically red-lined communities of color. At times the unreliability of our transit system has left members to literally walk miles to and from work at all hours of the day and night. This has raised safety concerns. Further still the day labor industry where many of our members have worked have exploited this lack of good transit options by charging workers exorbitant fees to travel by agency vans to work sites. Our Report "Our Stolen Sweat" detailed the day labor system's exploitation of inadequate public transit, 43% of workers reported transportation being the reason they became day laborers, and 82% reported being charged by the day labor agencies to get to worksites. Often these transportation charges resulted in wages that went below the legal minimum wage.

Minority and poor neighborhoods are dominated by industrial air pollution and the seemingly endless truck traffic that comes with it. Our base of residents and youth in Curtis Bay have longed for a change in how their community is designed to mitigate against truck traffic to coal sites, waste incinerators, and other toxic polluters. Curtis Bay is one of the most polluted zip codes in the United States.

"We know that our lives matter just as much as anyone else's. We know that we have a right to a safe and clean environment and that our lives should not be limited by asthma or cancer just because of where we were born. We have a right to Fair Development that puts the health of all communities first.". – Destiny Watford, Curtis Bay resident, United Workers leader, winner of the 2016 International Goldman Environmental Prize.

Changing our transit orientation away from a sole focus on automobiles has the potential to reduce climate change causing emissions and raise the health outcomes for such neighborhoods as Curtis

received 4/5/18 RC

Bay. These policy changes paired with a commitment to ending waste incineration in Baltimore and supporting Zero Waste alternatives has the potential to transform Baltimore's air quality and the health of residents.

Finally, our transit policies have made the challenging problem of addressing the affordable housing crisis even more difficult. Beyond the expense of owning a car (avg. $8,000) that is out of reach for most low-income residents, there is the expense that comes from making room for cars when neighborhoods do redevelopment projects. The cost of paving new parking spaces or building structured parking lots ranges from $17,000 to as high as $40,000. These costs can push what would be affordable housing into the unattainable market rate category. As the Baltimore Sun has noted as well as the coalition we anchor, the Baltimore Housing Roundtable, fully 1/3rd of residents are at risk of homelessness and fully 1/3 of the rental housing stock is deemed substandard. The United Workers is leading a fight to get the city to invest in funding the Affordable Housing Trust Fund to address this acute need. Having a transit policy that is in alignment could potentially reduce the costs of housing redevelopment.

Our current system has perpetuated racism and inequality that has resulted in issues related to employment access and even lower wages, burdened neighborhoods with toxic air pollution emissions, and exacerbated the affordable housing crisis many in our city experience. The Complete Streets ordinance would "hit the reset button" and shift the city's orientation towards a Fair Development model that considers the needs of residents; opens the planning processes to more participation, transparency and accountability; and has the potential to compliment other significant policies goals around employment, environmental sustainability, and affordable housing.

For these reasons, we offer our strong support of the Complete Streets Ordinance.

Sincerely,

Todd Cherkis
Leadership Organizer

Food & Water Watch • 3121 St. Paul Street, Suite 28 • Baltimore, MD 21218
T +410.394.7650 • foodandwaterwatch.org

Baltimore City Complete Streets Ordinance
Land Use and Transportation Committee Meeting
April 25th, 2018

Chair Reisinger and Honorable Members of the Land Use and Transportation Committee,

My name is Rianna Eckel, and I am the Maryland Organizer with Food & Water Watch here in Baltimore. I am writing on behalf of our more than 14,000 members in Baltimore City to urge you to vote in favor of the Complete Streets Ordinance by Councilman Ryan Dorsey (Bill #17-0102).

This ordinance would be a pivotal step forward in Baltimore's efforts to combat climate change. Just as the City has limited the expansion of fossil fuels and reaffirmed its commitment to clean, renewable energy, Baltimore must expand public transit and ensure that all Baltimoreans can navigate safely through the City. Easily accessible, reliable public transit, and improved pedestrian and biking conditions will increase use of non-automobile transit methods, decreasing our city's carbon footprint.

Reducing the reliance on automobile transit is a crucial contributor to meaningfully addressing climate change. The US EPA has said that the typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year, and that transportation contributes to 28% of our country's total greenhouse gas emissions. The US Federal Transit Administration says that bus transit produces 33% less greenhouse gas emissions per year, compared to car transit. By increasing the accessibility and effectiveness of non-automobile transit, we can make great strides to reduce our city's greenhouse gas emissions.

Public transportation will also reduce vehicle emissions and pollutants that create smog. This would greatly benefit public health, reducing the instances and severity of asthma and other respiratory illness in the City. Smog and air pollution are some of the main drivers of Baltimore's disproportionate asthma rates. According to the Maryland Department of Health and Mental Hygiene, 12.4% of Baltimore City Adults currently have asthma, compared to 8.6% nationally. Childhood asthma rates are especially alarming, Baltimore's childhood asthma rate is 20%, more than twice the national average of 9.4%.

This legislation will not only bring climate and public health benefits, but also improve safety for all transit modes, promote environmental justice and equitable urban growth. For these reasons, Food & Water Watch supports Councilman Dorsey's Complete Streets Ordinance. We respectfully urge the Land Use and Transportation Committee to issue a favorable report for this legislation.

Rianna Eckel
Maryland Organizer

O (410) 394-7652
reckel@fwwatch.org

received
4/18/18

HRIA
P.O. Box 33201, Baltimore, MD 21218
443.824.1637
hria3@yahoo.com

April 23, 2018

Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, Maryland 21202

Councilman Dorsey:

The Hillen Road Improvement Association supports the ***Complete Streets Ordinance*** (17-0102). Residents in the Hillen Community believe that it is important that all Baltimore citizens have access to an improved transportation system—a system that is inclusive for walkers, bikers, buses and cars. We are hopeful that this bill will help address some of the key transportation issues facing Baltimore City residents.

Regards,

Paula Purviance

Paula Purviance
HRIA President
443-824-1637

received
4/23/18

Reviewed

ABC Associated Black Charities

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Tony Torain, Esquire
Littler Mendelson, P.C

Alicia L. Wilson, Esquire
Sagamore Development

TESTIMONY TO THE
Land Use and Transportation Committee
Baltimore City Council

TO: Honorable Edward L. Reisinger, Chair, and Members of the Land Use and Transportation Committee

FR: A. Adar Ayira, Senior Leadership Team, Associated Black Charities

DT: April 19, 2018

RE: **In Support of Council Bill 17-0102-Complete Streets**

Associated Black Charities is a public foundation located in Baltimore City. We seek to change the economic outcomes for African American Marylanders through working to eliminate race-based structural and institutional barriers which truncate opportunity and access and negatively impact the economic viability of the state.

The incorporation of a Racial Equity Lens in every level of policy making is essential in "seeding success" for all Maryland communities by working to counteract the unfortunate economic and social legacies of our country's – and this city and state's – racialized history.

As ABC explains in its policy education document "Policy Applications of a Racial Equity Lens: Ten Essential Questions for Policy Development, Review and Evaluation", analyzing the impact of policies on racial and other marginalized groups is not new, either nationally or internationally. Cities such as Seattle (WA), Madison (WI), St. Paul (MN), and Iowa City (IA) have incorporated procedures for determining disparate racialized impacts of policies on historically marginalized populations.

Councilman Dorsey engaged ABC early on in the legislative process with the goal of incorporating a racial equity lens in the Complete Streets policy. His office prepared thoughtful responses to our 10 Essential Questions, which we reviewed with the Councilman and staff in depth. With Councilman Dorsey's thorough attention to ensuring that negative racialized impacts are minimalized as an unintended impact of this legislation, we support the CB 17-0102's effort to incorporate consideration of an equity gap analysis in how investment is prioritized. We recognize the importance of reflection and ongoing accountability and support this bill's requirement that an annual report include sub aggregating data by the race, income, and vehicle access, so that we may better see whose communities are most benefited.

When policy and legislation seek the outcome of racial equity, the benefit is shared by all. But without the proactive use of a racial equity lens, Baltimoreans of color will remain vulnerable to the harmful outcomes of benign neglect.

Because we believe that all Baltimoreans – and all Marylanders – deserve complete streets that are safe for all those who use them and for all transportation modes, ABC commends Councilman Dorsey for his genuine and ongoing commitment to incorporating a racial equity lens in Council Bill 17-0102 (Complete Streets) and offers not only our support, but our commitment to continue to work in partnership with him on stronger incorporation of this lens in Complete Streets policy to ensure a safer Baltimore for all residents.

1114 Cathedral Street-Suite 200 * Baltimore, MD 21201 * 410-659-0000 *410-659-0755
An Affiliate of the United Way of Central Maryland

received
4/25/18 JRS

KAISER PERMANENTE

Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc.

CITY COUNCIL BILL 17-0102
COMPLETE STREETS

April 25, 2018

Councilman Edward Reisinger
Chair, Land Use and Transportation Committee
Baltimore City Council
100 North Holiday Street, 5th Floor
Baltimore, MD 21202

Re: Letter of Information: City Council Bill 17-0102 *Complete Streets*

Dear Chairman Reisinger and Members of the Committee:

Thank you for the opportunity to provide a letter of information regarding Council Bill 17-0102 *Complete Streets*. Kaiser Permanente of the Mid-Atlantic States is proud to provide high quality affordable coverage and care for more than 780,000 members throughout Maryland, Virginia, and the District of Columbia. Kaiser Permanente is a fully integrated health insurer and health provider that employs more than 9,000 individuals, including approximately 1,500 physicians in the Mid-Atlantic region. All of our work is rooted in our mission of improving the health and wellbeing of our members and the communities we serve.

As a total health organization committed to improving community health, Kaiser Permanente understands the social, health, and economic impacts that a built environment may have on the health of our members and the residents of communities, like those in Baltimore City. While the financial investment to implement *Complete Streets* is potentially significant and still being considered by the City of Baltimore, Kaiser Permanente would like to provide the following information on the potential health benefits that may result from the *Complete Streets* legislation and the policies that promote multi-modal transportation:

- **Increased physical activity:** Walking is a free exercise for all people, regardless of income. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, as compared to just 27 percent who lacked safe places to walk.[1] *Complete Streets* would make it safer and more accessible for all Baltimore City residents to walk or bike, thereby making it easier to prevent and manage heart disease, diabetes, and other chronic conditions.

[1] Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). "Places to walk: convenience and regular physical activity." *American Journal of Public Health*, 93, 1519-1521.

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4/25/18

- **Increased connectivity to jobs and medical care:** Nearly one in three Baltimore City residents lack access to a car,[2] which means they are dependent on walking, public transportation, or biking to access work and appointments, like those to see a doctor. Lack of vehicle ownership has been found to negatively impact economic opportunity for low-income people,[3] due to the inability to access jobs geographically outside of a public transportation system and to the often unpredictable nature of public transit. In fact, a lack of transportation has been noted as a barrier for our low-income members making medical appointments, as noted in Kaiser Permanente's 2016 Community Health Needs Assessment.[4] By designing roads for all modes of transportation and users, not just cars and automobile owners, *Complete Streets* would make it easier for Baltimore City residents to access work and to seek medical care.

- **Focus on equity and inclusion:** Smart Growth America, a leading voice on inclusive community and economic development, named this bill one of the best Complete Streets initiatives of 2017, due in large part to its focus on community engagement and equity.[5] By requiring an equity gap analysis in project prioritization, community engagement, an annual report focused on geography subunit, and reporting by race, income, and vehicle access, this bill has the potential to lead the way in mitigating or potentially eliminating health, economic, and access disparities.

As a partner in total health, Kaiser Permanente knows that overall health is greatly impacted by one's access to safe places to walk and the extent in which policies consider racial and health equity. *Complete Streets* has the potential to impact all of these areas, and more.

Thank you for your efforts to realize total health for the City of Baltimore. Please do not hesitate to contact me at 301-816-5943 or Celeste.A.James@kp.org, if you have any questions or require additional information.

Sincerely,

Celeste James
Executive Director, Community Health & Benefit
Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc.

---

[2] U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.
[3] Pendall, R., Hayes, C., George, T., McDade, Z., et al, (2014). "Driving to Opportunity: Understanding the Links among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients," *The Urban Institute*. Retrieved from https://www.urban.org/research/publication/driving-opportunity-understanding-links-among-transportation-access-residential-outcomes-and-economic-opportunity-housing-voucher-recipients/view/full_report
[4] Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc. (2016). "2016 Community Health Needs Assessment." https://share.kaiserpermanente.org/wp-content/uploads/2016/12/KFHP-MAS-CHNA-MAY-2016-Final.pdf
[5] Smart Growth America. (2017). "The Best Complete Streets Initiatives of 2017." Retrieved from https://smartgrowthamerica.org/app/uploads/2018/03/Best-Complete-Streets-Initiatives-of-2017.pdf

2101 East Jefferson Street
Rockville, Maryland 20852

Maryland Motor Truck Association

9256 Bendix Road, Suite 203, Columbia, MD 21045
Phone: 410-644-4600 Fax: 410-644-2537

TRUCKING Moves America Forward

HEARING DATE: April 25, 2018

FILE NO/TITLE: City Council File #17-0102 – Complete Streets

COMMITTEE: Land Use and Transportation Committee

POSITION: **Support with Amendments**

Maryland Motor Truck Association appreciates the City Council's efforts to implement a complete streets policy that considers the needs of all users and provides a variety of transportation options for its citizens; however, we are concerned that this legislation as introduced could unintentionally jeopardize the flow of freight movements throughout the City.

Freight and industrial zoning are integral responsibilities of local governments, who delineate freight routes, establish enterprise development zones, evaluate site plans and approve permit applications. Given the impact freight has on our daily lives – delivering every product that citizens use – transportation officials need flexibility to plan for the demands of truck movements when developing transportation infrastructure, economic development initiatives and zoning policies so they can incorporate freight movements into the region's economic development and congestion mitigation strategies.

As drafted, File #17-0102 prescriptively imposes new maximum lane widths for certain truck routes in statute, which could impede industrial activity that is vitally important to the City's economic health and well-being. That health and well-being is linked to a vibrant and productive industrial core, which operates 24 hours a day, fashions numerous local jobs, generates millions of dollars in economic activity, and relies upon safe, efficient freight movement of supplies and products.

Freight movement is non-discretionary. Preservation of existing freight routes with no degradation of future access is needed to ensure large trucks have accessible loading and unloading zones, adequate parking, and the larger turning radii needed to safely traverse the City's streets. No one wants to create a dangerous situation that causes renewed anti-truck and anti-industry sentiment.

For these reasons, Maryland Motor Truck Association encourages your adoption of the amendments offered by the Baltimore Industrial Group. These will ensure that any complete streets policy adopted allows all modes of transportation to co-exist in a safe way so that the trucking industry can continue to deliver the goods that Baltimoreans use.

About Maryland Motor Truck Association: Maryland Motor Truck Association is a not-for-profit trade association representing the trucking industry since 1935. In service to its 1,000+ members, MMTA is committed to supporting and advocating for a safe, efficient and profitable trucking industry across all sectors and industry types, regardless of size, domicile or type of operation.

For further information, contact: Louis Campion, (c) 443-623-4223

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Smart Growth America
Improving lives by improving communities

National Complete Streets Coalition

Baltimore City Council
Land Use and Transportation Committee
100 Holliday St #400
Baltimore, MD 21202

April 25, 2018

Honorable Councilmembers,

On behalf of The National Complete Streets Coalition (Coalition), a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices, I am writing in support of Complete Streets Ordinance 17-0102.

Since 2004, the Coalition has help create and support strong Complete Streets policies, like Ordinance 17-0102. The Coalition promotes the development and implementation of Complete Streets policies and programs that specifically ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments. Coalition members include AARP, the National Association of Realtors, the Institute for Transportation Engineers, the American Public Health Association, the American Heart Association' s Voices for Healthy Kids Campaign, the American Public Transit Association, the American Society for Landscape Architects, the Association for Pedestrian and Bicycle Professionals, America Walks, the City of Orlando, Florida, the Washington State Department of Transportation, and numerous engineering and design firms.

In the last 14 years, communities across the United States have adopted over 1350 Complete Streets policies at the local, regional, and state level. These policies have resulted in streets being designed and built so people walking, biking, riding public transit, and driving can safely share the road. We support Ordinance 07-0102 because we believe this policy can help create a transportation system for Baltimore City that

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serves all users, including children, people with disabilities, people of color, low-income families, and older adults.

However, Complete Streets do not just create safer streets. They create more livable, economically vibrant, healthy, and equitable streets. The Coalition has studied Complete Streets projects across the country. Our report – Safer Streets, Stronger Economies – analyzed the return on investments 37 Complete Streets project across the country. Our research showed that Complete Streets:

- Reduce traffic collisions and injuries;
- Promote local businesses and job growth;
- Have the potential to avert hundreds of millions or billions of dollars in medical expenses and property damage;
- Encourage more multimodal travel; and
- Promote more physical activity, with is a key strategy to reducing chronic disease.

These finding support that Baltimore City will see a positive return on their investment in Complete Streets.

In addition, last year the Coalition adopted a new policy framework for Complete Streets that recommends that ideal Complete Streets policies are binding legislation that emphasizes implementation and prioritizes vulnerable populations. This new framework was developed by a national taskforce of advocates, engineers, planners, pubic health groups, and public works professionals. Throughout the development of Ordinance 17-0102, the Coalition worked with Councilmember Dorsey to ensure that this policy incorporates the best language around equity and implementation.

Ordinance 17-0102 embodies the themes of equity and implementation in the Coalition' s new and improved policy framework. If Ordinance 17-0102 is adopted, I believe Baltimore City could lead the country in creating a truly equitable and economically vibrant transportation network.

Smart Growth America
Improving lives by improving communities

National Complete Streets Coalition

I strongly urge to demonstrate your leadership on transportation by supporting this ordinance.

Sincerely,

Emiko Atherton
Director, National Complete Streets Coalition
1152 15th Street NW, Suite 450
Washington, DC 20005
(206) 399-1730

BALTIMORE INDUSTRIAL GROUP

A NON-PROFIT TRADE ORGANIZATION
RECOGNIZED UNDER SECTION 501(c) (6) OF THE IRS CODE 1986
TAX ID NO. 27-2336062

HEARING DATE: April 25, 2018
City Council Bill # 17-1020- Complete Streets
COMMITTEE: Land Use and Transportation Committee
POSITION: SUPPORT WITH AMENDMENTS

The Baltimore Industrial Group ("BIG") SUPPORTS WITH AMENDMENTS City Council Bill #17-0102-Complete Streets, introduced by Councilman Ryan Dorsey. BIG strongly believes that industrial and maritime operations play a vital role in supporting Baltimore's regional economy and as an organization seeks to work with all community stakeholders to find common ground to meet the needs of an emerging City.

Complete Streets central goal of creating a transportation system which ensures streets are constructed and operated in a fashion that balances the needs of its various users while providing safe and equitable access is in line with our core principals. However, BIG seeks amendments to clarify the intent of Complete Streets legislation to ensure that the flow of Freight and Commerce is not unintentionally hindered but rather made more efficient and encouraged.

Working with the sponsor of the bill and stakeholders such as Jed Weeks of Bikemore, BIG seeks amendments to address the following concerns:

- On Page 4, adding language that explicitly provides policy makers guidance to accommodate and protect the movement of freight by truck through Baltimore.
- On page 7, lines 18-21, provide City officials the flexibility when justified to grant variances from the National Association of City Transportation Officials Design Vehicle recommendations when improving road design.
- On page 8, line 6, on Truck Routes ensure truck transit lanes are at least 12 feet and where appropriate, multiple lanes and turn lanes can be designed for safe freight transit.
- On page 9, line 6-8, amend language to clarify that different street designations will embrace appropriate hierarchy for various modes of transportations ensuring priority for each mode matches the purpose of the street.
- On page 14, after line 11, insert language that requires the annual report to measure freight movement times to and from the Port of Baltimore and on City truck routes, as that information is available.

Our Proposed Amendments are as follows:

PROPOSED AMENDMENTS TO CB-17-0102

AMENDMENT NO. 1:
On page 4, in line 16, after "PUBLIC TRANSIT", insert "**WHILE NOT RESTRICTING COMMUTER AND TRUCK TRAFFIC**"

***ALTERNATIVE* AMENDMENT NO. 1:**
On page 4, strike lines 11 through 22 in their entirety.

AMENDMENT NO. 2:
On page 7, strike lines 17 through 21 in their entirety.

received 4/25/18



A NON-PROFIT TRADE ORGANIZATION
RECOGNIZED UNDER SECTION 501(c) (6) OF THE IRS CODE 1986
TAX ID NO. 27-2336062

AMENDMENT NO. 3:
On page 8, in lines 6 through 7, strike "MAY BE UP TO 11" and insert "MUST BE AT LEAST 12"

AMENDMENT NO. 4:
On page 9, strike lines 6 through 8 in their entirety.

AMENDMENT NO. 5:
On page 14, after line 11, insert:

"(H) *FREIGHT MOVEMENT TIMES.*

THE ANNUAL REPORT MUST MEASURE FREIGHT MOVEMENT TIMES TO AND FROM THE PORT OF BALTIMORE AND ON CITY TRUCK ROUTES.

In order for commerce and industry to thrive within Baltimore, freight movement must be protected, routes must be secured, and guidelines must be reasonable. Just as Baltimore seeks to incorporate and accommodate different modes of transportation, freight movement must be included. As Baltimore works to expand its economy, the jobs supported by BIG must continue to be protected as well as expanded. Baltimore's industrial roots are an important part of its future and we want to ensure Complete Streets provides policy makers the latitude to adapt to the evolving nature of the industries we support.

We look forward to working with proponents and the sponsor of Complete Streets legislation that balances the interests and benefits all of Baltimore.

Jeff Fraley
Chairman

American Heart Association.
life is why

217 East Redwood Street
Suite 1100
Baltimore, Maryland 21202
April 25, 2018

To: Edward Reisinger, Chair
Sharon Green Middleton, Vice Chair
Members, The Baltimore City Council Land Use and Transportation Committee

From: Michaeline R. Fedder, MA, Director of Government Relations, Maryland

Re: Enthusiastic Support for City of Baltimore Council Bill 17-0102: Complete Streets

The American Heart Association strongly supports the concept of Complete Streets, which has been defined as, "A transportation and design concept in which streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities." Indeed, the needs of all users are routinely considered at the very beginning of the planning process.

Currently, 33% of all Baltimore Residents do not have access to a car; in "historically disenfranchised neighborhoods" in the city, that number can be as high as 80%, making lack of a Complete Streets Policy an equity issue. Residents without cars rely on public transportation, biking, walking, and ride sharing. Currently, however, the bulk of transportation funding is spent on designing and building "car -efficient" streets that are less than safe for walkers and bikers.

Safety and Equity are compelling reasons for supporting a Complete Streets Policy for Baltimore. Additionally, there are significant health issues that must be addressed, as well: The Baltimore City Health Department's 2017 document," Health Status in Baltimore City" reports that,

- Baltimore City ranks last on key health outcomes compared to other jurisdictions in Maryland;
- Baltimore City has an age-adjusted mortality rate 40% higher than the rest of the state;
- The leading cause of death in Baltimore City is cardiovascular disease, CVD;
- One in three Baltimore City High School students is either obese or overweight;
- 35.9% of ALL Baltimore City residents are obese, but 49.7% of Baltimore City Residents living in households with yearly incomes below $15,000.00 are obese.

Several risk factors for CVD have been identified, and although some of them cannot be changed, there are many that are within the power of each of us to control. Lack of physical activity is one of them. Obesity is another. Walking and biking are outstanding remedies for both, but for so many City residents there are no safe places in which to walk and ride bikes.

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Embracing a genuine Complete Streets policy and enacting it into law (rather than a non-binding resolution,) would improve the quality of life for all Baltimore City residents. It would improve health, increase safety and help chip away at the scourge of inequity.

Council Bill 17-0102 is a well-designed piece of legislation that builds in transparency and ongoing, two-way communication with the public. It acknowledges the importance of being "state-of-the art" in all decisions and executions and allows for implementation "over time," thus recognizing reality.

The American Heart Association urges passage of this legislation which would demonstrate to the public that the Baltimore City Council accepts its responsibility for protecting the health and safety of its constituents.

SOUTH BALTIMORE
BUSINESS ALLIANCE

President: **Bennett Erdman** *Infrastructure Technologies*
berdman@itcmmd.com

Vice-President: **Jeff Fraley** *Fraley Corporaiton*
jeff@fraleycorporation.com

Treasurer: **Robert Hutson** *Valley Proteins, Inc.*
rhutson@valleyproteins.com

Secretary: **John Smack** *Vulcan Materials Company*
smackjo@vcmail.com

Land Use and Transportation Committee

RE: City Council Bill 17-0102, Complete Streets; Support with Amendments

The South Baltimore Business Alliance (SBBA) is a 501 (c) (6) non-profit coalition of businesses located in the Brooklyn/Curtis Bay and other South Baltimore industrial areas. Our members include companies engaged in manufacturing, recycling, transportation and services related to marine and heavy industry. Combined payrolls for the 1,500+ employees of our organization members exceed $45 million annually, and annual taxes and environmental fees are in excess of $20 million.

The SBBA has been closely following the proposed Complete Streets Legislation, City Council Bill 17-0102. The SBBA and its members support the stated goal of prioritizing the safety of all people using the street. We are concerned, however, that the Legislation's language must be carefully evaluated and amended in order to protect vital interests of the industrial economic engines of Baltimore. Therefore, the SBBA would like to put forth the following amendments.

PROPOSED AMENDMENTS TO CB-17-0102

AMENDMENT NO. 1:
On page 4, in line 16, after "PUBLIC TRANSIT", insert "**WHILE NOT RESTRICTING COMMUTER AND TRUCK TRAFFIC**"

"***ALTERNATIVE* AMENDMENT NO. 1:**
On page 4, strike lines 11 through 22 in their entirety.

AMENDMENT NO. 2:
On page 7, strike lines 17 through 21 in their entirety.

AMENDMENT NO. 3:
On page 8, in lines 6 through 7, strike "MAY BE UP TO 11" and insert "**MUST BE AT LEAST 12**"

AMENDMENT NO. 4:
On page 9, strike lines 6 through 8 in their entirety.

AMENDMENT NO. 5:
On page 14, after line 11, insert:

"**(H) *FREIGHT MOVEMENT TIMES.***

THE ANNUAL REPORT MUST MEASURE FREIGHT MOVEMENT TIMES TO AND FROM THE PORT OF BALTIMORE AND ON CITY TRUCK ROUTES.

It is very important to recognize how the industrial sector has pulled our Region out of the recession. Freight routes are the vital arteries of our Region and will continue to lead to investment in Baltimore City. These routes strengthen our access and connection to employment, contribute to workforce development and ultimately encourage public safety.

Thank you for your consideration,

Bennett "Rusty" Erdman
Chairman

P.O. Box 19755
Baltimore, Maryland 21225-0555
www.sbbamd.org

received
4/25/15

INDIVIDUALS

BROOKE E. LIERMAN
Legislative District 46
Baltimore City

Appropriations Committee
Oversight Committee on Pensions
Transportation and the Environment Subcommittee

The Maryland House of Delegates
6 Bladen Street, Room 311
Annapolis, Maryland 21401
410-841-3319 · 301-858-3319
800-492-7122 *Ext.* 3319
Brooke.Lierman@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 20, 2018

Land use and Transportation Committee
Baltimore City Council
100 N. Holliday Street, Suite 400
Baltimore, Maryland 21202

RE: Testimony in Support of Ordinance #17-0102

Chairman Reisinger and Committee Members:

I write in support of the Complete Streets Ordinance introduced by Councilmember Dorsey (#17-0102).

Baltimore City should be at the forefront of the Complete Streets movement and this bill will help us move down that path. Complete Streets promote economic development, environmental stewardship, improve health outcomes, and promote public safety – all causes that you and I support.

The ordinance incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state and local street design and funding regulations to ensure it will work for Baltimore.

This bill will complement proposed state legislation that is currently pending and will create a state grant program to provide jurisdictions like Baltimore City with resources to implement policies and update manuals/guides (HB 535/SB407). Rarely do so many groups of different persuasions come together around a cause – from AARP to the realtors, from transit groups to environmental groups – all these groups and their members recognize the need to update our street plans for the 21st Century.

Speaking as a resident of Fell's Point, I cannot stress strongly enough the frustration with our car-centered roads. Our roads are filled with cars at all hours of the day, creating headaches for local residents and safety and health hazards for our kids. My husband bikes to work downtown every day and I am always worried that he will be hit by a car because there are no protected bike

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lanes between where we live and where he works.

As a state legislator on the Appropriations Committee, as a Southeast Baltimore resident, mom of two, and the wife of a husband who bikes, I fully support this City ordinance and hope that you will act to pass it. Complete Streets keep everyone safe and mean that our neighborhood streets are safer for children to travel and play.

Sincerely,



Brooke E. Lierman

Coates, Jennifer

From: Robbe R <reddinger99@gmail.com>
Sent: Thursday, March 08, 2018 1:36 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony for HB 17-0102

To whom it may concern,

I wholeheartedly support the efforts of Councilman Dorsey and HB 17-0102 regarding Complete Streets within Baltimore City.

I love Baltimore as a city. I've been here seven years, and just bought a house in December. We have one child, and one on the way, and intend to raise them here. We were on the fence for many years about whether or not to stay. One of biggest issues keeping us from initially investing our lives here wasn't crime, pollution, or property taxes. It was the lack of progress I saw from city leaders in addressing easily-solvable issues that would improve the lives of all citizens, issues that many other progressive American cities have already addressed. Why would I stay in a city that insists on holding onto the vestiges of the past— that refuses to provide safe and reliable infrastructure to its poorest citizens? Why would I stay in a place where on almost every run or bike ride or walk to the park includes a near-miss in a crosswalk (those that exist) or a car blowing through a red light on roads that cater to vehicles travelling at a high rate of speed?

Why would I stay in this city?

It was a hard decision to make.

The reason I stayed is because I believe in the next generation of leaders, and the change they can bring. I believe in the Ryan Dorseys, the Zeke Cohens, and the Robbyn Lewis's of Baltimore. As a city, we are at a crossroads in terms of effective transit and safe road designs. Cities are once again becoming viable and attractive places to live. Younger generations are abandoning cars in favor of public transportation. What we once had was gutted, but it *can* be renewed. I believe it. The city has nothing to lose and everything to gain by embracing the Complete Streets Vision. It is hard, because true change is hard. Legacies in leadership are never established by bending to the current status quo, by staying entrenched in the failed systems of the past. Legacies that last require the courage to carry out visions whose harvests won't be seen today, or next month, but will certainly be seen in the ripples that extend into the future.

That said, the most fulfilling endeavors never come without sacrifice, and pushback from the status quo. I get that. It requires rewriting our history and changing the mindset of a city to a time seventy years ago when 95% of Baltimore relied on public transportation. I realize it will probably not return to that level, but it can get closer.

By embracing the Complete Streets Vision, you are showing you care about those of us who have actually chosen to be here, not out of circumstance, but out of love, and out of a sense of community.

Choose *us*, those who invest around the clock in our city. Don't just cater to suburbanites and county residents who come in for a work day or an O's game, who then leave and proceed to denigrate everything about our city in comment boards on social media.

I want to someday be able to take my children to their elementary school on their bikes. I want to access all of our parks, businesses, and cultural gems without having to damage our already poor roads with a single-rider car trip. I want my friends—those who are too scared to ride a bike on a city street— to experience the joy of getting from one side of the city to another on their own energy. I want those who can't afford a car to be able to get to their place of employment with ease, without worrying about their safety. I want public spaces where neighbors can walk and congregate and achieve that sense of community that truly forms roots within neighborhoods. I want a better and safer city for all of us.

In achieving these goals, I also want to see transparency in the process, and accountability in the outcome. Detailed annual reports must be provided to assure residents these goals are indeed being accomplished in an effective manner.

The time for this is now, and I ask you to hear my voice as a father, a friend, and an engaged citizen of your city.

For these reasons, I ask you to support HB 17-0102.

Thank you.

Robbe Reddinger

908 Grundy St.

Baltimore, MD 21224

Coates, Jennifer

From: Madeleine Monson-Rosen <marmorea@gmail.com>
Sent: Thursday, March 15, 2018 1:45 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets Testimony

Dear Baltimore City Council Land Use and Transportation Committee,
I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I support ordinance #17-0102.

My testimony follows:
I am a Baltimore City Resident, and I use the MTA bus to travel from my home in Highlandtown to my job in Towson. I also regularly walk and use mass transit to get around the city. Walking and biking around Baltimore City are dangerous activities in Baltimore, compared to other, similar cities, and our mass transit system is insufficient, unreliable, and expensive. Across the country, similar legislative efforts have made streets safer, and have made cities more accessible for all their residents. Councilman Dorsey has met with members of my community in order to develop pilot complete streets programs. These programs will improve safety and quality of life in my neighborhood, and they have my wholehearted support. I encourage you in the strongest possible terms to support complete streets ordinance #17-0102.

Sincerely,
Madeleine Monson-Rosen
3305 E. Pratt St.
Baltimore MD 21224
--
Madeleine Monson-Rosen, PhD
www.madeleinemonson-rosen.com
marmorea@gmail.com

Coates, Jennifer

From: Julie Sandhaus <julieasaylor@gmail.com>
Sent: Sunday, March 11, 2018 3:36 PM
To: Coates, Jennifer; Dorsey, Ryan
Subject: Re: Baltimore Complete Streets Ordinance

Dear Ms. Coates:

I am writing in support of Bill 17-0102, the Complete Streets Ordinance. I have read the policy brief and agree that a revisioning and redesign of our city streets will relieve traffic congestion, improve the health and safety of road users, will improve public safety, and will benefit city Main Streets such as the Hamilton/Lauraville Main Street. However, I'd like to share a recent personal incident that highlights the urgency to redesign our streets.

I'm a lifelong pedestrian and use public transit, and own a house in NE Baltimore City. My house is within a quick walk to a bus stop. On January 16, walking to the bus stop, I was struck by an automobile. I can't really share the details of this accident because my attorney is still working toward a settlement, but the injuries were severe enough to require surgery and a five day hospital stay. I am still unable to work.

Fortunately the ambulance came for me quickly. But the moments before help arrived were especially terrifying--and this is entirely the fault of poor road design. I was hit on a side street off Harford Road. The force of the collision put me very close--mere feet--away from oncoming car traffic, moving perhaps 30-50 mph. No one on Harford Road seemed to perceive that an accident had occurred. Since I was too injured to get up and walk to the curb, I hitched up my skirts and used my bottom to "walk" myself a little further away from oncoming traffic. If there had been a bike lane acting as a barrier between the sidewalk and a lane reserved for motor traffic, I would have been much safer.

Most advocates of legislation like this concentrate on the tragedy of pedestrian deaths, but doing so masks how dangerous Baltimore's streets are to the approximately 30% of residents who have no access to a car. According to the Baltimore City Department of Transportation, an average of 12 pedestrians die in accidents every year in Baltimore City--but an average of 900 pedestrians are seriously injured. This represents a significant impact on the finances and quality of life for those fortunate enough to survive an accident. In my case, the medical bills are in the tens of thousands of dollars, and I have yet to finish treatment and return to work. I truly believe that a redesign of the roads, making them accessible to users other than motor vehicles, will slow traffic down and result in fewer pedestrian and cyclist deaths and injuries.

I realize this is a small, and very personal, example of how a redesign of our streets will improve the lives of Baltimore residents. As a member of the Hamilton/Lauraville Main Street design committee, I had intended to write a very different letter in support of this legislation. I hope this bill passes and our Main Street has the opportunity to assist in its implementation. Thank you for reading, and I hope I will hear from you soon.

Regards,

Julie Saylor
3205 Rosekemp Avenue
Baltimore, MD 21214
410-370-1552

Anikwenze Ogbue, P.E.
1320 Northview Road
Baltimore, MD 21218
March 19, 2018

Councilman Edward Reisinger
Chair, Land Use and Transportation Committee
City Hall
100 Holliday Street
Baltimore, MD 21202

Dear Councilman Reisinger and members of the committee:

I support the Complete Streets Ordinance (bill #17-0102) and I would like my testimony below to be included in the file for the Land Use and Transportation Committee hearing on March 21st.

When I became a homeowner in Original Northwood I was happy to be close to reliable public transit. So, I appreciate that the ordinance requires DOT to report transit performance metrics and chair a Coordinating Council. As chair the DOT Director must work with MTA and other agencies to improve city street design so buses move more efficiently. This approach will help the 232,700 bus riders and 27,000 students who use MTA get to work and school on time every day.[1,2]

The ordinance also prioritizes safety in street design to prevent crashes, which have increased every year in Baltimore City since 2012. One way it does this is by ensuring that design speed is not set greater than posted speed (§ 40-28). This follows a recommendation by the National Transportation Safety Board (NTSB) which states, "there is not strong evidence that the 85th percentile speed within a given traffic flow equates to the speed with the lowest crash involvement rate."[3] Instead the NTSB explains that "alternative approaches and expert systems for setting speed limits are available, which incorporate factors such as crash history and the presence of vulnerable road users such as pedestrians."[3]

The Federal Highway Administration (FHWA) developed an expert systems tool called USLIMITS2 that uses a consistent method to set speed limits that are "credible and enforceable."[3,4] USLIMITS2 allows engineers conducting speed studies to determine the appropriate speed limit of a street.[4] In general, it suggests that speed limits are set within 5 mph of the 50th percentile speed for urban streets or the 85th percentile speed for rural roads with low crash risk.[4] In 2008 the FHWA and AASHTO approved USLIMITS2 for use in the transportation industry and promoted it to state and local agencies in 2012.[3]

Another aspect of the ordinance that improves safety in street design is the standard allowing for narrower lane widths (§ 40-29). When applied correctly these lane widths promote driver safety and are less likely to induce speeding. This adheres to FHWA guidance which specifies these ranges for lane widths on urban streets: arterial (10-12 feet), collector (10-12) and local (9-12 feet).[5] The FHWA also clarified that

[1] http://www.apta.com/resources/statistics/Documents/Ridership/2017-q3-ridership-APTA.pdf, p. 20.
[2] http://baltometro.org/phocadownload/Publications/Transportation/Transit/2015_RegionalTransitNeedsAssessment_AppB_StudentRidership.pdf
[3] https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf p. x, 26-27
[4] https://safety.fhwa.dot.gov/uslimits/ NCHRP 3-67 Project Report p. 2
[5] https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

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"there is no minimum lane width requirement to be eligible for Federal funding."[6] In addition, FHWA issued revisions to the controlling criteria in 2016 that no longer require design exceptions for reduced lane widths on low-speed NHS roads less than 50 mph.[7] These decisions by FHWA provide more flexibility to cities and support use of additional design resources included in the ordinance (§ 40-30).[6]

I would like to thank the Land Use and Transportation Committee for considering the Complete Streets Ordinance and I encourage your support.

Respectfully,

Anikwenze Ogbue, P.E.

[6] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/misconceptions.pdf p. 4-5
[7] https://www.fhwa.dot.gov/design/standards/160505.pdf p. 1-4

Coates, Jennifer

From: Middleton, Sharon
Sent: Tuesday, March 13, 2018 8:32 PM
To: Coates, Jennifer; Reisinger, Edward
Subject: Fwd: In Favor: Councilman Dorsey's Complete Streets Bill

Please add to Bill file.

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: "Thomas M. Hunt" <thomas.m.hunt@gmail.com>
Date: 3/13/18 4:38 PM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Subject: In Favor: Councilman Dorsey's Complete Streets Bill

Councilwoman Middleton,

I wanted to write today to show my support for Councilman Dorsey's Complete Streets Bill.

I firmly believe that one of the great challenges that Baltimore faces are streets that are not only designed to favor auto transport, but actively hostile to pedestrians and bicyclists.

I live on Edgevale Rd. in Roland Park, and often take the 94 bus down Falls Rd. to either Johns Hopkins campus or Station North. But Falls Rd. is like a four lane highway that runs through my neighborhood. There aren't enough stop signs, and barely any crosswalks, and I feel like I have to take my life into my hands to cross that road, just so that I can try to get where I'm going without the need for a car.

I am in a pretty blessed position that I have the means to keep a car, and don't have to rely on transit or walking as my primary modes of transport, but I know that there are many people who live in our district who don't. I hope that you will support a bill that will not only make our community safer, but will allow the least fortunate members of our community to move freely around the city, for work, for school, and for play, that will make our city a more dynamic place to live.

So I hope that you will support Councilman Dorsey's Complete Streets Bill, and look forward to hearing back from you.

--
Thomas M. Hunt
thomas.m.hunt@gmail.com

(443) 310-6959 | mobile
Facebook | Twitter | LinkedIn | Instagram

Coates, Jennifer

From: Middleton, Sharon
Sent: Wednesday, March 14, 2018 3:36 PM
To: Charlotte Hager
Cc: Coates, Jennifer
Subject: Re: I have a request....

Good afternoon Ms. Hager;

Thank you for sharing your opinion and your testimony will be included in the Bill file for the Committee.

Sincerely,
Sharon Middleton

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Charlotte Hager <charhager@gmail.com>
Date: 3/14/18 3:20 PM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Subject: I have a request....

Hi Sharon,

My name is Charlotte Hager and my husband and I just bought a house in Roland Park - 1 Midvale Rd. We are really looking forward to becoming more actively involved in the community and its corresponding associations. As a city council person, you seem to be in touch with community members and are really listening to their concerns and advocating on their behalf.

So I have a request as a new constituent and new home owner....

I know next week is the first public hearing for the Complete Streets Ordinance, bill file #17-0102. I need you to vote in **SUPPORT of complete streets** for our beautiful Baltimore.

Bikes and bike lanes [and their corresponding public infrastructure like sidewalks, buses, trains, light rails, etc] have given me a new love and connection to my community. While living in DC (2010-2015) and later moving to my now forever home B'more - bikes and public transportation have been the best way for me to get to know a city, meet new people, and be part of a greater community. I owe so much of my daily joy, friends, and connections to complete streets infrastructure.

Also, did you know that ONE THIRD of Baltimore Residents don't have access to a car? They rely on public transit, biking, walking, and ride sharing to move around the city. And that number is as high as 80% in historically disenfranchised neighborhoods.

But our city is spending an insanely disproportionate amount of money on streets designed only to move cars. This is about more than just a bike lane here or an extra bus there. Why are access to cars the only way this city sees itself growing?

Building out infrastructure that supports bikes and trains and light rails and buses and sidewalks BENEFITS EVERYONE - and serves as a significant unifier across socio-economic divides. Plus it's just darn **good public health!** Let's make this happen so that our babies and the next generation have safe spaces to play and live!

As I said, Baltimore is now my forever home and I really REALLY want to make it one of the greatest cities in the country to live in. And a big piece of that is for us to put in the time and money into investments in our future. As other cities in the States and internationally have shown, public infrastructure benefits all - bettering our health, increasing access to quality health care as well as educational and job opportunities. Public infrastructure and complete streets helps us actually connect on a human-to-human level across the whole city.

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Baltimore isn't that big, and this investment isn't that big either - when you consider how we are helping this city grow through equitable access and opportunity for all city residents. Let's really make Baltimore the greatest city in America!

Please please PLEASE support the Complete Streets Ordinance, bill file #17-0102.

Thank you so much!
Your constituent,
Charlotte Hager, MPH, CHES
1 Midvale Rd
Public Health Professional for the City of Baltimore and avid cyclist

Coates, Jennifer

From: Graham Coreil-Allen <graham@grahamprojects.com>
Sent: Thursday, March 08, 2018 10:34 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support testimony for Complete Streets ordinance, bill 17-0102

Dear Ms. Coates,

I am writing to express my strong support for Councilperson Ryan Dorsey's Complete Streets ordinance, bill 17-0102. The Complete Streets bill represents a major step towards making our city more equitable, accessible, and healthy. Currently our roads are designed primarily to serve the needs of motorists at the expense of the safety of non-motorists. Prioritizing motorists in a city where one third of residents do not drive is physically harmful and economically unfair. The complete streets ordinance will finally add a clear guiding law for DOT to follow as they rebuild roads to meet the needs of pedestrians, wheelchair users, transit riders, and bicyclists.

As a resident of Auchentoroly Terrace, I rely primarily on walking and bicycling to get to my job sites and community gatherings. While our historically walkable neighborhood may face Druid Hill Park, pedestrians are effectively cut off from safely reaching the park's public health and recreation benefits due to dangerous, 5-9 lane wide, polluting highways. The widening of Druid Park Lake Drive and Auchentoroly Terrace into highways in the 1940s was carried out by the city over the wishes and protests of local residents and the NAACP in order to provide predominantly privileged motorists quick commuting access to the suburbs. Now over 70 years later, our vulnerable, mostly working class neighbors, kids, and seniors, must risk their lives to reach the playgrounds and natural areas of Druid Hill Park.

If instead Auchentoroly Terrace and Druid Park Lake Drive were complete streets, kids, seniors, and wheelchair users, many of whom live in food desserts lacking adequate physical recreation, would be able to safely enjoy the healthful benefits of Baltimore's premier park and seasonal Druid Hill Farmers Market. Furthermore, complete streets will make it easier for residents of West Baltimore to ride bicycles and take transit to work and school. We must convert these highways into boulevards to finally reintegrate the park with the surrounding neighborhood fabric.

The Complete Streets ordinance, bill 17-0102, will make Baltimore safer, more accessible, and healthier for all.

Sincerely,

Graham

--
Graham Coreil-Allen
Public Artist / Organizer
grahamprojects.com
newpublicsites.org
twtr / fb / insta
917-683-5922

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Coates, Jennifer

From: Melvin Blickenstaff <melvin.blickenstaff@gmail.com>
Sent: Tuesday, March 13, 2018 8:54 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony for Council Bill 17-0102

Good morning,

I would like to express my support for Council Bill 17-0102, Complete Streets. A robust Complete Streets policy is essential for the future growth and health of our City. Many comparable cities in the US have adopted Complete Streets policies to great success, and there is no reason for Baltimore to fall any further behind. For too long, our City has been committed to moving drivers from the surrounding counties in and out of the City as fast as possible. This has resulted in far too many preventable deaths of pedestrians, transit riders, bicyclists, and even drivers. It is long overdue for the City to start prioritizing the health and safety of its residents when it comes to transportation. This bill will go a long way to providing safe streets for all residents, no matter the age, race, neighborhood, or mode of transportation. I am a Baltimore City homeowner of 4 years, a daily bicycle commuter, frequent transit rider, and occasional car passenger. I deserve, and demand, safe transportation no matter which mode I decide to use. Please pass this important bill.

Thank you for your time.

Sincerely,
Melvin Blickenstaff
1442 Medfield Ave
Baltimore, MD 21211
melvin.blickenstaff@gmail.com

Coates, Jennifer

From: John Bremerman <johnbrem03@gmail.com>
Sent: Wednesday, March 07, 2018 8:13 PM
To: Coates, Jennifer; Dorsey, Ryan
Subject: Complete Streets ordinance, bill 17-0102

Jennifer and Ryan,

Thank you for allowing me to contact you about this important piece of pending legislation. I am a supporter of this bill and believe it is key to improving the health of our city both physically and economically.

In my part of the city, SoBo/Federal Hill, we have almost every transit option the city has to offer and yet many of my neighbors still believe that their car is critical to them being able to get around. While I don't like it, I can understand why that may be.

In my observations, we have placed cars over people. I believe that to be especially true when the car is being driven by someone that doesn't live here. The narrative that everything must be easiest for the commuter/visitor has caused us to lose opportunities to employ more city residents at area businesses, kept our population low, and has clogged our streets with more vehicular traffic than they were ever designed to handle. The economic impact of the commuter/visitor doesn't travel far enough through the city to continue to rely on that model.

This is why Complete Streets is so important. Complete Streets gives the residents, visitors, and commuters the same benefit by providing safer streets. This ultimately leads to more business growth which leads to more job creation which leads to a healthier tax base.

I believe Baltimore will start to see the quick results we like to see if this bill passes. Without it, we continue to fall further and further behind our neighboring cities and become that less attractive to new residents and visitors. We have a beautiful city that can't fully reach its potential until Baltimore prioritizes people over cars and we make our sidewalks as appealing as our streets.

Thank you for introducing this legislation and all of the hard work that has gone into it to date. I'll be following this bill closely and hope to see it get signed into law.

V/r,

John Bremerman

Coates, Jennifer

From: Susan Carlin <suecarlin61@gmail.com>
Sent: Wednesday, March 07, 2018 9:24 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Owner
Subject: Complete Streets ordinance, bill 17-0102

Dear Jennifer Coates,

I am total support of the Complete Streets ordinance, bill 17-0102. I have been a Baltimore area transit-dependent resident since1990 and have experienced a major decline of transit service since my arrival in Baltimore in 1989. The BDOT and Baltimore Leaders must stop giving drivers in cars and trucks priority and provide a safer city for residents who do not drive.

Baltimore leadership must make sure there is funding and action to make sure Baltimore streets are safe for pedestrians, bicycle riders, transit users and people in autos. I am amazed at how many times in my travels around the city that I see drivers disregard red lights, bus and bike lanes and other laws put in place to provide safe travels for everyone. I do not know how many times I have crossed the MLK on Lombard with the walk signal and drivers making a turn on red almost hit me. This is a weekly occurrence.

The BDOT must get with the present and future and make Baltimore City streets safe. Why are developers given free rein to block of walkways? I am sick of having to cross streets to go around building construction. In other cities, pedestrians are provided safe passage around construction. Why is Baltimore so behind the times??

Please pass Complete Streets ordinance, bill 17-0102.

Thank you,

Susan Carlin

300 Saint Paul Place, Apt. 1703

Baltimore, MD 21202

Work address:

Wexford Science + Technology

801 W. Baltimore Street, Suite 505

Baltimore, MD 21201

March 12, 2018

Baltimore City Council
Committee on Land Use and Transportation
Baltimore, MD 21202

Members of the Committee:

I submit this testimony in support of Council Bill 17-0102, an Ordinance concerning Complete Streets. The ordinance represents a monumental step forward for improving quality of life, safety, and equity in Baltimore. It is critical that the Committee advance the ordinance and that the Council pass it.

Over the past sixty years, bad transportation policy and poor prioritization of cars above people have produced a failed transportation infrastructure that greatly detracts from quality of life in the city. Whether you are a driver, transit rider, cyclist, or pedestrian, our crusade to accommodate car traffic at the expense of all else has burdened us with a city that is less livable than the one we know we can be. We lack the efficient mobility options of a 21st-century metropolis; formerly pleasant neighborhood streets now function as traffic-clogged highways; the qualities that make our communities desirable are drowned out by our gluttonous entitlement to free parking.

We will improve quality of life in our city by reversing the misguided trends of the past half-century. By prioritizing people above cars, we will give ourselves the transportation options and communities that a modern city needs and deserves.

Complete streets are also an integral part of a safer Baltimore. Our streets are more dangerous than they need to be. Reckless driving and negligent street design present a constant threat to safety.

I have two daughters, ages two-and-a-half and a newborn. For anyone in a similar position, it is common to constantly field questions about the challenges of raising a family in Baltimore City. When I think about the worries that may ultimately push me to leave the city, they are not violent crime or failing schools. It is that I cannot walk in my neighborhood without the real threat that a car might hit my daughters in the cross walk or jump the curb and strike them on the sidewalk. There have been enough close calls to know that this is as great a danger as any to the well-being of my family.

Traffic injuries are so common in my neighborhood that they have become predictable and expected. In just the past year, at our closest intersection of West Madison Street and Park Avenue, some of the more egregious sights that I have personally witnessed include: a man in a wheelchair being struck in the crosswalk by a red-light runner; a group of tourists taking photographs of First and Franklin Presbyterian Church who needed to suddenly leap out of the way of an out-of-control car that had jumped the curb onto the sidewalk; a truck that had flipped upside down and skidded a half-city block on its roof. In addition, our family car has twice been

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struck in the past two years by reckless drivers while parked along our block, including one instance that totaled our car. This past week while on my way to pick up my daughter from the Wilkes School across from our home, a speeding driver came just inches from striking me in the crosswalk.

For nearly a decade, my neighbors and I have pleaded with the city to address the dangerous conditions of our street. The city's response has been many broken promises and negligent inaction. We have been denied even a school zone for the two schools on our block.

Yet, we know what works. The adjacent intersection of West Madison and Cathedral Streets formerly was as predictably dangerous as West Madison and Park. Then, the city narrowed Cathedral Street to a single travel lane and installed a protected cycletrack. Overnight the street became infinitely safer for drivers, cyclists, and pedestrians. When I take my daughter for a walk, we walk on Cathedral Street along the cycletrack. It is the safest place for us in the neighborhood.

Almost universally, our city streets are more dangerous than they need to be. Safe streets in Baltimore goes beyond ending gun violence. It extends to the simple liberty that people be permitted to exist in their neighborhoods free of risk from dangerous driving. At present, that liberty does not exist for most Baltimoreans. The ordinance ensures that it will.

Perhaps above all else, complete streets is a matter of equity. Baltimoreans do not enjoy equitable use of our own transportation infrastructure. Public right-of-way comprises approximately 30 percent of the city's total land area. Virtually all of it is designed for the primary goal of moving cars. Along nearly every inch of public right-of-way, pedestrians, cyclists, and transit riders must surrender to the preference of cars. In a city where upwards of 35 percent of residents do not have access to a car, this situation is grossly inequitable and undemocratic. Arguably the city's most valuable asset - its real estate - is deployed in a manner that discriminates against more than a third of its own residents. I am a daily bus commuter and I do not enjoy equal use of our city streets. I am relegated to a second-tier status beneath cars.

The very essence of complete streets is to remedy this inequity. It is to ensure that, as public assets, our public streets serve the entire public. This is critically important in Baltimore where streets not only fail to serve all citizens, but where there exists also a long, established history of using transportation infrastructure as a weapon to oppress disenfranchised communities.

We have an obligation to proactively and purposefully rectify this injustice. Justice dictates that our streets accommodate all users equitably. It dictates that children be able to cross streets safely, that buses never be stuck in car traffic, and that cyclists be able to travel throughout the city on dedicated infrastructure.

Complete streets are not a novel concept. They are a basic duty of local governance. It is a duty that we have neglected for decades. It is beyond time to acknowledge this duty and enshrine it in our laws, so that we can begin to repair the damage that we have inflicted so severely upon ourselves.

To improve quality of life, safety, and equity in Baltimore, I urge the Committee to advance the ordinance.

Peter Smith

104 W. Madison Street, #9
Baltimore, MD 21201
410-804-5170
peterthomassmith@gmail.com

Coates, Jennifer

From: Adam Sandy <asandy@rideentertainment.com>
Sent: Thursday, March 15, 2018 11:09 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Costello, Eric
Subject: Complete Streets Testimony

Ms. Coates:

Thank you for taking the time to review my submission regarding bill 17-0102.. I am writing as a husband, father, home owner and business owner who lives and works in downtown Baltimore. Due to my job I had several options on the East Coast and chose to live here because the city offers big city amenities with a small town feel.

Historically I have not gotten very involved in local politics but the mayor's and governor's approaches to city transit and biking have been very disheartening. I will be honest, more than crime or taxes they have made me question living in this city because I believe their approach hurts the long-term success of Baltimore.

Perhaps the most telling part of why I am writing is that when I put out an ad for our newest employee in May, 2017 the questions were not what everyone from out of town allegedly asks about Baltimore ("Is it safe?", "Is it dangerous?, "Is it like the Wire?"). All of the potential employees interviewed asked me the same three questions:

1) What are the biking options if I live in the city?
2) What are the mass transit options?
3) How can I minimize my use of a car?

All of the people, from various economic backgrounds, were interested in the same type of city living. I am happy to say that our newest employee decided to live in the city, but he has been frustrated with a lack of safe, reliable, non-car options to get to our office at the World Trade Center.

I believe, and there are ample studies to back this up, that complete streets are key to the success of Baltimore. My personal four reasons that this city needs to invest in Complete Streets are as follows:

1) Complete Street design offers a better quality of life
2) Complete Street design benefits all of Baltimore's citizenry
3) Car-centric design does not support the businesses that choose to invest in the city
4) The competition is doing it

1) Complete street design offers a better quality of life

Everyone in this city wants as good a quality of life as we can get for ourselves and our families. Allowing for streetscapes that put people first mean that we can live a healthier lifestyle and one that is more convenient. As a family we try to walk everywhere we can, but Baltimore's streets, especially wide open areas like Key Highway and Boston Street, encourage high speed traffic. The goal of this street design is not to move people safety- it is to move cars. If we lived in a neighboring suburb this would make sense- in the city it does not. In fact, our family chose to live in a city so we could walk to

places like the park and hopefully avoid high-speed traffic around our house. The street designs around the city also mean that pedestrians and bicyclists are at an exponential risk of injury or death due to the street design. More than once I have been nearly hit because a car was going 35-50 mph on a city street. I honestly do not know why our streetscapes encourage this kind of car speed.

Right now my youngest daughter's daycare is less than a mile away at Tide Point. However, because of the current design of Key Highway I cannot bike with her to school. I have a seat that can safely accommodate her, but it is not safe to take her down Key or Fort Avenue because the street design focuses on moving high volume traffic, even though these streets are surrounded on all sides by neighborhoods.

I am an advocate for complete street design because it means that the people of Baltimore can safely get around their city.

2) Complete Street design benefits all of Baltimore's citizenry

We cannot talk about Baltimore without mentioning the fact that it is racially and economically segregated- often these go hand-in-hand. Complete streets offers a fantastic solution for Baltimore because it crosses racial and economic lines. It offers everyone with a job an affordable alternative to getting there and it allows those who cannot afford a car (car, insurance, taxes, etc.) to get through town so they can work.

The city's racial divide is real and it is a problem. But, complete streets offers a way to bring our segregated worlds together and offers economic opportunities to the communities where poverty is a part of life. When I ride on the Maryland Ave cycle track I do not see the only the "yuppies" using it. People from a lot of different racial and economic backgrounds use this route to go north and south in this city. I can tell you that as someone who has ridden and driven this route during rush hour, biking is always faster!

3) Car-centric design does not support the businesses that choose to invest in the city

Complete Streets would undo the disservice this town continues to do restaurant and retail owners. We build parking garages so people can come in from the suburbs, but as the Baltimore Business Journal recently noted, there are less people coming in from the suburbs due to A) safety concerns and B) restaurants opening second and third locations in Columbia or Bel Air, which negated a need for them to visit the city. Complete Streets supports the businesses that have invested in Baltimore by bringing more customers to their door. It makes access by people who live in the city easier and these are the city businesses' core constituency. Complete Streets serves the families of all classes that we want staying in the city.

Tourists visit cities like Osaka, London, New York and San Francisco because of the businesses and experiences they offer; these are different from the rest of the world. They are miserable places to park- but great places to visit. If you want easy parking I encourage you to visit Amarillo, Omaha or Knoxville. They all have an abundance of places to park a car. But, the ease of getting around chokes out uniqueness and business opportunity. No one makes a family trip to Omaha because there is not a reason to visit, the ease of getting around the city eliminates any reason to spend time or money there. As someone who travels one-third of the year I encourage you to visit Amarillo, Texas and Grand Rapids, Michigan. They are both conservative towns in conservative states. Why is Grand Rapids growing in the city?- because it encourages non-car options in the downtown core. Amarillo has people living in the region, but the growth is all in the surrounding suburbs. Businesses that open downtown languish a few months before closing. The ease of parking is the downtown area's largest impediment to density and growth. Complete Streets allow downtowns to thrive.

At neighborhood meetings I keep hearing about parking- "Baltimore needs more parking!" No, we do not. For a city we have a lot of parking relative to our population and visitation rate. We have so much that we have lots in our business district, like the parking lot on Pratt Street across from my office at the World Trade Center and the garage immediately to the east that faces Lombard Street. These parking lots add nothing to the streetscape. They often sit empty, employ very few people and actually detract from the street life around them.

The parking garage I mentioned on Lombard makes that block less safe because it is built with no retail or restaurants at the street level. That block is now designed for cars only. It is a wide street that encourages vehicles to move quickly with no businesses for pedestrians or bicyclists to support. As a result, this block has little pedestrian traffic and cars are either speeding over 40 mph or stopped in rush hour traffic. From a revenue standpoint this block of Lombard is a lost opportunity. In a city concerned with crime this design also makes the block less safe, because businesses and restaurants on a block create activity, which drives away criminal activity. Instead we have a block that is inviting for thieves, even though it is blocks from the police headquarters.

4) The competition is doing it

If the reader has looked over my arguments and aren't convinced that is fine. You disagree with me that parking is for suburbs and cities are for density and community. Don't take my word for it- I own a business that sells roller coasters, what do I know about urban planning?

But, take a second to look around. Right now Baltimore is in a competition. In the late 1990's the city was unique because we had housing stock ready to flip to accommodate the growing DC job base and Baltimore business growth. During that time we saw a significant influx of residents. But, we are not that special anymore. A lot of cities, especially mid-size ones like Pittsburgh and St. Louis, and large cities like New York and Dallas (!) have taken steps to incorporate Complete Street design into their urban growth.

With some parts of America's workforce having the privilege of working from home or less days in the office, it is even more important that we design a Baltimore that people want to live in. We are in a competition with Pittsburgh, Grand Rapids and every other mid-sized city that wants to attract people to its downtown core. What are they selling? Restaurants, retail, unique business opportunities, bike lanes and a family-friendly approach to urban living. What are they not selling: ease of parking and the ability to move cars. They are investing in infrastructure that appeals to their citizenry because cities that invest in order to answer the needs of their taxpayers end up creating cities that appeal to tourists. Cities that are designed around cars and ease of parking turn into Topeka and trust me- no one wants to visit Topeka.

Baltimore is currently at a crossroads. If we continue to design our city like a suburb we will not win. It will neither appeal to people who want to live in a city nor those who want to live in a suburb. Now is the time to begin create a citywide experience that helps the people of Baltimore enjoy a better day-to-day existence. Families deserve to easily visit the B&O Railroad Museum, the Aquarium and go to the Patterson Park playground. Right now our planning only makes that feasible if said family owns a car. I believe every family in Baltimore should have ease of access to all those amenities.

Complete Streets is not an abstract concept, it is clearly a "kitchen table" issue. It is as important to me, a white collar businessman who wants to get to work safely, as it is to the blue collar Amazon employee that has to get crosstown to work at the Amazon warehouse. It helps citizens across racial and economic lines enjoy a better quality of life. And honestly, I think that should be our goal. We want to create a city where the upside is not cutting down the transit time of drivers from Towson. We

want to create Complete Streets so that we create a better experience every day for the people who live, work, play, and yes, pay taxes, in Baltimore.

As someone who is raising their children in Baltimore, as someone who moved his business to Baltimore, as someone who wants this city to succeed I am asking this city council, please make Complete Streets a core Baltimore belief, pass this bill and take Baltimore in a great new direction.

Adam Sandy
403 East Fort Ave
Baltimore, Maryland



ADAM SANDY
Chief Business Development Officer
O: 1-410-643-9300X303
C: 1-410-207-0367
F: 1-410-643-9304
Rideentertainment.com

Coates, Jennifer

From:	Danielle Sweeney <daniellesweeney@comcast.net>
Sent:	Friday, March 16, 2018 12:58 PM
To:	Coates, Jennifer
Cc:	Dorsey, Ryan
Subject:	letter of support for City Bill 17-0102

The Honorable Edward Reisinger, Chairman

Land Use and Transportation Committee

Baltimore City Council

100 Holiday Street

Baltimore MD 21201

RE: City Bill 17-0102, Complete Streets

Dear Chairman Reisinger:

I am writing to express my support for City Bill 17-0102, sponsored by Councilman Ryan Dorsey and others. I live in the 11th district in Riverside, South Baltimore, and am a lifelong City resident and transit rider.

Personally speaking, in the 23 years I've lived in Riverside, I have seen the area evolve from one that was profoundly car centric to a community that is slowly moving away from the automobile as the primary means of travel and embracing walking, bicycling, and public transportation.

Last summer, the MTA overhauled its bus system and renamed the new network BaltimoreLink; Governor Larry Hogan promised that the upgrade would be "transformational."

In reality, the "upgrade" has had mixed success, or is a disappointment, depending on whom you talk to.

BaltimoreLink has a problem with on-time performance.

Currently only 66% of LocalLinks (numbered buses that make up half the system) run on time.

MTA's on-time performance goal is 80%.

There are many reasons why MTA struggles, but a key factor is congestion, a result of only cars being prioritized on Baltimore City streets.

For example, I watch the CityLink Blue, which travels from the Social Security Administration to Hopkins Bayview, slog through Baltimore and Saratoga streets every day. It's reliability is very much impacted by city traffic. So is CityLink Purple (Catonsville to Hopkins Hospital) and CityLink Orange (West Baltimore MARC to Essex).

MTA is doing its part to make improvements: investing in transit signal priority (TSP) and bus/bike-only lanes: North Avenue will have a TSP corridor as part of North Avenue Rising, as well as shared bus/bike lanes, and the agency is looking at creating an additional 2-4 TSP corridors elsewhere in Baltimore.

But ultimately MTA relies on city roads, and the city needs to do its part to make them as successful as possible.

The Complete Streets bill will ensure that our roads are optimal for all road users, so Baltimore residents will have more options to get where they want to go -- with or without a car.

Please feel free to call me if you have any questions.

--Danielle Sweeney

Better Bus Baltimore

443-850-9906

Coates, Jennifer

From: Melissa Schober <melissa.schober@gmail.com>
Sent: Wednesday, March 07, 2018 10:14 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets testimony

Councilman Dorsey:

I submit the following in support of Complete Streets.

Prior to May 2017 I hadn't given much thought to Complete Streets. Our family walked, biked, and rode public transit. Unlike many families in Baltimore we own a private vehicle too; however, mindful of personal (insurance, gasoline, maintenance) and macro scale (pollution, congestion) effects, we try to limit our driving.

Just about one year ago our just-turned-nine-year-old suffered an ischemic stroke. She is recovering well but was left with hemiplegia, or significant weakness on her right side, affecting her arm and leg. Her stamina and balance were affected too.

After her stroke, we became acutely aware of the shortcomings of Baltimore's roadway design and limited bike infrastructure. Multilane roads with short crossing times and narrow medians mean we risk bring hit or must an alternate route. Sidewalks that mysteriously end and resume means repeated road crossing. The lack of protected bike lanes means few safe spaces for our family to ride together without fear of traffic. Poorly enforced bus lanes mean having to walk further to safely board or alight.

All of these things limit our family's ability to enjoy the city we've called home for 11 years. It sends a message to people with physical differences: your comfort and safety matter less than the flow of traffic into the city.

One in five Americans has some physical limitation. The number is higher in communities burdened by asthma -- and Baltimore is heavily burdened -- and in communities with many aging residents. The number of older Americans is rising and by 2030 20% of the national population will be 65 or older.

As my daughter becomes an adolescent, we want her to enjoy increasing independence. Complete Streets could make a significant difference in her ability to access city institutions. Rather than considering paratransit services (which is expensive and separate), a fully functional city with Complete Streets would provide what she and many other people with disabilities are already entitled to: freedom of movement.

Melissa Schober
12th District registered voter and homeowner
202-494-7881 (cell)

Coates, Jennifer

From: Peter Morrill <pkmorrill@gmail.com>
Sent: Wednesday, March 07, 2018 11:50 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets

Hello,
I am writing to express my enthusiastic support for the Complete Streets bill 17-0102 sponsored by Councilman Dorsey.

This city has prioritized high speed automobile traffic over everything else for far too long. I've seen friends and neighbors killed as a result of our city's inability to make common sense improvements to our streets. Evey other major city around us has been making improvements in walking, biking, and transit infrastructure yet for some reason, our city government refuses to.

In a city with so many intractable problems which will take generations to solve, transportation improvements are low hanging fruit. We have concrete examples of how to improve city life and often times, these improvements are cheaper than large scale auto centric projects.

Please do better!

Thanks,
Peter Morrill
217 W 27th St.

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Coates, Jennifer

From: kara h <karamaex@gmail.com>
Sent: Monday, March 12, 2018 10:54 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets Support

Hello,

I am writing to voice my support for enforcing Complete Streets practices in Baltimore.
Like many Baltimore pedestrians, I have been disheartened by the lack of quality-of-life improvements accompanying the rapid development over the past few years in this city.
With the dashed hopes of the Red Line, there has been even more of a sense of abandonment and a growing bitterness among transit riders and pedestrians.
The sense of lawlessness in Baltimore spills over into driver behavior and taints commutes and daily life with constant reminders that the lives and well-being of everyday citizens are not a priority for city leaders.
The high-blood-pressure, constantly-on-guard mentality that pedestrians are forced to have negates the proven health and financial benefits of going car-less. (I have been nearly hit by vehicles while standing on the sidewalk!) Baltimore is offering us the worst of both worlds.
Recently, headlines were made when the family of a man who died in the Inner Harbor called for guard rails to prevent future accidents. Yet, on intersections like Howard & John Street, multiple people have been killed by drivers and nothing has been done.
While the most dire and pressing effects of Baltimore's disregard should be enough to take action on, there is a cascade of smaller casualties including trees, bus shelters and porch steps that get routinely destroyed by cars on poorly-designed roads. The property damage is everywhere, a constant reminder that Baltimore is an unsafe place to live and walk.
I am encouraged to see a potential stride forward to rectify this sorry state of affairs. Please do everything in your power to keep it from slipping away, leaving the many car-less citizens of Baltimore behind yet again.

Kind Regards,

Kara Harris
2539 N Howard St

Coates, Jennifer

From: Anna Scott <gottscott@gmail.com>
Sent: Tuesday, March 13, 2018 12:32 AM
To: Reisinger, Edward; Middleton, Sharon; Clarke, Mary Pat; Costello, Eric; Dorsey, Ryan; Pinkett, Leon; Stokes, Robert; Coates, Jennifer
Subject: Comments in support of Bill #17-0102

Dear Land Use and Transportation Committee members,

My name is Anna Scott and I am a Baltimore City resident writing to urge you to support Bill # 17-0102, the "Complete Streets". I thank you in advance for the opportunity to share my testimony.

The Complete Streets bill matters to me as a Baltimore resident, as a climate scientist, and as a young person. As a Baltimore resident, I do not own a car, and navigate our city by bicycle, bus, and car-share. Nearly daily, I must stop in the middle of an intersection because a car turns without signalling or checking for pedestrians. The Complete Streets bill would make me safer by encouraging urban policy that would limit car speeds and make cyclist infrastructure a key part of city streets.

As a climate scientist, I also urge you to support the Bill. Transportation is the largest source of greenhouse gas emissions in the US, according to the DOE. Transit solutions designed for pedestrians, cyclists, and transit rather than cars can help lower carbon dioxide emissions (the gas responsible for climate change) while improving air quality. While pedestrians and cyclists spend zero emissions, and diesel buses at average capacity spend 15 grams of carbon dioxide per passenger per kilometer, gasoline based cars spend on average 244 grams of carbon dioxide per passenger per kilometer (using numbers from a 2002 study by Hook and Wright). The Intergovernmental Panel on Climate Change or IPCC finds that policies similar to the ones outlined in the Complete Streets bill can be effective at mitigating the burden of climate change.
I note that Mayor Pugh signed the "We Are Still In" pledge to commit to the Paris Climate agreement, and perhaps even more importantly, the impacts of climate change will hurt Baltimore's health and economy, making preventing climate change a priority for the city.

Furthermore, studies show that pedestrian-oriented design can encourage healthier lifestyles and reduce disease burden (for example, Haines et al 2007). The World Health Organization finds that policies that encourage rapid transit and walking and cycling yield immediate health "co-benefits" beyond what would be gained by improving fuel and vehicle efficiencies. These benefits include: reduced cardiovascular and respiratory disease from air pollution, less traffic injury and less noise-related stress, and increased physical activity, which can prevent some cancers, type 2 diabetes, heart disease and other obesity-related risks. Because Complete Streets is aimed at Baltimoreans who own fewer cars, it also improves health equity.

Complete Streets also has the chance to affect Baltimore's urban heat island, a phenomena where Baltimore City experiences higher temperatures than rural areas that can cause increased heat stress, hospitalization, and potentially death. This is also my area of expertise- I have published several peer-reviewed studies on Baltimore's urban heat island. These studies find that the "excess" heat experienced in Baltimore City is linked to local land use. By prioritizing cyclists, pedestrians, and transit, the City has the chance to reduce parking lots and other car storage structures that worsen the urban heat island.

Finally, as a young resident, the Complete Streets bill lays out a vision for a Baltimore heading in the right direction. It paves the way for a brighter, safer, and less polluted city that supports all of its citizens equitably. I urge you to support it. Thank you again for your time and consideration.

Sincerely,

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Anna Scott
PhD student, Earth & Planetary Science, Johns Hopkins University
1807 Saint Paul Street
Baltimore

Coates, Jennifer

From: Tony DeFranco <tonydefranco@gmail.com>
Sent: Friday, March 16, 2018 10:44 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Costello, Eric; Cohen, Zeke; Keiffer Mitchell -GOV-; liz@bikemore.net; jed@bikemore.net; Stokes, Robert; Pinkett, Leon
Subject: Bill No. 17-0102

To whom it may concern:

I am writing to ensure that my testimony for the complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

While I am sure that others will speak to the socio-economic and equity merits of this bill (of which there are many), I would like to speak to my personal experience. I am a lifelong Baltimorean. My family operated small businesses in Baltimore since my great-grandfather's emigration to this country from Italy in 1922 through my parents' retirement in 2013. I did not follow in the family businesses. Instead, I went to law school and became attorney. Since becoming a member of the bar 10 years ago, I have served as a government attorney, first with the Maryland Office of the Attorney General and now with the Federal government, providing legal advice and representation to government health agencies. In addition, during law school, I worked as a legislative aide for then-Councilman Keiffer Mitchell, so I am familiar with the mechanics of all levels of government.

In October 2013, I decided to give up my car. My friends and family said that I was crazy; that it was impossible; that I would not be able to live in Baltimore without a car. Nearly 5 years later, I have few regrets. My commute to work involves a mix of biking, walking, and mass transit, and when I absolutely need a car, I utilize ZipCar. Utilizing these different modes of transportation has opened my eyes to the realities of transportation in Baltimore. In its current state, Baltimore's transportation priorities seem like they were set in the 1950s and have never changed. They are inadequate and in need of dire re-direction. Right now, we are car-centric. The Baltimore Department of Transportation prioritizes moving vehicles as quickly as possible through our streets with little regard to the safety of pedestrians and cyclists. Just this past week, I was nearly hit 3 times by 3 different cars while I was walking north on Charles Street and crossing streets legally with the walk signal. That was just one day this week, but it was representative of many of my commutes. Cars travel at reckless rates of speed, ignore traffic control devices, and block bus lanes. It is not uncommon to see reports on our neighborhood Facebook page of cars going through our community at such high rates of speed that they crash into buildings or overturn. I have attached two sample photos from the span of two *consecutive* days during this past fall. This all makes for a perilous atmosphere and occur because the Department of Transportation seems to enables this through its backwards policies.

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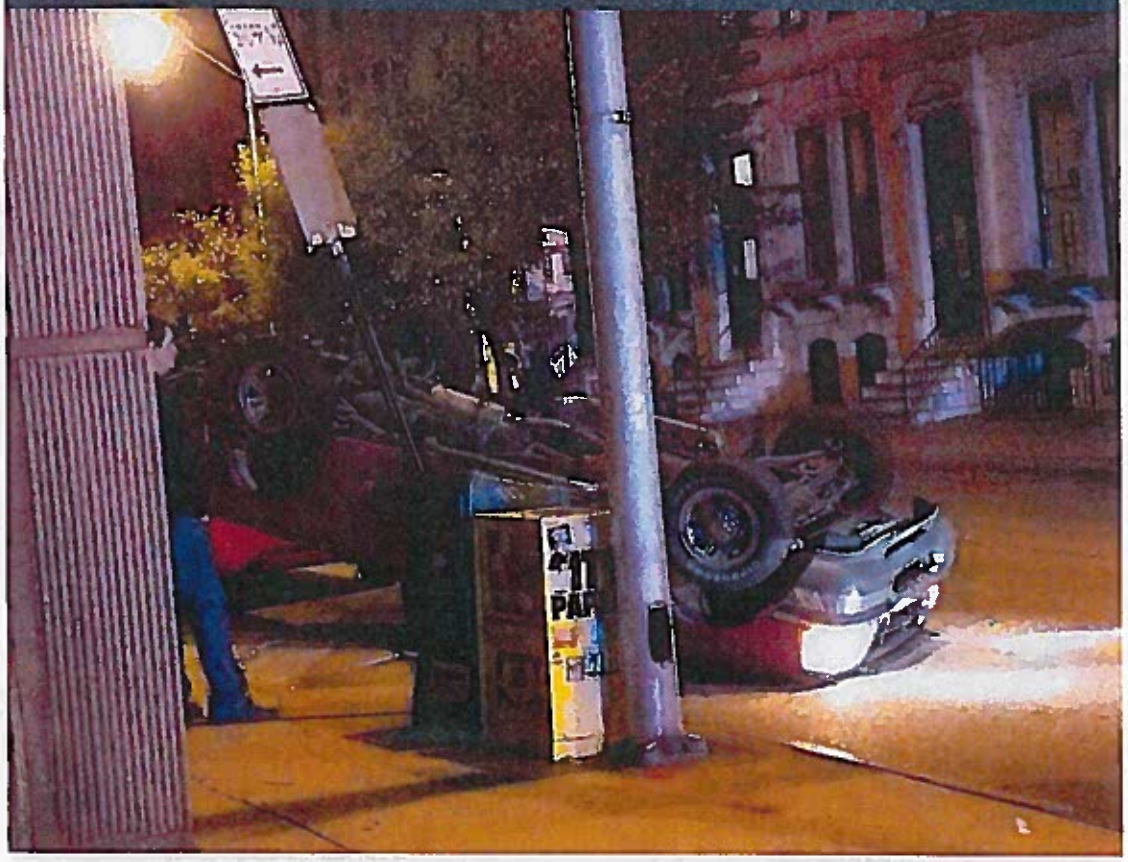

One would believe that in the year 2018, when the rest of the United States and the world are moving towards more sensible, multi-modal-friendly policies, that Baltimore would follow suit, however when these concerns are raised to the Baltimore City Department of Transportation, the Department shrugs them off. The Departmental philosophy seems to be "our way or the highway" (no pun intended). The Department seems to have its own way of doing things with little regard for any community input. This is evidenced in its recent rejection of community concerns for the Mt. Royal street-scaping project, in which the Department is barreling forward with a plan that has ignored much of the community's input and is clearly meant to benefit vehicular traffic over pedestrians and cyclists. Further evidence lies in their bogus shutdown of bike network construction throughout Baltimore, resting their specious argument on an arcane fire code rule. I use the word "specious" because the Department quickly forgets the fire code when it comes to the implementation of angled parking streets. This constituent-unfriendly behavior is not new. When I worked for Councilman Mitchell's office, I recall the residents of several blocks of Mt. Royal Terrance coming to our office requesting traffic calming in their community. They cited cars going through the neighborhood at high rates of speed and routinely ignoring stop signs. The community finally decided action was needed when a young parent was side-swiped while taking their infant out for a walk. The reason why I remember this over 10 years later is because support from the community was close to unanimous (and anyone working in City government can tell you that unanimity almost never happens). The concerns were presented to the Department of Transportation along with a petition signed by most, if not all, residents of these blocks requesting some sort of remediation. The Department said that traffic calming measures were "inappropriate" and ignored our Office and the community. Indeed, since that time, I have found the Department of Transportation to be the least responsive City agency to resident concerns. It seems the Department does not care about its own residents. Further, it seems that the Department is only spurred to act against its own inclinations when things get so bad that the media takes notice. This is evidenced by the action that the Department finally took at the corner of Bank and Wolfe Streets. Nicknamed the "Crash Corner," the community had been complaining for some time with little to no Departmental action. Finally, after the media and Councilman Cohen got involved, the Department took remedial action.

In my experience as a government attorney, when things with a particular agency go awry, the first thing to do is try to fix it internally and administratively. If that doesn't work, a legislative fix is necessary. Attempts at internal and administrative fixes have failed. This is an agency that is simply resistant to any sort of change. Thus, legislative action is necessary and overdue. The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore. Furthermore, the ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Other cities have seen the benefits that prioritizing multi-modal transportation can bring. One only need to spend a few minutes in Washington to see those benefits in action. I believe that this ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Thank you,

Tony DeFranco
11 E. Chase Street, #701
Baltimore, MD 21202
443-695-4829
tonydefranco@gmail.com

Coates, Jennifer

From: Ed Morman <emorman@gmail.com>
Sent: Wednesday, March 14, 2018 10:39 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets

Dear Ms. Coates--

I write in support of Councilperson Dorsey's Complete Streets bill.

Baltimore would be a significantly more successful city if we could reduce the number of cars on our streets, replacing them with an improved mass transit system and with better conditions for alternatives such as bicycles. There is no good reason for requiring individuals people to carry around more than a ton of metal and plastic in order to get where they're going in an area as densely populated as our city. Moreover, those who cannot afford a car often have to wait for long stretches in lousy weather for their bus.

We need more pedestrian street life and less exhaust from internal combustion engines.

Thank for you for your attention to my letter.

Cordially,
Ed Morman
2212 East Baltimore Street

Coates, Jennifer

From: Jonathan Boushell <jboush1@gmail.com>
Sent: Wednesday, March 07, 2018 2:04 PM
To: Dorsey, Ryan
Cc: Coates, Jennifer
Subject: Re: Bill 17-0102 - Complete Streets Ordinance

Absolutely.

721 Berry St
Baltimore, MD 21211

On Wed, Mar 7, 2018 at 12:52 PM, Dorsey, Ryan <Ryan.Dorsey@baltimorecity.gov> wrote:
Thank you, Jonathan. It would be helpful to have your address, if you could send that.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

> On Mar 7, 2018, at 12:28 PM, Jonathan Boushell <jboush1@gmail.com> wrote:
>
> Hello,
>
> My name is Jonathan Boushell. I live and work in Baltimore City. I support complete streets legislation because I believe city streets should be designed to benefit city residents.. By embracing other transportation modes and focusing on walkability, we have the potential to calm traffic through infrastructure, introduce residents to alternate modes of getting from point A to point B (thus alleviating traffic congestion for those who require an automobile), improve health and safety, and make public transit more efficient for those that depend on it.
>
> To that last point, I work for a fairly large domestic violence organization in the city of Baltimore. Day in and day out, I hear of the trouble clients have getting to and from work, picking their children up from school or daycare, or trying to meet any other obligations they have while utilizing our public transportation system. With everything my clients have to deal with each day, simply improving commute times by embracing a complete streets model that allows for transit prioritization would give them back hours of time to focus on other needs. Personally, I am encouraged by the expanding bicycle network and I find myself biking more as I am able to travel to more places within this network. The result is I am not using my car and pumping CO2 into the atmosphere as often, I feel healthier, and that is one less car on the road. I use the light rail when convenient, but that is not often as it does not connect to other rapid transit services. Giving the light rail signal priority, creating more dedicated lanes for buses, or possibly implementing a full Bus Rapid Transit system that could get me around town quickly would convince myself and many others like me to drive less and use transit.
>
> Lastly, on top of the entire holistic benefit a complete streets model has for Baltimore City citizens, there is an economic incentive for city leadership to embrace complete streets. The tide as changed in the last several decades. People are moving back to the cities. Young professionals looking for cities to move to are

Coates, Jennifer

From: JAMES KNIGHTON <jamesltk@comcast.net>
Sent: Thursday, March 15, 2018 1:42 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Clarke, Mary Pat; Reisinger, Edward
Subject: Testimony in Support of Bill 17-0102, Complete Streets

Dear Ms. Coates,

I am submitting this email as written testimony in support of City Council Bill 17-0102, Complete Streets, which will be heard on March 21, 2018 in the Land Use & Transportation Committee. If you have any questions, my contact information is at the bottom of the text. I am cc'ing Councilman Dorsey as well my own Councilmember, Mary Pat Clarke, and Councilman Reisinger in his capacity as chairman of the committee.

Best regards,

James L. Knighton

March 15, 2018

The Honorable Edward Reisinger, Chairman

Land Use and Transportation Committee

Baltimore City Council

100 Holiday Street

Baltimore MD 21201

RE: City Bill 17-0102, Complete Streets

Dear Chairman Reisinger:

I am writing to express my strong support for City Bill 17-0102, sponsored by Councilman Ryan Dorsey and others. I am a resident of the 14th Councilmanic District and a regular user of public transit service in Baltimore City. For thirteen years I was employed by the Maryland Transit Administration (MTA), during which I time I worked closely with both the City Department of Transportation (DOT) and other stakeholders on improvements to transportation infrastructure that served users of transportation modes other than automobiles, principally transit riders and pedestrians. My comments in support of Bill 17-0102 are submitted on my own behalf as a taxpayer and City resident who has professional experience in the public transit industry.

The Complete Streets ordinance is exactly what Baltimore City needs to rationalize, prioritize, and implement a transportation system that is balanced, healthy, equitable and just. After decades of planning and constructing transportation infrastructure projects that are designed to facilitate movement of automobiles, Baltimore City is plagued with accidents involving pedestrians and bicyclists, neighborhoods that are fragmented and separated from each other by roads that cannot safely be traversed on foot, and a public transit system that operates at the mercy of congested streets and a patchwork of bus-only lanes. It seems as though City departments quarrel publicly about the application of standards such as the width of bike lanes and the need to maneuver fire equipment appropriately. Passage of the Complete Streets ordinance will ensure that all appropriate City departments are following a commonsense, twenty-first-century policy, using best practices, that recognizes not only the societal shift away from automobile use in cities but also the history of inequity in transportation planning in Baltimore.

The most fundamentally important provisions of Bill 17-0102 are the clear, unequivocal policy statements set forth on page 4 of the legislation. In particular, committing City government to design and operate a transportation system consisting of "integrated networks of connected facilities accommodating all modes of travel" would bring City law into line with the reality of life in Baltimore, where demand for pedestrian and bicycle-based travel continues to increase (along with the use of rideshare services and shuttles such as the Charm City Circulator) as more city residents choose not to incur the expense, inconvenience, and social isolation of using an automobile in the urban environment. Also, the policy statement provisions of the bill include unequivocal support for a transportation system that promotes economic development and equitable access; these two elements are fundamental to improving the quality of life and boosting the City's economy.

The provisions of Bill 17-0102 that require adoption of a Complete Streets Manual and the establishment of a Complete Streets Coordinating Council would set the framework for an inclusive, collaborative process that uses best practices from jurisdictions around the country as refined and collected by the National Association of City Transportation Officials (NACTO). I particularly applaud Councilman Dorsey for including a representative of the MTA on the Coordinating Council. Although it is a State agency, the MTA primarily serves Baltimore City and its focus should properly be on improving the local transportation system in the city and the surrounding region, as its statewide functions are limited either to grant-making or overseeing services run on its behalf by contractors. At a time when the executive branch of State government has made clear that supporting transportation in Baltimore City is not a priority, and has increased funding for MTA only when the General Assembly requires it to do so, MTA should be a partner with local agencies in developing a truly interconnected, truly multi-modal transportation system.

Another important benefit of the Complete Streets bill is that it would codify transparency in transportation planning and decision-making, as well as establish performance measures so citizens, agencies, and all stakeholders can see how well the system is working. For too long, transportation planning at the State and local levels has been the domain of bureaucrats (of which I was one) and special interests who "call the shots" as to where a bus stop, crosswalk, or other amenity is placed or where a transit route operates. The commitment to a public, open process in Bill 17-0102 is exactly what is needed in City government at a time when confidence and trust in public institutions generally is at a low point. Furthermore, the adoption of performance measures at all levels of government is a commonsense practice that has produced notable improvements wherever it has been applied, including at MTA during my time there. Performance data should be robust and publicly available, and the agencies that make policy should be held accountable for its use. Bill 17-0102 would do just that.

Finally, the Complete Streets legislation would address a long-standing practice of injustice in transportation policy relating to Baltimore City. Throughout the twentieth century and continuing to the present time, the transportation system in Baltimore has been shaped by decisions that deprived disadvantaged or minority communities of access to an interconnected network, or that destroyed or permanently fragmented those communities outright. It is imperative that all communities participate in the economic benefits, health benefits, and quality-of-life benefits that a balanced, non-auto-centric, urban transportation system affords. The provisions of the legislation that require an equity gap analysis when prioritizing projects and an equity lens when reporting performance data are long overdue elements of public policy that I hope would be a model for other City departments as they undertake innovative programs to benefit residents and businesses in Baltimore.

For all these reasons, I urge the Land Use and Transportation Committee to grant Bill 17-0102 an immediate favorable vote. If you have any questions or would like to discuss this matter further, please feel free to contact me at jamesltk@comcast.net or at 443-758-7556.

Sincerely,

James L. Knighton

3811 Canterbury Road, #207

Baltimore MD 21218

Coates, Jennifer

From: Collin Hayward <collin.hayward@outlook.com>
Sent: Wednesday, March 07, 2018 5:54 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support for Complete Streets Bill

Good Evening Jennifer,

My name is Collin Hayward and I'm currently a resident of Baltimore City. Having grown up in Northeast Baltimore, I attended Gardenville Elementary, Roland Park Middle, and eventually graduated from Poly in 2004. After spending several years at University of Michigan obtaining a civil engineering degree and two years in New York, I returned to Baltimore where I now work as a management consultant for the Social Security Administration. Despite my day job, I have a great passion for the city of Baltimore, economic development, and community service. Baltimore is truly my home, and I could not be happier living in Charm City.

I'm writing this letter today because I'd like to express my support for the new Complete Streets Bill currently under consideration by the City Council. I've done extensive research on the subject of Complete Streets, and I believe they are crucial to Baltimore's future success. While there are multiple reasons for the urban decay we've seen in Baltimore neighborhoods over the years (white flight, manufacturing decline, federal housing policies), one of the main drivers easily visible is the transformation of neighborhood streets into automobile thoroughfares. Prioritizing fast moving traffic over the safety of people in neighborhoods creates an unsafe and undesirable living environment. There are areas along Route 40 in East and West Baltimore where pedestrians walk directly alongside traffic moving at 50 mph. Given these conditions, it's not a surprise that many of these neighborhoods have high housing vacancy rates, as I know I personally wouldn't feel safe having kids on these streets. Moreover, large streets like MLK create barriers for communities, separating them from the downtown environment all for the convenience of automobile drivers who often live outside the city and pay no city taxes. As we move forward, we need to find ways to connect Baltimore many communities, not divide them in the name of allowing inefficient automobiles to roam around our city.

Providing people with viable transportation options in lieu of automobiles is critical to attracting new graduates to Baltimore's top employers. By connecting neighborhoods with bike lanes and faster bus routes, we will be encouraging these newcomers to live in Baltimore City's existing neighborhoods, as opposed to buying a house in the county and simply commuting to work. Additionally, creating walkable and bikeable connections among our many communities encourages the type of long-term sustainable development that is critical for our city's long term success. Most importantly, public transportation has been shown through multiple studies to be a large driver of social equity. By creating a better public transportation system, we can help decrease commute times for people in some of Baltimore's most challenged neighborhoods. When combined with job training and community development programs, I truly believe that public transit can greatly contribute to the long-term sustainable urban development, and in many cases not lead to the over-gentrification that comes with completely rebuilding neighborhoods at the expense of the current residents.

While I want to stay shy of declaring a "war on cars", as a city we need to prioritize other forms of transportation. Cities like New York and Pittsburgh (forgive me ☺) have made incredible progress over the past years in taking back portions of the street for bikes and pedestrians, all with no significant impact to traffic congestion. Moreover, data shows that property values in areas with superior public transit and walkability have increased significantly, and studies show that businesses see increased revenue when bike lanes and public transit stops are added nearby in lieu of additional traffic lanes. We need to work with existing organization like BikeMore and Transit Choices to redefine what public streets represent, and ensure that street can be used by all Baltimore citizens and not simply people in automobiles.

Please, please help pass the current Complete Streets legislation under consideration!! It will benefit Baltimore and its people in an incredible capacity!

Let me know if you have any questions.

Thanks,

Collin Hayward, PMP, MBA
Financial Manager / Complete Streets Consultant
M: 410-440-8489
collin.hayward@outlook.com

Coates, Jennifer

From: Leah Irwin <leah.h.irwin@gmail.com>
Sent: Thursday, March 08, 2018 9:34 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support Complete Streets

I am a home owner in Baltimore and I wholeheartedly support Councilman Dorsey's complete streets bill.

Baltimore needs to prioritize public transportation and bike infrastructure over cars. I lived in DC for 3 years and was able to travel easily throughout the city by bus or Metro. Here in Baltimore these options are incredibly limited.

Furthermore, this city is full of roads that treat our neighborhoods as highway thoroughfares. I want walkable, safe, pleasant streets not high speed highways running through my neighborhood.

Thanks for your attention to this matter.

Leah Irwin
21211

Coates, Jennifer

From: Margaret Ho <margiezilla@gmail.com>
Sent: Tuesday, March 13, 2018 4:03 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony Supporting Complete Streets Ordinance, bill file #17-0102.

Dear Baltimore City Council,

I am writing in strong support of the Complete Streets Ordinance, bill file #17-0102.

The new equity focused Complete Streets Bill prioritizes the safety of all people using streets over the speed of moving cars, and the first hearing for it is on Wednesday, March 21st.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

For those of us who walk, bike and regularly take Hopkins shuttle or public transportation (such as the Baltimore Metro) to work this bill will direct impact us. Let's also not forget that 1/3 of Baltimoreans do not own a car.

Frequent and affordable transportation is critical for city residents to access well-paying jobs and affordable housing and making the cost of living more bearable (housing in my neighborhood lacking private parking is on average 30% less expensive than that with parking, so not needing to own a car saves money as well as benefits the environment).

Supporting public transportation and walking/biking is a very cost-effective way to ensure that people can stay in Baltimore City and live/work/buy local. I chose the neighborhood where I live in Baltimore because it was one of the more bikeable, walkable, and accessible by public transportation, and I want to

see this improved for the entirety of Baltimore city.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Margaret Ho

p.s. I bike and I vote!

Coates, Jennifer

From: Middleton, Sharon
Sent: Monday, March 19, 2018 3:25 PM
To: Michelle Pasternack
Cc: marypat.clarke@balto.city.gov; Coates, Jennifer
Subject: Re: Complete streets bill

Your testimony will be add to the bill file.

Sharon Green Middleton

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Michelle Pasternack <mchampenoise@aol.com>
Date: 3/19/18 8:48 AM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Cc: marypat.clarke@balto.city.gov
Subject: Complete streets bill

Plotted by Ryan Dorsey,Bikemore and the bicycle industry. This is an obvious ruse for more protected cycle tracks in Baltimore. There are no provisions for the elderly and handicapped , especially residential handicapped parking. Our neighborhoods need more infrastructure support. Please oppose this bill. Thank you Michelle and Gary Pasternack Roland park

Sent from my iPhone

6

Coates, Jennifer

From: Michelle Pasternack <mchampenoise@aol.com>
Sent: Monday, March 19, 2018 3:58 PM
To: Middleton, Sharon
Cc: marypat.clarke@balto.city.gov; Coates, Jennifer
Subject: Re: Complete streets bill

It will be important to include in the complete streets bill ,Curbside parking for the elderly and handicapped thank you

Sent from my iPhone

On Mar 19, 2018, at 7:25 PM, Middleton, Sharon <Sharon.Middleton@baltimorecity.gov> wrote:

> Your testimony will be add to the bill file.
>
> Sharon Green Middleton
>
> Sent from my Verizon, Samsung Galaxy smartphone

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> Sent from my iPhone

Coates, Jennifer

From: Mary Kay Battafarano <marykay.b@icloud.com>
Sent: Thursday, March 15, 2018 10:01 PM
To: Dorsey, Ryan; Middleton, Sharon; Clarke, Mary Pat; City Council President; Coates, Jennifer
Subject: Complete Streets Bill 17-0102

Mr. Dorsey, Ms. Middleton, Ms. Clarke and Mr. Young-

I request AMENDING the pending Complete Streets Bill 17-0102 to:

1. remove the 9 foot traffic lane in §40-29 (A) as it contradicts NACTO guidelines nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/
2. recognize curbside access as a key element for pedestrian safety & commerce,
3. prioritize the most vulnerable street users (children, handicapped and seniors),
4. include a direct notice requirement for affected property owners during planning,
5. add a mechanism for the public to raise concerns at every stage of each project-with the ability to halt work or remove where "best practices" are not met.

These 5 issues have become evident during the Roland Avenue project in my neighborhood and it's recent post-install evaluation. Baltimore City needs to learn from such mistakes and ensure our tax dollars are used wisely in the future. Thank you,

Mary Kay Battafarano
Sent from my iPhone
443.844.0494

6

Coates, Jennifer

From: Dorsey, Ryan
Sent: Friday, March 16, 2018 9:10 AM
To: Mary Kay Battafarano
Cc: Middleton, Sharon; Clarke, Mary Pat; City Council President; Coates, Jennifer
Subject: Re: Complete Streets Bill 17-0102

Hello Ms. Battafarano,

Thank you for your interest on this subject. Below are responses to the concerns you raise.

1:
The lane widths in NACTO urban design guide are maximums, and NACTO encourages as low as 9 feet on residential streets. Latest NACTO guidance suggests 3m (9.84ft) as a maximum for calm, residential streets. See: https://globaldesigningcities.org/publication/global-street-design-guide/streets/neighborhood-streets/residential-streets/example-1-13-m/

These lane widths are also appropriate per FHWA guidance. See the answer to question #7 here: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/misconceptions.pdf and the FHWA lane width tables here: https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

More than 60 agencies have used 9 foot lanes (Harwood, D.W. (1990). "Effective Use of Street Width on Urban Arterials." NCHRP Report 330.) and no negative effects of the narrower lanes have been identified.

Here's a nice article from West Palm Beach about 9 foot lanes in practice and data correlating to lower crash rates: http://walkablewpb.com/2015/10/12/nine-foot-travel-lanes-in-practice/

2:
The bill directs DOT to develop street typologies in the design guide based on public input and NACTO guidance.

3:
The bill already mandates prioritization of the most vulnerable road users, and directs DOT to develop a modal hierarchy in the design guide.

4.
The bill directs DOT to clearly establish a project selection, prioritization, and implementation process, including clear and accountable public communication, in the design guide. There is an opportunity to provide public input on this process for inclusion in the design guide.

5.
Same as above.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

On Mar 15, 2018, at 10:01 PM, Mary Kay Battafarano <marykay.b@icloud.com> wrote:

> Mr. Dorsey, Ms. Middleton, Ms. Clarke and Mr. Young-
>
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> 5. add a mechanism for the public to raise concerns at every stage of each project-with the ability to halt work or remove where "best practices" are not met.
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> These 5 issues have become evident during the Roland Avenue project in my neighborhood and it's recent post-install evaluation. Baltimore City needs to learn from such mistakes and ensure our tax dollars are used wisely in the future. Thank you,
>
> Mary Kay Battafarano
> Sent from my iPhone
> 443.844.0494

Coates, Jennifer

From: Blake Goldsmith <blake@extraordinary-events.com>
Sent: Wednesday, April 25, 2018 4:04 PM
To: Reisinger, Edward; City Council President; Coates, Jennifer
Cc: Dorsey, Ryan; Middleton, Sharon; Clarke, Mary Pat
Subject: Roland Park Bike path and Baltimore Sun Article

Hi Mary Pat, Ed, Sharon, Jack, & Jennifer

Liz Cornish's article in the Baltimore Sun commentary today reflects her thinly veiled personal animosity toward Roland Park. Her article is "demanding" a Complete Streets one size fits all bill for all of Baltimore. She justifies her demand by implying that Roland Park residents are racist and elitist with our origins in the slave trade. She says that words like "healthy" and "suburbs" further make her point. **Her personal attack on Roland Park has nothing to do with bike safety.** Her further stated desire to reform the Baltimore Department of Transportation's culture and policy is beyond belief in its self -righteous conceit.

As an avid cyclist who lives in Roland Park I am appalled at **her lack of knowledge about what represents bike safety.** The current bike lane in Roland Park is a well- intended complete disaster and violates many existing laws on bike lane width, street lane width, and width for parked vehicles. **The width of Roland Avenue does not mathematically have the ability to accommodate the current configuration. There is no one size fits all for bike lanes because each road has different dimensions and unique challenges.**

Best wishes
Blake

Blake Goldsmith
Office 410-889-1171
Cell 410-916-4966

Coates, Jennifer

From: Middleton, Sharon
Sent: Monday, May 14, 2018 3:31 PM
To: Robert Connors; Clarke, Mary Pat
Cc: Ginyard, Robert; Anne Stuzin; Reisinger, Edward; Coates, Jennifer
Subject: RE: Letter from BSA Director to their community about bike lanes

Good afternoon Bob:

Im in receipt of your email.

I truly understand the importance of data collection, as the RPCL community moves forward in working with DOT for a safer solution.

As I recall, during the meeting at St David's Church, the agenda was shifted on behalf of the community response that night. DOT was not able to present their presentation, which, from my understanding, included data collection.

As far as the Council, we had an introduction hearing on the Complete Streets Bill, in the Land Use Committee. DOT was one of the presenters. They mentioned the importance of communicating and working in partnership with other entities' like MTA. Our next meeting will be a workgroup session on the subject matter. I've included the Chair of that Committee in this correspondence to add your important comments in the Bill file on Complete Streets.

Thank you for sharing the letter from the BSA Director.

Sincerely,
Sharon

Sharon Green Middleton
Vice-President &
Councilwoman, 6th District
Baltimore City Council
100 N. Holliday Street, STE - 532
Baltimore, MD 21202
Office: (410) 396-4836

Follow us on **Twitter**, **Facebook**, **Instagram**!

" We need you to roll up your sleeves. We need to get to work. Because remember this: When they go low, we go high. "
First Lady, Michelle Obama

From: Robert Connors [mailto:rconnors@jhmi.edu]
Sent: Monday, May 14, 2018 11:18 AM
To: Middleton, Sharon; Clarke, Mary Pat
Cc: Ginyard, Robert; Anne Stuzin
Subject: Letter from BSA Director to their community about bike lanes

Good morning Councilwoman Middleton and Councilwoman Clarke,

I hope you both had a wonderful Mother's Day weekend!

I was forwarded the letter I have copied below as it contains details about the DOT proposal for a new bike lane project near the BSA (Baltimore School for the Arts). I am copying Mary Pat Clarke on this email as well because there was rumbling that one of the reasons DOT didn't want to change the cycle track on Roland Avenue was because they were considering extending it down University at some point in the future. Please note my highlighted sections of this letter that all to reminiscent of our experience in Roland Park. I know my community has been labelled as complainers, but I think we are actually the canary in the coalmine.

As you both know, we were forward thinking in our Master Plan in trying to have a complete street for the main boulevard that runs through Roland Park. We are not anti-bike. We want it safe for pedestrians, bicyclists, motor vehicles, and the residents who live on Roland Avenue most impacted by any change. We trusted the DOT in their design approach, not ever imagining that a proper study would not be guiding their plans. Based on the comments below, it seems that the DOT is about to make the same mistakes again. We saw this firsthand at the recent April cycle track meeting at St David's in Roland Park when the proposed plans were not backed by data, and DOT could not answer the question of how emergency vehicles would navigate a one lane road with parked cars in the middle of the street and the cycle track persisting at the curb, or the potential for side streets taking up the increased volume.

We can't keep experimenting. It's not safe and it's a waste of money. I hope these examples can provide the information the Council needs to put a halt on the rush to implement bike infrastructure that may not meet its intended goal(s).

Most sincerely,
Bob Connors
Incoming RPCL president

May 11, 2018

Dear BSA Community,

This morning I attended the community stakeholders meeting of the Baltimore City Department of Transportation regarding the redesign of the Madison, Center & Monument St bike lane project. The build of this project is slated for this summer. The proposal is that Madison St. will become one traffic lane and a bike lane on the south (school) side of the street.
The upshot will be that BSA will be bounded by two, one-lane streets. **There will be a community input meeting at 6:30 Monday at BSA.** I hope you will attend and make your opinion known.

As you know, the Maryland/Cathedral bike lane has been installed for about 18 months, so we have a sense of what that means for the BSA community. Maryland/Cathedral is jammed to the point of gridlock on a regular basis in the morning and evening from University of Baltimore to the

Arena. I'm very worried about what it will mean for our community to be at the junction of two bike lanes and two streets reduced to one lane (Cathedral& Madison).

I was shocked to learn that DoT did no formal traffic study prior to design.

I was also surprised that no before/after study of car traffic has been done by DoT for Maryland/Cathedral Street.

I think some data-driven predictions of impact should be developed prior to implementation of any design that significantly alters the important city asset of public thoroughfares, particularly when we have a good example of what a one-lane street has done to this neighborhood.

As you may know, our block of Cathedral St. is currently non-compliant with the fire code. In fact I recently saw a hook & ladder truck get hung up turning from Madison on to Cathedral. The DoT people were not able to assure me that the Cathedral St. bike lane would be ameliorated prior to implementation of the Madison St. bike lane. This lapse is not safe and puts the 500 people at work in my school at risk.

When the slides with a one-lane Madison St. were shown, I asked if the MTA bus lane would continue on Madison. The DoT person replied that he did not know what the MTA routes were, and that my question should be referred to MTA. I find that silo approach of city agencies to be unacceptable.

Bike lane designers, City Parking and MTA together should
- Gather data to understand the real, lived situation of citizens to inform design
- Work with city agencies as a group to be responsible to those citizens
- Respect the needs of city residents, businesses and institutions

BSA
- Transitions between 400 and 600 students every morning and afternoon of the school year. Most of those arrive by car.
- Parents need to be able to drop off and pick up their children (400-600 daily) safely and without being worried about $250 tickets
- BSA suppliers need to be able to deliver goods to the school. This usually happens during drop off time in the morning. This will block the single, proposed traffic lane.

The traffic issue at BSA during drop-off and pick-up is already extremely problematic. Many people already think of BSA as "that school that causes traffic jams in Mt. Vernon." I am afraid that the plan as shown today will exacerbate an extremely challenging situation.

Unfortunately, I will not be able to attend the Monday evening public session about this plan (to be held at BSA @ 6:30). I hope that many of our families will attend and make their opinions known.

I have sent similar letters to Councilman Costello & Dorsey about this issue.
Hope you can attend Monday.
Sincerely,

Chris Ford, Director, BSA

Coates, Jennifer

From: Middleton, Sharon
Sent: Thursday, August 09, 2018 4:22 PM
To: Coates, Jennifer
Subject: Fwd: Bike Lanes

Add to bill file

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: osaycnyouseehon@aol.com
Date: 8/9/18 3:29 PM (GMT-05:00)
To: City Council President <City.CouncilPresident@baltimorecity.gov>, "Scott, Brandon" <Brandon.Scott@baltimorecity.gov>, "Henry, Bill (email)" <Bill.Henry@baltimorecity.gov>, "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>, "Burnett, Kristerfer" <Kristerfer.Burnett@baltimorecity.gov>, "Reisinger, Edward" <Edward.Reisinger@baltimorecity.gov>, "Stokes, Robert" <Robert.Stokes@baltimorecity.gov>, "Clarke, Mary Pat" <MaryPat.Clarke@baltimorecity.gov>, "Sneed, Shannon" <Shannon.Sneed@baltimorecity.gov>, "Costello, Eric" <Eric.Costello@baltimorecity.gov>, "Bullock, John" <John.Bullock@baltimorecity.gov>, "Pinkett, Leon" <Leon.Pinkett@baltimorecity.gov>, "Schleifer, Isaac" <Isaac.Schleifer@baltimorecity.gov>, "Dorsey, Ryan" <Ryan.Dorsey@baltimorecity.gov>, "Cohen, Zeke" <Zeke.Cohen@baltimorecity.gov>
Subject: Bike Lanes

Dear Council Members:

I sent this letter to Mayor Pugh and am forwarding it to the *Baltimore Sun*. I know that bike lanes are the current "rage," but I hope you will read my letter and dampen your enthusiasm and look at facts before you make decisions that cost a lot of money to implement and cause numerous headaches for all city residents. Please remember who pays the property taxes that keep the city afloat--it's the homeowners--those whose parking and and street safety are being impeded by hasty decision-making on the part of the council and mayor. My letter outlines some of those concerns. I hope you'll read it and give it serious, not political, thought.

Sincerely,

phyllis gunkel
133 E Randall Street
Baltimore, MD 21230
Osaycnyouseehon@aol.com

I write to you after watching the bike lane debacle continue without clear-headed thinking on anyone's part.

First, let me say that I am a home owner and became one with the assumption that parking my vehicle in fairly close proximity to my house was a given. When I moved here thirty years ago, it *was* a given. But over the years, many houses became rentals—not just one-person rentals but two or three-person rentals which meant two or three cars per row home. So, pre-bike debacle, we home owners were/are already tackling a vehicle parking space debacle.

Second, the city is putting in bike lanes that allow two bikes abreast—some one way, others two-way—pretty much a car-width of road space that once was vehicle parking space. On a moderate width street, vehicles are now obliged to park on the roadside and traverse the bike lane to the sidewalk to get to their houses; or they are obliged to angle park across the street. That might look fine on paper but take a look at what else you haven't thought about: those pesky poles sticking up that delineate the bike lane from the roadway. How are people to get out of their cars without dinging their doors on those poles? Worse, how are they to get out if the pole obstructs their opening a door? With a gear shift knob sticking up in the middle of the front seat, am I to tell my grandma to "crawl over" and get out on the road side?

And what happens when you have an ambulance or fire truck or taxi or wheel-chair vehicle for senior citizens whose occupant(s) have to be carried or wheeled from the road to the sidewalk? How do you accomplish that with those poles obstructing the way?

Add to that snow removal. Who's responsible for removing the snow from the bike lanes? A snow plough can't do it without hitting parked cars. People who own the houses have to clear their walks. Where do you expect them to throw that snow—over the bike lane and into the street?

The larger issue, of course, is fire and ambulance safety. The two-driver fire trucks shouldn't be hampered getting to emergencies. And with house fires, more than one engine is often required. If a fire engine driver has to "maneuver" each time he comes to a bike-lane hampered street, that's less time left to put out fires, to save someone in cardiac arrest. Why you don't see that is beyond my ken to understand.

Frankly, if the council members and mayor continue to assert that bike lanes will make our city more environmentally friendly, then let us put the next bike lanes on the streets where *they* live. Considering, however, that residents seldom have any say in the decisions of the council and mayor's edicts, I suggest that we homeowners put a stop to the unsanctioned actions of our city representatives and put this issue on the ballot before it becomes a *fait accompli*.

CITY OF BALTIMORE
COUNCIL BILL 17-0102
(First Reader)

Introduced by: Councilmembers Dorsey, Bullock, Middleton, Henry, Pinkett, Scott, Burnett, Cohen, Clarke, Sneed
Introduced and read first time: July 17, 2017
Assigned to: Land Use and Transportation Committee
REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Transportation, Planning Commission, Department of Housing and Community Development, Department of Finance

A BILL ENTITLED

AN ORDINANCE concerning

Complete Streets

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

BY adding
Article 26 - Surveys, Streets, and Highways
Sections 40-1 through 40-50, to be under the new subtitle designation,
"Subtitle 40. Complete Streets"
Baltimore City Code
(Edition 2000)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Laws of Baltimore City read as follows:

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

Baltimore City Code

Article 26. Surveys, Streets, and Highways

SUBTITLE 40. COMPLETE STREETS

PART I. DEFINITIONS; APPLICABILITY

§ 40-1. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *COMPLETE STREETS.*

"COMPLETE STREETS" MEANS A TRANSPORTATION PHILOSOPHY THAT CALLS FOR STREETS TO BE CONSTRUCTED AND OPERATED IN A WAY THAT CONSIDERS THE NEEDS OF ALL USERS AND ENABLES EQUITABLE AND SAFE ACCESS.

(C) *COORDINATING COUNCIL.*

"COORDINATING COUNCIL" MEANS THE COMPLETE STREETS COORDINATING COUNCIL ESTABLISHED BY THIS SUBTITLE.

(D) *INCLUDES; INCLUDING.*

"INCLUDES" OR "INCLUDING" MEANS BY WAY OF ILLUSTRATION AND NOT BY WAY OF LIMITATION.

(E) *MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.*

(1) *MANDATORY TERMS.*

"MUST" AND "SHALL" ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT OR TO IMPOSE A DUTY.

(2) *PROHIBITORY TERMS.*

"MAY NOT" AND "NO ... MAY" ARE EACH MANDATORY NEGATIVE TERMS USED TO ESTABLISH A PROHIBITION.

(3) *PERMISSIVE TERMS.*

"MAY" IS PERMISSIVE.

(F) *PUBLIC TRANSIT VEHICLE.*

"PUBLIC TRANSIT VEHICLE" MEANS ANY VEHICLE THAT:

(1) IS OF A TYPE USED PRIMARILY FOR THE TRANSPORTATION OF THE GENERAL PUBLIC; AND

(2) HAS A SEATING CAPACITY OF 10 OR MORE PASSENGERS.

(G) *STREET.*

"STREET" MEANS ANY STREET, BOULEVARD, ROAD, HIGHWAY, ALLEY, LANE, SIDEWALK, FOOTWAY, MALL, ESPLANADE, OR OTHER WAY OR PLACE THAT IS OWNED BY THE CITY OR HABITUALLY USED BY THE PUBLIC.

(H) *TRANSPORTATION DEPARTMENT; DEPARTMENT.*

"TRANSPORTATION DEPARTMENT" OR "DEPARTMENT" MEANS THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION.

(I) *TRANSPORTATION DIRECTOR; DIRECTOR.*

"TRANSPORTATION DIRECTOR" OR "DIRECTOR" MEANS THE DIRECTOR OF THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION OR THE DIRECTOR'S DESIGNEE.

§ 40-2. APPLICABILITY OF SUBTITLE.

(A) *IN GENERAL.*

EXCEPT AS OTHERWISE PROVIDED IN THIS SUBTITLE, THIS SUBTITLE APPLIES TO ALL PROJECT PHASES UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR SUBJECT TO THE SUPERVISION OF THE TRANSPORTATION DEPARTMENT FOR THE IMPROVEMENT OF ANY STREET, INCLUDING PLANNING, PROGRAMMING, DESIGN, ACQUISITION OF LAND, CONSTRUCTION, CONSTRUCTION ENGINEERING, RECONSTRUCTION, REHABILITATION, RESURFACING, RETROFIT, AND OPERATION.

(B) *EXCEPTIONS – ORDINARY MAINTENANCE.*

THIS SUBTITLE DOES NOT APPLY TO ORDINARY MAINTENANCE, SUCH AS MOWING, CLEANING, SWEEPING, POTHOLE FILLING, CONCRETE JOINT REPAIR, AND OTHER REGULAR OR SEASONAL MAINTENANCE.

(C) *EXCEPTIONS – PREEXISTING PROJECTS.*

THIS SUBTITLE DOES NOT APPLY TO A PROJECT IN FINAL DESIGN OR UNDER CONSTRUCTION AS OF _____ ___, 2018 ***{CODIFIER TO INSERT GENERAL EFFECTIVE DATE OF THIS SUBTITLE}***.

(D) *EXCEPTIONS – LIMITED-ACCESS ROADS.*

THIS SUBTITLE DOES NOT APPLY TO A STREET WHERE USE BY BOTH PEDESTRIANS AND BICYCLISTS IS PROHIBITED BY LAW.

§§ 40-3 TO 40-5. *{RESERVED}*

PART II. COMPLETE STREETS TRANSPORTATION SYSTEM

§ 40-6. DEPARTMENT TO CONSTRUCT AND OPERATE SYSTEM.

THE DEPARTMENT SHALL CONSTRUCT AND OPERATE A COMPREHENSIVE COMPLETE STREETS TRANSPORTATION SYSTEM THAT ENABLES ACCESS, MOBILITY, ECONOMIC DEVELOPMENT, ATTRACTIVE PUBLIC SPACES, HEALTH, AND WELL-BEING FOR ALL PEOPLE.

§ 40-7. SYSTEM TO ENSURE SAFETY, ETC., AND CONVENIENCE OF ALL USERS.

THIS TRANSPORTATION SYSTEM MUST BE DESIGNED AND OPERATED IN WAYS THAT ENSURE THE SAFETY, SECURITY, COMFORT, AND CONVENIENCE OF ALL USERS OF THE STREETS, INCLUDING PEDESTRIANS, BICYCLISTS, PUBLIC TRANSIT USERS, EMERGENCY RESPONDERS, TRANSPORTERS OF COMMERCIAL GOODS, MOTOR VEHICLES, AND FREIGHT PROVIDERS.

§ 40-8. SYSTEM TO INCLUDE CONNECTED FACILITIES ACCOMMODATING ALL TRAVEL MODES.

THIS TRANSPORTATION SYSTEM MUST INCLUDE INTEGRATED NETWORKS OF CONNECTED FACILITIES ACCOMMODATING ALL MODES OF TRAVEL.

§ 40-9. SYSTEM TO PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

§ 40-10. SYSTEM TO PROMOTE ECONOMIC DEVELOPMENT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE ECONOMIC DEVELOPMENT.

§ 40-11. SYSTEM TO ENSURE EQUITY.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, ENSURE EQUITY BY ELIMINATING HEALTH, ECONOMIC, AND ACCESS DISPARITIES.

§ 40-12. SYSTEM MAY BE CONSTRUCTED OVER TIME.

THIS TRANSPORTATION SYSTEM MAY BE ACHIEVED THROUGH PROJECTS THAT FULLY IMPLEMENT COMPLETE STREETS OR PROJECTS THAT INCREMENTALLY IMPLEMENT COMPLETE STREETS THROUGH A SERIES OF SMALLER IMPROVEMENTS OVER TIME.

§§ 40-13 TO 40-15. *{RESERVED}*

PART III. COMPLETE STREETS COORDINATING COUNCIL.

§ 40-16. COUNCIL ESTABLISHED.

THERE IS A COMPLETE STREETS COORDINATING COUNCIL.

§ 40-17. COMPOSITION.

(A) *IN GENERAL.*

THE COORDINATING COUNCIL COMPRISES THE FOLLOWING OFFICIALS (OR THEIR RESPECTIVE DESIGNEES):

(1) THE TRANSPORTATION DIRECTOR;

(2) THE DIRECTOR OF THE CITY DEPARTMENT OF PLANNING;

(3) THE DIRECTOR OF CITY DEPARTMENT OF PUBLIC WORKS;

(4) THE DIRECTOR OF THE CITY DEPARTMENT OF HEALTH;

(5) THE DIRECTOR OF THE CITY DEPARTMENT OF RECREATION AND PARKS;

(6) THE DIRECTOR OF THE CITY OFFICE OF SUSTAINABILITY;

(7) THE EXECUTIVE DIRECTOR OF THE PARKING AUTHORITY OF BALTIMORE CITY; AND

(8) A REPRESENTATIVE OF THE MARYLAND TRANSIT ADMINISTRATOR.

(B) *CHAIR.*

THE TRANSPORTATION DIRECTOR IS THE CHAIR OF THE COORDINATING COUNCIL.

§ 40-18. MEETINGS; QUORUM; VOTING.

(A) *MEETINGS.*

THE COORDINATING COUNCIL MEETS ON THE CALL OF THE CHAIR AS FREQUENTLY AS REQUIRED TO PERFORM ITS DUTIES AND AT LEAST ONCE PER QUARTER.

(B) *QUORUM.*

A MAJORITY OF THE MEMBERS CONSTITUTES A QUORUM FOR THE TRANSACTION OF BUSINESS.

(C) *VOTING.*

AN AFFIRMATIVE VOTE OF AT LEAST A MAJORITY OF A QUORUM IS NEEDED FOR ANY OFFICIAL ACTION.

§ 40-19. MINUTES.

(A) *REQUIRED.*

MINUTES MUST BE TAKEN OF ALL MEETINGS OF THE COORDINATING COUNCIL.

(B) *PUBLIC AVAILABILITY.*

THE MINUTES OF EVERY MEETING MUST BE MADE PUBLICALLY AVAILABLE BY POSTING ON THE TRANSPORTATION DEPARTMENT'S WEBSITE WITHIN 7 DAYS OF THE MEETING.

§ 40-20. STAFF.

THE TRANSPORTATION DEPARTMENT MUST PROVIDE STAFF FOR THE COORDINATING COUNCIL.

§ 40-21. DUTIES.

IN ADDITION TO THE OTHER DUTIES SPECIFIED ELSEWHERE IN THIS SUBTITLE, THE COORDINATING COUNCIL IS RESPONSIBLE FOR:

(1) REVIEWING THE STATUS OF PROJECTS;

(2) IDENTIFYING NEW PROJECTS;

(3) PROMOTING INTERAGENCY COOPERATION IN THE PURSUIT OF PROJECT FUNDING; AND

(4) COORDINATING INTERAGENCY COOPERATION IN COMMUNITY ENGAGEMENT.

§§ 40-22 TO 40-25. *{RESERVED}*

PART IV. DESIGN STANDARDS

§ 40-26. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS PART IV, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *TRANSIT STREET.*

"TRANSIT STREET" MEANS ANY STREET ON WHICH A PUBLIC TRANSIT VEHICLE PROVIDES FIXED-ROUTE SERVICE.

(C) *TRUCK ROUTE.*

"TRUCK ROUTE" MEANS ANY STREET SO DESIGNATED ON THE TRANSPORTATION DEPARTMENT'S MAP OF "OFFICIAL TRUCK ROUTES".

§ 40-27. DESIGN VEHICLES.

(A) *"DESIGN VEHICLE" DEFINED.*

IN THIS SECTION, "DESIGN VEHICLE" MEANS A SELECTED VEHICLE, WITH SPECIFIC WEIGHT, DIMENSIONS, AND OPERATING CHARACTERISTICS, USED TO ESTABLISH STREET DESIGN CONTROLS.

(B) *IN GENERAL.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR ALL STREETS, EXCEPT FOR TRANSIT STREETS AND TRUCK ROUTES, MUST BE THE DESIGN VEHICLE RECOMMENDED FOR NEIGHBORHOOD STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

(C) *TRANSIT STREETS.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRANSIT STREETS MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRANSIT STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "TRANSIT STREET DESIGN GUIDE".

(D) *TRUCK ROUTES.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRUCK ROUTES MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRUCK ROUTES BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

§ 40-28. DESIGN SPEED.

(A) *"DESIGN SPEED" DEFINED.*

IN THIS SECTION, "DESIGN SPEED" MEANS THE SPEED USED TO DETERMINE GEOMETRIC FEATURES OF A STREET DURING THE DESIGN PHASE.

(B) *STANDARD.*

THE DESIGN SPEED USED BY THE TRANSPORTATION DEPARTMENT FOR ANY STREET MAY NOT BE ANY GREATER THAN THE POSTED SPEED LIMIT PROPOSED FOR THAT STREET.

§ 40-29. LANE WIDTHS.

(A) *IN GENERAL.*

EXCEPT AS PROVIDED IN THIS SECTION OR OTHERWISE REQUIRED BY LAW, THE LANES OF ANY STREET MAY NOT BE MORE THAN 9 FEET WIDE.

(B) *EXCEPTIONS.*

(1) *COLLECTORS AND ARTERIALS.*

ON A STREET DESIGNATED ON THE BALTIMORE CITY ROADWAY FUNCTIONAL CLASSIFICATION MAP AS A "COLLECTOR" OR "ARTERIAL", ANY LANE MAY BE UP TO 10 FEET WIDE.

(2) *TRANSIT STREETS AND TRUCK ROUTES.*

ON A TRANSIT STREET OR TRUCK ROUTE, ONE LANE IN EACH DIRECTION MAY BE UP TO 11 FEET WIDE.

§ 40-30. DOT TO USE LATEST AND BEST STANDARDS.

IN CONSTRUCTING AND OPERATING ITS COMPLETE STREETS TRANSPORTATION SYSTEM, THE TRANSPORTATION DEPARTMENT MUST USE THE LATEST AND BEST STANDARDS, INCLUDING:

(1) NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS:

(I) "GLOBAL STREET DESIGN GUIDE".

(II) "URBAN STREET DESIGN GUIDE".

(III) "TRANSIT STREET DESIGN GUIDE".

(IV) "URBAN BIKEWAY DESIGN GUIDE".

(2) AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS:

(I) "GUIDE FOR PLANNING DESIGN AND OPERATION OF PEDESTRIAN FACILITIES".

(II) "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES".

(3) FEDERAL HIGHWAY ADMINISTRATION:

(I) "SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE".

(II) "REPORT ON INCORPORATING ON-ROAD BICYCLE NETWORKS INTO RESURFACING PROJECTS".

(4) INSTITUTE OF TRANSPORTATION ENGINEERS, "MANUAL FOR CONTEXT SENSITIVE SOLUTIONS IN DESIGNING MAJOR URBAN THOROUGHFARES FOR WALKABLE COMMUNITIES".

(5) NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM, REPORT 616, "MULTI-MODAL LEVEL OF SERVICE ANALYSIS FOR URBAN STREETS".

§§ 40-31 TO 40-35. ***{RESERVED}***

PART V. COMPLETE STREETS MANUAL

§ 40-36. DIRECTOR TO ADOPT COMPLETE STREETS MANUAL.

THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COMPLETE STREETS COORDINATING COUNCIL, SHALL ADOPT AND MAY AMEND FROM TIME TO TIME A COMPLETE STREETS MANUAL TO CARRY OUT THIS SUBTITLE.

§ 40-37. MODAL HIERARCHY.

THE COMPLETE STREETS MANUAL MUST INCLUDE A HIERARCHY OF THE VARIOUS MODES OF TRAVEL, INDICATING THE PRIORITY TO BE GIVEN TO EACH MODE.

§ 40-38. STREET TYPOLOGIES.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE COMPLETE STREETS STREET TYPOLOGIES FOR CLASSIFYING CITY STREETS.

(B) *CONSIDERATIONS.*

IN CREATING STREET TYPOLOGIES, THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST CONSIDER:

(1) ROADWAY FORM AND FUNCTION, INCLUDING TRAFFIC VOLUME, SPEED, AND FUNCTIONAL CLASSIFICATION;

(2) INTERSECTIONS AND CROSSINGS;

(3) BRIDGES AND OVERPASSES;

(4) LOADING ZONES;

(5) OVERLAYS, INCLUDING FOR TRANSIT STREETS, TRUCK ROUTES, AND FIRE AND EMERGENCY ROUTES;

(6) EXISTING AND PLANNED LAND USE;

(7) ZONING DESIGNATIONS;

(8) PUBLIC SPACE GUIDELINES;

(9) STORMWATER MANAGEMENT;

(10) GREEN INFRASTRUCTURE;

(11) "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S BALTIMORE CITY MAIN STREETS PROGRAM;

(12) PUBLIC ART;

(13) ARTS DISTRICTS;

(14) HISTORIC PRESERVATION; AND

(15) ANY OTHER NECESSARY CONSIDERATIONS.

§ 40-39. PROJECT PRIORITIZATION PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROCESS FOR IDENTIFYING, SCREENING, AND PRIORITIZING PROJECTS SEEKING FUNDING THROUGH FEDERAL OR STATE GRANTS, THE CITY CAPITAL IMPROVEMENT PROGRAM, OR OTHER MEANS.

(B) *PROCESS TO INCLUDE EQUITY GAP ANALYSIS.*

THIS PROJECT PRIORITIZATION PROCESS MUST INCLUDE AN EQUITY GAP ANALYSIS.

§ 40-40. PROJECT DELIVERY PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROJECT DELIVERY PROCESS.

(B) *REQUIREMENTS.*

THIS PROJECT DELIVERY PROCESS MUST INCLUDE:

(1) PROJECT PHASES FROM IDENTIFICATION THROUGH CONSTRUCTION THROUGH OPERATION;

(2) A CHART LISTING THE TYPES OF PROJECTS UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR UNDER THE SUPERVISION OF THE DEPARTMENT, AND SHOWING PROJECT PHASES FOR EACH TYPE, AND STEPS TO COMPLETE EACH PROJECT PHASE, AND WHETHER, FOR EACH PROJECT TYPE, A GIVEN STEP IS REQUIRED, OPTIONAL, OR INAPPLICABLE;

(3) A DECISION TREE SHOWING HOW STREET TYPOLOGY, EXISTING AND PLANNED LAND USE, MODAL HIERARCHY, AND ANY ADDITIONAL FACTORS DETERMINE STREET DESIGN, AND WHETHER VARIOUS ELEMENTS ARE REQUIRED, RECOMMENDED, OPTIONAL, OR NOT REQUIRED; AND

(4) A PROJECT MANAGEMENT CHECKLIST.

§ 40-41. EQUITY IN COMMUNITY ENGAGEMENT.

THE COMPLETE STREETS MANUAL MUST INCLUDE COMMUNITY ENGAGEMENT POLICIES THAT OVERCOME BARRIERS TO ENGAGEMENT ASSOCIATED WITH RACE, INCOME, AGE, DISABILITY,

ENGLISH LANGUAGE PROFICIENCY, AND VEHICLE ACCESS OF POPULATIONS AFFECTED BY A PROJECT, INCLUDING A MEANS OF MEASURING SUCCESS IN OVERCOMING THESE BARRIERS.

§ 40-42. PUBLIC COMMENT PERIOD.

(A) *PUBLICATION OF PROPOSED MANUAL OR AMENDMENT.*

THE TRANSPORTATION DIRECTOR MUST PUBLISH THE PROPOSED COMPLETE STREETS MANUAL OR PROPOSED AMENDMENT TO THE MANUAL BY POSTING A COPY OF THE PROPOSAL TO THE DEPARTMENT'S WEBSITE AT LEAST 45 DAYS BEFORE ITS ADOPTION.

(B) *NOTICE.*

(1) A NOTICE OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT TO THE MANUAL MUST ALSO BE POSTED TO THE TRANSPORTATION DEPARTMENT'S WEBSITE, SOCIAL MEDIA, AND OTHER CHANNELS OF DISTRIBUTION AVAILABLE TO THE DEPARTMENT.

(2) THIS NOTICE MUST INCLUDE:

(I) A SUMMARY OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT; AND

(II) INFORMATION ON HOW A PERSON CAN:

(A) OBTAIN A COPY OF THE PROPOSAL;

(B) OBTAIN A SCHEDULE OF PUBLIC HEARING(S) TO BE HELD ON THE PROPOSAL; AND

(C) SUBMIT COMMENTS BEFORE THE PROPOSAL IS FINALIZED AND ADOPTED.

(C) *PUBLIC HEARING.*

(1) DURING THE 45-DAY PUBLIC COMMENT PERIOD, THE DIRECTOR MUST ALSO ADVERTISE AND HOLD 1 OR MORE PUBLIC HEARINGS ON THE PROPOSED MANUAL OR PROPOSED AMENDMENT.

(2) AT LEAST 1 HEARING MUST BE HELD IN WHOLE OR IN PART BETWEEN 6 PM AND 8 PM.

§ 40-43. FINAL ADOPTION.

(A) *IN GENERAL.*

AFTER THE 45-DAY PUBLIC COMMENT AND HEARING PERIOD, THE DIRECTOR MAY MODIFY AND ADOPT THE COMPLETE STREETS MANUAL.

(B) *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF THE COMPLETE STREETS MANUAL AND, FROM TIME TO TIME, ANY AMENDMENT TO THE MANUAL MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE IT BECOMES EFFECTIVE.

§§ 40-44 TO 40-45. *{RESERVED}*

PART VI. ANNUAL REPORT AND PUBLIC ACCOUNTABILITY

§ 40-46. ANNUAL REPORT REQUIRED.

ON OR BEFORE AUGUST 31 OF EACH YEAR, THE DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST:

(1) PREPARE A REPORT ASSESSING THE STATUS OF THE COMPLETE STREETS TRANSPORTATION SYSTEM; AND

(2) SUBMIT THAT REPORT TO:

(I) THE MAYOR;

(II) THE CITY COUNCIL; AND

(III) THE COORDINATING COUNCIL.

§ 40-47. PERFORMANCE MEASURES.

(A) *CRASH DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGES IN CRASH DATA FOR ALL MODES OF TRAVEL AS MEASURED BY:

(I) THE "MARYLAND STATEWIDE VEHICLE CRASHES DATA" COLLECTED BY THE MARYLAND STATE POLICE;

(II) THE "FATALITY ANALYSIS REPORTING SYSTEM" DATA COLLECTED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION; OR

(III) OTHER SIMILAR DATA.

(2) *SEPARATE REPORTING BY CATEGORY.*

CRASH DATA FOR ALL MODES OF TRAVEL MUST BE SEPARATELY REPORTED BY THE FOLLOWING CATEGORIES:

(I) ALL CRASHES;

(II) INJURY CRASHES; AND

(III) FATAL CRASHES.

(B) *TRANSIT ON-TIME PERFORMANCE.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN TRANSIT ON-TIME PERFORMANCE, AS MEASURED BY:

(1) THE PERFORMANCE DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION AND PUBLISHED IN THE MARYLAND DEPARTMENT OF TRANSPORTATION'S ANNUAL ATTAINMENT REPORT; OR

(2) OTHER SIMILAR DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION OR THE TRANSPORTATION DEPARTMENT.

(C) *COMMUTE TIMES.*

THE ANNUAL REPORT MUST MEASURE COMMUTE TIMES FOR ALL MODES OF TRAVEL, AS MEASURED BY THE TRAVEL-TIME-TO-WORK DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(D) *MODAL SHARE.*

THE ANNUAL REPORT MUST MEASURE MODAL SHARE, AS MEASURED BY THE MEANS-OF-TRANSPORTATION DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(E) *INFRASTRUCTURE DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE:

(I) THE AMOUNT OF INFRASTRUCTURE BUILT, UPGRADED, REPLACED, OR REHABILITATED IN THE PREVIOUS 1-YEAR PERIOD; AND

(II) THE TOTAL AMOUNT OF INFRASTRUCTURE IN THE CITY'S OVERALL TRANSPORTATION SYSTEM.

(2) *SEPARATE REPORTING BY TYPE.*

THE MEASUREMENTS REQUIRED BY PARAGRAPH (1) OF THIS SUBSECTION MUST BE SEPARATELY REPORTED BY TYPE, INCLUDING:

(I) INFRASTRUCTURE FOR WALKING, BIKING, AND PUBLIC TRANSIT;

(II) PUBLIC SPACE INFRASTRUCTURE; AND

(III) GREEN INFRASTRUCTURE.

(F) *BUSINESS VACANCY.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN COMMERCIAL VACANCY RATES:

(1) IN EACH OF THE CENTRAL BUSINESS DISTRICT AND NEIGHBORHOOD BUSINESS DISTRICTS, AS DESIGNATED BY THE BALTIMORE CITY DEPARTMENT OF PLANNING; AND

(2) IN EACH OF THE CITY'S "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S "BALTIMORE CITY MAIN STREETS" PROGRAM.

(G) *INVENTORY OF PROJECTS.*

THE ANNUAL REPORT MUST INCLUDE AN INVENTORY OF ALL ONGOING PROJECTS IN ANY PHASE AND THE PROJECTED COST OF THOSE PROJECTS.

§ 40-48. EQUITY LENS.

(A) *SEPARATE REPORTING BY GEOGRAPHIC SUBUNIT.*

IN PREPARING THE ANNUAL REPORT, THE DEPARTMENT MUST SEPARATELY REPORT DATA BY GEOGRAPHIC SUBUNIT (E.G., CENSUS TRACT, TRAFFIC ANALYSIS ZONE, OR THE LIKE).

(B) *SEPARATE REPORTING BY RACE, INCOME, AND VEHICLE ACCESS.*

THE ANNUAL REPORT MUST SEPARATELY REPORT DATA INTO THE FOLLOWING CATEGORIES:

(1) POPULATIONS THAT ARE ABOVE AND BELOW THE MEDIAN NUMBER OF PERSONS OF COLOR FOR BALTIMORE CITY.

(2) POPULATIONS ABOVE AND BELOW 50% NO VEHICLE ACCESS.

(3) POPULATIONS WITH A MEDIAN INCOME ABOVE AND BELOW THE MEDIAN HOUSEHOLD INCOME FOR BALTIMORE CITY.

§ 40-49. REPORT AND DATA TO BE PUBLICALLY AVAILABLE.

(A) *REPORT TO BE POSTED.*

THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC BY POSTING IT ON THE TRANSPORTATION DEPARTMENT'S WEBSITE.

(B) *DATA TO BE MADE AVAILABLE.*

TO THE GREATEST EXTENT POSSIBLE, ALL UNDERLYING DATA USED IN PREPARING THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC.

§ 40-50. ACCOUNTABILITY TO COMMUNITIES.

THE TRANSPORTATION DEPARTMENT, IN CONSULTATION WITH THE COMPLETE STREETS COORDINATING COUNCIL, SHALL CONDUCT PUBLIC MEETINGS AND OTHER COMMUNITY ENGAGEMENT AND OUTREACH ACTIVITIES TO PRESENT THE COMPLETE STREETS ANNUAL REPORT TO THE PUBLIC AND SOLICIT PUBLIC INPUT.

SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance are not law and may not be considered to have been enacted as a part of this or any prior ordinance.

SECTION 3. AND BE IT FURTHER ORDAINED, That:

(1) City Code Article 26, Subtitle 40, Part V, as enacted by this Ordinance, takes effect on the date of enactment of this Ordinance.

(2) Within 30 days of the date of enactment of this Ordinance, the Transportation Director, in consultation with the Complete Streets Coordinating Council, shall publish a Community Engagement Plan, containing a description of the methods of community engagement to be used to obtain pubic input.

(3) Within 90 days of the date of enactment, the Complete Streets Coordinating Council shall prepare and complete its recommendations for a draft Complete Streets Manual.

(4) Within 135 days of the date of enactment, the Transportation Director shall, in consultation with the Complete Streets Coordinating Council, propose and publish for public comment a proposed Complete Streets Manual, in accordance with City Code, Article 26, Subtitle 40, Part V, as enacted by this Ordinance.

(5) The Transportation Director shall adopt and publish a Complete Streets Manual within 225 days of the date of enactment of this Ordinance.

SECTION 4. AND BE IT FURTHER ORDAINED, That Section 3 of this Ordinance takes effect on the date of enactment.

SECTION 5. AND BE IT FURTHER ORDAINED, That except as provided in Sections 3 and 4 of this Ordinance, this Ordinance takes effect on the 225th day after the date it is enacted.

APPROVED FOR FORM,
STYLE, AND TEXTUAL SUFFIENCY
07/11/17
DEPT LEGISLATIVE REFERENCE

INTRODUCTORY*

CITY OF BALTIMORE
COUNCIL BILL ____

Introduced by: Councilmember Dorsey

A BILL ENTITLED

AN ORDINANCE concerning

Complete Streets

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates: and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

BY adding
Article 26 - Surveys, Streets, and Highways
Sections 40-1 through 40-50, to be under the new subtitle designation,
"Subtitle 40. Complete Streets"
Baltimore City Code
(Edition 2000)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Laws of Baltimore City read as follows:

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

* WARNING: THIS IS AN UNOFFICIAL, INTRODUCTORY COPY OF THE BILL.
THE OFFICIAL COPY CONSIDERED BY THE CITY COUNCIL IS THE FIRST READER COPY.

Baltimore City Code

Article 26. Surveys, Streets, and Highways

SUBTITLE 40. COMPLETE STREETS

PART I. DEFINITIONS; APPLICABILITY

§ 40-1. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *COMPLETE STREETS.*

"COMPLETE STREETS" MEANS A TRANSPORTATION PHILOSOPHY THAT CALLS FOR STREETS TO BE CONSTRUCTED AND OPERATED IN A WAY THAT CONSIDERS THE NEEDS OF ALL USERS AND ENABLES EQUITABLE AND SAFE ACCESS.

(C) *COORDINATING COUNCIL.*

"COORDINATING COUNCIL" MEANS THE COMPLETE STREETS COORDINATING COUNCIL ESTABLISHED BY THIS SUBTITLE.

(D) *INCLUDES; INCLUDING.*

"INCLUDES" OR "INCLUDING" MEANS BY WAY OF ILLUSTRATION AND NOT BY WAY OF LIMITATION.

(E) *MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.*

(1) *MANDATORY TERMS.*

"MUST" AND "SHALL" ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT OR TO IMPOSE A DUTY.

(2) *PROHIBITORY TERMS.*

"MAY NOT" AND "NO ... MAY" ARE EACH MANDATORY NEGATIVE TERMS USED TO ESTABLISH A PROHIBITION.

(3) *PERMISSIVE TERMS.*

"MAY" IS PERMISSIVE.

(F) *PUBLIC TRANSIT VEHICLE.*

"PUBLIC TRANSIT VEHICLE" MEANS ANY VEHICLE THAT:

(1) IS OF A TYPE USED PRIMARILY FOR THE TRANSPORTATION OF THE GENERAL PUBLIC; AND

(2) HAS A SEATING CAPACITY OF 10 OR MORE PASSENGERS.

(G) *STREET.*

"STREET" MEANS ANY STREET, BOULEVARD, ROAD, HIGHWAY, ALLEY, LANE, SIDEWALK, FOOTWAY, MALL, ESPLANADE, OR OTHER WAY OR PLACE THAT IS OWNED BY THE CITY OR HABITUALLY USED BY THE PUBLIC.

(H) *TRANSPORTATION DEPARTMENT; DEPARTMENT.*

"TRANSPORTATION DEPARTMENT" OR "DEPARTMENT" MEANS THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION.

(I) *TRANSPORTATION DIRECTOR; DIRECTOR.*

"TRANSPORTATION DIRECTOR" OR "DIRECTOR" MEANS THE DIRECTOR OF THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION OR THE DIRECTOR'S DESIGNEE.

§ 40-2. APPLICABILITY OF SUBTITLE.

(A) *IN GENERAL.*

EXCEPT AS OTHERWISE PROVIDED IN THIS SUBTITLE, THIS SUBTITLE APPLIES TO ALL PROJECT PHASES UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR SUBJECT TO THE SUPERVISION OF THE TRANSPORTATION DEPARTMENT FOR THE IMPROVEMENT OF ANY STREET, INCLUDING PLANNING, PROGRAMMING, DESIGN, ACQUISITION OF LAND, CONSTRUCTION, CONSTRUCTION ENGINEERING, RECONSTRUCTION, REHABILITATION, RESURFACING, RETROFIT, AND OPERATION.

(B) *EXCEPTIONS – ORDINARY MAINTENANCE.*

THIS SUBTITLE DOES NOT APPLY TO ORDINARY MAINTENANCE, SUCH AS MOWING, CLEANING, SWEEPING, POTHOLE FILLING, CONCRETE JOINT REPAIR, AND OTHER REGULAR OR SEASONAL MAINTENANCE.

(C) *EXCEPTIONS – PREEXISTING PROJECTS.*

THIS SUBTITLE DOES NOT APPLY TO A PROJECT IN FINAL DESIGN OR UNDER CONSTRUCTION AS OF ___ _____ ___, 2018 *{CODIFIER TO INSERT GENERAL EFFECTIVE DATE OF THIS SUBTITLE}*.

(D) *EXCEPTIONS – LIMITED-ACCESS ROADS.*

THIS SUBTITLE DOES NOT APPLY TO A STREET WHERE USE BY BOTH PEDESTRIANS AND BICYCLISTS IS PROHIBITED BY LAW.

§§ 40-3 TO 40-5. *{RESERVED}*

PART II. COMPLETE STREETS TRANSPORTATION SYSTEM

§ 40-6. DEPARTMENT TO CONSTRUCT AND OPERATE SYSTEM.

THE DEPARTMENT SHALL CONSTRUCT AND OPERATE A COMPREHENSIVE COMPLETE STREETS TRANSPORTATION SYSTEM THAT ENABLES ACCESS, MOBILITY, ECONOMIC DEVELOPMENT, ATTRACTIVE PUBLIC SPACES, HEALTH, AND WELL-BEING FOR ALL PEOPLE.

§ 40-7. SYSTEM TO ENSURE SAFETY, ETC., AND CONVENIENCE OF ALL USERS.

THIS TRANSPORTATION SYSTEM MUST BE DESIGNED AND OPERATED IN WAYS THAT ENSURE THE SAFETY, SECURITY, COMFORT, AND CONVENIENCE OF ALL USERS OF THE STREETS, INCLUDING PEDESTRIANS, BICYCLISTS, PUBLIC TRANSIT USERS, EMERGENCY RESPONDERS, TRANSPORTERS OF COMMERCIAL GOODS, MOTOR VEHICLES, AND FREIGHT PROVIDERS.

§ 40-8. SYSTEM TO INCLUDE CONNECTED FACILITIES ACCOMMODATING ALL TRAVEL MODES.

THIS TRANSPORTATION SYSTEM MUST INCLUDE INTEGRATED NETWORKS OF CONNECTED FACILITIES ACCOMMODATING ALL MODES OF TRAVEL.

§ 40-9. SYSTEM TO PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

§ 40-10. SYSTEM TO PROMOTE ECONOMIC DEVELOPMENT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE ECONOMIC DEVELOPMENT.

§ 40-11. SYSTEM TO ENSURE EQUITY.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, ENSURE EQUITY BY ELIMINATING HEALTH, ECONOMIC, AND ACCESS DISPARITIES.

§ 40-12. SYSTEM MAY BE CONSTRUCTED OVER TIME.

THIS TRANSPORTATION SYSTEM MAY BE ACHIEVED THROUGH PROJECTS THAT FULLY IMPLEMENT COMPLETE STREETS OR PROJECTS THAT INCREMENTALLY IMPLEMENT COMPLETE STREETS THROUGH A SERIES OF SMALLER IMPROVEMENTS OVER TIME.

§§ 40-13 TO 40-15. *{RESERVED}*

PART III. COMPLETE STREETS COORDINATING COUNCIL.

§ 40-16. COUNCIL ESTABLISHED.

THERE IS A COMPLETE STREETS COORDINATING COUNCIL.

§ 40-17. COMPOSITION.

(A) *IN GENERAL.*

THE COORDINATING COUNCIL COMPRISES THE FOLLOWING OFFICIALS (OR THEIR RESPECTIVE DESIGNEES):

(1) THE TRANSPORTATION DIRECTOR;

(2) THE DIRECTOR OF THE CITY DEPARTMENT OF PLANNING;

(3) THE DIRECTOR OF CITY DEPARTMENT OF PUBLIC WORKS;

(4) THE DIRECTOR OF THE CITY DEPARTMENT OF HEALTH;

(5) THE DIRECTOR OF THE CITY DEPARTMENT OF RECREATION AND PARKS;

(6) THE DIRECTOR OF THE CITY OFFICE OF SUSTAINABILITY;

(7) THE EXECUTIVE DIRECTOR OF THE PARKING AUTHORITY OF BALTIMORE CITY; AND

(8) A REPRESENTATIVE OF THE MARYLAND TRANSIT ADMINISTRATOR.

(B) *CHAIR.*

THE TRANSPORTATION DIRECTOR IS THE CHAIR OF THE COORDINATING COUNCIL.

§ 40-18. MEETINGS; QUORUM; VOTING.

(A) *MEETINGS.*

THE COORDINATING COUNCIL MEETS ON THE CALL OF THE CHAIR AS FREQUENTLY AS REQUIRED TO PERFORM ITS DUTIES AND AT LEAST ONCE PER QUARTER.

(B) *QUORUM.*

A MAJORITY OF THE MEMBERS CONSTITUTES A QUORUM FOR THE TRANSACTION OF BUSINESS.

(C) *VOTING.*

AN AFFIRMATIVE VOTE OF AT LEAST A MAJORITY OF A QUORUM IS NEEDED FOR ANY OFFICIAL ACTION.

§ 40-19. MINUTES.

(A) *REQUIRED.*

MINUTES MUST BE TAKEN OF ALL MEETINGS OF THE COORDINATING COUNCIL.

(B) *PUBLIC AVAILABILITY.*

THE MINUTES OF EVERY MEETING MUST BE MADE PUBLICALLY AVAILABLE BY POSTING ON THE TRANSPORTATION DEPARTMENT'S WEBSITE WITHIN 7 DAYS OF THE MEETING.

§ 40-20. STAFF.

THE TRANSPORTATION DEPARTMENT MUST PROVIDE STAFF FOR THE COORDINATING COUNCIL.

§ 40-21. DUTIES.

IN ADDITION TO THE OTHER DUTIES SPECIFIED ELSEWHERE IN THIS SUBTITLE, THE COORDINATING COUNCIL IS RESPONSIBLE FOR:

(1) REVIEWING THE STATUS OF PROJECTS;

(2) IDENTIFYING NEW PROJECTS;

(3) PROMOTING INTERAGENCY COOPERATION IN THE PURSUIT OF PROJECT FUNDING; AND

(4) COORDINATING INTERAGENCY COOPERATION IN COMMUNITY ENGAGEMENT.

§§ 40-22 TO 40-25. ***{RESERVED}***

PART IV. DESIGN STANDARDS

§ 40-26. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS PART IV, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *TRANSIT STREET.*

"TRANSIT STREET" MEANS ANY STREET ON WHICH A PUBLIC TRANSIT VEHICLE PROVIDES FIXED-ROUTE SERVICE.

(C) *TRUCK ROUTE.*

"TRUCK ROUTE" MEANS ANY STREET SO DESIGNATED ON THE TRANSPORTATION DEPARTMENT'S MAP OF "OFFICIAL TRUCK ROUTES".

§ 40-27. DESIGN VEHICLES.

(A) *"DESIGN VEHICLE" DEFINED.*

IN THIS SECTION, "DESIGN VEHICLE" MEANS A SELECTED VEHICLE, WITH SPECIFIC WEIGHT, DIMENSIONS, AND OPERATING CHARACTERISTICS, USED TO ESTABLISH STREET DESIGN CONTROLS.

(B) *IN GENERAL.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR ALL STREETS, EXCEPT FOR TRANSIT STREETS AND TRUCK ROUTES, MUST BE THE DESIGN VEHICLE RECOMMENDED FOR NEIGHBORHOOD STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

(C) *TRANSIT STREETS.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRANSIT STREETS MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRANSIT STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "TRANSIT STREET DESIGN GUIDE".

(D) *TRUCK ROUTES.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRUCK ROUTES MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRUCK ROUTES BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

§ 40-28. DESIGN SPEED.

(A) *"DESIGN SPEED" DEFINED.*

IN THIS SECTION, "DESIGN SPEED" MEANS THE SPEED USED TO DETERMINE GEOMETRIC FEATURES OF A STREET DURING THE DESIGN PHASE.

(B) *STANDARD.*

THE DESIGN SPEED USED BY THE TRANSPORTATION DEPARTMENT FOR ANY STREET MAY NOT BE ANY GREATER THAN THE POSTED SPEED LIMIT PROPOSED FOR THAT STREET.

§ 40-29. LANE WIDTHS.

(A) *IN GENERAL.*

EXCEPT AS PROVIDED IN THIS SECTION OR OTHERWISE REQUIRED BY LAW, THE LANES OF ANY STREET MAY NOT BE MORE THAN 9 FEET WIDE.

(B) *EXCEPTIONS.*

(1) *COLLECTORS AND ARTERIALS.*

ON A STREET DESIGNATED ON THE BALTIMORE CITY ROADWAY FUNCTIONAL CLASSIFICATION MAP AS A "COLLECTOR" OR "ARTERIAL", ANY LANE MAY BE UP TO 10 FEET WIDE.

(2) *TRANSIT STREETS AND TRUCK ROUTES.*

ON A TRANSIT STREET OR TRUCK ROUTE, ONE LANE IN EACH DIRECTION MAY BE UP TO 11 FEET WIDE.

§ 40-30. DoT to use latest and best standards.

In constructing and operating its Complete Streets Transportation System, the Transportation Department must use the latest and best standards, including:

(1) National Association of City Transportation Officials:

(I) "Global Street Design Guide".

(II) "Urban Street Design Guide".

(III) "Transit Street Design Guide".

(IV) "Urban Bikeway Design Guide".

(2) American Association of State Highway and Transportation Officials:

(I) "Guide for Planning Design and Operation of Pedestrian Facilities".

(II) "Guide for the Development of Bicycle Facilities".

(3) Federal Highway Administration:

(I) "Separated Bike Lane Planning and Design Guide".

(II) "Report on Incorporating On-Road Bicycle Networks into Resurfacing Projects".

(4) Institute of Transportation Engineers, "Manual for Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities".

(5) National Cooperative Highway Research Program, Report 616, "Multi-Modal Level of Service Analysis for Urban Streets".

§§ 40-31 to 40-35. *{Reserved}*

Part V. Complete Streets Manual

§ 40-36. Director to adopt Complete Streets Manual.

The Transportation Director, in consultation with the Complete Streets Coordinating Council, shall adopt and may amend from time to time a Complete Streets Manual to carry out this subtitle.

§ 40-37. Modal hierarchy.

The Complete Streets Manual must include a hierarchy of the various modes of travel, indicating the priority to be given to each mode.

§ 40-38. STREET TYPOLOGIES.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE COMPLETE STREETS STREET TYPOLOGIES FOR CLASSIFYING CITY STREETS.

(B) *CONSIDERATIONS.*

IN CREATING STREET TYPOLOGIES, THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST CONSIDER:

(1) ROADWAY FORM AND FUNCTION, INCLUDING TRAFFIC VOLUME, SPEED, AND FUNCTIONAL CLASSIFICATION;

(2) INTERSECTIONS AND CROSSINGS;

(3) BRIDGES AND OVERPASSES;

(4) LOADING ZONES;

(5) OVERLAYS, INCLUDING FOR TRANSIT STREETS, TRUCK ROUTES, AND FIRE AND EMERGENCY ROUTES;

(6) EXISTING AND PLANNED LAND USE;

(7) ZONING DESIGNATIONS;

(8) PUBLIC SPACE GUIDELINES;

(9) STORMWATER MANAGEMENT;

(10) GREEN INFRASTRUCTURE;

(11) "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S BALTIMORE CITY MAIN STREETS PROGRAM;

(12) PUBLIC ART;

(13) ARTS DISTRICTS;

(14) HISTORIC PRESERVATION; AND

(15) ANY OTHER NECESSARY CONSIDERATIONS.

§ 40-39. PROJECT PRIORITIZATION PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROCESS FOR IDENTIFYING, SCREENING, AND PRIORITIZING PROJECTS SEEKING FUNDING THROUGH FEDERAL OR STATE GRANTS, THE CITY CAPITAL IMPROVEMENT PROGRAM, OR OTHER MEANS.

(B) *PROCESS TO INCLUDE EQUITY GAP ANALYSIS.*

THIS PROJECT PRIORITIZATION PROCESS MUST INCLUDE AN EQUITY GAP ANALYSIS.

§ 40-40. PROJECT DELIVERY PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROJECT DELIVERY PROCESS.

(B) *REQUIREMENTS.*

THIS PROJECT DELIVERY PROCESS MUST INCLUDE:

(1) PROJECT PHASES FROM IDENTIFICATION THROUGH CONSTRUCTION THROUGH OPERATION;

(2) A CHART LISTING THE TYPES OF PROJECTS UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR UNDER THE SUPERVISION OF THE DEPARTMENT, AND SHOWING PROJECT PHASES FOR EACH TYPE, AND STEPS TO COMPLETE EACH PROJECT PHASE, AND WHETHER, FOR EACH PROJECT TYPE, A GIVEN STEP IS REQUIRED, OPTIONAL, OR INAPPLICABLE;

(3) A DECISION TREE SHOWING HOW STREET TYPOLOGY, EXISTING AND PLANNED LAND USE, MODAL HIERARCHY, AND ANY ADDITIONAL FACTORS DETERMINE STREET DESIGN, AND WHETHER VARIOUS ELEMENTS ARE REQUIRED, RECOMMENDED, OPTIONAL, OR NOT REQUIRED; AND

(4) A PROJECT MANAGEMENT CHECKLIST.

§ 40-41. EQUITY IN COMMUNITY ENGAGEMENT.

THE COMPLETE STREETS MANUAL MUST INCLUDE COMMUNITY ENGAGEMENT POLICIES THAT OVERCOME BARRIERS TO ENGAGEMENT ASSOCIATED WITH RACE, INCOME, AGE, DISABILITY, ENGLISH LANGUAGE PROFICIENCY, AND VEHICLE ACCESS OF POPULATIONS AFFECTED BY A PROJECT, INCLUDING A MEANS OF MEASURING SUCCESS IN OVERCOMING THESE BARRIERS.

§ 40-42. PUBLIC COMMENT PERIOD.

(A) *PUBLICATION OF PROPOSED MANUAL OR AMENDMENT.*

THE TRANSPORTATION DIRECTOR MUST PUBLISH THE PROPOSED COMPLETE STREETS MANUAL OR PROPOSED AMENDMENT TO THE MANUAL BY POSTING A COPY OF THE PROPOSAL TO THE DEPARTMENT'S WEBSITE AT LEAST 45 DAYS BEFORE ITS ADOPTION.

(B) *NOTICE.*

(1) A NOTICE OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT TO THE MANUAL MUST ALSO BE POSTED TO THE TRANSPORTATION DEPARTMENT'S WEBSITE, SOCIAL MEDIA, AND OTHER CHANNELS OF DISTRIBUTION AVAILABLE TO THE DEPARTMENT.

(2) THIS NOTICE MUST INCLUDE:

(I) A SUMMARY OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT; AND

(II) INFORMATION ON HOW A PERSON CAN:

(A) OBTAIN A COPY OF THE PROPOSAL;

(B) OBTAIN A SCHEDULE OF PUBLIC HEARING(S) TO BE HELD ON THE PROPOSAL; AND

(C) SUBMIT COMMENTS BEFORE THE PROPOSAL IS FINALIZED AND ADOPTED.

(C) *PUBLIC HEARING.*

(1) DURING THE 45-DAY PUBLIC COMMENT PERIOD, THE DIRECTOR MUST ALSO ADVERTISE AND HOLD 1 OR MORE PUBLIC HEARINGS ON THE PROPOSED MANUAL OR PROPOSED AMENDMENT.

(2) AT LEAST 1 HEARING MUST BE HELD IN WHOLE OR IN PART BETWEEN 6 PM AND 8 PM.

§ 40-43. FINAL ADOPTION.

(A) *IN GENERAL.*

AFTER THE 45-DAY PUBLIC COMMENT AND HEARING PERIOD, THE DIRECTOR MAY MODIFY AND ADOPT THE COMPLETE STREETS MANUAL.

(B) *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF THE COMPLETE STREETS MANUAL AND, FROM TIME TO TIME, ANY AMENDMENT TO THE MANUAL MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE IT BECOMES EFFECTIVE.

§§ 40-44 TO 40-45. ***{RESERVED}***

PART VI. ANNUAL REPORT AND PUBLIC ACCOUNTABILITY

§ 40-46. ANNUAL REPORT REQUIRED.

ON OR BEFORE AUGUST 31 OF EACH YEAR, THE DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST:

(1) PREPARE A REPORT ASSESSING THE STATUS OF THE COMPLETE STREETS TRANSPORTATION SYSTEM; AND

(2) SUBMIT THAT REPORT TO:

(I) THE MAYOR;

(II) THE CITY COUNCIL; AND

(III) THE COORDINATING COUNCIL.

§ 40-47. PERFORMANCE MEASURES.

(A) *CRASH DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGES IN CRASH DATA FOR ALL MODES OF TRAVEL AS MEASURED BY:

(I) THE "MARYLAND STATEWIDE VEHICLE CRASHES DATA" COLLECTED BY THE MARYLAND STATE POLICE;

(II) THE "FATALITY ANALYSIS REPORTING SYSTEM" DATA COLLECTED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION; OR

(III) OTHER SIMILAR DATA.

(2) *SEPARATE REPORTING BY CATEGORY.*

CRASH DATA FOR ALL MODES OF TRAVEL MUST BE SEPARATELY REPORTED BY THE FOLLOWING CATEGORIES:

(I) ALL CRASHES;

(II) INJURY CRASHES; AND

(III) FATAL CRASHES.

(B) *TRANSIT ON-TIME PERFORMANCE.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN TRANSIT ON-TIME PERFORMANCE, AS MEASURED BY:

(1) THE PERFORMANCE DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION AND PUBLISHED IN THE MARYLAND DEPARTMENT OF TRANSPORTATION'S ANNUAL ATTAINMENT REPORT; OR

(2) OTHER SIMILAR DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION OR THE TRANSPORTATION DEPARTMENT.

(C) *COMMUTE TIMES.*

THE ANNUAL REPORT MUST MEASURE COMMUTE TIMES FOR ALL MODES OF TRAVEL, AS MEASURED BY THE TRAVEL-TIME-TO-WORK DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(D) *MODAL SHARE.*

THE ANNUAL REPORT MUST MEASURE MODAL SHARE, AS MEASURED BY THE MEANS-OF-TRANSPORTATION DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(E) *INFRASTRUCTURE DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE:

(I) THE AMOUNT OF INFRASTRUCTURE BUILT, UPGRADED, REPLACED, OR REHABILITATED IN THE PREVIOUS 1-YEAR PERIOD; AND

(II) THE TOTAL AMOUNT OF INFRASTRUCTURE IN THE CITY'S OVERALL TRANSPORTATION SYSTEM.

(2) *SEPARATE REPORTING BY TYPE.*

THE MEASUREMENTS REQUIRED BY PARAGRAPH (1) OF THIS SUBSECTION MUST BE SEPARATELY REPORTED BY TYPE, INCLUDING:

(I) INFRASTRUCTURE FOR WALKING, BIKING, AND PUBLIC TRANSIT;

(II) PUBLIC SPACE INFRASTRUCTURE; AND

(III) GREEN INFRASTRUCTURE.

(F) *BUSINESS VACANCY.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN COMMERCIAL VACANCY RATES:

(1) IN EACH OF THE CENTRAL BUSINESS DISTRICT AND NEIGHBORHOOD BUSINESS DISTRICTS, AS DESIGNATED BY THE BALTIMORE CITY DEPARTMENT OF PLANNING; AND

(2) IN EACH OF THE CITY'S "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S "BALTIMORE CITY MAIN STREETS" PROGRAM.

(G) *INVENTORY OF PROJECTS.*

THE ANNUAL REPORT MUST INCLUDE AN INVENTORY OF ALL ONGOING PROJECTS IN ANY PHASE AND THE PROJECTED COST OF THOSE PROJECTS.

§ 40-48. EQUITY LENS.

(A) *SEPARATE REPORTING BY GEOGRAPHIC SUBUNIT.*

IN PREPARING THE ANNUAL REPORT, THE DEPARTMENT MUST SEPARATELY REPORT DATA BY GEOGRAPHIC SUBUNIT (E.G., CENSUS TRACT, TRAFFIC ANALYSIS ZONE, OR THE LIKE).

(B) *SEPARATE REPORTING BY RACE, INCOME, AND VEHICLE ACCESS.*

THE ANNUAL REPORT MUST SEPARATELY REPORT DATA INTO THE FOLLOWING CATEGORIES:

(1) POPULATIONS THAT ARE ABOVE AND BELOW THE MEDIAN NUMBER OF PERSONS OF COLOR FOR BALTIMORE CITY.

(2) POPULATIONS ABOVE AND BELOW 50% NO VEHICLE ACCESS.

(3) POPULATIONS WITH A MEDIAN INCOME ABOVE AND BELOW THE MEDIAN HOUSEHOLD INCOME FOR BALTIMORE CITY.

§ 40-49. REPORT AND DATA TO BE PUBLICALLY AVAILABLE.

(A) *REPORT TO BE POSTED.*

THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC BY POSTING IT ON THE TRANSPORTATION DEPARTMENT'S WEBSITE.

(B) *DATA TO BE MADE AVAILABLE.*

TO THE GREATEST EXTENT POSSIBLE, ALL UNDERLYING DATA USED IN PREPARING THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC.

§ 40-50. ACCOUNTABILITY TO COMMUNITIES.

THE TRANSPORTATION DEPARTMENT, IN CONSULTATION WITH THE COMPLETE STREETS COORDINATING COUNCIL, SHALL CONDUCT PUBLIC MEETINGS AND OTHER COMMUNITY ENGAGEMENT AND OUTREACH ACTIVITIES TO PRESENT THE COMPLETE STREETS ANNUAL REPORT TO THE PUBLIC AND SOLICIT PUBLIC INPUT.

SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance are not law and may not be considered to have been enacted as a part of this or any prior ordinance.

SECTION 3. AND BE IT FURTHER ORDAINED, That:

(1) City Code Article 26, Subtitle 40, Part V, as enacted by this Ordinance, takes effect on the date of enactment of this Ordinance.

(2) Within 30 days of the date of enactment of this Ordinance, the Transportation Director, in consultation with the Complete Streets Coordinating Council, shall publish a Community Engagement Plan, containing a description of the methods of community engagement to be used to obtain pubic input.

(3) Within 90 days of the date of enactment, the Complete Streets Coordinating Council shall prepare and complete its recommendations for a draft Complete Streets Manual.

(4) Within 135 days of the date of enactment, the Transportation Director shall, in consultation with the Complete Streets Coordinating Council, propose and publish for public comment a proposed Complete Streets Manual, in accordance with City Code, Article 26, Subtitle 40, Part V, as enacted by this Ordinance.

(5) The Transportation Director shall adopt and publish a Complete Streets Manual within 225 days of the date of enactment of this Ordinance.

SECTION 4. AND BE IT FURTHER ORDAINED, That Section 3 of this Ordinance takes effect on the date of enactment.

SECTION 5. AND BE IT FURTHER ORDAINED, That except as provided in Sections 3 and 4 of this Ordinance, this Ordinance takes effect on the 225th day after the date it is enacted.

ACTION BY THE CITY COUNCIL

FIRST READING (INTRODUCTION) JUL 17 2017 20 ____

PUBLIC HEARING HELD ON April 25th, & September 26th & October 10, 20 18

COMMITTEE REPORT AS OF October 15, 20 18

____ FAVORABLE ____ UNFAVORABLE ✓ FAVORABLE AS AMENDED ____ WITHOUT RECOMMENDATION

Edward B. Risinger
Chair

COMMITTEE MEMBERS:

COMMITTEE MEMBERS:

SECOND READING: The Council's action being favorable (unfavorable), this City Council bill was (was not) ordered printed for Third Reading on:

OCT 15 2018 20 ____

✓ Amendments were read and adopted (defeated) as indicated on the copy attached to this blue backing.

THIRD READING OCT 29 2018 20 ____

____ Amendments were read and adopted (defeated) as indicated on the copy attached to this blue backing.

THIRD READING (ENROLLED) ____ 20 ____

____ Amendments were read and adopted (defeated) as indicated on the copy attached to this blue backing.

THIRD READING (RE-ENROLLED) ____ 20 ____

WITHDRAWAL ____ 20 ____

There being no objections to the request for withdrawal, it was so ordered that this City Council Ordinance be withdrawn from the files of the City Council.

President

Chief Clerk

1050-10-2

BALTIMORE CITY COUNCIL
LAND USE AND TRANSPORTATION COMMITTEE

Mission Statement

On behalf of the Citizens of Baltimore City, the mission of the Land Use and Transportation Committee is to review and support responsible development and zoning initiatives to ensure compatibility with the aim of improving the quality of life for the diverse population of Baltimore City.

The Honorable Edward Reisinger
Chairperson

PUBLIC HEARING

Wednesday, April 25, 2018
5:00 PM
Clarence "Du" Burns Council Chambers

******Televised******

City Council Bill # 17-0102
Complete Streets

Revised

CITY COUNCIL COMMITTEES

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Eric Costello – Chair
Leon Pinkett – Vice Chair
Bill Henry
Sharon Green Middleton
Brandon M. Scott
Isaac "Yitzy" Schleifer
Shannon Sneed
Staff: Marguerite Currin

EDUCATION AND YOUTH
Zeke Cohen – Chair
Mary Pat Clarke – Vice Chair
John Bullock
Kristerfer Burnett
Ryan Dorsey
Staff: Larry Greene

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Kristerfer Burnett– Vice Chair
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Sharon Green Middleton – Chair
Leon Pinkett – Vice Chair
Eric Costello
Edward Reisinger
Robert Stokes
Staff: Samuel Johnson
- Larry Greene ***(pension only)***

Rev. 03/06/18

CITY OF BALTIMORE
CATHERINE E. PUGH, Mayor

OFFICE OF COUNCIL SERVICES
LARRY E. GREENE, Director
415 City Hall, 100 N. Holliday Street
Baltimore, Maryland 21202
410-396-7215 / Fax: 410-545-7596
email: larry.greene@baltimorecity.gov

BILL SYNOPSIS

Committee: Land Use and Transportation

Bill 17-0102

Complete Street

Sponsor: *Councilmember Dorsey*
Introduced: *July 17, 2017*

Purpose:

For the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

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Effective:

- Sections 3 and 4 of the bill would become effective on the date of enactment.
- The entire ordinance (*except for provisions in Sections 3 and 4*) would take effect 225 days after the date of enactment.

Hearing Date/Time/Location: April 25, 2018 /5:00 p.m./Clarence "Du" Burns Chambers

Agency Reports

Department of Law	Comments
Department of Transportation	Favorable/Comments
Planning Commission	
Department of Housing and Community Development	Comments
Department of Finance	Unfavorable
Fire Department	Comments
Parking Authority of Baltimore City	Comments
Department of Recreation and Parks	
Department of Public Works	Comments
Office of Sustainability	Favorable
Health Department	Defers to Transportation
Baltimore Development Corporation	Comments

Analysis

Proposed Law

Article 26 – Surveys, Streets, and Highways; Sections 40-1 through 40 -50, to be under the new subtitle designation, "Subtitle 40. Complete Streets"; Baltimore City Code (Edition 2000)

Background

CC Bill 17-0102, if approved, would create new regulations for the Department of Transportation known as "Complete Streets" under *Article 26, Surveys, Streets, and Highways* of the *Baltimore City Code*. The proposed Complete Streets Transportation System philosophy calls for streets to be constructed and operated in a way that considers the needs of all users and enables equitable and safe access.

Complete streets-like policy was first implemented in 1971 in Oregon. Beginning in the early 2000s, local jurisdictions began to implement the policy. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. Complete streets concepts, generally, do not have a singular design prescription. The designs are unique and respond to the community context.

According to Bill 17-0102, the proposal for the Complete Streets philosophy/policy comprises six (6) major components:

(1) Definitions of certain terms and applicability of the Complete Streets' subtitle.
(2) Construction and operation of the Complete Streets Transportation System
(3) Creation of a Complete Street Coordinating Council
(4) Creation of Design Standards
(5) Adoption of a Complete Streets Manual
(6) Preparation of an Annual Report and Public Accountability

The new regulations would apply to all project phases undertaken by the Transportation Department for the improvement of any street, including planning, programming, design, acquisition of land, construction, construction engineering, reconstruction, rehabilitation, resurfacing retrofit, and operation.

The regulations would not apply to projects in final design or that are under construction by a certain date. The regulation would not apply to ordinary maintenance, such as mowing, cleaning, sweeping, pothole filling, concrete joint repair, and other regular or seasonal maintenance. The regulations also would not apply to a street where use by both pedestrians and bicyclist is prohibited by law.

Additional Information

Fiscal Note: Not Available

Information Source(s): Agency reports; SmartGrowth America; CityLab

Analysis by: Jennifer L. Coates
Analysis Date: April 23, 2018

Direct Inquiries to: (410) 396-1260

CITY OF BALTIMORE
COUNCIL BILL 17-0102
(First Reader)

Introduced by: Councilmembers Dorsey, Bullock, Middleton, Henry, Pinkett, Scott, Burnett, Cohen, Clarke, Sneed
Introduced and read first time: July 17, 2017
Assigned to: Land Use and Transportation Committee
REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Transportation, Planning Commission, Department of Housing and Community Development, Department of Finance

A BILL ENTITLED

AN ORDINANCE concerning

Complete Streets

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

BY adding
Article 26 - Surveys, Streets, and Highways
Sections 40-1 through 40-50, to be under the new subtitle designation,
"Subtitle 40. Complete Streets"
Baltimore City Code
(Edition 2000)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Laws of Baltimore City read as follows:

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

Baltimore City Code

Article 26. Surveys, Streets, and Highways

SUBTITLE 40. COMPLETE STREETS

PART I. DEFINITIONS; APPLICABILITY

§ 40-1. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *COMPLETE STREETS.*

"COMPLETE STREETS" MEANS A TRANSPORTATION PHILOSOPHY THAT CALLS FOR STREETS TO BE CONSTRUCTED AND OPERATED IN A WAY THAT CONSIDERS THE NEEDS OF ALL USERS AND ENABLES EQUITABLE AND SAFE ACCESS.

(C) *COORDINATING COUNCIL.*

"COORDINATING COUNCIL" MEANS THE COMPLETE STREETS COORDINATING COUNCIL ESTABLISHED BY THIS SUBTITLE.

(D) *INCLUDES; INCLUDING.*

"INCLUDES" OR "INCLUDING" MEANS BY WAY OF ILLUSTRATION AND NOT BY WAY OF LIMITATION.

(E) *MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.*

(1) *MANDATORY TERMS.*

"MUST" AND "SHALL" ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT OR TO IMPOSE A DUTY.

(2) *PROHIBITORY TERMS.*

"MAY NOT" AND "NO ... MAY" ARE EACH MANDATORY NEGATIVE TERMS USED TO ESTABLISH A PROHIBITION.

(3) *PERMISSIVE TERMS.*

"MAY" IS PERMISSIVE.

(F) *PUBLIC TRANSIT VEHICLE.*

"PUBLIC TRANSIT VEHICLE" MEANS ANY VEHICLE THAT:

(1) IS OF A TYPE USED PRIMARILY FOR THE TRANSPORTATION OF THE GENERAL PUBLIC; AND

(2) HAS A SEATING CAPACITY OF 10 OR MORE PASSENGERS.

(G) *STREET.*

"STREET" MEANS ANY STREET, BOULEVARD, ROAD, HIGHWAY, ALLEY, LANE, SIDEWALK, FOOTWAY, MALL, ESPLANADE, OR OTHER WAY OR PLACE THAT IS OWNED BY THE CITY OR HABITUALLY USED BY THE PUBLIC.

(H) *TRANSPORTATION DEPARTMENT; DEPARTMENT.*

"TRANSPORTATION DEPARTMENT" OR "DEPARTMENT" MEANS THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION.

(I) *TRANSPORTATION DIRECTOR; DIRECTOR.*

"TRANSPORTATION DIRECTOR" OR "DIRECTOR" MEANS THE DIRECTOR OF THE BALTIMORE CITY DEPARTMENT OF TRANSPORTATION OR THE DIRECTOR'S DESIGNEE.

§ 40-2. APPLICABILITY OF SUBTITLE.

(A) *IN GENERAL.*

EXCEPT AS OTHERWISE PROVIDED IN THIS SUBTITLE, THIS SUBTITLE APPLIES TO ALL PROJECT PHASES UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR SUBJECT TO THE SUPERVISION OF THE TRANSPORTATION DEPARTMENT FOR THE IMPROVEMENT OF ANY STREET, INCLUDING PLANNING, PROGRAMMING, DESIGN, ACQUISITION OF LAND, CONSTRUCTION, CONSTRUCTION ENGINEERING, RECONSTRUCTION, REHABILITATION, RESURFACING, RETROFIT, AND OPERATION.

(B) *EXCEPTIONS – ORDINARY MAINTENANCE.*

THIS SUBTITLE DOES NOT APPLY TO ORDINARY MAINTENANCE, SUCH AS MOWING, CLEANING, SWEEPING, POTHOLE FILLING, CONCRETE JOINT REPAIR, AND OTHER REGULAR OR SEASONAL MAINTENANCE.

(C) *EXCEPTIONS – PREEXISTING PROJECTS.*

THIS SUBTITLE DOES NOT APPLY TO A PROJECT IN FINAL DESIGN OR UNDER CONSTRUCTION AS OF _____ ___, 2018 *{CODIFIER TO INSERT GENERAL EFFECTIVE DATE OF THIS SUBTITLE}*.

(D) *EXCEPTIONS – LIMITED-ACCESS ROADS.*

THIS SUBTITLE DOES NOT APPLY TO A STREET WHERE USE BY BOTH PEDESTRIANS AND BICYCLISTS IS PROHIBITED BY LAW.

§§ 40-3 TO 40-5. *{RESERVED}*

PART II. COMPLETE STREETS TRANSPORTATION SYSTEM

§ 40-6. DEPARTMENT TO CONSTRUCT AND OPERATE SYSTEM.

THE DEPARTMENT SHALL CONSTRUCT AND OPERATE A COMPREHENSIVE COMPLETE STREETS TRANSPORTATION SYSTEM THAT ENABLES ACCESS, MOBILITY, ECONOMIC DEVELOPMENT, ATTRACTIVE PUBLIC SPACES, HEALTH, AND WELL-BEING FOR ALL PEOPLE.

§ 40-7. SYSTEM TO ENSURE SAFETY, ETC., AND CONVENIENCE OF ALL USERS.

THIS TRANSPORTATION SYSTEM MUST BE DESIGNED AND OPERATED IN WAYS THAT ENSURE THE SAFETY, SECURITY, COMFORT, AND CONVENIENCE OF ALL USERS OF THE STREETS, INCLUDING PEDESTRIANS, BICYCLISTS, PUBLIC TRANSIT USERS, EMERGENCY RESPONDERS, TRANSPORTERS OF COMMERCIAL GOODS, MOTOR VEHICLES, AND FREIGHT PROVIDERS.

§ 40-8. SYSTEM TO INCLUDE CONNECTED FACILITIES ACCOMMODATING ALL TRAVEL MODES.

THIS TRANSPORTATION SYSTEM MUST INCLUDE INTEGRATED NETWORKS OF CONNECTED FACILITIES ACCOMMODATING ALL MODES OF TRAVEL.

§ 40-9. SYSTEM TO PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE WALKING, BIKING, AND PUBLIC TRANSIT.

§ 40-10. SYSTEM TO PROMOTE ECONOMIC DEVELOPMENT.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, PROMOTE ECONOMIC DEVELOPMENT.

§ 40-11. SYSTEM TO ENSURE EQUITY.

THIS TRANSPORTATION SYSTEM MUST, TO THE GREATEST EXTENT POSSIBLE, ENSURE EQUITY BY ELIMINATING HEALTH, ECONOMIC, AND ACCESS DISPARITIES.

§ 40-12. SYSTEM MAY BE CONSTRUCTED OVER TIME.

THIS TRANSPORTATION SYSTEM MAY BE ACHIEVED THROUGH PROJECTS THAT FULLY IMPLEMENT COMPLETE STREETS OR PROJECTS THAT INCREMENTALLY IMPLEMENT COMPLETE STREETS THROUGH A SERIES OF SMALLER IMPROVEMENTS OVER TIME.

§§ 40-13 TO 40-15. *{RESERVED}*

PART III. COMPLETE STREETS COORDINATING COUNCIL.

§ 40-16. COUNCIL ESTABLISHED.

THERE IS A COMPLETE STREETS COORDINATING COUNCIL.

§ 40-17. COMPOSITION.

(A) *IN GENERAL.*

THE COORDINATING COUNCIL COMPRISES THE FOLLOWING OFFICIALS (OR THEIR RESPECTIVE DESIGNEES):

(1) THE TRANSPORTATION DIRECTOR;

(2) THE DIRECTOR OF THE CITY DEPARTMENT OF PLANNING;

(3) THE DIRECTOR OF CITY DEPARTMENT OF PUBLIC WORKS;

(4) THE DIRECTOR OF THE CITY DEPARTMENT OF HEALTH;

(5) THE DIRECTOR OF THE CITY DEPARTMENT OF RECREATION AND PARKS;

(6) THE DIRECTOR OF THE CITY OFFICE OF SUSTAINABILITY;

(7) THE EXECUTIVE DIRECTOR OF THE PARKING AUTHORITY OF BALTIMORE CITY; AND

(8) A REPRESENTATIVE OF THE MARYLAND TRANSIT ADMINISTRATOR.

(B) *CHAIR.*

THE TRANSPORTATION DIRECTOR IS THE CHAIR OF THE COORDINATING COUNCIL.

§ 40-18. MEETINGS; QUORUM; VOTING.

(A) *MEETINGS.*

THE COORDINATING COUNCIL MEETS ON THE CALL OF THE CHAIR AS FREQUENTLY AS REQUIRED TO PERFORM ITS DUTIES AND AT LEAST ONCE PER QUARTER.

(B) *QUORUM.*

A MAJORITY OF THE MEMBERS CONSTITUTES A QUORUM FOR THE TRANSACTION OF BUSINESS.

(C) *VOTING.*

AN AFFIRMATIVE VOTE OF AT LEAST A MAJORITY OF A QUORUM IS NEEDED FOR ANY OFFICIAL ACTION.

§ 40-19. MINUTES.

(A) *REQUIRED.*

MINUTES MUST BE TAKEN OF ALL MEETINGS OF THE COORDINATING COUNCIL.

(B) *PUBLIC AVAILABILITY.*

THE MINUTES OF EVERY MEETING MUST BE MADE PUBLICALLY AVAILABLE BY POSTING ON THE TRANSPORTATION DEPARTMENT'S WEBSITE WITHIN 7 DAYS OF THE MEETING.

§ 40-20. STAFF.

THE TRANSPORTATION DEPARTMENT MUST PROVIDE STAFF FOR THE COORDINATING COUNCIL.

§ 40-21. DUTIES.

IN ADDITION TO THE OTHER DUTIES SPECIFIED ELSEWHERE IN THIS SUBTITLE, THE COORDINATING COUNCIL IS RESPONSIBLE FOR:

(1) REVIEWING THE STATUS OF PROJECTS;

(2) IDENTIFYING NEW PROJECTS;

(3) PROMOTING INTERAGENCY COOPERATION IN THE PURSUIT OF PROJECT FUNDING; AND

(4) COORDINATING INTERAGENCY COOPERATION IN COMMUNITY ENGAGEMENT.

§§ 40-22 TO 40-25. ***{RESERVED}***

PART IV. DESIGN STANDARDS

§ 40-26. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS PART IV, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *TRANSIT STREET.*

"TRANSIT STREET" MEANS ANY STREET ON WHICH A PUBLIC TRANSIT VEHICLE PROVIDES FIXED-ROUTE SERVICE.

(C) *TRUCK ROUTE.*

"TRUCK ROUTE" MEANS ANY STREET SO DESIGNATED ON THE TRANSPORTATION DEPARTMENT'S MAP OF "OFFICIAL TRUCK ROUTES".

§ 40-27. DESIGN VEHICLES.

(A) *"DESIGN VEHICLE" DEFINED.*

IN THIS SECTION, "DESIGN VEHICLE" MEANS A SELECTED VEHICLE, WITH SPECIFIC WEIGHT, DIMENSIONS, AND OPERATING CHARACTERISTICS, USED TO ESTABLISH STREET DESIGN CONTROLS.

(B) *IN GENERAL.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR ALL STREETS, EXCEPT FOR TRANSIT STREETS AND TRUCK ROUTES, MUST BE THE DESIGN VEHICLE RECOMMENDED FOR NEIGHBORHOOD STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

(C) *TRANSIT STREETS.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRANSIT STREETS MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRANSIT STREETS BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "TRANSIT STREET DESIGN GUIDE".

(D) *TRUCK ROUTES.*

THE DESIGN VEHICLE USED BY THE TRANSPORTATION DEPARTMENT FOR TRUCK ROUTES MUST BE THE DESIGN VEHICLE RECOMMENDED FOR DESIGNATED TRUCK ROUTES BY THE MOST RECENT EDITION OF THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS, "URBAN STREET DESIGN GUIDE".

§ 40-28. DESIGN SPEED.

(A) *"DESIGN SPEED" DEFINED.*

IN THIS SECTION, "DESIGN SPEED" MEANS THE SPEED USED TO DETERMINE GEOMETRIC FEATURES OF A STREET DURING THE DESIGN PHASE.

(B) *STANDARD.*

THE DESIGN SPEED USED BY THE TRANSPORTATION DEPARTMENT FOR ANY STREET MAY NOT BE ANY GREATER THAN THE POSTED SPEED LIMIT PROPOSED FOR THAT STREET.

§ 40-29. LANE WIDTHS.

(A) *IN GENERAL.*

EXCEPT AS PROVIDED IN THIS SECTION OR OTHERWISE REQUIRED BY LAW, THE LANES OF ANY STREET MAY NOT BE MORE THAN 9 FEET WIDE.

(B) *EXCEPTIONS.*

(1) *COLLECTORS AND ARTERIALS.*

ON A STREET DESIGNATED ON THE BALTIMORE CITY ROADWAY FUNCTIONAL CLASSIFICATION MAP AS A "COLLECTOR" OR "ARTERIAL", ANY LANE MAY BE UP TO 10 FEET WIDE.

(2) *TRANSIT STREETS AND TRUCK ROUTES.*

ON A TRANSIT STREET OR TRUCK ROUTE, ONE LANE IN EACH DIRECTION MAY BE UP TO 11 FEET WIDE.

§ 40-30. DOT TO USE LATEST AND BEST STANDARDS.

IN CONSTRUCTING AND OPERATING ITS COMPLETE STREETS TRANSPORTATION SYSTEM, THE TRANSPORTATION DEPARTMENT MUST USE THE LATEST AND BEST STANDARDS, INCLUDING:

(1) NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS:

(I) "GLOBAL STREET DESIGN GUIDE".

(II) "URBAN STREET DESIGN GUIDE".

(III) "TRANSIT STREET DESIGN GUIDE".

(IV) "URBAN BIKEWAY DESIGN GUIDE".

(2) AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS:

(I) "GUIDE FOR PLANNING DESIGN AND OPERATION OF PEDESTRIAN FACILITIES".

(II) "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES".

(3) FEDERAL HIGHWAY ADMINISTRATION:

(I) "SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE".

(II) "REPORT ON INCORPORATING ON-ROAD BICYCLE NETWORKS INTO RESURFACING PROJECTS".

(4) INSTITUTE OF TRANSPORTATION ENGINEERS, "MANUAL FOR CONTEXT SENSITIVE SOLUTIONS IN DESIGNING MAJOR URBAN THOROUGHFARES FOR WALKABLE COMMUNITIES".

(5) NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM, REPORT 616, "MULTI-MODAL LEVEL OF SERVICE ANALYSIS FOR URBAN STREETS".

§§ 40-31 TO 40-35. ***{RESERVED}***

PART V. COMPLETE STREETS MANUAL

§ 40-36. DIRECTOR TO ADOPT COMPLETE STREETS MANUAL.

THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COMPLETE STREETS COORDINATING COUNCIL, SHALL ADOPT AND MAY AMEND FROM TIME TO TIME A COMPLETE STREETS MANUAL TO CARRY OUT THIS SUBTITLE.

§ 40-37. MODAL HIERARCHY.

THE COMPLETE STREETS MANUAL MUST INCLUDE A HIERARCHY OF THE VARIOUS MODES OF TRAVEL, INDICATING THE PRIORITY TO BE GIVEN TO EACH MODE.

§ 40-38. STREET TYPOLOGIES.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE COMPLETE STREETS STREET TYPOLOGIES FOR CLASSIFYING CITY STREETS.

(B) *CONSIDERATIONS.*

IN CREATING STREET TYPOLOGIES, THE TRANSPORTATION DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST CONSIDER:

(1) ROADWAY FORM AND FUNCTION, INCLUDING TRAFFIC VOLUME, SPEED, AND FUNCTIONAL CLASSIFICATION;

(2) INTERSECTIONS AND CROSSINGS;

(3) BRIDGES AND OVERPASSES;

(4) LOADING ZONES;

(5) OVERLAYS, INCLUDING FOR TRANSIT STREETS, TRUCK ROUTES, AND FIRE AND EMERGENCY ROUTES;

(6) EXISTING AND PLANNED LAND USE;

(7) ZONING DESIGNATIONS;

(8) PUBLIC SPACE GUIDELINES;

(9) STORMWATER MANAGEMENT;

(10) GREEN INFRASTRUCTURE;

(11) "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S BALTIMORE CITY MAIN STREETS PROGRAM;

(12) PUBLIC ART;

(13) ARTS DISTRICTS;

(14) HISTORIC PRESERVATION; AND

(15) ANY OTHER NECESSARY CONSIDERATIONS.

§ 40-39. PROJECT PRIORITIZATION PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROCESS FOR IDENTIFYING, SCREENING, AND PRIORITIZING PROJECTS SEEKING FUNDING THROUGH FEDERAL OR STATE GRANTS, THE CITY CAPITAL IMPROVEMENT PROGRAM, OR OTHER MEANS.

(B) *PROCESS TO INCLUDE EQUITY GAP ANALYSIS.*

THIS PROJECT PRIORITIZATION PROCESS MUST INCLUDE AN EQUITY GAP ANALYSIS.

§ 40-40. PROJECT DELIVERY PROCESS.

(A) *IN GENERAL.*

THE COMPLETE STREETS MANUAL MUST INCLUDE A PROJECT DELIVERY PROCESS.

(B) *REQUIREMENTS.*

THIS PROJECT DELIVERY PROCESS MUST INCLUDE:

(1) PROJECT PHASES FROM IDENTIFICATION THROUGH CONSTRUCTION THROUGH OPERATION;

(2) A CHART LISTING THE TYPES OF PROJECTS UNDERTAKEN BY, UNDER THE AUTHORITY OF, OR UNDER THE SUPERVISION OF THE DEPARTMENT, AND SHOWING PROJECT PHASES FOR EACH TYPE, AND STEPS TO COMPLETE EACH PROJECT PHASE, AND WHETHER, FOR EACH PROJECT TYPE, A GIVEN STEP IS REQUIRED, OPTIONAL, OR INAPPLICABLE;

(3) A DECISION TREE SHOWING HOW STREET TYPOLOGY, EXISTING AND PLANNED LAND USE, MODAL HIERARCHY, AND ANY ADDITIONAL FACTORS DETERMINE STREET DESIGN, AND WHETHER VARIOUS ELEMENTS ARE REQUIRED, RECOMMENDED, OPTIONAL, OR NOT REQUIRED; AND

(4) A PROJECT MANAGEMENT CHECKLIST.

§ 40-41. EQUITY IN COMMUNITY ENGAGEMENT.

THE COMPLETE STREETS MANUAL MUST INCLUDE COMMUNITY ENGAGEMENT POLICIES THAT OVERCOME BARRIERS TO ENGAGEMENT ASSOCIATED WITH RACE, INCOME, AGE, DISABILITY,

ENGLISH LANGUAGE PROFICIENCY, AND VEHICLE ACCESS OF POPULATIONS AFFECTED BY A PROJECT, INCLUDING A MEANS OF MEASURING SUCCESS IN OVERCOMING THESE BARRIERS.

§ 40-42. PUBLIC COMMENT PERIOD.

(A) *PUBLICATION OF PROPOSED MANUAL OR AMENDMENT.*

THE TRANSPORTATION DIRECTOR MUST PUBLISH THE PROPOSED COMPLETE STREETS MANUAL OR PROPOSED AMENDMENT TO THE MANUAL BY POSTING A COPY OF THE PROPOSAL TO THE DEPARTMENT'S WEBSITE AT LEAST 45 DAYS BEFORE ITS ADOPTION.

(B) *NOTICE.*

(1) A NOTICE OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT TO THE MANUAL MUST ALSO BE POSTED TO THE TRANSPORTATION DEPARTMENT'S WEBSITE, SOCIAL MEDIA, AND OTHER CHANNELS OF DISTRIBUTION AVAILABLE TO THE DEPARTMENT.

(2) THIS NOTICE MUST INCLUDE:

(I) A SUMMARY OF THE PROPOSED MANUAL OR PROPOSED AMENDMENT; AND

(II) INFORMATION ON HOW A PERSON CAN:

(A) OBTAIN A COPY OF THE PROPOSAL;

(B) OBTAIN A SCHEDULE OF PUBLIC HEARING(S) TO BE HELD ON THE PROPOSAL; AND

(C) SUBMIT COMMENTS BEFORE THE PROPOSAL IS FINALIZED AND ADOPTED.

(C) *PUBLIC HEARING.*

(1) DURING THE 45-DAY PUBLIC COMMENT PERIOD, THE DIRECTOR MUST ALSO ADVERTISE AND HOLD 1 OR MORE PUBLIC HEARINGS ON THE PROPOSED MANUAL OR PROPOSED AMENDMENT.

(2) AT LEAST 1 HEARING MUST BE HELD IN WHOLE OR IN PART BETWEEN 6 PM AND 8 PM.

§ 40-43. FINAL ADOPTION.

(A) *IN GENERAL.*

AFTER THE 45-DAY PUBLIC COMMENT AND HEARING PERIOD, THE DIRECTOR MAY MODIFY AND ADOPT THE COMPLETE STREETS MANUAL.

(B) *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF THE COMPLETE STREETS MANUAL AND, FROM TIME TO TIME, ANY AMENDMENT TO THE MANUAL MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE IT BECOMES EFFECTIVE.

§§ 40-44 TO 40-45. ***{RESERVED}***

PART VI. ANNUAL REPORT AND PUBLIC ACCOUNTABILITY

§ 40-46. ANNUAL REPORT REQUIRED.

ON OR BEFORE AUGUST 31 OF EACH YEAR, THE DIRECTOR, IN CONSULTATION WITH THE COORDINATING COUNCIL, MUST:

(1) PREPARE A REPORT ASSESSING THE STATUS OF THE COMPLETE STREETS TRANSPORTATION SYSTEM; AND

(2) SUBMIT THAT REPORT TO:

(I) THE MAYOR;

(II) THE CITY COUNCIL; AND

(III) THE COORDINATING COUNCIL.

§ 40-47. PERFORMANCE MEASURES.

(A) *CRASH DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGES IN CRASH DATA FOR ALL MODES OF TRAVEL AS MEASURED BY:

(I) THE "MARYLAND STATEWIDE VEHICLE CRASHES DATA" COLLECTED BY THE MARYLAND STATE POLICE;

(II) THE "FATALITY ANALYSIS REPORTING SYSTEM" DATA COLLECTED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION; OR

(III) OTHER SIMILAR DATA.

(2) *SEPARATE REPORTING BY CATEGORY.*

CRASH DATA FOR ALL MODES OF TRAVEL MUST BE SEPARATELY REPORTED BY THE FOLLOWING CATEGORIES:

(I) ALL CRASHES;

(II) INJURY CRASHES; AND

(III) FATAL CRASHES.

(B) *TRANSIT ON-TIME PERFORMANCE.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN TRANSIT ON-TIME PERFORMANCE, AS MEASURED BY:

(1) THE PERFORMANCE DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION AND PUBLISHED IN THE MARYLAND DEPARTMENT OF TRANSPORTATION'S ANNUAL ATTAINMENT REPORT; OR

(2) OTHER SIMILAR DATA COLLECTED BY THE MARYLAND TRANSIT ADMINISTRATION OR THE TRANSPORTATION DEPARTMENT.

(C) *COMMUTE TIMES.*

THE ANNUAL REPORT MUST MEASURE COMMUTE TIMES FOR ALL MODES OF TRAVEL, AS MEASURED BY THE TRAVEL-TIME-TO-WORK DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(D) *MODAL SHARE.*

THE ANNUAL REPORT MUST MEASURE MODAL SHARE, AS MEASURED BY THE MEANS-OF-TRANSPORTATION DATA REPORTED IN THE AMERICAN COMMUNITIES SURVEY'S "COMMUTING (JOURNEY TO WORK)".

(E) *INFRASTRUCTURE DATA.*

(1) *IN GENERAL.*

THE ANNUAL REPORT MUST MEASURE:

(I) THE AMOUNT OF INFRASTRUCTURE BUILT, UPGRADED, REPLACED, OR REHABILITATED IN THE PREVIOUS 1-YEAR PERIOD; AND

(II) THE TOTAL AMOUNT OF INFRASTRUCTURE IN THE CITY'S OVERALL TRANSPORTATION SYSTEM.

(2) *SEPARATE REPORTING BY TYPE.*

THE MEASUREMENTS REQUIRED BY PARAGRAPH (1) OF THIS SUBSECTION MUST BE SEPARATELY REPORTED BY TYPE, INCLUDING:

(I) INFRASTRUCTURE FOR WALKING, BIKING, AND PUBLIC TRANSIT;

(II) PUBLIC SPACE INFRASTRUCTURE; AND

(III) GREEN INFRASTRUCTURE.

(F) *BUSINESS VACANCY.*

THE ANNUAL REPORT MUST MEASURE YEAR-OVER-YEAR CHANGE IN COMMERCIAL VACANCY RATES:

(1) IN EACH OF THE CENTRAL BUSINESS DISTRICT AND NEIGHBORHOOD BUSINESS DISTRICTS, AS DESIGNATED BY THE BALTIMORE CITY DEPARTMENT OF PLANNING; AND

(2) IN EACH OF THE CITY'S "MAIN STREETS", AS DESIGNATED BY THE BALTIMORE DEVELOPMENT CORPORATION'S "BALTIMORE CITY MAIN STREETS" PROGRAM.

(G) *INVENTORY OF PROJECTS.*

THE ANNUAL REPORT MUST INCLUDE AN INVENTORY OF ALL ONGOING PROJECTS IN ANY PHASE AND THE PROJECTED COST OF THOSE PROJECTS.

§ 40-48. EQUITY LENS.

(A) *SEPARATE REPORTING BY GEOGRAPHIC SUBUNIT.*

IN PREPARING THE ANNUAL REPORT, THE DEPARTMENT MUST SEPARATELY REPORT DATA BY GEOGRAPHIC SUBUNIT (E.G., CENSUS TRACT, TRAFFIC ANALYSIS ZONE, OR THE LIKE).

(B) *SEPARATE REPORTING BY RACE, INCOME, AND VEHICLE ACCESS.*

THE ANNUAL REPORT MUST SEPARATELY REPORT DATA INTO THE FOLLOWING CATEGORIES:

(1) POPULATIONS THAT ARE ABOVE AND BELOW THE MEDIAN NUMBER OF PERSONS OF COLOR FOR BALTIMORE CITY.

(2) POPULATIONS ABOVE AND BELOW 50% NO VEHICLE ACCESS.

(3) POPULATIONS WITH A MEDIAN INCOME ABOVE AND BELOW THE MEDIAN HOUSEHOLD INCOME FOR BALTIMORE CITY.

§ 40-49. REPORT AND DATA TO BE PUBLICALLY AVAILABLE.

(A) *REPORT TO BE POSTED.*

THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC BY POSTING IT ON THE TRANSPORTATION DEPARTMENT'S WEBSITE.

(B) *DATA TO BE MADE AVAILABLE.*

TO THE GREATEST EXTENT POSSIBLE, ALL UNDERLYING DATA USED IN PREPARING THE ANNUAL REPORT MUST BE MADE AVAILABLE TO THE PUBLIC.

§ 40-50. ACCOUNTABILITY TO COMMUNITIES.

THE TRANSPORTATION DEPARTMENT, IN CONSULTATION WITH THE COMPLETE STREETS COORDINATING COUNCIL, SHALL CONDUCT PUBLIC MEETINGS AND OTHER COMMUNITY ENGAGEMENT AND OUTREACH ACTIVITIES TO PRESENT THE COMPLETE STREETS ANNUAL REPORT TO THE PUBLIC AND SOLICIT PUBLIC INPUT.

SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance are not law and may not be considered to have been enacted as a part of this or any prior ordinance.

SECTION 3. AND BE IT FURTHER ORDAINED, That:

(1) City Code Article 26, Subtitle 40, Part V, as enacted by this Ordinance, takes effect on the date of enactment of this Ordinance.

(2) Within 30 days of the date of enactment of this Ordinance, the Transportation Director, in consultation with the Complete Streets Coordinating Council, shall publish a Community Engagement Plan, containing a description of the methods of community engagement to be used to obtain pubic input.

(3) Within 90 days of the date of enactment, the Complete Streets Coordinating Council shall prepare and complete its recommendations for a draft Complete Streets Manual.

(4) Within 135 days of the date of enactment, the Transportation Director shall, in consultation with the Complete Streets Coordinating Council, propose and publish for public comment a proposed Complete Streets Manual, in accordance with City Code, Article 26, Subtitle 40, Part V, as enacted by this Ordinance.

(5) The Transportation Director shall adopt and publish a Complete Streets Manual within 225 days of the date of enactment of this Ordinance.

SECTION 4. AND BE IT FURTHER ORDAINED, That Section 3 of this Ordinance takes effect on the date of enactment.

SECTION 5. AND BE IT FURTHER ORDAINED, That except as provided in Sections 3 and 4 of this Ordinance, this Ordinance takes effect on the 225th day after the date it is enacted.

LAND USE AND TRANSPORTATION COMMITTEE

BILL 17-0102

AGENCY REPORTS

Department of Law	Comments
Department of Transportation	Favorable/Comments
Planning Commission	
Department of Housing and Community Development	Comments
Department of Finance	Unfavorable
Fire Department	Comments
Parking Authority of Baltimore City	Comments
Department of Recreation and Parks	
Department of Public Works	Comments
Office of Sustainability	Favorable
Health Department	Defers to Dept. of Transportation
Baltimore Development Corporation	Comments

CITY OF BALTIMORE
CATHERINE E. PUGH, Mayor

DEPARTMENT OF LAW
ANDRE M. DAVIS, CITY SOLICITOR
100 N. Holliday Street
Suite 101, City Hall
Baltimore, Maryland 21202

April 18, 2018

The Honorable President and Members
of the Baltimore City Council
Attn: Executive Secretary
Room 409, City Hall
100 N. Holliday Street
Baltimore, Maryland 21202

Re: City Council Bill 17-0102 – Complete Streets

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 17-0102 for form and legal sufficiency.

The bill would add Subtitle 40 to Article 26 of the City Code to create a comprehensive street system. It mandates that the City's Department of Transportation ("DOT") create and operate a system of street improvement or creation in accordance with certain general principles.

It creates a Complete Streets Coordinating Council ("Council") that would include the directors of several City Departments, the Director of the Office of Sustainability, a representative of the Maryland Transit Administrator and the Executive Director of the Parking Authority of Baltimore City. The Council must review the status of projects, identify new projects, promote interagency cooperation and community engagement. The Council must also work in conjunction with the DOT Director to create a Complete Streets Manual ("Manual") that will undergo a public comment period and eventually be filed in the Department of Legislative Reference. The Manual must consider fifteen different factors and include a hierarchy of the various modes of transportation indicating the priority to be given to each mode of transportation. The Manual must include a "process for identifying, screening and prioritizing projects seeking funding through Federal or State grants, the City Capital Improvement Program, or other means." It must also include a Project Delivery Process that includes a chart of every phase of every type of project undertaken by DOT as well as a decision tree "showing how street typology, existing and planned land use, modal hierarchy, and any additional factors determine street design" and whether such elements are necessary or optional.

In addition, the bill mandates that DOT use a design vehicle for street design controls and requires that the lanes of any street be no more than nine feet wide, unless otherwise provided by law or in this new Subtitle. The bill mandates that DOT use the "latest and best standards" including those mentioned in several different design guides.

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Finally, the bill requires that DOT, in consultation with the Council, prepare an annual report that measures yearly changes in crash data for all modes of travel and specifically breaks out injury and fatal crashes. The report must also measure yearly transit on-time performance, commute times and modal share, and give statistics on infrastructure and business vacancy. The report must list the cost of all ongoing projects. Finally, in addition to breaking out data based on geography, the report must also categorize data based on "populations" that are: (1) above and below the median number of person of color for Baltimore City; (2) above and below 50% vehicle access and (3) have median income above and below the median household income for Baltimore City.

The Law Department notes that the bill's aspirational language may be difficult to enforce. In addition, the bill may create operational issues that could have legal consequences such as mandating nine-foot-wide lanes. The Federal Highway Administration recommends other lane widths in different circumstances and notes that narrow lanes may decrease vehicle safety depending on the number of travelers on the road and the road's location. *See, e.g.*, https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm. Since these suggested widths are listed as guidelines, the City would be unable meet these guidelines unless they become required by a federal or state law. Rather, as written, the bill would mandate the nine-foot width. While not illegal, the mandatory width may impact the City's ability to work within the terms of state or federal grants.

The Law Department also notes that the data reporting requirements may be difficult to achieve. First, it is unclear what data is to be broken into the race, income and vehicle access Section 40-48. Is the intent to have all the data listed in 40-47 be broken out by the equity lens in 40-48? If so, it would be best to clarify that language. However, if that is the intent, it may be difficult to find the data on fatal crashes, for example, broken in to groups by median income or access to a car.

Despite these operational hurdles, the Law Department can approve the bill as written for form and legal sufficiency.

Very truly yours,

Hilary Ruley
Chief Solicitor

cc: Andre M. Davis, City Solicitor
Karen Stokes, Director, Mayor's Office of Government Relations
Kyron Banks, Mayor's Legislative Liaison
Elena DiPietro, Chief Solicitor, General Counsel Division
Victor Tervala, Chief Solicitor
Ashlea Brown, Assistant Solicitor
Avery Aisenstark

FROM				
	NAME & TITLE	Michelle Pourciau, Director	CITY of	
	AGENCY NAME & ADDRESS	Department of Transportation (DOT) 417 E Fayette Street, Room 527	BALTIMORE	
	SUBJECT	City Council Bill Report17-0102	MEMO	

TO Mayor Catherine E. Pugh DATE: March 26, 2018

TO: Respective City Council Land Use and Transportation Committee
FROM: Department of Transportation
POSITION: Support with Amendments
RE: City Council Bill 17-0102 - Complete Streets

INTRODUCTION

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best Design 2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Baltimore City Department of Transportation strongly supports the Complete Streets concept. The department is of the belief that the city's transportation network should be balanced and built to accommodate all users safely and efficiently. Additionally, the transportation network should be inclusive and reliable for all pedestrians, bicyclists, transit users, freight, and cars. The success of our network is reliant upon the effectiveness and safety of our roadways to mobilize our populous, thus well-built complete streets are imperative to promote the health, security, access, commute times, environmental sustainability, economy, and communities they were built to serve. The Baltimore City Department of Transportation is committed to investing in the formation of a robust network of multi-modal transportation and livable streets; however, said investments must be made within the parameters of budgetary constraints, and such will require planning over time.

- Under its new vision, the Baltimore City Department of Transportation has initiated the city's first ever Comprehensive Transportation Plan. The plan is targeted to engage in a complete analysis of the city's public space and rights-of-ways. It will identify and prioritize the needs of the decaying infrastructure and technology, analyze current and future demands on a limited right-of-way, identify and address pressing safety issues, and evaluate potential opportunities for public space investments that will catalyze neighborhood improvements. Additionally, it will comprehensively examine financial constraints to aid in the prioritization of investments of a limited resource pool and assist in the growth of asset acquisition. The plan will establish processes for performance measurements, and will provide a vision for transportation in the city moving forward, including recommendations for ensuring a comprehensive multimodal network that meets the needs of today, as well as long-term;

- The Department has established an internal Complete Streets review committee to evaluates all current construction and implementation projects with a Complete Streets lens to ensure that current projects provide Complete Streets elements;
- The Department is in the process of developing a public education campaign that will emphasize and promote Complete Streets principles, such as encouraging safer driving habits, anticipated to be released Spring of 2018;
- Over the next year, DOT is committed to working in conjunction with the Department of Public Works on the development of a Design Manual to establish exceptional standards for engineering practices within the city;
- DOT is committed to developing a comprehensive Complete Streets Implementation Plan over the next year that establishes guidance for integrating a Complete Streets approach into our planning, design, and engineering practices.

The Department of Transportation looks forward to continuing these efforts, and will dedicate focused attention to the evaluation all of the Departments investments, including creating safer, and more accessible streets for all.

PURPOSE/PLANS – Complete Streets is a global framework that seeks to enhance mobility for all users. Integrating Complete Streets into city planning requires that agencies work cohesively in the innovation of street design, or redesign, to think beyond traditional passenger vehicles. Complete Streets are a comprehensive network of transportation that provides an outstanding experience for all users, regardless of mode of travel.

The Department has implemented Complete Streets since the 2009 Resolution. In 2013, the Department revisited the policy to craft a variety of improvements. Since 2013, the Department has, and continues, to implement numerous elements of Complete Streets. Examples include the following:

- Improved walkability through:
    - Construction of over 15,000 square feet of new sidewalk between FY16-17;
    - New high lumen LED street lighting across nearly half the city;
    - New and refreshed crosswalks;
    - Over 2,376 new ADA-compliant curb ramps;
    - The E. North Avenue Reconstruction project, which includes enhanced sidewalks, crosswalks, ADA ramps, bump outs to reduce pedestrian crossing distances, lighting enhancements, and street plantings;
    - Initiation of Park Circle intersection construction, seeking to add new sidewalks and ADA curb ramps, along with improved bus shelters;
    - Sharp-Leadenhall Streetscape project to improve pedestrian safety and mobility through new enhanced lighting, sidewalk reconstruction, ADA curb ramps; and
    - Being awarded TIGER funding to study the Hanover Street Corridor for multimodal access, just to name a few.
- Improved Bikability through:
    - Adoption of a Bike Master Plan and adding bike facilities based on recommendations within this plan;
    - Installation of 175 new bike racks in the public right-of-way;
    - Potomac Street Cycle Track installation, which aims to slow down vehicles and improve access for bicyclists and pedestrians;
    - Ongoing construction of Central Avenue, to include dedicated bike lanes and installation of new bike racks, as well as pedestrian improvements such as bump outs, ADA compliant pedestrian crossings and sidewalks, and countdown pedestrian signals with APS push button stations, and enhanced street lighting;
    - Current construction of Midtown Streetscape project, which enhances both pedestrian and bicycle safety and access through improved signage, a new resurfaced Cycletrack, new countdown pedestrian signals, ADA curb ramps, traffic calming elements, and bump outs; and
    - Creation of a brand new Bike Share system with hundreds of bikes and over 50 stations.

- Improved Transit Access with:
    - Construction of new priority bus lanes and transit signal priority;
    - Installed 200 improved bus pads across the city in the past 2 years; and
    - Ongoing coordination with MTA on various projects that will improve transit access.
- Improving Freight Access to ensure the Department maintains a vital commercial base within the city by:
    - Successfully being awarded the TIGER grant for construction of a new Broening Highway, which also comprised a Complete Streets component to ensure trucks are not traveling through residential areas.
- Additionally, the Department has a number of ongoing maintenance projects focusing on streets and the public right-of-way through resurfacing, sidewalk and curb ramp repairs, and actively identifying scheduled resurfacing projects where there may be an opportunity to implement complete streets elements such as bike lanes.

Furthermore, Baltimore City Department of Transportation has completed improvements at over 16 intersections that were designed to enhance safety for pedestrians by narrowing travel lanes, slowing turning vehicles and shortening crossing distances for pedestrians. The Department will continue this type of programming through capital improvement projects, ongoing maintenance, and any special grant awards that may be received.

BRIEF HISTORY – In 2009, the Baltimore City Council approved a Complete Streets Resolution (Council Bill 09-0433). Baltimore City Department of Transportation adopted a Complete Streets policy in 2013.

FISCAL IMPACT – The proposed Council Bill 17-0102 will have fiscal impacts on the Baltimore City Department of Transportation, as well as other city agencies' operations, and capital budgets. This legislation will require hiring consultants for technical expertise, hiring new full-time staff to coordinate and facilitate the proposed coordinated council as well as manage all associated reporting and programmatic requirements. These efforts will also have significant impact on existing and future infrastructure projects, resulting in estimated additional ongoing costs of over 5-25% of project costs, or $5 million annually, due to adding certain features that may require relocation of existing utilities or requiring changes to existing designs. The legislation does not propose any additional funding to be added for Complete Streets improvements, which will impact existing limited and dwindling resources. While infrastructure repair demands have been consistent or increasing, federal and state funding for such improvements have decreased over the years. The Department is committed to implementing Complete Streets; however, this legislation as written will require more than standard funding to be expensed, taking away from regular, essential maintenance demands and critical infrastructure improvements that typically take precedence. New sources of funding are needed to ensure enhanced Complete Streets implementation.

AGENCY/DEPARTMENT POSITION –
The Department of Transportation respectfully favors City Council Bill 17-0102; however, with amendments to be further discussed and deliberated with Council and the Committee. While in agreement that projects should be planned, designed, and engineered to improve safety for all, the Department believes that this legislation, as written, will put significant constraints on daily operations.

If you have any questions, please do not hesitate to contact Katelyn McCauley at Katelyn.McCauley@baltimorecity.gov, (443) 677-9391.

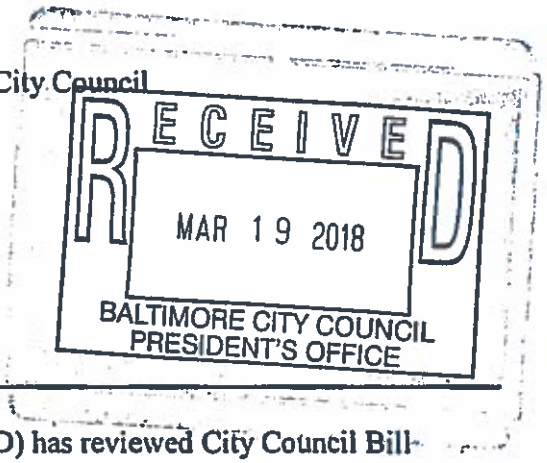
Sincerely,

Michelle Pourciau
Director

The Baltimore City Department of
HOUSING & COMMUNITY
DEVELOPMENT

Favorable with Amendments

MEMORANDUM



To: The Honorable President and Members of the Baltimore City Council
c/o Natawna Austin, Executive Secretary

From: Michael Braverman, Housing Commissioner MB

Date: March 12, 2018

Re: **City Council Bill 17-0102 – Complete Streets**

The Department of Housing and Community Development (HCD) has reviewed City Council Bill 17-0102 for the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

If enacted, this bill would move the Department of Transportation towards the goal of designing, constructing and operating a safe and efficient transportation system in the City that would support access and mobility for people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

The bill supports an approach that integrates users and communities in the planning, design, construction, operation, and maintenance of the transportation network to ensure streets are safe for people of all ages and abilities, balances the needs of different modes, and supports local land uses, economies, cultures, and natural environments.

The bill specifically requires the Department of Transportation to create a Complete Streets Coordinating Council, develop a Complete Streets Manual and prepare an annual Complete Streets Report.

HCD supports the intent of this legislation. We, however, believe it could be improved as follows:

- Clarify that Complete Streets should be part of the comprehensive transportation planning process with recognition that certain federal and state requirements will have precedence.

- Broaden the types of projects that are eligible for exclusion to include projects that are at a certain point in pre-development or are a part of prescribed approved/awarded federal redevelopment initiatives (Section 40-2 (C)).

- Broaden community engagement requirements so they are more compatible with equity policy and planning, i.e. requiring hard copies to be provided in public locations such as public libraries or community centers and be bi-lingual.
- Ensure that the bill allows the manual to be a flexible planning and policy tool and is incorporated as part of other citywide transit initiatives or mandates.

- Add a representative from the City Department of Housing and Community Development and the Housing Authority of Baltimore City (HABC) because of their respective involvements with major redevelopment initiatives.

- Modify the project prioritization and project delivery processes to be less prescriptive and more flexible to insure they stay current and viable.

The Department of Housing and Community Development supports the concept of the Complete Streets Bill, however, HCD would like to see amendments to the bill to make it less prescriptive and encourage flexibility to guide the transition to safe streets in the City that balance of needs of communities, users, land uses and all modes of transportation. HCD welcomes the opportunity to work with the Department of Transportation as they move forward with the development of a manual.

MB:sd

cc: Ms. Karen Stokes, *Mayor's Office of Government Relations*
Mr. Kyron Banks, *Mayor's Office of Government Relations*

FROM		
NAME & TITLE	Robert Cenname, Chief	CITY of BALTIMORE
AGENCY NAME & ADDRESS	Bureau of the Budget and Management Research Room 432, City Hall (410) 396-4941	MEMO
SUBJECT	City Council Bill 17-0102 – Complete Streets	

DATE:

TO

The Honorable President and
Members of the City Council
Room 400, City Hall

March 15, 2018

City Council Bill #17-0102 was created for the purpose of requiring the Department of Transportation (DOT) to construct and operate a comprehensive Complete Streets Transportation System, which would consider the needs of all users, support varied travel modes, and ensure equitable and safe access.

To accomplish this goal, the bill would create a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establish certain design standards and requiring the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; require the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; require that the Transportation Director, in consultation with the Coordinating Council, prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specify that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; define certain terms; and provide for special effective dates.

The Finance Department review of this legislation focused on identifying implementation and ongoing costs. The proposed legislation would have a significant fiscal impact for both the City's operating and capital budgets, based on a preliminary Finance Department analysis conducted in consultation with DOT and other affected City agencies.

Operating budget impacts include:

- A one-time cost of about $500K for DOT to hire a professional consultant to lead development of the required Complete Streets Manual. This project requires technical expertise and dedicated time beyond current in-house staff capacity.
- Ongoing costs of $200K annually for two additional full-time DOT employees to staff the Complete Streets initiative and associated supplies and contracts. Tasks would include coordinating agendas, minutes, and public engagement for the interagency Coordinating Council; compiling and analyzing data for required annual reports; and continually monitoring projects for equity and compliance with other Complete Streets principles.
- Annual ongoing costs of $200K for additional staff and supplies at multiple agencies to support participation in the Coordinating Council, public engagement, and analysis of projects to ensure they meet Complete Streets standards.

Capital Budget impacts include:

- Increased costs for new projects. There is limited evidence from other cities about the marginal costs of using a Complete Street approach, but a widely cited study by Charlotte, North Carolina suggests that adding multi-modal transportation to street projects increases costs by an average of 5 percent, which would translate into more than $1.5 million additional costs annually for the City. DOT believes that estimate is too low, and costs would actually increase by 15 to 25 percent, or more than $4.5 million each year. Costs likely would be higher for Baltimore, because DOT would require consultant support as it builds staff capacity, and the proposed bill is more prescriptive than language enacted in Charlotte and other cities.
- Costs for reviewing and amending current capital projects. DOT notes that applying the Complete Streets approach to projects already in the initial design phase would result in additional costs for redesign and further bidding processes.

These cost estimates are preliminary, and actual costs would largely depend on specifications in the Complete Streets Manual required by the bill. In addition to implementation costs, the legislation could have other fiscal impacts, such as reduced metered street parking leading to revenue loss. Long-term economic benefits to the City could result if the Complete Streets approach reduces wear-and-tear on roadways, improves public health, and expands access to business districts, but savings are challenging to quantify and would not offset implementation costs in the short-term.

Expected implementation costs of the legislation do not have a dedicated funding source; so the Department of Finance opposes this bill.

cc: Henry Raymond
Kyron Banks

FROM

NAME & TITLE	Niles R. Ford, PhD, Chief of Fire Department
AGENCY NAME & ADDRESS	Baltimore City Fire Department 401 East Fayette St. 21202
SUBJECT	City Council Bill #17-0102 Response to Complete Streets

CITY of BALTIMORE

MEMO

DATE: April 2, 2018

TO The Honorable Bernard C. Young, President
And All Members of the Baltimore City Council
City Hall, Room 408

FOR the purpose of requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain exceptions; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Baltimore City Fire Department ("BCFD" or the "Fire Department") supports initiatives that seek to improve the quality of life for all Baltimore City residents and visitors, and generally is in support of the concept of Complete Streets. However, the Department has a few concerns about the current version of Bill 17-0102.

First, with any ordinance or bill that relates to City streets, BCFD needs to ensure that any actions taken with respect to streets also will comply with the International Fire Code, 2015 edition ("Fire Code"), which has been adopted by the Mayor and City Council of Baltimore for fire code compliance to safeguard life and property.

The Fire Department has concerns with any part of the bill that authorizes street designs that would violate the Fire Code. For instance, Appendix D of the Fire Code, in part, delineates the necessary access (to facilities, buildings or portions of buildings) and minimum specifications that are required for fire apparatus access roads. By way of example, but without limitation, Appendix D of the Fire Code provides that "[w]here a fire hydrant is located on a fire apparatus

access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders." As another example, Appendix D also provides that "[a]erial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof." It is the Fire Department's position that any Complete Streets ordinance must allow for compliance with the Fire Code to ensure that these and other requisite safety standards are met.

In addition, we recommend that the Chief of the Fire Department (or his/her designee) be included as a member of the Complete Streets Coordinating Council that would be created by this bill. This is in accordance with recommendations of Complete Streets advocates. For instance, the Active Transportation Alliance's "Complete Streets Complete Networks: A Manual for the Design of Active Transportation" advises that "[f]ire professionals, police and ambulance services are key stakeholders in the implementation of Complete Streets policy and should be included in all review processes. They can provide unique perspective on the uses and demands of corridors in the areas they serve." This Manual also is included on the website of the National Association of City Transportation Officials. The Fire Department should be included in the planning process on the front end of Complete Streets projects, to avoid any potential issues related to the Fire Code that may become clear after projects are initiated or finalized. If involved in the Coordinating Council, the Fire Department would thus be able to make suggestions related to proposed Complete Streets projects that would help avoid Fire Code issues in the long run.

Comments

TRANSMITTAL MEMO

RECEIVED
MAR 20 2018
BALTIMORE CITY COUNCIL PRESIDENT'S OFFICE

PARKING OF BALTIMORE CITY AUTHORITY

TO: Council President Bernard "Jack" Young

FROM: Peter Little, Executive Director

DATE: March 19, 2018

RE: Council Bill 17-0102

I am herein reporting on City Council Bill 17-0102 introduced by Councilmembers Dorsey, Bullock, Middleton, Henry, Pinkett, Scott, Burnett, Cohen, Clarke, Sneed.

The purpose of this bill is requiring the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System; creating a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establishing certain design standards and requiring the Transportation Department to use the latest and best design2 standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; Requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; specifying that the requirements of this Ordinance apply to all project phases undertaken by, under the authority of, or subject to the supervision of the Transportation Department for the improvement of any street, subject to certain expectations; defining certain terms; providing for special effective dates; and generally relating to the construction and operation of a transportation system, accommodating al travel modes, that ensures the safety, security, comfort, and convenience of all users.

The Parking Authority of Baltimore City (PABC) has reviewed the proposed legislation. The PABC is generally in favor of a better planned and rational approach to transportation that accommodates all modes, especially if those modes help manage parking demand. The PABC does not fully understand all the impacts this legislation would have because the Complete Streets Manual has not been drafted and other elements have not been clarified. Accordingly, we do have some preliminary reservations.

The PABC would caution against any action that would result in the removal of too much parking too quickly in neighborhoods that already have an imbalance of parking supply and demand. Residents and businesses would need time to acclimate, and other modes would need to be further developed and more investment would be needed for them (mass transit, biking, pedestrian, car sharing and ride sharing modes) to be viable alternatives. Also, cost impacts could be felt by the PABC and the City's parking system in the form of additional PABC staffing (Parking Planning Division) being needed to coordinate with other agencies in the Complete Streets planning efforts; additional funds would be needed for parking studies in neighborhoods where a Complete Streets plan was to be implemented; and additional equipment (vehicles; computers; etc.) would be needed. This would also likely involve revenue loss where metered parking is removed. Another possible

impact, if a significant amount of street parking is eliminated in the neighborhoods due to Complete Streets, could be a call/demand for the City to construct and operate additional off-street parking facilities. Generally, off-street parking facilities do not generate sufficient revenue (at least $200/month/space in revenue or more based on size, design, and operating plan of the facility, and the cost of land) to cover their costs and would need to be at least partially subsidized by the City, triggering additional unmet costs.

As written, the legislation does not explicitly mention parking; therefore, any associated parking requirements will be based on those of the underlying district and prescribed by the Zoning Code. We believe parking should be affirmatively referenced under considerations in §40-38 STREET TYPOLOGIES. The legislation does reference loading zones, a program administered by the PABC. The PABC is interested in improving the City's loading zone policies; however, we caution against establishing Complete Streets Street Typologies (§ 40-38. STREET TYPOLOGIES) that could restrict loading zones to certain street classifications. Creating such restrictions could be harmful to businesses and public gathering places that rely upon loading zones for normal operations. As a member of the Complete Streets Coordinating Committee, the Executive Director of the PABC will ensure that parking and other on-street programs administered by our agency are considered throughout the enactment of this legislation.

Based on the comments above, the PABC believes the passage of Council Bill 17-0102 should be deferred to allow more time to fully assess the impacts of this legislation.

Comments

FROM			
	NAME & TITLE	Rudolph S. Chow, P.E., Director	CITY of BALTIMORE MEMO
	AGENCY NAME & ADDRESS	Department of Public Works 600 Abel Wolman Municipal Building	
	SUBJECT	**CITY COUNCIL BILL 17-0102**	

TO

DATE March 16, 2018

The Honorable President and Members
of the Baltimore City Council
c/o Natawna Austin
Room 400 – City Hall

I am herein reporting on City Council Bill 17-0102, introduced by Councilman Dorsey.

The purpose of this bill is to require the Department of Transportation to, among other things, construct and operate a comprehensive Complete Streets Transportation System; create a Complete Streets Coordinating Council to make certain recommendations and oversee certain activities regarding the Complete Streets Transportation System; establish certain design standards and require the Transportation Department to use the latest and best design standards in constructing and operating the Complete Streets Transportation System; requiring the Transportation Department, in consultation with the Coordinating Council and after public notice and a public comment period, to adopt a Complete Streets Manual to carry out this Ordinance; requiring that the Transportation Director, in consultation with the Coordinating Council, to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System, and to conduct public meetings and other community engagement and outreach activities to present the Complete Streets Annual Report to the public and to solicit input; and generally relating to the construction and operation of a transportation system, accommodating all travel modes, that ensures the safety, security, comfort, and convenience of all users.

The legislation calls for the Department of Transportation (DOT) to construct and operate a "comprehensive complete streets transportation system," which would follow certain standards outlined in the legislation. This bill, if approved, would also require the creation of a Coordinating Council, which would be chaired by the Director of DOT, and would be comprised of directors of other city agencies, including the Director of the Department of Public Works (DPW), as well as a representative of the Maryland Transit Administration. The Director of DOT would be required to consult with this Council to adopt a complete streets manual as a guide in the development of a "complete streets transportation system," as well as project prioritization, project delivery, and equity in community engagement, among other standards. The Coordinating Council would be required to meet at least once per quarter, if not more frequently, and would have the responsibilities of: reviewing the status of projects, identifying new projects, and promoting interagency cooperation in both pursuing project funding and in community engagement.

DPW supports the concepts of interagency cooperation, strategic project prioritization, and equitable community engagement. While DOT has the responsibility of planning, constructing, and maintaining Baltimore's transportation infrastructure, DPW would like to point out that every visionary plan needs to accommodate certain practical considerations, as would any complete streets plan. The following are examples of what accommodations would have to be considered:

- Most public and private utilities occupy portions of the rights-of-way. Street, sidewalk and alley designs need to allow for DPW to retain access to its water, wastewater and stormwater utilities in order to perform its maintenance, repair, and replacement functions.

- The legislation requires the consideration of several factors when developing street typologies. Stormwater management and green infrastructure are listed separately (§40-38.B.9. and B.10.), which is appropriate since they are two different types of infrastructure and should be treated as such. Green infrastructure can refer to a range of bumpouts, tree plantings, rain gardens, and other bioretention facilities, to name just a few. Stormwater management facilities must be specially located, designed and maintained to effectively treat or retain stormwater. In addition, the term "stormwater management" could include grey infrastructure such as storm drains, inlets, manholes, and more. It is important that the need for both above-ground and below-ground stormwater management facilities is taken into consideration when designing for complete streets.

- Over the next year, DPW will be constructing stormwater management facilities throughout the city to comply with its Municipal Separate Storm Sewer System (MS4) permit. §40-30.1 of the legislation provides a listing of guidance documents to assist DOT in the design of a complete streets manual. While this list is not meant to be restricted to just these documents, DPW did want to point to the "Urban Street Stormwater Guide," developed by the National Association of City Transportation Officials, as another good source for providing guidance on best practices for sustainable stormwater management in the public rights-of-way.

- DPW provides mechanical street sweeping throughout the city and is in the process of expanding street sweeping services in the central area. In order for this program to be effective, the street sweeping vehicles need adequate space and access to drive alongside the curb. Barriers such as parked cars or bollards could restrict the effectiveness of this program that improves the cleanliness of the city and is an important component of the MS4 permit compliance. The legislation states that overlays for certain routes must be considered when developing street typologies (§ 40-38. B. 5.); therefore, street sweeping routes should be considered for inclusion.

- The width of streets and alleys is important from an operations perspective, as solid waste collection vehicles, snow plows, and other utility vehicles need sufficiently-wide clearance and turn radii in order to perform their duties.

- Trash and recycling receptacles placed along sidewalks and at bus stops for public use are an important tool for preventing litter and keeping the city clean. Any restrictions on sidewalk width should include exceptions for these receptacles. Over the next few years, DPW will be placing hundreds of new, solar-powered compacting trash cans along pedestrian thoroughfares and near bus stops. DPW will need discretion for placing these cans and access to service them.

- Performance Measures for the required annual report are listed in § 40-47. DPW has concerns about §40-47 (E) Infrastructure Data, as "infrastructure" is not defined and may be broadly interpreted to include underground infrastructure or other infrastructure that is not related to complete streets.

The Department of Public Works respectfully requests that the points raised in this report be taken into consideration during the deliberations surrounding City Council Bill 17-0102.

Sincerely,

S. Dale Thompson for R.C.

Rudolph S. Chow, P.E.
Director

RSC/KTO

FROM			
	NAME & TITLE	LISA MCNEILLY, DIVISION CHIEF	CITY of BALTIMORE
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING, Sustainability 417 EAST FAYETTE STREET, 8th FLOOR	MEMO
	SUBJECT	CITY COUNCIL BILL #17-0102/COMPLETE STREETS	

DATE:

TO

The Honorable President and
Members of the City Council
City Hall, Room 400
100 North Holliday Street

March 15, 2018

The Office of Sustainability is in receipt of City Council Bill #17-0102, which would require (among other items) the Department of Transportation to construct and operate a comprehensive Complete Streets Transportation System; create a Complete Streets Coordinating Council; establish certain design standards; and adopt a Complete Streets Manual to carry out this Ordinance and to prepare an Annual Complete Streets Report, assessing the status of the Complete Streets Transportation System.

The framework and intent of this bill addresses the following goals of the Baltimore Sustainability Plan as approved by City Council on March 2, 2009:

- Transportation Goal 1: Improve public transit services, especially
  - Strategy C: Work with the MTA to expand QuickBuses to more high-volume transit corridors, and
  - Strategy E: Work with the MTA to develop and implement an ideal transit service profile for MTA routes
- Transportation Goal 2: Make Baltimore bicycle and pedestrian friendly, especially
  - Strategy A: Implement the Baltimore Bicycle Master Plan
  - Strategy F: Improve public infrastructure for cyclists and pedestrians
- Transportation Goal 4: Measure and improve the equity of transportation, especially
  - Strategy A: Track the disparity of transportation costs by neighborhood relative to income
  - Strategy B: Identify strategies to reduce the disparity in cost of transportation relative to income
- Transportation Goal 5: Increase transportation funding for sustainable modes of travel (all Strategies).

The framework and intent also coincide with input received as part of the community engagement in the on-going update to the Baltimore Sustainability Plan. The updated Plan anticipates increasing the extent to which streets and corridors will serve pedestrians, transit, and bicycling, and improve availability of transportation between

low-income neighborhoods and jobs. On any of these strategies, the Office would be prepared to work with the relevant agencies to refine implementation details.

The Office of Sustainability therefore supports the framework and intent of City Council Bill #17-0102/COMPLETE STREETS.

If you have any questions, please contact me at 410-396-8360.

cc: Mr. Pete Hammen, Chief Operating Officer
Mr. Jim Smith, Chief of Strategic Alliances
Ms. Karen Stokes, Mayor's Office
Mr. Kyron Banks, Mayor's Office
Mr. Thomas J. Stosur, Department of Planning

FROM				
	Name & Title	Dr. Leana Wen, Commissioner	Health Department	
	Agency Name & Address	Health Department 1001 E. Fayette Street Baltimore, Maryland 21201	AGENCY REPORT	
	Subject	17-0102 – Land Use and Transportation – Complete Streets		

To: President and Members of the City Council c/o 409 City Hall

March 15, 2018

The Baltimore City Health Department (BCHD) is pleased to have the opportunity to review #17-0102 – Land Use and Transportation – Complete Streets. The purpose of this legislation is to require the Transportation Department to construct and operate a comprehensive Complete Streets Transportation System. This legislation would require the establishment of street design standards and the creation of a Complete Streets Coordinating Council to aid in the ordinance's enactment.[1]

Research shows that certain demographics are more at risk than others of pedestrian collisions. Notably, people of color, elderly citizens and those in areas with high incidences of poverty are at more risk of pedestrian danger nationally and in Maryland.[2] These disparities are particularly concerning as marginalized communities already face higher levels of public health concerns. Baltimore City's citizenry is comprised of many of the groups that are most impacted by pedestrian danger.[3] Complete Streets programs may mitigate compounded harm to marginalized communities by addressing dangerous pedestrian conditions.

While programs like Complete Streets seek to improve health outcomes, much of Council Bill #17-0102 deals in the implementation of transportation policy specifics. As such, the Health Department defers to the Department of Transportation.

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[1] https://baltimore.legistar.com/LegislationDetail.aspx?ID=3105004&GUID=D84D8A72-1C20-494D-A909-7503F044A56F&Options=&Search=

[2] Dangerous by Design, https://nextcity.org/pdf/dangerous-by-design-2016.pdf, 16-24

[3] https://www.census.gov/quickfacts/fact/table/baltimorecitymarylandcounty/AGE295216, 1-3

Baltimore
Development Corporation

MEMORANDUM

TO: Honorable President and Members of the City Council
Attention: Natawna Austin, Executive Secretary

FROM: William H. Cole, President and CEO

DATE: March 16, 2018

SUBJECT: Council Bill No. 17-0102 - Complete Streets

The Baltimore Development Corporation (BDC) has been asked to provide a response to City Council Bill 17-0102, for the purpose of constructing and operating a complete streets system, creating a coordinating council, establishing design standards, and establishing various other related measures.

BDC believes that investing in infrastructure projects that support multiple modes of transportation - and that are appropriate in scale based on the character of the areas in which they are built - is critical to strengthening the vitality of our commercial districts and neighborhoods. Given the degree to which economic development and reporting metrics are referenced in the legislation, BDC is interested in participating in any inter-agency advisory body that may be created to support this effort.

BDC is interested in what comprehensive approaches will be followed to identify priority projects, coordinate their construction with subsurface improvements to maximize efficiency, and strategically integrate improvements so they relate to each other as part of a connected network. BDC believes that density and travel demand should be major considerations. BDC advocates for prioritizing streets that have the greatest need for improvements and that serve commercial corridors.

While BDC supports the establishment of clear design standards, the bill includes very specific lane width prescriptions, which, as currently written, may not be flexible enough to accommodate the needs of industrial users and commercial property owners in certain cases. BDC is also interested in whether certain proposed reporting requirements are the most practical or appropriate approaches in relation to the goals of the legislation. BDC respectfully requests that consideration be given to providing for greater flexibility regarding design specifications and reporting metrics in the legislation, understanding that these components will be specified in greater detail upon completion of the proposed Complete Streets Manual in consultation with the proposed inter-agency advisory body.

cc: Kyron Banks

LAND USE AND TRANSPORTATION COMMITTEE

BILL 17-0102

Communications

Organizations - Support	Received	Council District
Maryland Building Industry Association, Josh Greenfeld, Vice President of Government Affairs	3/12/18	
Hampden Community Council, Matthew Stegman, President	3/13/18	
Transit Choices, Robin Budish, Director	3/13/18	
AIA Baltimore, Ann Powell, President	3/14/18	
The League for People with Disabilities, Inc., David Greenberg, President and CEO	3/15/18	
Maryland Environmental Health Network, Tamara Toles O'Laughlin, Exective Director	3/15/18	
Safe Routes to School National Partnership, Margo Pedroso, Deputy Director	3/16/18	
Coldstream Homestead Montebello Community Corporation, Mark Washington, Executive Director	3/16/18	
Sandtown South Neighborhood Alliance, Eric Stephenson, President	3/16/18	
CCAN Action Fund, Taylor Smith-Hams, Healthy Communities Campaign Organizer	3/16/18	
Hamilton Business Association, Krista Cushman, President	3/19/18	
Hamilton-Lauraville Main Street, Inc., Regina Lansinger, Director	3/19/18	
Clean Water Action – Maryland, Jennifer Kunze, Maryland Program Organizer	3/19/18	
AARP Maryland	3/19/18	
Baltimore Child Abuse Center, Adam Rosenberg, Executive Director	3/19/18	

Harbel Community Organization, Mike Hilliard, Director	3/19/19	
Greater Baltimore Committee, Donald C. Fry, President & CEO	3/19/18	
Citizens of Pigtown Historic Pigtown's Community Association, Kelleigh Eastman, President	3/20/18	
Lauraville Business Association, Brian Truax, President	3/20/18	
Mount Vernon Belvedere Association, Michele Richter, President and Steven Shen, Chair, MVBA Development Committee	3/20/18	
Bus Workgroup14	3/21/18	
Downtown Partnership of Baltimore, Kirby Fowler, President	3/26/18	
American Heart Association, Michaeline R. Fedder, Director of Government Relations, Maryland	3/26/18	
United Workser.org, Todd Cherkis, Leadership Organizer	4/5/18	
Food and Water Watch, Rianna Eckel, Maryland Organizer	4/18/18	
Hillen Road Improvement Association, Paula Purviance, President	4/23/18	
Kaiser Permanente, Celeste James, Executive Director	4/25/18	
Associated Black Charities, A. Adair Ayira, Senior Leadership Team	4/25/18	
INDIVIDUALS – SUPPORT Also See Attached Spreadsheet for : Additional Letters in Support by City Council District	Received	Council District
The Honorable Brooke E. Lierman, The Maryland House of Delegates, District 46	3/20/18	
Robbe Reddinger, Homeowner, 908 Grundy Street; Baltimore, MD 21224	3/8/18.	1

Madeleine Monson-Rosen, Resident of Highlandtown; Baltimore, MD	3/15/18	1
Julie Saylor, Member of the Hamilton/Lauraville Main Street design committee, 3205 Rosekemp Avenue; Baltimore, MD 21214	3/11/18	3
Anikwenze Ogbue, P.E. , 1320 Northview Road; Baltimore, MD 21218	3/19/18	3
Thomas M. Hunt, Resident of Roland Park, Edgevale Road; Baltimore, MD	3/13/18	6
Charlotte Hager, MPH, CHES, Resident of Roland Park, 1 Medvale Road, Baltimore , MD 21210	3/14/18	6
Graham Coreil- Allen, Resident, Auchentoroly Terrace; Baltimore, MD	3/8/18	7
Melvin Blickenstaff; Homeowner; 1442 Medfield Avenue; Baltimore, MD 21211	3/13/18	7
John Bremerman, Resident of SoBo/Federal Hill; Baltimore, MD	3/7/18	11
Susan Carlin, Resident, 300 Saint Paul Place, Apt. 1703; Baltimore, MD 21202	3/7/18	11
Peter Smith; Resident, 104 W. Madison Street, #9; Baltimore, MD 21201	3/12/18	11
Adam Sandy, Homeowner, 403 East Fort Avenue; Baltimore, MD 21230	3/16/18	11
Danielle Sweeney, Resident of Riverside; Baltimore, MD	3/16/18	11
Melissa Schober, Homeowner; Baltimore, MD	3/7/18	12
Peter Morrill, 217 W. 27th Street; Baltimore, MD 21211	3/7/18	12
Kara Harris, 2539 N. Howard Street; Baltimore, MD 21218	3/12/18	12
Anna Scott, Ph.D. Student; Johns Hopkins University; 1807 Saint Paul Street; Baltimore, MD 21202	3/13/18	12

Tony DeFranco, Resident, 11 E. Chase Street, #701; Baltimore, MD	3/16/18	12
Ed Morman, Resident, 2212 E. Baltimore Street; Baltimore, MD	3/14/18	13
Jonathan Boushell, 721 Berry Street; Baltimore, MD 21211	3/7/18	14
James L. Knighton, Resident, 3811 Canterbury Road, #207; Baltimore, MD 21218	3/15/18	14
Collin Hayward, Financial Manager, Complete Streets Consultant	3/7/18	
Leah Irwin, Homeowner, Baltimore, MD 21211	3/8/18	
Marget Ho, Resident, Baltimore, MD	3/13/18	
INDIVIDUALS - OPPOSITION	Received	Council District
Michelle and Gary Pasternack, Residents, Roland Park	3/19/18	6
PROPOSED AMENDMENTS	Received	Council District
Mary Kay Battafarano, Resident of Roland Park, Baltimore, MD	3/15/18	6
Michelle and Gary Pasternack, Residents, Roland Park	3/19/18	6

Organizations - Support

MARYLAND BUILDING INDUSTRY ASSOCIATION

11825 West Market Place | Fulton, MD 20759 | 301-776-6242

March 21, 2018

Re: BUILDING INDUSTRY BILL 17-0102 TESTIMONY IN SUPPORT – Complete Streets

Dear Chairman Reisinger and Members of the Land Use and Transportation Committee,

The Maryland Building Industry Association (MBIA), representing over 1,000 business members and 100,000 employees in Baltimore City and across the State, writes in support of Council Bill 17-0102, which directs the Department of Transportation (DOT) to create and fully implement a "Complete Streets" program.

"Complete Streets," a transportation and infrastructure philosophy encouraging the design and construction of public right of ways optimized for all users regardless of age, ability, income, race or mode of travel, began in Baltimore City with a non-binding 2010 City Council Resolution. A Complete Streets policy was adopted by the Department of Transportation in 2013 and in February 2017, Mayor Pugh's Transition Report (Page 22) called for a strengthening of the 2013 DOT policy by "enacting a detailed Complete Streets Ordinance, with best practice design guidelines, that mandates compliance and contains real accountability."

According to the Mayor's transition report, "Baltimore should take full advantage of "Complete Streets" programs, which require streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages. By implementing this initiative around schools, libraries, recreation facilities, and parks, Baltimore would not only create and improve access to jobs but also enrich entire neighborhoods." Page 27.

In a built-out, urban environment like Baltimore, Complete Streets are vital for the continued growth and vitality of the City, especially to attract new residents and retain existing residents. Over time, Complete Streets will ease traffic congestion, increase driver, cyclist and pedestrian safety, create economic opportunities for all residents, and improve the City's public safety. These are quality of life improvements important to both the real estate development industry as well as every resident of Baltimore.

There are over 1,200 Complete Streets policies nationwide according to Smart Growth America, including recently adopted policies in Howard County, Montgomery County and Anne Arundel Counties. To remain competitive and deliver the best services to Baltimoreans, it is time to implement a mandated and accountable Complete Streets program.

The MBIA hopes this Committee will vote favorably on this legislation. If you have any questions about the MBIA's position, please contact Josh Greenfeld at 443.515.0025 or jgreenfeld@marylandbuilders.org.

Thank you for your attention to this important issue.

Best,

Josh Greenfeld, Vice President of Government Affairs

CC: Council President Bernard C. "Jack" Young
Councilwoman Sharon Green Middleton, Vice-chair
Councilwoman Mary Pat Clarke
Councilman Eric Costello
Councilman Ryan Dorsey
Councilman Leon Pinkett
Councilman Robert Stokes
Michelle Porciau, Director, Department of Transporation
Jim Smith, Office of the Mayor, Chief of Strategic Alliances

received
3/12/18 JRC

hampden community council

Hampden Community Council

PO Box 19957 – Baltimore, Maryland 21211
Proudly Serving the Hampden Community Since 1976

March 13, 2018

Land Use & Transportation Committee
Baltimore City Council
City Hall, Room 408
100 North Holiday St.
Baltimore, MD 21202

Re: 17-0102 – Complete Street - Support

Members of the Land Use & Transportation Committee;

On behalf of the Hampden community at large, **the Hampden Community Council requests your favorable consideration of Council Bill 17-0102.** The bill would require the Department of Transportation to operate a comprehensive Complete Streets transportation system and create a Complete Streets Coordinating Council to help achieve this goal.

At our July 2017 meeting, the Hampden Community Council's general membership voted overwhelmingly to support this bill. The community is interested in seeing Baltimore City develop a transportation network that employs Complete Streets principals to use transportation resources more efficiently and with an eye toward equity.

Thank you for your favorable consideration of Council Bill 17-0102.

Sincerely,
Matthew Stegman
Matthew Stegman, President
Hampden Community Council
Hccpresident@gmail.com

Cc: The Hon. Bernard "Jack" Young, City Council President
Councilman Ed Sharon Green Middleton, Vice-Chair
Councilwoman Mary Pat Clarke
Councilman Eric Costello
Councilman Ryan Dorsey
Councilman Leon Pinkett
Councilman Robert Stokes

TRANSIT CHOICES

March 13, 2018

Councilman Ryan Dorsey
District 3
100 Holliday Street
Suite 500
Baltimore, Maryland 21202

Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Transit Choices is a strong coalition of business organizations, cultural institutions, universities, architecture firms, community groups, developers, conservation groups, transportation planners, young entrepreneurs, and concerned individuals joined together by the vision of creating an effective and efficient multi-modal transit system in Baltimore. We have long supported initiatives such as Complete Streets which will improve street connectivity while also achieving greater economic, environmental, and public health benefits.

received
3/13/18

Transit Choices encourages the support of Complete Streets Ordinance, bill file #17-0102 which will be an important step forward for Baltimore City. Please feel free to contact me at robin@transitchoices.org or 410.340.4878 with any questions you may have.

Sincerely,

Robin Budish

Robin Budish
Transit Choices, Director

AIA Baltimore

Bill: Baltimore City Council Bill 17-0102 – Complete Streets

Committee: Land Use & Transportation Committee

Position: SUPPORT

Date: March 14, 2018

Dear Land Use & Transportation Committee Members:

On behalf of the Baltimore Chapter of the American Institute of Architects (AIA Baltimore) and its 1,300 members representing architects, design professionals, and allied organizations in related engineering and construction fields, I thank you for the opportunity to provide testimony in support of Bill 17-0102, Complete Streets, now before the Land Use & Transportation Committee.

Equity is integral to complete streets. Everyone deserves safe, comfortable, and convenient access to community destinations, jobs, and public places. Complete streets ensure that investment is prioritized in neighborhoods where the majority of residents lack access to a vehicle and where median household income is below the city average. A network of connected facilities that improve mobility and quality of life for all will create safer streets for children, improve access to jobs, and transform the street into an extension of the community.

Streets comprise a significant percentage of city-owned land, offering a unique opportunity to incorporate elements that will not only make our streets more accessible, but protect the environment, improve community health and safety, and promote prosperity. As an architect, I know the tremendous value of an integrated design process that brings together people and place. By looking at streets holistically through a complete streets policy, improvements will be more cost effective, providing added value and avoiding expensive changes after construction. Complete streets also ensure that streets are safe for people of all ages and abilities, balance the needs of different modes of transportation, and support local land uses, economies, cultures, and natural environments.

Complete streets will make Baltimore more sustainable and resilient. In addition to reducing reliance on cars, therefore reducing CO2 emissions, complete streets benefit the environment by addressing issues such as stormwater management and urban heat island mitigation. Applied citywide, landscaping elements that help curb stormwater runoff are mutually beneficial for mobility and ecology. When redesigning streets, additional plants and trees can be incorporated to clean runoff and manage stormwater onsite. Traffic calming elements, like islands and curb extensions, provide opportunities for bioswales, rain gardens, and street trees that provide shade and oxygen, absorb CO2, and beautify communities. Such green elements are also increasingly found to be important deterrents of vehicle accidents and injuries, and contribute to a more comfortable and visually interesting environment for all users.
A complete streets policy will complement current City policies including:

received
3/14/18 JLC

Green Network	Bike sharing
Climate Action Plan	Bike lane network expansion
Green Building Code	Tree Baltimore

Bill 17-0102 is an opportunity for Baltimore to lead the way in best urban design practices. It will be a leap forward towards an interconnected city that promotes equity, prosperity, public health, safety, and overall livability.

Sincerely,



Ann Powell, AIA
2018 AIA Baltimore President

THE LEAGUE
FOR PEOPLE WITH DISABILITIES, Inc.
Putting Ability First

ADULT MEDICAL DAY • CAMPING & RECREATION • DAY HABILITATION • LEAGUE INDUSTRIES
SCALE APHASIA PROGRAM • THE WELLNESS CENTER • WORKFORCE DEVELOPMENT • YOUTH AUTISM SERVICES

March 15, 2018

Ryan Dorsey
Baltimore City Council
District 3

Dear Councilman Dorsey,

This letter is my written testimony for your complete streets ordinance bill #17-0102 for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21, 2018. Unfortunately, due to a significant business conflict I am unable to attend the hearing to provide verbal testimony.

I would like the Council President, Council Members and the Mayor to be aware of the strong support I have for Complete Streets Ordinance, bill file #17-0102.

As the leader of The League for People with Disabilities, a long standing Baltimore City non-profit agency that serves individuals with many different disabilities, the ordinance, as drafted, would improve the lives of our vulnerable Baltimore City participants that we serve. The majority of our participants take public transportation, use city sidewalks and live in Baltimore City.

The Complete Streets concept improves the lives of individuals with disabilities who live and work in Baltimore City. It is incumbent on our city leaders to consider implementation of Complete Streets planning as we improve access for all our residents and visitors to Baltimore.

On behalf of the Baltimore City residents we serve, I encourage your vote to approve this important legislation.

Respectfully,

David A. Greenberg
President and CEO

1111 East Cold Spring Lane • Baltimore, MD 21239 • Phone 410.323.0500 • Fax 410.323.3298 • www.leagueforpeople.org

MARYLAND ENVIRONMENTAL HEALTH NETWORK

Bill #17-0102 – Complete Streets
March 21, 2018 1:00pm
Committee: Land Use & Transportation
Position: SUPPORT

The Maryland Environmental Health Network supports Bills that are consistent with scientific research in the fields of public and environmental health, and those which advance social justice and equity. Marylanders are more likely to achieve health and longevity when we live in environments of clean air and water, strong local economies, and meaningful community engagement in policy-making. As a statewide network, we draw on a diverse constituency of health advocates, educators, researchers, health care professionals, and community leaders to evaluate legislative proposals.

We support Bill #17-0102 because we believe that built environmental factors, like street structures, are crucial in the production of health and require adequate development and maintenance. This Bill requires implementation of complete street design features including: systems to promote safety, systems to accommodate all travel modes, systems to promote economic development, and systems that ensure equity. Bill #17-0102 will promote and protect the health and well-being of communities in Baltimore City through the promotion of multimodal transportation, physically active communities, and safer communities.

As a public health organization, we are concerned about the health outcomes associated with limited access to complete streets. Physical structures in communities and health outcomes are interrelated[i]. Concepts such as community cohesion, safety, access, and social mobility, come together as determinants of health in communities. Therefore, the structures that proliferate those concepts are integral. Complete streets are a perfect example of structures that allow those social determinants to favor healthy outcomes. When roads are safe, and have provisions for cyclists, people can walk and bike more. The U.S. Department of Transportation believes complete streets promote physical activity, mobility, and reduces long-term health burdens such as heart disease, high blood pressure, depression, and stroke[ii]. Developing complete streets also promotes safe traveling for drivers, and pedestrians, and cyclists by reducing accidents on the road[iii].

As an organization centered around access, equity, and justice, we believe communities that bear the burden of incomplete and unsafe streets are also the most vulnerable communities in the City. Safe streets and sidewalks are crucial components of mobility for all in Baltimore City. The complete street design ensures provisions for all levels of ability, providing access to wheelchairs, the visually impaired, and the hearing impaired, and people who may not be as quick to cross the road. Additionally, the current distribution of safe and complete streets and sidewalks in Baltimore City is inequitable. Bill #17-0102 would allow all Baltimoreans to access complete streets and sidewalks

Walking, biking, riding the bus, and driving are all reliant on street infrastructure built equitably through a lens of safety. When streets are designed strategically to mitigate speeding, encompass specific lanes for buses, cars, and bicycles, and create tactile pavements to cater to the visually impaired community members can be more mobile, physically active, and safe. It is imperative that Baltimore City acts to create a built environment that works to promote health by providing access to physical activity.

Thank you for your consideration.

MARYLAND ENVIRONMENTAL HEALTH NETWORK

Tamara Toles O'Laughlin
Executive Director
Maryland Environmental Health Network
2 East Read Street, 2nd Floor
Baltimore, MD 21202
Phone: 410-727-1205

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[i] Gustat, J., Rice, J., Parker, K. M., Becker, A. B., & Farley, T. A. (2012). Effect of changes to the neighborhood built environment on physical activity in a low-income African American neighborhood. *Preventing chronic disease, 9*.

[ii] https://www.transportation.gov/mission/health/complete-streets-policies

[iii] https://www.transportation.gov/mission/health/complete-streets-policies

Safe Routes to School National Partnership

March 16, 2018

Baltimore City Council
100 North Holliday Street
Baltimore, MD 21202
Via Email ryan.dorsey@baltimorecity.gov

Dear Members of the Land Use and Transportation Committee:

I am writing from the Safe Routes to School National Partnership in support of Baltimore City Council bill #17-0102. We are a national non-profit that advances policy change and catalyzes support for healthy, active communities, starting with walking and bicycling to school.

For decades, Baltimore City has made planning decisions that prioritize the throughput of automobiles over the safety of our most vulnerable road users: people who walk, bike, and take transit. Every day in Baltimore City, thousands of children walk or take public transit to their schools, and they have to do so on roads that are unsafe. In Baltimore, we have too many roads that have seen fatalities increase year after year, and roads that have fatal crash rates 370% higher than the state average.

The Safe Routes to School National Partnership advocates for policies across the country like this Complete Streets ordinance because they prioritize the safety of our most vulnerable road users--such as children walking to or taking transit to school--over convenience for those traveling in cars. Networks of Complete Streets not only provide children access to school, but families with access to public transportation, doctors, shopping, employment centers, and recreation, which are all critical components of maintaining healthy and thriving communities.

This ordinance will be one of the first Complete Streets ordinances to focus on equity in project selection, implementation, and reporting. This is important because low-income communities and people of color have higher rates of traffic fatalities, and so resources should be directed where they are most needed. This focus on equity will ensure that projects that will save lives and improve outcomes for our children will move forward over traditional road expansion projects that do not improve safety for our most vulnerable road users.

Thank you for the opportunity to submit this letter of support on behalf of Safe Routes to School National Partnership, and I urge you to support this bill.

Sincerely,

Margo Pedroso

Margo Pedroso
Deputy Director
Safe Routes to School National Partnership

received 3/16/18

Transforming Environments and Minds "T.E.A.M."

Coldstream Homestead Montebello Community Corporation

March 16, 2018

Hon. Ryan Dorsey
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, MD 21202

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that Coldstream Homestead Montebello is in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Mark Washington

Mark Washington
Executive Director

CHMCC
3220-A The Alameda
Baltimore, MD 21218
Phone: 410.235.6715 Fax: 410.235.1745
Chmc.corp@verizon.net www.liveinchm.org

received
3/16/18 JC

Sandtown South Neighborhood Alliance
926 N Carrollton Avenue
Baltimore, MD 21217

March 16th, 2018

Councilman Ryan Dorsey
100 Holliday Street
Suite 500
Baltimore, Maryland 21202

Councilman Dorsey,

I am writing, on behalf of our community association, to express our continued and unwavering support for your Complete Streets Bill 17-0102. In the Sandtown community we are all too familiar with how unsafe Baltimore's streets are for non-drivers. In the Summer of 2016 a young girl in our neighborhood was the victim of a hit and run on the 1200 block of Mosher St. She survived but is still confined to a wheelchair. Although the speed limit on Mosher St. is only 25 m.p.h. the 4-lane wide road invites reckless vehicles to speed much faster. The design guidelines set forth in the Complete Streets Bill would mitigate these dangers to our children.

Complete Streets would also benefit our community economically. The majority of residents in Sandtown do not own cars, however very many have access to bicycles. If Baltimore had better bike and pedestrian infrastructure, more people could get to jobs more easily which is crucial to the economic development of our neighborhood.

The members of the Sandtown South Neighborhood Alliance as well as the community at large are grateful for the hard work that you have put into bringing these best practices to Baltimore. We hope optimistically that your colleagues on the council and the council president will join us in supporting the bill and making Complete Streets a reality in Baltimore City as soon as possible.

Sincerely,

Eric Stephenson - President
Sandtown South Neighborhood Alliance
www.sandtownsouth.com
757-289-1192

received
3/16/18 JRC

Bill: Complete Streets (Ordinance 17-0102)
Committee: Land Use & Transportation Committee
Position: **SUPPORT**
Date: March 16, 2018

Dear Chairman Reisinger and Members of the Committee,

CCAN Action Fund strives toward a healthy environment and sustainable future in Baltimore City and across Maryland. We support the Complete Streets ordinance.

This ordinance will improve public health and safety and reduce traffic congestion, resulting in decreased air pollution and increased access to alternatives to cars such as biking, walking, and transit. Baltimore City's asthma rate is twice the statewide average, and asthma is a leading cause of school absenteeism.[1] Emissions from automobiles are a significant contributor to the air pollution that exacerbates residents' asthma.[2] Reducing the need for cars will improve air quality, protecting public health and the environment from harmful emissions.

Complete streets will also ensure a more equitable transportation system by requiring comprehensive investment in bike, pedestrian, and transit infrastructure across the city. 30% of Baltimoreans do not have access to a car.[3] In the absence of affordable, reliable, and accessible alternatives, Baltimoreans without cars face barriers to obtaining and maintaining employment, carrying out basic necessities such as grocery shopping, and getting their children to and from school. According to the Baltimore Transit Equity Coalition, it currently takes transit-dependent riders 90 minutes or more to reach two out of three jobs in the Baltimore region.[4]

A Complete Streets approach will help put Baltimore on track to a healthier environment and a more just, sustainable future. We urge a favorable report for this important legislation.

Respectfully,

Taylor Smith-Hams
Healthy Communities Campaign Organizer
CCAN Action Fund

---

[1] Baltimore City Health Department, "Asthma in Baltimore," https://health.baltimorecity.gov/node/454.
[2] Leah Kelly and Kira Burkhart, "Asthma and Air Pollution in Baltimore City," Environmental Integrity Project, December 2017, https://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf.
[3] Baltimore Neighborhood Indicators Alliance, "Percent of Households with No Vehicles Available," 2015, https://bniajfi.org/indicators/Sustainability/novhcl.
[4] Samuel Jordan, "The State of the Red Line Campaign," Baltimore Transit Equity Coalition, February 2018,http://files.constantcontact.com/32c15b67001/9914de67-e235-4cf4-846f-873d97a6d354.pdf?ver=1517780325000.

received
3/16/18

Hamilton Business Association

The Charm in Charm City

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that you as my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Krista Cushman
President of Hamilton Business Association
2904 Hamilton Avenue
Baltimore, MD 21214
email@hamiltonbusinessassoc.com

3/20

HAMILTON-LAURAVILLE MAIN STREET
REVITALIZATION PROGRAM
5500 Harford Road, Suite 201 • Baltimore MD • 21214

Regina Lansinger, Director
Regina@HamiltonLauravilleMainStreet.org
410-319-7150 * 410-319-7151 (fax)

City Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, MD 21202

March 19, 2018

RE: Complete Streets Ordinance #17-0102

Dear Councilman Ryan Dorsey,

On behalf of the Board of Directors of Hamilton-Lauraville Main Street, I am writing in support for your Complete Streets Ordinance #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting to inform residential communities and business owners in Hamilton and Lauraville for the past year to get feedback on this ordinance and gain support for its passage. There is growing support for this ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Sincerely,

Regina Lansinger

Regina Lansinger
Director, Hamilton-Lauraville Main Street, Inc.

Hamilton – Lauraville Main Street program is made possible by the generous support from the Baltimore Main Streets project and from the National Trust for Historic Preservation

3/19/18

CLEAN WATER ACTION
MARYLAND

Bill: Baltimore City Council Bill 17-0102 – Complete Streets
Committee: Land Use & Transportation Committee
Position: SUPPORT
Date: March 19, 2018

Dear Land Use & Transportation Committee Members,

On behalf of Clean Water Action, our over 8,000 members in Baltimore City, and our over 35,000 members in Maryland, I write to express strong support for Bill 17-0102, Complete Streets. Planning for Complete Streets is a great tool to develop safe, vibrant streets that work for the community in which they are located. The bill's green infrastructure provisions will reduce local flooding and improve Baltimore City's water quality. And by providing a framework to encourage public transit, biking, and walking over private car trips, this bill will improve local air quality and reduce Baltimore's contributions to climate change.

Complete Streets will improve local water quality and reduce flooding.

By incorporating green stormwater infrastructure and stormwater management into the concept of a 'complete street,' Bill 17-0102 will capture stormwater at its source and prevent it from carrying pollution to storm drains, clogging them and creating local flood hazards, and to the Patapsco River, adding to the river's and the Inner Harbor's pollution load. These best management practices reduce stormwater volume by using infiltration, evapotranspiration, or the beneficial reuse of water. In DC, where a similar policy exists, the result has been bike lane buffers and pedestrian refuges that incorporate rain gardens, places for surface runoff water to collect and filter, with native vegetation. When city policies incorporate green infrastructure and stormwater management, projects can incorporate sustainable practices with safe design, maximizing the utility of the project and solving two problems with a single repaving project.

Complete Streets will improve the health and safety of Baltimore residents.

The implementation of Complete Streets philosophies in street planning increases equitable access to the urban space we all share. Developing streets that are designed to be accessible to bicyclists, pedestrians, and transit enables people to get out of their cars to move throughout the community, promoting active and sustainable lifestyles. This is also important to protect the people who already walk, bike, and take public transit to travel around the city, and face unsafe and sometimes actively hostile infrastructure that poses a barrier to doing so. Incentivizing and protecting non-automotive modes of transportation, as this bill does, will improve safety, reduce congestion, and improve conditions for Baltimore residents.

1120 N Charles St, Suite 415 | Baltimore, MD 21201 | 410-235-8808
www.cleanwateraction.org/md

3/19/18

CLEAN WATER ACTION
MARYLAND

Complete Streets will improve local air quality and reduce negative health outcomes.

Baltimore City's air quality is dangerously poor, with drastic impacts on respiratory and cardiovascular health for our residents. Emissions from transit are significant contributors to local air quality problems. It's estimated that 28% of nitrous oxides in the atmosphere come from on-road gasoline use – and unlike emissions from power plants, these emissions occur right at people's head-level in close proximity to pedestrians, bikers, and drivers. A recent report by the Environmental Integrity Project, based on newly-available asthma hospitalization rates by zip code, found that the transportation sector is a significant contributor to asthma rates in the city:

> *"We mapped several indicators of air pollution in Baltimore's neighborhoods using a few different tools provided by the U.S. EPA. We found that four out of the five zip codes with the highest 2011 asthma hospitalization rates had smaller areas within their borders that were within the 95-100th percentile in the state for respiratory risk from air toxics. These zip codes were 21223, 21225, 21202, 21217, and 21201. We also found that, in the areas within the 95-100th percentile, roadway vehicle pollution contributed about 50 percent of the risk, which is more than twice the risk from any other category of pollution source."* [1]

A report by the American Public Transportation Association on the emissions and greenhouse gases of different modes of transportation, and found, unsurprisingly, that public transit emits less air pollution than equivalent car use. [2] Per passenger-mile traveled, the study found that:

- Public transit produces only 5% as much carbon monoxide as car use. Carbon monoxide is a poisonous gas that hampers the body's ability to transfer oxygen to organs and tissues.
- Public transit produces 8% as much Volatile Organic Compounds and less than 50% as much nitrogen oxides emissions as car use. These chemicals, combined with sunlight and heat, produce ozone and smog. Ozone can irritate people's respiratory systems and eyes, damage their lungs, and exacerbate many respiratory conditions
- Public transit produces less than 50% as much nitrogen oxides emissions.

Making it more possible for Baltimoreans to live their daily lives without the use of a private vehicle, as this bill does, will reduce toxic air pollution and improve public health for people all across Baltimore.

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[1] http://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf

[2] http://www.sonecon.com/docs/studies/eneny_0702.pdf

CLEAN WATER ACTION
MARYLAND

Complete Streets will reduce Baltimore's greenhouse gas emissions.

In addition to local air quality impacts, the transportation section contributes significantly to greenhouse gas emissions that are driving climate change. According to a 2016 report from the Maryland Department of the Environment, 36% of the total greenhouse gases produced in Maryland come from the transportation sector. For every passenger-mile traveled, public transportation produces less than half as much carbon dioxide, a potent greenhouse gas, as private car use. Maryland has a goal to reduce greenhouse gases by 40% by 2030, and a key component of the plan is mass transit expansion. Implementation of Complete Streets policies in Baltimore City will help the entire state get there.

For all of these reasons and the many more expressed by Baltimore City residents who want to be able to walk, bike, and use public transit to safely travel around the city, Clean Water Action urges you to vote favorably on Bill 17-0102. Thank you.

Sincerely,

Jennifer Kunze

Jennifer Kunze
Maryland Program Organizer
Clean Water Action
jkunze@cleanwater.org
240-397-4126

AARP Real Possibilities Maryland

200 St. Paul Place, #2510 | Baltimore, MD 21202
1-866-542-8163 | Fax: 410-895-0269 | TTY: 1-877-434-7598
aarp.org/md | mdaarp@aarp.org | twitter: @aarpmaryland
facebook.com/aarpmd

AARP Written Testimony
Baltimore City Complete Streets Ordinance
Land Use and Transportation Committee Meeting
March 21, 2018

On behalf of our 893,000 members across the state of Maryland, and the more than 192,000 Baltimore residents who are fifty and older, AARP Maryland seeks ways improve older adults' quality of life by promoting and advocating for the development of safe, accessible and vibrant environments often called livable communities. AARP's Livable Communities policies address issues such as land use, housing, transportation and broadband — all of which facilitate aging in place.

AARP also believes that state and local jurisdictions should adopt and implement transportation plans that accommodate pedestrians and bicyclists. Implementation should include evaluating roads to confirm their ability to accommodate all users; updating design, planning, and policy manuals; and training planning personnel to plan and design "Complete Streets."

Older adults need transportation to the places and services that support their independence. Policies that encourage adequate, safe and accessible transportation infrastructure and services help people of all ages stay active and engaged in their communities.

AARP upholds the decision for Baltimore City to adopt "Complete Streets" policies and require that road projects are routinely designed, built, maintained, and operated to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders."

For these reasons AARP supports the Complete Streets Ordinance introduced by Councilman Ryan Dorsey and respectfully we request Land Use and Transportation Committee find this initiative favorable for the community. For questions, please contact Jennifer Holz at jholz@aarp.org.

Real Possibilities

3/19/18

Baltimore Child Abuse Center

March 19, 2018

The Honorable Ryan Dorsey
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, Maryland 21202

Dear Councilman Dorsey:

Baltimore Child Abuse Center (BCAC), Maryland's first and oldest children's advocacy center, writes in support of your Complete Streets Initiative.

Since 1987, BCAC has led the nation in crisis response and intervention, providing resources for victims of child abuse in Baltimore City and the professionals who work with them. The mission of Baltimore Child Abuse Center is to provide victims of child sexual abuse, trauma, and other Adverse Childhood Experiences in Baltimore and their non-offending caretakers with comprehensive forensic interviews, medical treatment, and mental health treatment with a goal of preventing future trauma. Since inception, we have helped over thirty thousand Baltimore children and their families. Last year alone, we served over 1,000 children in our programs.

One recurring issue among the many families we serve is transportation. Like many Baltimore families, many of the families of the children we serve do not have a car, and must rely on public transportation to come to our center for appointments and services, initially on short notice.[1] Our families must also use public transportation to attend court hearings and other critical events outside their normal routines.

Because we understand the critical importance of helping Baltimore families move throughout their daily lives, and because we support efforts to help make our city a more livable, walkable place to live and raise children, we support the Complete Streets Initiative.

Respectfully submitted,

Adam Rosenberg, Executive Director
Joyce R. Lombardi, Director of Government Relations
(410) 396-6147

[1] Because transportation is so critical – and difficult—for many of our clients, BCAC has applied for and received grant money to provide transportation to our families to use our services.

3/19/18

HARBEL
COMMUNITY ORGANIZATION

5807 Harford Road
Baltimore, Maryland 21214
410-444-2100
info@harbel.org | www.harbel.org | Fax 410-426-1140

Executive Board Members
Janelle Cousino • Board Chair
Karmen Smith • Vice Chair
David Lansinger • Treasurer
Nomiki Weitzel • Secretary

Richard Marsiglia • Executive Director

March 19, 2018

The Honorable Edward Reisinger
Suite 500, Baltimore City Hall
100 N. Holliday Street, Suite 400
Baltimore, Maryland 21202

Dear Councilman Reisinger:

As the Director of Community Services of the HARBEL Community Organization Inc., a non-profit organization serving the needs of over 80 communities and organizations in Northeast Baltimore, I am writing to you as Chair of the Land Use and Transportation Committee in support of City Council Bill 17-0102, Complete Streets.

In order for this City to grow its population and enhance its tax base it is essential that its transportation structure support the needs of all its citizens and businesses. City Council Bill 17-0102 would ensure that this City's transportation system is designed and operated in way that ensures the safety security, comfort, and convenience of all users of the streets including pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers.

HARBEL supports the passage of this bill, and we would urge the Land Use and Transportation Committee favorably recommend Council Bill 17-0102 to the City Council for passage.

Thank you for your consideration of our thoughts, and please know that HARBEL and its members greatly appreciate your and the Baltimore City Council's efforts to make our city a better place to live, earn, work, and play.

Sincerely,

Mike Hilliard

Mike Hilliard
Director, Community Services

CC: Councilman Brandon Scott, Councilman Ryan Dorsey, Councilwoman Shannon Sneed, and Councilwoman Mary Pat Clarke

Serving the communities of N. E. Baltimore for 48 years.

3/19/18

gbc POSITION STATEMENT

TESTIMONY PRESENTED TO THE BALTIMORE CITY COUNCIL ON COUNCIL BILL 17-0102 – COMPLETE STREETS

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Like most cities in America, Baltimore's streets were created with one thing in mind – making it as easy as possible for people driving cars to get from one place to another in a timely manner. As transportation options have diversified, transportation policy needs to give consideration all users of the road – cars, pedestrians, bike riders, buses, and other forms of transit.

In 2003, a coalition of advocates first coined the term "complete streets" to express the concept of including more than just automobiles in everyday transportation planning. In 2005, the National Complete Streets Coalition was formed. According to the coalition, Complete Streets are streets that are "…designed and operated to enable safe access for all users…make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safer for people to walk to and from train stations."

There are many benefits to implementing a Complete Streets policy. Research has shown that Complete Streets policies can have economic benefits for businesses due to increased foot and bicycle traffic. According to Smart Growth America, when a bike lane was added along Valencia Street in San Francisco, businesses saw a 60 percent increase in sales.

Complete Streets policies can also help solve some of the inequity faced by Baltimore residents. One-third of Baltimore households lack access to a car and many rely on walking, biking, or public transit to get to work. Improving the safety of the roads for all users would not only help these individuals, but would also improve transit timeliness and make the roads safer for drivers.

In November 2010, Baltimore adopted a Complete Streets resolution stating that Complete Streets policies were to be applied to the planning, design, and construction of all new city transportation improvement projects. However, since this directive was issued by way of a resolution rather than ordinance, it is unenforceable and not universally implemented.

Council Bill 17-0102 seeks to achieve the following:

- mandate specific engineering standards like design speed and lane width that is proven to improve safety;
- mandates interagency collaboration through the creation of a Complete Streets manual similar to those in place in Chicago and elsewhere, essentially ensuring that all agencies play a role in developing and maintaining Complete Streets; and
- create policies and reporting metrics around equity.

The Greater Baltimore Committee was contacted early in the bill formation process by Councilman Ryan Dorsey and appreciated the opportunity to comment on the bill before it was introduced. While we are generally supportive of the idea, it is important to remember that while some communities are shifting from cars to other forms of transportation faster than others, the majority of areas in Baltimore City predominantly rely on motor vehicles as the principal form of transportation. Not every street in Baltimore City is ready for Complete Streets implementation. It is important that should this legislation be enacted, steps are taken to ensure that it is implemented through a balanced approach that is thoughtful and cognizant of what specific communities need most out of their roads while also guiding the city into the transportation policies of the future.

CITIZENS OF PIGTOWN

HISTORIC PIGTOWN'S COMMUNITY ASSOCIATION

March 19, 2018

Dear Councilman Ryan Dorsey,

I am writing on behalf of the Citizens of Pigtown (COP) membership to ensure that our testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my councilperson, the Council President, and the Mayor know that I am in support of your ordinance. Our testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like ours for the past year to get feedback on this ordinance and gain support for its passage. That is why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Kelleigh Eastman
President

PO Box 6322, Baltimore, MD 21230
board@citizensofpigtown.org

3/21/18



Lauraville Business Association

March 19, 2018

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that you as my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, **bill file #17-0102.**

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Sincerely,

Brian Truax
President, Lauraville Business Association

received
3/20/18 JLC

MOUNT
VERNON
BELVEDERE
ASSOCIATION

The Honorable Edward Reisinger
Chair, Land Use and Transportation Committee
Baltimore City Council
100 Holliday Street, Suite 500
Baltimore, MD 21202
By e-mail: Edward.Reisinger@baltimorecity.gov
19 March 2018

Re: SUPPORT for Council Bill #17-0102 Complete Streets

Dear Chairman Reisinger and Members of the Land Use and Transportation Committee,

At our recent March meeting, the board of the Mount Vernon-Belvedere Association voted unanimously to *support* the Complete Streets ordinance #17-0102.

For over 20 years, we have strongly advocated a neighborhood environment where the safety of pedestrians, bicyclists, and transit riders is prioritized over the speed of cars and the needs of commuters.

Recently, the MVBA has been actively lobbying DOT for road diets, two-way street conversion, and the installation of bicycle lanes, recognizing that Complete Streets will lead to increased density, thriving businesses, reduced crime, a healthier environment, and neighborhood cohesiveness.

Thank you in advance for your positive consideration of the Complete Streets bill.

Sincerely,

Michele Richter, President
Mount Vernon-Belvedere Association
president@mvba.org

Steven Shen, Chair
MVBA Development Committee
development@mvba.org

cc: Mayor Catherine Pugh
Council President Jack Young
Councilman Eric Costello
Councilman Robert Stokes
Liz Cornish, Bikemore

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3/20/18 gfc

Bus Workgroup14
c/o MacMillan;
102 W. 39th Street APT 2B
Baltimore, MD 21210

March 21, 2018

Hon. Edward Reisinger, Chair, and Members
Land Use & Transportation Committee
Baltimore City Council

REF: Council Bill 17-0102, Complete Streets

Dear Chairman Reisinger and Committee Members:

Bus Workgroup14 is an all-volunteer group of neighborhood leaders and bus riders in the 14th City Council District. Our purpose is to advocate for bus riders in the district, and the city. During the Maryland Transportation Administration's (MTA) BaltimoreLink process, Bus Workgroup14 studied MTA's draft plans, and prepared a series of reports, which we submitted to MTA. We believe that our recommendations were helpful to the MTA.

We write to support Council Bill 17-0102, Complete Streets, with suggested amendments.

We recommend that this important bill be strengthened by requiring proactive, transparent public engagement. When Baltimore City Department of Transportation undertakes plans for changes within the public right of way, the agency should solicit early input from the affected stakeholders, including the residents of affected neighborhoods, not merely neighborhood associations or non-profit associations. A model process for effective public engagement was pioneered by the National Charrette Institute, which provides excellent trainings. Visit www.canr.msu.edu/nci/about-us/.

In addition, the public would be more accepting of changes in street and parking patterns, such as traffic circles and protected bike lanes, once they are planned, if the DOT conducted public information campaigns to explain the rationale for such changes, and how to navigate through the changed streetscape.

Baltimore City government can do much more to help improve local bus service and access, as well as bicycle and pedestrian safety and access, since City government has the final say over the ways our streets are designed and used. Council Bill 17-0102 is a great place to start.

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A complete streets manual, combined with an annual review, and the establishment of an interagency coordinating council can begin to redress the imbalance between single occupant vehicles and other modes of transportation that, as we all know, are far more sustainable.

We urge you to adopt Council Bill 17-0102, and to consider our proposals to strengthen the legislation.

Sincerely,

Eileen Franch
Michael S. Franch
Ann Gordon
Sharon Guida
Jacqueline Jones
Jackie MacMillan
Tyrone F. Parker
Mike Puma
Joe Stewart

DOWNTOWN BALTIMORE

March 15, 2018

Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, MD 21202

Re: Support of Council Bill 17-0102 (Complete Streets Ordinance)

Dear Hon. Councilman Dorsey:

On behalf of the Downtown Partnership of Baltimore (DPOB), I am writing in support of Council Bill 17-0102, which establishes a Complete Streets ordinance in Baltimore City. DPOB oversees the Downtown Management Authority (DMA), Baltimore's oldest and largest business improvement district. We are the state's largest employment center accounting for 123,000 jobs dispersed among diverse industry sectors. Downtown Baltimore is also proud to serve as a multi-modal transportation hub upon which many of Downtown's workers rely.

As a leader in the International Downtown Association, DPOB continually studies downtowns across the globe in search of best practices. Accordingly, we have observed the manifold benefits resulting from Complete Streets implementation. These benefits include: bringing economic development into communities, increasing access to jobs, and creating opportunities for people to safely walk, bike, or take public transportation to work.

Moreover, Baltimore City experiences a high rate of roadway injuries and fatalities, with those rates having increased since 2013. Complete Streets will improve safety and reduce crashes by providing pedestrian and bicycle infrastructure such as improved crosswalks and separated bicycle facilities. The occasional harm caused to our residents on city streets is avoidable through the design and policy changes this bill will compel.

Accordingly, this ordinance incorporates current best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore. Furthermore, a large coalition of local and national stakeholder groups – including DPOB – has worked with Councilman Dorsey since 2017 to refine this bill, address concerns, and gain widespread support.

Over 1,200 Complete Streets policies have been passed in the United States, including those adopted by 33 state governments, the Commonwealth of Puerto Rico, and the District of Columbia. DPOB supports this ordinance as it aligns with city-wide goals for public health, safety, environmental quality, and economic growth. This policy will make roads safer and more accessible for all residents, employees, and visitors to Baltimore City, and will contribute to Baltimore's ongoing renaissance.

Sincerely,

Kirby Fowler
President

Downtown Partnership of Baltimore, Inc. 20 S. Charles Street, 6th floor, Baltimore, MD 21201 T (410) 244-1030 F (410) 244-8670

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3/26/18 KC

American Heart Association.
life is why™

217 East Redwood Street
Suite 1100
Baltimore, Maryland 21202
March 21, 2018

To: Edward Reisinger, Chair
Sharon Green Middleton, Vice Chair
Members, The Baltimore City Council Land Use and Transportation Committee

From: Michaeline R. Fedder, MA, Director of Government Relations, Maryland

Re: Enthusiastic Support for City of Baltimore Council Bill 17-0102: Complete Streets

The American Heart Association strongly supports the concept of Complete Streets, which has been defined as, "A transportation and design concept in which streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities." Indeed, the needs of all users are routinely considered at the very beginning of the planning process.

Currently, 33% of all Baltimore Residents do not have access to a car; in "historically disenfranchised neighborhoods" in the city, that number can be as high as 80%, making lack of a Complete Streets Policy an equity issue. Residents without cars rely on public transportation, biking, walking, and ride sharing. Currently, however, the bulk of transportation funding is spent on designing and building "car -efficient" streets that are less than safe for walkers and bikers.

Safety and Equity are compelling reasons for supporting a Complete Streets Policy for Baltimore. Additionally, there are significant health issues that must be addressed, as well: The Baltimore City Health Department's 2017 document," Health Status in Baltimore City" reports that,

- Baltimore City ranks last on key health outcomes compared to other jurisdictions in Maryland;
- Baltimore City has an age-adjusted mortality rate 40% higher than the rest of the state;
- The leading cause of death in Baltimore City is cardiovascular disease, CVD;
- One in three Baltimore City High School students is either obese or overweight;
- 35.9% of ALL Baltimore City residents are obese, but 49.7% of Baltimore City Residents living in households with yearly incomes below $15,000.00 are obese.

Several risk factors for CVD have been identified, and although some of them cannot be changed, there are many that are within the power of each of us to control. Lack of physical activity is one of them. Obesity is another. Walking and biking are outstanding remedies for both, but for so many City residents there are no safe places in which to walk and ride bikes.

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Embracing a genuine Complete Streets policy and enacting it into law (rather than a non-binding resolution,) would improve the quality of life for all Baltimore City residents. It would improve health, increase safety and help chip away at the scourge of inequity.

Council Bill 17-0102 is a well-designed piece of legislation that builds in transparency and ongoing, two-way communication with the public. It acknowledges the importance of being "state-of-the art" in all decisions and executions and allows for implementation "over time," thus recognizing reality.

The American Heart Association urges passage of this legislation which would demonstrate to the public that the Baltimore City Council believes that it has responsibility for protecting the health and safety of its constituents.

United Workers.org

April 4, 2018

Baltimore City Council
100 N Holliday Street
Baltimore, MD 21202

Dear Councilman Ed Reisinger and members of the Land Use and Transportation Committee:

The United Workers is proud to support the Complete Streets ordinance. As an organization dedicated to grassroots leadership and Fair Development principles we see the values and ideals of this ordinance as an important step forward. The five principles of Fair Development are universality (are benefits shared), equity (are policies directed at meeting acute needs), participation, transparency and accountability. We see the Complete Streets ordinance as an important reset of city transportation policies that asks who does benefit from our transit system, what should be done to make our system more equitable and how to open these policies to more inputs from riders, residents and those most impacted.

Consequences of Our Unequal Transit System
We represent low wage workers throughout Baltimore and across Maryland. Most of our members rely on public transit to get to work, to school, doctor visits, and grocery shopping. This is in line with available data: a third of Baltimore City residents lack access to a car, and that number climbs to over 80% in historically red-lined communities of color. At times the unreliability of our transit system has left members to literally walk miles to and from work at all hours of the day and night. This has raised safety concerns. Further still the day labor industry where many of our members have worked have exploited this lack of good transit options by charging workers exorbitant fees to travel by agency vans to work sites. Our Report "Our Stolen Sweat" detailed the day labor system's exploitation of inadequate public transit, 43% of workers reported transportation being the reason they became day laborers, and 82% reported being charged by the day labor agencies to get to worksites. Often these transportation charges resulted in wages that went below the legal minimum wage.

Minority and poor neighborhoods are dominated by industrial air pollution and the seemingly endless truck traffic that comes with it. Our base of residents and youth in Curtis Bay have longed for a change in how their community is designed to mitigate against truck traffic to coal sites, waste incinerators, and other toxic polluters. Curtis Bay is one of the most polluted zip codes in the United States.

"We know that our lives matter just as much as anyone else's. We know that we have a right to a safe and clean environment and that our lives should not be limited by asthma or cancer just because of where we were born. We have a right to Fair Development that puts the health of all communities first.". – Destiny Watford, Curtis Bay resident, United Workers leader, winner of the 2016 International Goldman Environmental Prize.

Changing our transit orientation away from a sole focus on automobiles has the potential to reduce climate change causing emissions and raise the health outcomes for such neighborhoods as Curtis

PO Box 41547 • Baltimore, MD 21203 • 410-230-1998 • UnitedWorkers.org

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Bay. These policy changes paired with a commitment to ending waste incineration in Baltimore and supporting Zero Waste alternatives has the potential to transform Baltimore's air quality and the health of residents.

Finally, our transit policies have made the challenging problem of addressing the affordable housing crisis even more difficult. Beyond the expense of owning a car (avg. $8,000) that is out of reach for most low-income residents, there is the expense that comes from making room for cars when neighborhoods do redevelopment projects. The cost of paving new parking spaces or building structured parking lots ranges from $17,000 to as high as $40,000. These costs can push what would be affordable housing into the unattainable market rate category. As the Baltimore Sun has noted as well as the coalition we anchor, the Baltimore Housing Roundtable, fully 1/3rd of residents are at risk of homelessness and fully 1/3 of the rental housing stock is deemed substandard. The United Workers is leading a fight to get the city to invest in funding the Affordable Housing Trust Fund to address this acute need. Having a transit policy that is in alignment could potentially reduce the costs of housing redevelopment.

Our current system has perpetuated racism and inequality that has resulted in issues related to employment access and even lower wages, burdened neighborhoods with toxic air pollution emissions, and exacerbated the affordable housing crisis many in our city experience. The Complete Streets ordinance would "hit the reset button" and shift the city's orientation towards a Fair Development model that considers the needs of residents; opens the planning processes to more participation, transparency and accountability; and has the potential to compliment other significant policies goals around employment, environmental sustainability, and affordable housing.

For these reasons, we offer our strong support of the Complete Streets Ordinance.

Sincerely,

Todd Cherkis
Leadership Organizer

Food & Water Watch • 3121 St. Paul Street, Suite 28 • Baltimore, MD 21218
T +410.394.7650 • foodandwaterwatch.org

Baltimore City Complete Streets Ordinance
Land Use and Transportation Committee Meeting
April 25th, 2018

Chair Reisinger and Honorable Members of the Land Use and Transportation Committee,

My name is Rianna Eckel, and I am the Maryland Organizer with Food & Water Watch here in Baltimore. I am writing on behalf of our more than 14,000 members in Baltimore City to urge you to vote in favor of the Complete Streets Ordinance by Councilman Ryan Dorsey (Bill #17-0102).

This ordinance would be a pivotal step forward in Baltimore's efforts to combat climate change. Just as the City has limited the expansion of fossil fuels and reaffirmed its commitment to clean, renewable energy, Baltimore must expand public transit and ensure that all Baltimoreans can navigate safely through the City. Easily accessible, reliable public transit, and improved pedestrian and biking conditions will increase use of non-automobile transit methods, decreasing our city's carbon footprint.

Reducing the reliance on automobile transit is a crucial contributor to meaningfully addressing climate change. The US EPA has said that the typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year, and that transportation contributes to 28% of our country's total greenhouse gas emissions. The US Federal Transit Administration says that bus transit produces 33% less greenhouse gas emissions per year, compared to car transit. By increasing the accessibility and effectiveness of non-automobile transit, we can make great strides to reduce our city's greenhouse gas emissions.

Public transportation will also reduce vehicle emissions and pollutants that create smog. This would greatly benefit public health, reducing the instances and severity of asthma and other respiratory illness in the City. Smog and air pollution are some of the main drivers of Baltimore's disproportionate asthma rates. According to the Maryland Department of Health and Mental Hygiene, 12.4% of Baltimore City Adults currently have asthma, compared to 8.6% nationally. Childhood asthma rates are especially alarming, Baltimore's childhood asthma rate is 20%, more than twice the national average of 9.4%.

This legislation will not only bring climate and public health benefits, but also improve safety for all transit modes, promote environmental justice and equitable urban growth. For these reasons, Food & Water Watch supports Councilman Dorsey's Complete Streets Ordinance. We respectfully urge the Land Use and Transportation Committee to issue a favorable report for this legislation.

Rianna Eckel
Maryland Organizer

O (410) 394-7652
reckel@fwwatch.org

received
4/18/18 4:48

HRIA
P.O. Box 33201, Baltimore, MD 21218
443.824.1637
hria3@yahoo.com

April 23, 2018

Councilman Ryan Dorsey
100 Holliday Street, Suite 500
Baltimore, Maryland 21202

Councilman Dorsey:

The Hillen Road Improvement Association supports the ***Complete Streets Ordinance*** (17-0102). Residents in the Hillen Community believe that it is important that all Baltimore citizens have access to an improved transportation system—a system that is inclusive for walkers, bikers, buses and cars. We are hopeful that this bill will help address some of the key transportation issues facing Baltimore City residents.

Regards,

Paula Purviance

Paula Purviance
HRIA President
443-824-1637

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4/23/18

KAISER PERMANENTE®

Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc.

CITY COUNCIL BILL 17-0102
COMPLETE STREETS

April 25, 2018

Councilman Edward Reisinger
Chair, Land Use and Transportation Committee
Baltimore City Council
100 North Holiday Street, 5th Floor
Baltimore, MD 21202

Re: Letter of Information: City Council Bill 17-0102 *Complete Streets*

Dear Chairman Reisinger and Members of the Committee:

Thank you for the opportunity to provide a letter of information regarding Council Bill 17-0102 *Complete Streets*. Kaiser Permanente of the Mid-Atlantic States is proud to provide high quality affordable coverage and care for more than 780,000 members throughout Maryland, Virginia, and the District of Columbia. Kaiser Permanente is a fully integrated health insurer and health provider that employs more than 9,000 individuals, including approximately 1,500 physicians in the Mid-Atlantic region. All of our work is rooted in our mission of improving the health and wellbeing of our members and the communities we serve.

As a total health organization committed to improving community health, Kaiser Permanente understands the social, health, and economic impacts that a built environment may have on the health of our members and the residents of communities, like those in Baltimore City. While the financial investment to implement *Complete Streets* is potentially significant and still being considered by the City of Baltimore, Kaiser Permanente would like to provide the following information on the potential health benefits that may result from the *Complete Streets* legislation and the policies that promote multi-modal transportation:

- **Increased physical activity:** Walking is a free exercise for all people, regardless of income. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, as compared to just 27 percent who lacked safe places to walk.[1] *Complete Streets* would make it safer and more accessible for all Baltimore City residents to walk or bike, thereby making it easier to prevent and manage heart disease, diabetes, and other chronic conditions.

[1] Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). "Places to walk: convenience and regular physical activity." *American Journal of Public Health*, 93, 1519-1521.

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- **Increased connectivity to jobs and medical care:** Nearly one in three Baltimore City residents lack access to a car,[2] which means they are dependent on walking, public transportation, or biking to access work and appointments, like those to see a doctor. Lack of vehicle ownership has been found to negatively impact economic opportunity for low-income people,[3] due to the inability to access jobs geographically outside of a public transportation system and to the often unpredictable nature of public transit. In fact, a lack of transportation has been noted as a barrier for our low-income members making medical appointments, as noted in Kaiser Permanente's 2016 Community Health Needs Assessment.[4] By designing roads for all modes of transportation and users, not just cars and automobile owners, *Complete Streets* would make it easier for Baltimore City residents to access work and to seek medical care.

- **Focus on equity and inclusion:** Smart Growth America, a leading voice on inclusive community and economic development, named this bill one of the best Complete Streets initiatives of 2017, due in large part to its focus on community engagement and equity.[5] By requiring an equity gap analysis in project prioritization, community engagement, an annual report focused on geography subunit, and reporting by race, income, and vehicle access, this bill has the potential to lead the way in mitigating or potentially eliminating health, economic, and access disparities.

As a partner in total health, Kaiser Permanente knows that overall health is greatly impacted by one's access to safe places to walk and the extent in which policies consider racial and health equity. *Complete Streets* has the potential to impact all of these areas, and more.

Thank you for your efforts to realize total health for the City of Baltimore. Please do not hesitate to contact me at 301-816-5943 or Celeste.A.James@kp.org, if you have any questions or require additional information.

Sincerely,

Celeste James
Executive Director, Community Health & Benefit
Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc.

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[2] U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.
[3] Pendall, R., Hayes, C., George, T., McDade, Z., et al, (2014). "Driving to Opportunity: Understanding the Links among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients," *The Urban Institute*. Retrieved from https://www.urban.org/research/publication/driving-opportunity-understanding-links-among-transportation-access-residential-outcomes-and-economic-opportunity-housing-voucher-recipients/view/full_report
[4] Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc. (2016). "2016 Community Health Needs Assessment." https://share.kaiserpermanente.org/wp-content/uploads/2016/12/KFHP-MAS-CHNA-MAY-2016-Final.pdf
[5] Smart Growth America. (2017). "The Best Complete Streets Initiatives of 2017." Retrieved from https://smartgrowthamerica.org/app/uploads/2018/03/Best-Complete-Streets-Initiatives-of-2017.pdf

2101 East Jefferson Street
Rockville, Maryland 20852

ABC Associated Black Charities

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Tony Torain, Esquire
Littler Mendelson, P.C

Alicia L. Wilson, Esquire
Sagamore Development

TESTIMONY TO THE
Land Use and Transportation Committee
Baltimore City Council

TO: Honorable Edward L. Reisinger, Chair, and Members of the Land Use and Transportation Committee

FR: A. Adar Ayira, Senior Leadership Team, Associated Black Charities

DT: April 19, 2018

RE: **In Support of Council Bill 17-0102-Complete Streets**

Associated Black Charities is a public foundation located in Baltimore City. We seek to change the economic outcomes for African American Marylanders through working to eliminate race-based structural and institutional barriers which truncate opportunity and access and negatively impact the economic viability of the state.

The incorporation of a Racial Equity Lens in every level of policy making is essential in "seeding success" for all Maryland communities by working to counteract the unfortunate economic and social legacies of our country's – and this city and state's – racialized history.

As ABC explains in its policy education document "Policy Applications of a Racial Equity Lens: Ten Essential Questions for Policy Development, Review and Evaluation", analyzing the impact of policies on racial and other marginalized groups is not new, either nationally or internationally. Cities such as Seattle (WA), Madison (WI), St. Paul (MN), and Iowa City (IA) have incorporated procedures for determining disparate racialized impacts of policies on historically marginalized populations.

Councilman Dorsey engaged ABC early on in the legislative process with the goal of incorporating a racial equity lens in the Complete Streets policy. His office prepared thoughtful responses to our 10 Essential Questions, which we reviewed with the Councilman and staff in depth. With Councilman Dorsey's thorough attention to ensuring that negative racialized impacts are minimalized as an unintended impact of this legislation, we support the CB 17-0102's effort to incorporate consideration of an equity gap analysis in how investment is prioritized. We recognize the importance of reflection and ongoing accountability and support this bill's requirement that an annual report include sub aggregating data by the race, income, and vehicle access, so that we may better see whose communities are most benefited.

When policy and legislation seek the outcome of racial equity, the benefit is shared by all. But without the proactive use of a racial equity lens, Baltimoreans of color will remain vulnerable to the harmful outcomes of benign neglect.

Because we believe that all Baltimoreans – and all Marylanders – deserve complete streets that are safe for all those who use them and for all transportation modes, ABC commends Councilman Dorsey for his genuine and ongoing commitment to incorporating a racial equity lens in Council Bill 17-0102 (Complete Streets) and offers not only our support, but our commitment to continue to work in partnership with him on stronger incorporation of this lens in Complete Streets policy to ensure a safer Baltimore for all residents.

1114 Cathedral Street-Suite 200 * Baltimore, MD 21201 * 410-659-0000 *410-659-0755
An Affiliate of the United Way of Central Maryland

received
4/25/18

INDIVIDUALS - SUPPORT

BROOKE E. LIERMAN
Legislative District 46
Baltimore City

Appropriations Committee
Oversight Committee on Pensions
Transportation and the Environment Subcommittee

The Maryland House of Delegates
6 Bladen Street, Room 311
Annapolis, Maryland 21401
410-841-3319 · 301-858-3319
800-492-7122 *Ext.* 3319
Brooke.Lierman@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 20, 2018

Land use and Transportation Committee
Baltimore City Council
100 N. Holliday Street, Suite 400
Baltimore, Maryland 21202

RE: Testimony in Support of Ordinance #17-0102

Chairman Reisinger and Committee Members:

I write in support of the Complete Streets Ordinance introduced by Councilmember Dorsey (#17-0102).

Baltimore City should be at the forefront of the Complete Streets movement and this bill will help us move down that path. Complete Streets promote economic development, environmental stewardship, improve health outcomes, and promote public safety – all causes that you and I support.

The ordinance incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state and local street design and funding regulations to ensure it will work for Baltimore.

This bill will complement proposed state legislation that is currently pending and will create a state grant program to provide jurisdictions like Baltimore City with resources to implement policies and update manuals/guides (HB 535/SB407). Rarely do so many groups of different persuasions come together around a cause – from AARP to the realtors, from transit groups to environmental groups – all these groups and their members recognize the need to update our street plans for the 21st Century.

Speaking as a resident of Fell's Point, I cannot stress strongly enough the frustration with our car-centered roads. Our roads are filled with cars at all hours of the day, creating headaches for local residents and safety and health hazards for our kids. My husband bikes to work downtown every day and I am always worried that he will be hit by a car because there are no protected bike

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lanes between where we live and where he works.

As a state legislator on the Appropriations Committee, as a Southeast Baltimore resident, mom of two, and the wife of a husband who bikes, I fully support this City ordinance and hope that you will act to pass it. Complete Streets keep everyone safe and mean that our neighborhood streets are safer for children to travel and play.

Sincerely,



Brooke E. Lierman

FIRST DISTRICT

Coates, Jennifer

From: Robbe R <reddinger99@gmail.com>
Sent: Thursday, March 08, 2018 1:36 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony for HB 17-0102

To whom it may concern,

I wholeheartedly support the efforts of Councilman Dorsey and HB 17-0102 regarding Complete Streets within Baltimore City.

I love Baltimore as a city. I've been here seven years, and just bought a house in December. We have one child, and one on the way, and intend to raise them here. We were on the fence for many years about whether or not to stay. One of biggest issues keeping us from initially investing our lives here wasn't crime, pollution, or property taxes. It was the lack of progress I saw from city leaders in addressing easily-solvable issues that would improve the lives of all citizens, issues that many other progressive American cities have already addressed. Why would I stay in a city that insists on holding onto the vestiges of the past— that refuses to provide safe and reliable infrastructure to its poorest citizens? Why would I stay in a place where on almost every run or bike ride or walk to the park includes a near-miss in a crosswalk (those that exist) or a car blowing through a red light on roads that cater to vehicles travelling at a high rate of speed?

Why would I stay in this city?

It was a hard decision to make.

The reason I stayed is because I believe in the next generation of leaders, and the change they can bring. I believe in the Ryan Dorseys, the Zeke Cohens, and the Robbyn Lewis's of Baltimore. As a city, we are at a crossroads in terms of effective transit and safe road designs. Cities are once again becoming viable and attractive places to live. Younger generations are abandoning cars in favor of public transportation. What we once had was gutted, but it *can* be renewed. I believe it. The city has nothing to lose and everything to gain by embracing the Complete Streets Vision. It is hard, because true change is hard. Legacies in leadership are never established by bending to the current status quo, by staying entrenched in the failed systems of the past. Legacies that last require the courage to carry out visions whose harvests won't be seen today, or next month, but will certainly be seen in the ripples that extend into the future.

That said, the most fulfilling endeavors never come without sacrifice, and pushback from the status quo. I get that. It requires rewriting our history and changing the mindset of a city to a time seventy years ago when 95% of Baltimore relied on public transportation. I realize it will probably not return to that level, but it can get closer.

By embracing the Complete Streets Vision, you are showing you care about those of us who have actually chosen to be here, not out of circumstance, but out of love, and out of a sense of community.

Choose *us*, those who invest around the clock in our city. Don't just cater to suburbanites and county residents who come in for a work day or an O's game, who then leave and proceed to denigrate everything about our city in comment boards on social media.

I want to someday be able to take my children to their elementary school on their bikes. I want to access all of our parks, businesses, and cultural gems without having to damage our already poor roads with a single-rider car trip. I want my friends—those who are too scared to ride a bike on a city street— to experience the joy of getting from one side of the city to another on their own energy. I want those who can't afford a car to be able to get to their place of employment with ease, without worrying about their safety. I want public spaces where neighbors can walk and congregate and achieve that sense of community that truly forms roots within neighborhoods. I want a better and safer city for all of us.

In achieving these goals, I also want to see transparency in the process, and accountability in the outcome. Detailed annual reports must be provided to assure residents these goals are indeed being accomplished in an effective manner.

The time for this is now, and I ask you to hear my voice as a father, a friend, and an engaged citizen of your city.

For these reasons, I ask you to support HB 17-0102.

Thank you.

Robbe Reddinger

908 Grundy St.

Baltimore, MD 21224

Coates, Jennifer

From: Madeleine Monson-Rosen <marmorea@gmail.com>
Sent: Thursday, March 15, 2018 1:45 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets Testimony

Dear Baltimore City Council Land Use and Transportation Committee,
I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I support ordinance #17-0102.

My testimony follows:
I am a Baltimore City Resident, and I use the MTA bus to travel from my home in Highlandtown to my job in Towson. I also regularly walk and use mass transit to get around the city. Walking and biking around Baltimore City are dangerous activities in Baltimore, compared to other, similar cities, and our mass transit system is insufficient, unreliable, and expensive. Across the country, similar legislative efforts have made streets safer, and have made cities more accessible for all their residents. Councilman Dorsey has met with members of my community in order to develop pilot complete streets programs. These programs will improve safety and quality of life in my neighborhood, and they have my wholehearted support. I encourage you in the strongest possible terms to support complete streets ordinance #17-0102.

Sincerely,
Madeleine Monson-Rosen
3305 E. Pratt St.
Baltimore MD 21224
--
Madeleine Monson-Rosen, PhD
www.madeleinemonson-rosen.com
marmorea@gmail.com

THIRD DISTRICT

Coates, Jennifer

From: Julie Sandhaus <julieasaylor@gmail.com>
Sent: Sunday, March 11, 2018 3:36 PM
To: Coates, Jennifer; Dorsey, Ryan
Subject: Re: Baltimore Complete Streets Ordinance

Dear Ms. Coates:

I am writing in support of Bill 17-0102, the Complete Streets Ordinance. I have read the policy brief and agree that a revisioning and redesign of our city streets will relieve traffic congestion, improve the health and safety of road users, will improve public safety, and will benefit city Main Streets such as the Hamilton/Lauraville Main Street. However, I'd like to share a recent personal incident that highlights the urgency to redesign our streets.

I'm a lifelong pedestrian and use public transit, and own a house in NE Baltimore City. My house is within a quick walk to a bus stop. On January 16, walking to the bus stop, I was struck by an automobile. I can't really share the details of this accident because my attorney is still working toward a settlement, but the injuries were severe enough to require surgery and a five day hospital stay. I am still unable to work.

Fortunately the ambulance came for me quickly. But the moments before help arrived were especially terrifying--and this is entirely the fault of poor road design. I was hit on a side street off Harford Road. The force of the collision put me very close--mere feet--away from oncoming car traffic, moving perhaps 30-50 mph. No one on Harford Road seemed to perceive that an accident had occurred. Since I was too injured to get up and walk to the curb, I hitched up my skirts and used my bottom to "walk" myself a little further away from oncoming traffic. If there had been a bike lane acting as a barrier between the sidewalk and a lane reserved for motor traffic, I would have been much safer.

Most advocates of legislation like this concentrate on the tragedy of pedestrian deaths, but doing so masks how dangerous Baltimore's streets are to the approximately 30% of residents who have no access to a car. According to the Baltimore City Department of Transportation, an average of 12 pedestrians die in accidents every year in Baltimore City--but an average of 900 pedestrians are seriously injured. This represents a significant impact on the finances and quality of life for those fortunate enough to survive an accident. In my case, the medical bills are in the tens of thousands of dollars, and I have yet to finish treatment and return to work. I truly believe that a redesign of the roads, making them accessible to users other than motor vehicles, will slow traffic down and result in fewer pedestrian and cyclist deaths and injuries.

I realize this is a small, and very personal, example of how a redesign of our streets will improve the lives of Baltimore residents. As a member of the Hamilton/Lauraville Main Street design committee, I had intended to write a very different letter in support of this legislation. I hope this bill passes and our Main Street has the opportunity to assist in its implementation. Thank you for reading, and I hope I will hear from you soon.

Regards,

Julie Saylor
3205 Rosekemp Avenue
Baltimore, MD 21214
410-370-1552

Anikwenze Ogbue, P.E.
1320 Northview Road
Baltimore, MD 21218
March 19, 2018

Councilman Edward Reisinger
Chair, Land Use and Transportation Committee
City Hall
100 Holliday Street
Baltimore, MD 21202

Dear Councilman Reisinger and members of the committee:

I support the Complete Streets Ordinance (bill #17-0102) and I would like my testimony below to be included in the file for the Land Use and Transportation Committee hearing on March 21st.

When I became a homeowner in Original Northwood I was happy to be close to reliable public transit. So, I appreciate that the ordinance requires DOT to report transit performance metrics and chair a Coordinating Council. As chair the DOT Director must work with MTA and other agencies to improve city street design so buses move more efficiently. This approach will help the 232,700 bus riders and 27,000 students who use MTA get to work and school on time every day.[1,2]

The ordinance also prioritizes safety in street design to prevent crashes, which have increased every year in Baltimore City since 2012. One way it does this is by ensuring that design speed is not set greater than posted speed (§ 40-28). This follows a recommendation by the National Transportation Safety Board (NTSB) which states, "there is not strong evidence that the 85th percentile speed within a given traffic flow equates to the speed with the lowest crash involvement rate."[3] Instead the NTSB explains that "alternative approaches and expert systems for setting speed limits are available, which incorporate factors such as crash history and the presence of vulnerable road users such as pedestrians."[3]

The Federal Highway Administration (FHWA) developed an expert systems tool called USLIMITS2 that uses a consistent method to set speed limits that are "credible and enforceable."[3,4] USLIMITS2 allows engineers conducting speed studies to determine the appropriate speed limit of a street.[4] In general, it suggests that speed limits are set within 5 mph of the 50th percentile speed for urban streets or the 85th percentile speed for rural roads with low crash risk.[4] In 2008 the FHWA and AASHTO approved USLIMITS2 for use in the transportation industry and promoted it to state and local agencies in 2012.[3]

Another aspect of the ordinance that improves safety in street design is the standard allowing for narrower lane widths (§ 40-29). When applied correctly these lane widths promote driver safety and are less likely to induce speeding. This adheres to FHWA guidance which specifies these ranges for lane widths on urban streets: arterial (10-12 feet), collector (10-12) and local (9-12 feet).[5] The FHWA also clarified that

[1] http://www.apta.com/resources/statistics/Documents/Ridership/2017-q3-ridership-APTA.pdf, p. 20.
[2] http://baltometro.org/phocadownload/Publications/Transportation/Transit/2015_RegionalTransitNeedsAssessment_AppB_StudentRidership.pdf
[3] https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf p. x, 26-27
[4] https://safety.fhwa.dot.gov/uslimits/ NCHRP 3-67 Project Report p. 2
[5] https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

received
3/19/18

"there is no minimum lane width requirement to be eligible for Federal funding."[6] In addition, FHWA issued revisions to the controlling criteria in 2016 that no longer require design exceptions for reduced lane widths on low-speed NHS roads less than 50 mph.[7] These decisions by FHWA provide more flexibility to cities and support use of additional design resources included in the ordinance (§ 40-30).[6]

I would like to thank the Land Use and Transportation Committee for considering the Complete Streets Ordinance and I encourage your support.

Respectfully,

Anikwenze Ogbue, P.E.

[6] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/misconceptions.pdf p. 4-5
[7] https://www.fhwa.dot.gov/design/standards/160505.pdf p. 1-4

SIXTH DISTRICT

Coates, Jennifer

From: Middleton, Sharon
Sent: Tuesday, March 13, 2018 8:32 PM
To: Coates, Jennifer; Reisinger, Edward
Subject: Fwd: In Favor: Councilman Dorsey's Complete Streets Bill

Please add to Bill file.

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: "Thomas M. Hunt" <thomas.m.hunt@gmail.com>
Date: 3/13/18 4:38 PM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Subject: In Favor: Councilman Dorsey's Complete Streets Bill

Councilwoman Middleton,

I wanted to write today to show my support for Councilman Dorsey's Complete Streets Bill.

I firmly believe that one of the great challenges that Baltimore faces are streets that are not only designed to favor auto transport, but actively hostile to pedestrians and bicyclists.

I live on Edgevale Rd. in Roland Park, and often take the 94 bus down Falls Rd. to either Johns Hopkins campus or Station North. But Falls Rd. is like a four lane highway that runs through my neighborhood. There aren't enough stop signs, and barely any crosswalks, and I feel like I have to take my life into my hands to cross that road, just so that I can try to get where I'm going without the need for a car.

I am in a pretty blessed position that I have the means to keep a car, and don't have to rely on transit or walking as my primary modes of transport, but I know that there are many people who live in our district who don't. I hope that you will support a bill that will not only make our community safer, but will allow the least fortunate members of our community to move freely around the city, for work, for school, and for play, that will make our city a more dynamic place to live.

So I hope that you will support Councilman Dorsey's Complete Streets Bill, and look forward to hearing back from you.

--
Thomas M. Hunt
thomas.m.hunt@gmail.com

(443) 310-6959 | mobile
Facebook | Twitter | LinkedIn | Instagram

Coates, Jennifer

From: Middleton, Sharon
Sent: Wednesday, March 14, 2018 3:36 PM
To: Charlotte Hager
Cc: Coates, Jennifer
Subject: Re: I have a request....

Good afternoon Ms. Hager;

Thank you for sharing your opinion and your testimony will be included in the Bill file for the Committee.

Sincerely,
Sharon Middleton

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Charlotte Hager <charhager@gmail.com>
Date: 3/14/18 3:20 PM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Subject: I have a request....

Hi Sharon,

My name is Charlotte Hager and my husband and I just bought a house in Roland Park - 1 Midvale Rd. We are really looking forward to becoming more actively involved in the community and its corresponding associations. As a city council person, you seem to be in touch with community members and are really listening to their concerns and advocating on their behalf.

So I have a request as a new constituent and new home owner....

I know next week is the first public hearing for the Complete Streets Ordinance, bill file #17-0102. I need you to vote in **SUPPORT of complete streets** for our beautiful Baltimore.

Bikes and bike lanes [and their corresponding public infrastructure like sidewalks, buses, trains, light rails, etc] have given me a new love and connection to my community. While living in DC (2010-2015) and later moving to my now forever home B'more - bikes and public transportation have been the best way for me to get to know a city, meet new people, and be part of a greater community. I owe so much of my daily joy, friends, and connections to complete streets infrastructure.

Also, did you know that ONE THIRD of Baltimore Residents don't have access to a car? They rely on public transit, biking, walking, and ride sharing to move around the city. And that number is as high as 80% in historically disenfranchised neighborhoods.

But our city is spending an insanely disproportionate amount of money on streets designed only to move cars. This is about more than just a bike lane here or an extra bus there. Why are access to cars the only way this city sees itself growing?

Building out infrastructure that supports bikes and trains and light rails and buses and sidewalks BENEFITS EVERYONE - and serves as a significant unifier across socio-economic divides. Plus it's just darn **good public health!** Let's make this happen so that our babies and the next generation have safe spaces to play and live!

As I said, Baltimore is now my forever home and I really REALLY want to make it one of the greatest cities in the country to live in. And a big piece of that is for us to put in the time and money into investments in our future. As other cities in the States and internationally have shown, public infrastructure benefits all - bettering our health, increasing access to quality health care as well as educational and job opportunities. Public infrastructure and complete streets helps us actually connect on a human-to-human level across the whole city.

Baltimore isn't that big, and this investment isn't that big either - when you consider how we are helping this city grow through equitable access and opportunity for all city residents. Let's really make Baltimore the greatest city in America!

Please please PLEASE support the Complete Streets Ordinance, bill file #17-0102.

Thank you so much!
Your constituent,
Charlotte Hager, MPH, CHES
1 Midvale Rd
Public Health Professional for the City of Baltimore and avid cyclist

SEVENTH DISTRICT

Coates, Jennifer

From: Graham Coreil-Allen <graham@grahamprojects.com>
Sent: Thursday, March 08, 2018 10:34 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support testimony for Complete Streets ordinance, bill 17-0102

Dear Ms. Coates,

I am writing to express my strong support for Councilperson Ryan Dorsey's Complete Streets ordinance, bill 17-0102. The Complete Streets bill represents a major step towards making our city more equitable, accessible, and healthy. Currently our roads are designed primarily to serve the needs of motorists at the expense of the safety of non-motorists. Prioritizing motorists in a city where one third of residents do not drive is physically harmful and economically unfair. The complete streets ordinance will finally add a clear guiding law for DOT to follow as they rebuild roads to meet the needs of pedestrians, wheelchair users, transit riders, and bicyclists.

As a resident of Auchentoroly Terrace, I rely primarily on walking and bicycling to get to my job sites and community gatherings. While our historically walkable neighborhood may face Druid Hill Park, pedestrians are effectively cut off from safely reaching the park's public health and recreation benefits due to dangerous, 5-9 lane wide, polluting highways. The widening of Druid Park Lake Drive and Auchentoroly Terrace into highways in the 1940s was carried out by the city over the wishes and protests of local residents and the NAACP in order to provide predominantly privileged motorists quick commuting access to the suburbs. Now over 70 years later, our vulnerable, mostly working class neighbors, kids, and seniors, must risk their lives to reach the playgrounds and natural areas of Druid Hill Park.

If instead Auchentoroly Terrace and Druid Park Lake Drive were complete streets, kids, seniors, and wheelchair users, many of whom live in food desserts lacking adequate physical recreation, would be able to safely enjoy the healthful benefits of Baltimore's premier park and seasonal Druid Hill Farmers Market. Furthermore, complete streets will make it easier for residents of West Baltimore to ride bicycles and take transit to work and school. We must convert these highways into boulevards to finally reintegrate the park with the surrounding neighborhood fabric.

The Complete Streets ordinance, bill 17-0102, will make Baltimore safer, more accessible, and healthier for all.

Sincerely,

Graham

--
Graham Coreil-Allen
Public Artist / Organizer
grahamprojects.com
newpublicsites.org
twtr / fb / insta
917-683-5922

Coates, Jennifer

From: Melvin Blickenstaff <melvin.blickenstaff@gmail.com>
Sent: Tuesday, March 13, 2018 8:54 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony for Council Bill 17-0102

Good morning,

I would like to express my support for Council Bill 17-0102, Complete Streets. A robust Complete Streets policy is essential for the future growth and health of our City. Many comparable cities in the US have adopted Complete Streets policies to great success, and there is no reason for Baltimore to fall any further behind. For too long, our City has been committed to moving drivers from the surrounding counties in and out of the City as fast as possible. This has resulted in far too many preventable deaths of pedestrians, transit riders, bicyclists, and even drivers. It is long overdue for the City to start prioritizing the health and safety of its residents when it comes to transportation. This bill will go a long way to providing safe streets for all residents, no matter the age, race, neighborhood, or mode of transportation. I am a Baltimore City homeowner of 4 years, a daily bicycle commuter, frequent transit rider, and occasional car passenger. I deserve, and demand, safe transportation no matter which mode I decide to use. Please pass this important bill.

Thank you for your time.

Sincerely,
Melvin Blickenstaff
1442 Medfield Ave
Baltimore, MD 21211
melvin.blickenstaff@gmail.com

7

ELEVENTH DISTRICT

Coates, Jennifer

From: John Bremerman <johnbrem03@gmail.com>
Sent: Wednesday, March 07, 2018 8:13 PM
To: Coates, Jennifer; Dorsey, Ryan
Subject: Complete Streets ordinance, bill 17-0102

Jennifer and Ryan,

Thank you for allowing me to contact you about this important piece of pending legislation. I am a supporter of this bill and believe it is key to improving the health of our city both physically and economically.

In my part of the city, SoBo/Federal Hill, we have almost every transit option the city has to offer and yet many of my neighbors still believe that their car is critical to them being able to get around. While I don't like it, I can understand why that may be.

In my observations, we have placed cars over people. I believe that to be especially true when the car is being driven by someone that doesn't live here. The narrative that everything must be easiest for the commuter/visitor has caused us to lose opportunities to employ more city residents at area businesses, kept our population low, and has clogged our streets with more vehicular traffic than they were ever designed to handle. The economic impact of the commuter/visitor doesn't travel far enough through the city to continue to rely on that model.

This is why Complete Streets is so important. Complete Streets gives the residents, visitors, and commuters the same benefit by providing safer streets. This ultimately leads to more business growth which leads to more job creation which leads to a healthier tax base.

I believe Baltimore will start to see the quick results we like to see if this bill passes. Without it, we continue to fall further and further behind our neighboring cities and become that less attractive to new residents and visitors. We have a beautiful city that can't fully reach its potential until Baltimore prioritizes people over cars and we make our sidewalks as appealing as our streets.

Thank you for introducing this legislation and all of the hard work that has gone into it to date. I'll be following this bill closely and hope to see it get signed into law.

V/r,

John Bremerman

Coates, Jennifer

From: Susan Carlin <suecarlin61@gmail.com>
Sent: Wednesday, March 07, 2018 9:24 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Owner
Subject: Complete Streets ordinance, bill 17-0102

Dear Jennifer Coates,

I am total support of the Complete Streets ordinance, bill 17-0102. I have been a Baltimore area transit-dependent resident since1990 and have experienced a major decline of transit service since my arrival in Baltimore in 1989. The BDOT and Baltimore Leaders must stop giving drivers in cars and trucks priority and provide a safer city for residents who do not drive.

Baltimore leadership must make sure there is funding and action to make sure Baltimore streets are safe for pedestrians, bicycle riders, transit users and people in autos. I am amazed at how many times in my travels around the city that I see drivers disregard red lights, bus and bike lanes and other laws put in place to provide safe travels for everyone. I do not know how many times I have crossed the MLK on Lombard with the walk signal and drivers making a turn on red almost hit me. This is a weekly occurrence.

The BDOT must get with the present and future and make Baltimore City streets safe. Why are developers given free rein to block of walkways? I am sick of having to cross streets to go around building construction. In other cities, pedestrians are provided safe passage around construction. Why is Baltimore so behind the times??

Please pass Complete Streets ordinance, bill 17-0102.

Thank you,

Susan Carlin

300 Saint Paul Place, Apt. 1703

Baltimore, MD 21202

Work address:

Wexford Science + Technology

801 W. Baltimore Street, Suite 505

Baltimore, MD 21201

March 12, 2018

Baltimore City Council
Committee on Land Use and Transportation
Baltimore, MD 21202

Members of the Committee:

I submit this testimony in support of Council Bill 17-0102, an Ordinance concerning Complete Streets. The ordinance represents a monumental step forward for improving quality of life, safety, and equity in Baltimore. It is critical that the Committee advance the ordinance and that the Council pass it.

Over the past sixty years, bad transportation policy and poor prioritization of cars above people have produced a failed transportation infrastructure that greatly detracts from quality of life in the city. Whether you are a driver, transit rider, cyclist, or pedestrian, our crusade to accommodate car traffic at the expense of all else has burdened us with a city that is less livable than the one we know we can be. We lack the efficient mobility options of a 21st-century metropolis; formerly pleasant neighborhood streets now function as traffic-clogged highways; the qualities that make our communities desirable are drowned out by our gluttonous entitlement to free parking.

We will improve quality of life in our city by reversing the misguided trends of the past half-century. By prioritizing people above cars, we will give ourselves the transportation options and communities that a modern city needs and deserves.

Complete streets are also an integral part of a safer Baltimore. Our streets are more dangerous than they need to be. Reckless driving and negligent street design present a constant threat to safety.

I have two daughters, ages two-and-a-half and a newborn. For anyone in a similar position, it is common to constantly field questions about the challenges of raising a family in Baltimore City. When I think about the worries that may ultimately push me to leave the city, they are not violent crime or failing schools. It is that I cannot walk in my neighborhood without the real threat that a car might hit my daughters in the cross walk or jump the curb and strike them on the sidewalk. There have been enough close calls to know that this is as great a danger as any to the well-being of my family.

Traffic injuries are so common in my neighborhood that they have become predictable and expected. In just the past year, at our closest intersection of West Madison Street and Park Avenue, some of the more egregious sights that I have personally witnessed include: a man in a wheelchair being struck in the crosswalk by a red-light runner; a group of tourists taking photographs of First and Franklin Presbyterian Church who needed to suddenly leap out of the way of an out-of-control car that had jumped the curb onto the sidewalk; a truck that had flipped upside down and skidded a half-city block on its roof. In addition, our family car has twice been

struck in the past two years by reckless drivers while parked along our block, including one instance that totaled our car. This past week while on my way to pick up my daughter from the Wilkes School across from our home, a speeding driver came just inches from striking me in the crosswalk.

For nearly a decade, my neighbors and I have pleaded with the city to address the dangerous conditions of our street. The city's response has been many broken promises and negligent inaction. We have been denied even a school zone for the two schools on our block.

Yet, we know what works. The adjacent intersection of West Madison and Cathedral Streets formerly was as predictably dangerous as West Madison and Park. Then, the city narrowed Cathedral Street to a single travel lane and installed a protected cycletrack. Overnight the street became infinitely safer for drivers, cyclists, and pedestrians. When I take my daughter for a walk, we walk on Cathedral Street along the cycletrack. It is the safest place for us in the neighborhood.

Almost universally, our city streets are more dangerous than they need to be. Safe streets in Baltimore goes beyond ending gun violence. It extends to the simple liberty that people be permitted to exist in their neighborhoods free of risk from dangerous driving. At present, that liberty does not exist for most Baltimoreans. The ordinance ensures that it will.

Perhaps above all else, complete streets is a matter of equity. Baltimoreans do not enjoy equitable use of our own transportation infrastructure. Public right-of-way comprises approximately 30 percent of the city's total land area. Virtually all of it is designed for the primary goal of moving cars. Along nearly every inch of public right-of-way, pedestrians, cyclists, and transit riders must surrender to the preference of cars. In a city where upwards of 35 percent of residents do not have access to a car, this situation is grossly inequitable and undemocratic. Arguably the city's most valuable asset - its real estate - is deployed in a manner that discriminates against more than a third of its own residents. I am a daily bus commuter and I do not enjoy equal use of our city streets. I am relegated to a second-tier status beneath cars.

The very essence of complete streets is to remedy this inequity. It is to ensure that, as public assets, our public streets serve the entire public. This is critically important in Baltimore where streets not only fail to serve all citizens, but where there exists also a long, established history of using transportation infrastructure as a weapon to oppress disenfranchised communities.

We have an obligation to proactively and purposefully rectify this injustice. Justice dictates that our streets accommodate all users equitably. It dictates that children be able to cross streets safely, that buses never be stuck in car traffic, and that cyclists be able to travel throughout the city on dedicated infrastructure.

Complete streets are not a novel concept. They are a basic duty of local governance. It is a duty that we have neglected for decades. It is beyond time to acknowledge this duty and enshrine it in our laws, so that we can begin to repair the damage that we have inflicted so severely upon ourselves.

To improve quality of life, safety, and equity in Baltimore, I urge the Committee to advance the ordinance.

Peter Smith

104 W. Madison Street, #9
Baltimore, MD 21201
410-804-5170
peterthomassmith@gmail.com

Coates, Jennifer

From: Adam Sandy <asandy@rideentertainment.com>
Sent: Thursday, March 15, 2018 11:09 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Costello, Eric
Subject: Complete Streets Testimony

Ms. Coates:

Thank you for taking the time to review my submission regarding bill 17-0102.. I am writing as a husband, father, home owner and business owner who lives and works in downtown Baltimore. Due to my job I had several options on the East Coast and chose to live here because the city offers big city amenities with a small town feel.

Historically I have not gotten very involved in local politics but the mayor's and governor's approaches to city transit and biking have been very disheartening. I will be honest, more than crime or taxes they have made me question living in this city because I believe their approach hurts the long-term success of Baltimore.

Perhaps the most telling part of why I am writing is that when I put out an ad for our newest employee in May, 2017 the questions were not what everyone from out of town allegedly asks about Baltimore ("Is it safe?", "Is it dangerous?, "Is it like the Wire?"). All of the potential employees interviewed asked me the same three questions:

1) What are the biking options if I live in the city?
2) What are the mass transit options?
3) How can I minimize my use of a car?

All of the people, from various economic backgrounds, were interested in the same type of city living. I am happy to say that our newest employee decided to live in the city, but he has been frustrated with a lack of safe, reliable, non-car options to get to our office at the World Trade Center.

I believe, and there are ample studies to back this up, that complete streets are key to the success of Baltimore. My personal four reasons that this city needs to invest in Complete Streets are as follows:

1) Complete Street design offers a better quality of life
2) Complete Street design benefits all of Baltimore's citizenry
3) Car-centric design does not support the businesses that choose to invest in the city
4) The competition is doing it

1) Complete street design offers a better quality of life

Everyone in this city wants as good a quality of life as we can get for ourselves and our families. Allowing for streetscapes that put people first mean that we can live a healthier lifestyle and one that is more convenient. As a family we try to walk everywhere we can, but Baltimore's streets, especially wide open areas like Key Highway and Boston Street, encourage high speed traffic. The goal of this street design is not to move people safety- it is to move cars. If we lived in a neighboring suburb this would make sense- in the city it does not. In fact, our family chose to live in a city so we could walk to

places like the park and hopefully avoid high-speed traffic around our house. The street designs around the city also mean that pedestrians and bicyclists are at an exponential risk of injury or death due to the street design. More than once I have been nearly hit because a car was going 35-50 mph on a city street. I honestly do not know why our streetscapes encourage this kind of car speed.

Right now my youngest daughter's daycare is less than a mile away at Tide Point. However, because of the current design of Key Highway I cannot bike with her to school. I have a seat that can safely accommodate her, but it is not safe to take her down Key or Fort Avenue because the street design focuses on moving high volume traffic, even though these streets are surrounded on all sides by neighborhoods.

I am an advocate for complete street design because it means that the people of Baltimore can safely get around their city.

2) Complete Street design benefits all of Baltimore's citizenry

We cannot talk about Baltimore without mentioning the fact that it is racially and economically segregated- often these go hand-in-hand. Complete streets offers a fantastic solution for Baltimore because it crosses racial and economic lines. It offers everyone with a job an affordable alternative to getting there and it allows those who cannot afford a car (car, insurance, taxes, etc.) to get through town so they can work.

The city's racial divide is real and it is a problem. But, complete streets offers a way to bring our segregated worlds together and offers economic opportunities to the communities where poverty is a part of life. When I ride on the Maryland Ave cycle track I do not see the only the "yuppies" using it. People from a lot of different racial and economic backgrounds use this route to go north and south in this city. I can tell you that as someone who has ridden and driven this route during rush hour, biking is always faster!

3) Car-centric design does not support the businesses that choose to invest in the city

Complete Streets would undo the disservice this town continues to do restaurant and retail owners. We build parking garages so people can come in from the suburbs, but as the Baltimore Business Journal recently noted, there are less people coming in from the suburbs due to A) safety concerns and B) restaurants opening second and third locations in Columbia or Bel Air, which negated a need for them to visit the city. Complete Streets supports the businesses that have invested in Baltimore by bringing more customers to their door. It makes access by people who live in the city easier and these are the city businesses' core constituency. Complete Streets serves the families of all classes that we want staying in the city.

Tourists visit cities like Osaka, London, New York and San Francisco because of the businesses and experiences they offer; these are different from the rest of the world. They are miserable places to park- but great places to visit. If you want easy parking I encourage you to visit Amarillo, Omaha or Knoxville. They all have an abundance of places to park a car. But, the ease of getting around chokes out uniqueness and business opportunity. No one makes a family trip to Omaha because there is not a reason to visit, the ease of getting around the city eliminates any reason to spend time or money there. As someone who travels one-third of the year I encourage you to visit Amarillo, Texas and Grand Rapids, Michigan. They are both conservative towns in conservative states. Why is Grand Rapids growing in the city?- because it encourages non-car options in the downtown core. Amarillo has people living in the region, but the growth is all in the surrounding suburbs. Businesses that open downtown languish a few months before closing. The ease of parking is the downtown area's largest impediment to density and growth. Complete Streets allow downtowns to thrive.

At neighborhood meetings I keep hearing about parking- "Baltimore needs more parking!" No, we do not. For a city we have a lot of parking relative to our population and visitation rate. We have so much that we have lots in our business district, like the parking lot on Pratt Street across from my office at the World Trade Center and the garage immediately to the east that faces Lombard Street. These parking lots add nothing to the streetscape. They often sit empty, employ very few people and actually detract from the street life around them.

The parking garage I mentioned on Lombard makes that block less safe because it is built with no retail or restaurants at the street level. That block is now designed for cars only. It is a wide street that encourages vehicles to move quickly with no businesses for pedestrians or bicyclists to support. As a result, this block has little pedestrian traffic and cars are either speeding over 40 mph or stopped in rush hour traffic. From a revenue standpoint this block of Lombard is a lost opportunity. In a city concerned with crime this design also makes the block less safe, because businesses and restaurants on a block create activity, which drives away criminal activity. Instead we have a block that is inviting for thieves, even though it is blocks from the police headquarters.

4) The competition is doing it

If the reader has looked over my arguments and aren't convinced that is fine. You disagree with me that parking is for suburbs and cities are for density and community. Don't take my word for it- I own a business that sells roller coasters, what do I know about urban planning?

But, take a second to look around. Right now Baltimore is in a competition. In the late 1990's the city was unique because we had housing stock ready to flip to accommodate the growing DC job base and Baltimore business growth. During that time we saw a significant influx of residents. But, we are not that special anymore. A lot of cities, especially mid-size ones like Pittsburgh and St. Louis, and large cities like New York and Dallas (!) have taken steps to incorporate Complete Street design into their urban growth.

With some parts of America's workforce having the privilege of working from home or less days in the office, it is even more important that we design a Baltimore that people want to live in. We are in a competition with Pittsburgh, Grand Rapids and every other mid-sized city that wants to attract people to its downtown core. What are they selling? Restaurants, retail, unique business opportunities, bike lanes and a family-friendly approach to urban living. What are they not selling: ease of parking and the ability to move cars. They are investing in infrastructure that appeals to their citizenry because cities that invest in order to answer the needs of their taxpayers end up creating cities that appeal to tourists. Cities that are designed around cars and ease of parking turn into Topeka and trust me- no one wants to visit Topeka.

Baltimore is currently at a crossroads. If we continue to design our city like a suburb we will not win. It will neither appeal to people who want to live in a city nor those who want to live in a suburb. Now is the time to begin create a citywide experience that helps the people of Baltimore enjoy a better day-to-day existence. Families deserve to easily visit the B&O Railroad Museum, the Aquarium and go to the Patterson Park playground. Right now our planning only makes that feasible if said family owns a car. I believe every family in Baltimore should have ease of access to all those amenities.

Complete Streets is not an abstract concept, it is clearly a "kitchen table" issue. It is as important to me, a white collar businessman who wants to get to work safely, as it is to the blue collar Amazon employee that has to get crosstown to work at the Amazon warehouse. It helps citizens across racial and economic lines enjoy a better quality of life. And honestly, I think that should be our goal. We want to create a city where the upside is not cutting down the transit time of drivers from Towson. We

want to create Complete Streets so that we create a better experience every day for the people who live, work, play, and yes, pay taxes, in Baltimore.

As someone who is raising their children in Baltimore, as someone who moved his business to Baltimore, as someone who wants this city to succeed I am asking this city council, please make Complete Streets a core Baltimore belief, pass this bill and take Baltimore in a great new direction.

Adam Sandy
403 East Fort Ave
Baltimore, Maryland



ADAM SANDY
Chief Business Development Officer
O: 1-410-643-9300X303
C: 1-410-207-0367
F: 1-410-643-9304
Rideentertainment.com

Coates, Jennifer

From: Danielle Sweeney <daniellesweeney@comcast.net>
Sent: Friday, March 16, 2018 12:58 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: letter of support for City Bill 17-0102

The Honorable Edward Reisinger, Chairman

Land Use and Transportation Committee

Baltimore City Council

100 Holiday Street

Baltimore MD 21201

RE: City Bill 17-0102, Complete Streets

Dear Chairman Reisinger:

I am writing to express my support for City Bill 17-0102, sponsored by Councilman Ryan Dorsey and others. I live in the 11th district in Riverside, South Baltimore, and am a lifelong City resident and transit rider.

Personally speaking, in the 23 years I've lived in Riverside, I have seen the area evolve from one that was profoundly car centric to a community that is slowly moving away from the automobile as the primary means of travel and embracing walking, bicycling, and public transportation.

Last summer, the MTA overhauled its bus system and renamed the new network BaltimoreLink; Governor Larry Hogan promised that the upgrade would be "transformational."

In reality, the "upgrade" has had mixed success, or is a disappointment, depending on whom you talk to.

BaltimoreLink has a problem with on-time performance.

Currently only 66% of LocalLinks (numbered buses that make up half the system) run on time.

MTA's on-time performance goal is 80%.

There are many reasons why MTA struggles, but a key factor is congestion, a result of only cars being prioritized on Baltimore City streets.

For example, I watch the CityLink Blue, which travels from the Social Security Administration to Hopkins Bayview, slog through Baltimore and Saratoga streets every day. It's reliability is very much impacted by city traffic. So is CityLink Purple (Catonsville to Hopkins Hospital) and CityLink Orange (West Baltimore MARC to Essex).

MTA is doing its part to make improvements: investing in transit signal priority (TSP) and bus/bike-only lanes: North Avenue will have a TSP corridor as part of North Avenue Rising, as well as shared bus/bike lanes, and the agency is looking at creating an additional 2-4 TSP corridors elsewhere in Baltimore.

But ultimately MTA relies on city roads, and the city needs to do its part to make them as successful as possible.

The Complete Streets bill will ensure that our roads are optimal for all road users, so Baltimore residents will have more options to get where they want to go -- with or without a car.

Please feel free to call me if you have any questions.

--Danielle Sweeney

Better Bus Baltimore

443-850-9906

Coates, Jennifer

From: Peter Morrill <pkmorrill@gmail.com>
Sent: Wednesday, March 07, 2018 11:50 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets

Hello,
I am writing to express my enthusiastic support for the Complete Streets bill 17-0102 sponsored by Councilman Dorsey.

This city has prioritized high speed automobile traffic over everything else for far too long. I've seen friends and neighbors killed as a result of our city's inability to make common sense improvements to our streets. Evey other major city around us has been making improvements in walking, biking, and transit infrastructure yet for some reason, our city government refuses to.

In a city with so many intractable problems which will take generations to solve, transportation improvements are low hanging fruit. We have concrete examples of how to improve city life and often times, these improvements are cheaper than large scale auto centric projects.

Please do better!

Thanks,
Peter Morrill
217 W 27th St.

Coates, Jennifer

From: kara h <karamaex@gmail.com>
Sent: Monday, March 12, 2018 10:54 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets Support

Hello,

I am writing to voice my support for enforcing Complete Streets practices in Baltimore.
Like many Baltimore pedestrians, I have been disheartened by the lack of quality-of-life improvements accompanying the rapid development over the past few years in this city.
With the dashed hopes of the Red Line, there has been even more of a sense of abandonment and a growing bitterness among transit riders and pedestrians.
The sense of lawlessness in Baltimore spills over into driver behavior and taints commutes and daily life with constant reminders that the lives and well-being of everyday citizens are not a priority for city leaders.
The high-blood-pressure, constantly-on-guard mentality that pedestrians are forced to have negates the proven health and financial benefits of going car-less. (I have been nearly hit by vehicles while standing on the sidewalk!) Baltimore is offering us the worst of both worlds.
Recently, headlines were made when the family of a man who died in the Inner Harbor called for guard rails to prevent future accidents. Yet, on intersections like Howard & John Street, multiple people have been killed by drivers and nothing has been done.
While the most dire and pressing effects of Baltimore's disregard should be enough to take action on, there is a cascade of smaller casualties including trees, bus shelters and porch steps that get routinely destroyed by cars on poorly-designed roads. The property damage is everywhere, a constant reminder that Baltimore is an unsafe place to live and walk.
I am encouraged to see a potential stride forward to rectify this sorry state of affairs. Please do everything in your power to keep it from slipping away, leaving the many car-less citizens of Baltimore behind yet again.

Kind Regards,

Kara Harris
2539 N Howard St

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Coates, Jennifer

From: Anna Scott <gottscott@gmail.com>
Sent: Tuesday, March 13, 2018 12:32 AM
To: Reisinger, Edward; Middleton, Sharon; Clarke, Mary Pat; Costello, Eric; Dorsey, Ryan; Pinkett, Leon; Stokes, Robert; Coates, Jennifer
Subject: Comments in support of Bill #17-0102

Dear Land Use and Transportation Committee members,

My name is Anna Scott and I am a Baltimore City resident writing to urge you to support Bill # 17-0102, the "Complete Streets". I thank you in advance for the opportunity to share my testimony.

The Complete Streets bill matters to me as a Baltimore resident, as a climate scientist, and as a young person. As a Baltimore resident, I do not own a car, and navigate our city by bicycle, bus, and car-share. Nearly daily, I must stop in the middle of an intersection because a car turns without signalling or checking for pedestrians. The Complete Streets bill would make me safer by encouraging urban policy that would limit car speeds and make cyclist infrastructure a key part of city streets.

As a climate scientist, I also urge you to support the Bill. Transportation is the largest source of greenhouse gas emissions in the US, according to the DOE. Transit solutions designed for pedestrians, cyclists, and transit rather than cars can help lower carbon dioxide emissions (the gas responsible for climate change) while improving air quality. While pedestrians and cyclists spend zero emissions, and diesel buses at average capacity spend 15 grams of carbon dioxide per passenger per kilometer, gasoline based cars spend on average 244 grams of carbon dioxide per passenger per kilometer (using numbers from a 2002 study by Hook and Wright). The Intergovernmental Panel on Climate Change or IPCC finds that policies similar to the ones outlined in the Complete Streets bill can be effective at mitigating the burden of climate change.
I note that Mayor Pugh signed the "We Are Still In" pledge to commit to the Paris Climate agreement, and perhaps even more importantly, the impacts of climate change will hurt Baltimore's health and economy, making preventing climate change a priority for the city.

Furthermore, studies show that pedestrian-oriented design can encourage healthier lifestyles and reduce disease burden (for example, Haines et al 2007). The World Health Organization finds that policies that encourage rapid transit and walking and cycling yield immediate health "co-benefits" beyond what would be gained by improving fuel and vehicle efficiencies. These benefits include: reduced cardiovascular and respiratory disease from air pollution, less traffic injury and less noise-related stress, and increased physical activity, which can prevent some cancers, type 2 diabetes, heart disease and other obesity-related risks. Because Complete Streets is aimed at Baltimoreans who own fewer cars, it also improves health equity.

Complete Streets also has the chance to affect Baltimore's urban heat island, a phenomena where Baltimore City experiences higher temperatures than rural areas that can cause increased heat stress, hospitalization, and potentially death. This is also my area of expertise- I have published several peer-reviewed studies on Baltimore's urban heat island. These studies find that the "excess" heat experienced in Baltimore City is linked to local land use. By prioritizing cyclists, pedestrians, and transit, the City has the chance to reduce parking lots and other car storage structures that worsen the urban heat island.

Finally, as a young resident, the Complete Streets bill lays out a vision for a Baltimore heading in the right direction. It paves the way for a brighter, safer, and less polluted city that supports all of its citizens equitably. I urge you to support it. Thank you again for your time and consideration.

Sincerely,

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Anna Scott
PhD student, Earth & Planetary Science, Johns Hopkins University
1807 Saint Paul Street
Baltimore

Coates, Jennifer

From: Tony DeFranco <tonydefranco@gmail.com>
Sent: Friday, March 16, 2018 10:44 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Costello, Eric; Cohen, Zeke; Keiffer Mitchell -GOV-; liz@bikemore.net; jed@bikemore.net; Stokes, Robert; Pinkett, Leon
Subject: Bill No. 17-0102

To whom it may concern:

I am writing to ensure that my testimony for the complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

While I am sure that others will speak to the socio-economic and equity merits of this bill (of which there are many), I would like to speak to my personal experience. I am a lifelong Baltimorean. My family operated small businesses in Baltimore since my great-grandfather's emigration to this country from Italy in 1922 through my parents' retirement in 2013. I did not follow in the family businesses. Instead, I went to law school and became attorney. Since becoming a member of the bar 10 years ago, I have served as a government attorney, first with the Maryland Office of the Attorney General and now with the Federal government, providing legal advice and representation to government health agencies. In addition, during law school, I worked as a legislative aide for then-Councilman Keiffer Mitchell, so I am familiar with the mechanics of all levels of government.

In October 2013, I decided to give up my car. My friends and family said that I was crazy; that it was impossible; that I would not be able to live in Baltimore without a car. Nearly 5 years later, I have few regrets. My commute to work involves a mix of biking, walking, and mass transit, and when I absolutely need a car, I utilize ZipCar. Utilizing these different modes of transportation has opened my eyes to the realities of transportation in Baltimore. In its current state, Baltimore's transportation priorities seem like they were set in the 1950s and have never changed. They are inadequate and in need of dire re-direction. Right now, we are car-centric. The Baltimore Department of Transportation prioritizes moving vehicles as quickly as possible through our streets with little regard to the safety of pedestrians and cyclists. Just this past week, I was nearly hit 3 times by 3 different cars while I was walking north on Charles Street and crossing streets legally with the walk signal. That was just one day this week, but it was representative of many of my commutes. Cars travel at reckless rates of speed, ignore traffic control devices, and block bus lanes. It is not uncommon to see reports on our neighborhood Facebook page of cars going through our community at such high rates of speed that they crash into buildings or overturn. I have attached two sample photos from the span of two *consecutive* days during this past fall. This all makes for a perilous atmosphere and occur because the Department of Transportation seems to enables this through its backwards policies.





One would believe that in the year 2018, when the rest of the United States and the world are moving towards more sensible, multi-modal-friendly policies, that Baltimore would follow suit, however when these concerns are raised to the Baltimore City Department of Transportation, the Department shrugs them off. The Departmental philosophy seems to be "our way or the highway" (no pun intended). The Department seems to have its own way of doing things with little regard for any community input. This is evidenced in its recent rejection of community concerns for the Mt. Royal street-scaping project, in which the Department is barreling forward with a plan that has ignored much of the community's input and is clearly meant to benefit vehicular traffic over pedestrians and cyclists. Further evidence lies in their bogus shutdown of bike network construction throughout Baltimore, resting their specious argument on an arcane fire code rule. I use the word "specious" because the Department quickly forgets the fire code when it comes to the implementation of angled parking streets. This constituent-unfriendly behavior is not new. When I worked for Councilman Mitchell's office, I recall the residents of several blocks of Mt. Royal Terrance coming to our office requesting traffic calming in their community. They cited cars going through the neighborhood at high rates of speed and routinely ignoring stop signs. The community finally decided action was needed when a young parent was side-swiped while taking their infant out for a walk. The reason why I remember this over 10 years later is because support from the community was close to unanimous (and anyone working in City government can tell you that unanimity almost never happens). The concerns were presented to the Department of Transportation along with a petition signed by most, if not all, residents of these blocks requesting some sort of remediation. The Department said that traffic calming measures were "inappropriate" and ignored our Office and the community. Indeed, since that time, I have found the Department of Transportation to be the least responsive City agency to resident concerns. It seems the Department does not care about its own residents. Further, it seems that the Department is only spurred to act against its own inclinations when things get so bad that the media takes notice. This is evidenced by the action that the Department finally took at the corner of Bank and Wolfe Streets. Nicknamed the "Crash Corner," the community had been complaining for some time with little to no Departmental action. Finally, after the media and Councilman Cohen got involved, the Department took remedial action.

In my experience as a government attorney, when things with a particular agency go awry, the first thing to do is try to fix it internally and administratively. If that doesn't work, a legislative fix is necessary. Attempts at internal and administrative fixes have failed. This is an agency that is simply resistant to any sort of change. Thus, legislative action is necessary and overdue. The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore. Furthermore, the ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Other cities have seen the benefits that prioritizing multi-modal transportation can bring. One only need to spend a few minutes in Washington to see those benefits in action. I believe that this ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Thank you,

Tony DeFranco
11 E. Chase Street, #701
Baltimore, MD 21202
443-695-4829
tonydefranco@gmail.com

THIRTEENTH DISTRICT

Coates, Jennifer

From: Ed Morman <emorman@gmail.com>
Sent: Wednesday, March 14, 2018 10:39 AM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets

Dear Ms. Coates--

I write in support of Councilperson Dorsey's Complete Streets bill.

Baltimore would be a significantly more successful city if we could reduce the number of cars on our streets, replacing them with an improved mass transit system and with better conditions for alternatives such as bicycles. There is no good reason for requiring individuals people to carry around more than a ton of metal and plastic in order to get where they're going in an area as densely populated as our city. Moreover, those who cannot afford a car often have to wait for long stretches in lousy weather for their bus.

We need more pedestrian street life and less exhaust from internal combustion engines.

Thank for you for your attention to my letter.

Cordially,
Ed Morman
2212 East Baltimore Street

FOURTEENTH DISTRICT

Coates, Jennifer

From: Jonathan Boushell <jboush1@gmail.com>
Sent: Wednesday, March 07, 2018 2:04 PM
To: Dorsey, Ryan
Cc: Coates, Jennifer
Subject: Re: Bill 17-0102 - Complete Streets Ordinance

Absolutely.

721 Berry St
Baltimore, MD 21211

On Wed, Mar 7, 2018 at 12:52 PM, Dorsey, Ryan <Ryan.Dorsey@baltimorecity.gov> wrote:
Thank you, Jonathan. It would be helpful to have your address, if you could send that.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

> On Mar 7, 2018, at 12:28 PM, Jonathan Boushell <jboush1@gmail.com> wrote:
>
> Hello,
>
> My name is Jonathan Boushell. I live and work in Baltimore City. I support complete streets legislation because I believe city streets should be designed to benefit city residents.. By embracing other transportation modes and focusing on walkability, we have the potential to calm traffic through infrastructure, introduce residents to alternate modes of getting from point A to point B (thus alleviating traffic congestion for those who require an automobile), improve health and safety, and make public transit more efficient for those that depend on it.
>
> To that last point, I work for a fairly large domestic violence organization in the city of Baltimore. Day in and day out, I hear of the trouble clients have getting to and from work, picking their children up from school or daycare, or trying to meet any other obligations they have while utilizing our public transportation system. With everything my clients have to deal with each day, simply improving commute times by embracing a complete streets model that allows for transit prioritization would give them back hours of time to focus on other needs. Personally, I am encouraged by the expanding bicycle network and I find myself biking more as I am able to travel to more places within this network. The result is I am not using my car and pumping CO2 into the atmosphere as often, I feel healthier, and that is one less car on the road. I use the light rail when convenient, but that is not often as it does not connect to other rapid transit services. Giving the light rail signal priority, creating more dedicated lanes for buses, or possibly implementing a full Bus Rapid Transit system that could get me around town quickly would convince myself and many others like me to drive less and use transit.
>
> Lastly, on top of the entire holistic benefit a complete streets model has for Baltimore City citizens, there is an economic incentive for city leadership to embrace complete streets. The tide as changed in the last several decades. People are moving back to the cities. Young professionals looking for cities to move to are

overwhelmingly interested in cities that are walkable, encourage healthy lifestyles and do not require automobile use for most trips. When these people move to a city, they bring with them disposable income and the money they will pay in taxes. In addition to that, a transit system that is seen as practical for most trips will get more use, and thus more revenue.

>

> Both on a moral and economic level, it just makes sense to support a complete streets planning model.

>

> Thank you.

Coates, Jennifer

From: JAMES KNIGHTON <jamesltk@comcast.net>
Sent: Thursday, March 15, 2018 1:42 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan; Clarke, Mary Pat; Reisinger, Edward
Subject: Testimony in Support of Bill 17-0102, Complete Streets

Dear Ms. Coates,

I am submitting this email as written testimony in support of City Council Bill 17-0102, Complete Streets, which will be heard on March 21, 2018 in the Land Use & Transportation Committee. If you have any questions, my contact information is at the bottom of the text. I am cc'ing Councilman Dorsey as well my own Councilmember, Mary Pat Clarke, and Councilman Reisinger in his capacity as chairman of the committee.

Best regards,

James L. Knighton

March 15, 2018

The Honorable Edward Reisinger, Chairman

Land Use and Transportation Committee

Baltimore City Council

100 Holiday Street

Baltimore MD 21201

RE: City Bill 17-0102, Complete Streets

Dear Chairman Reisinger:

I am writing to express my strong support for City Bill 17-0102, sponsored by Councilman Ryan Dorsey and others. I am a resident of the 14th Councilmanic District and a regular user of public transit service in Baltimore City. For thirteen years I was employed by the Maryland Transit Administration (MTA), during which I time I worked closely with both the City Department of Transportation (DOT) and other stakeholders on improvements to transportation infrastructure that served users of transportation modes other than automobiles, principally transit riders and pedestrians. My comments in support of Bill 17-0102 are submitted on my own behalf as a taxpayer and City resident who has professional experience in the public transit industry.

The Complete Streets ordinance is exactly what Baltimore City needs to rationalize, prioritize, and implement a transportation system that is balanced, healthy, equitable and just. After decades of planning and constructing transportation infrastructure projects that are designed to facilitate movement of automobiles, Baltimore City is plagued with accidents involving pedestrians and bicyclists, neighborhoods that are fragmented and separated from each other by roads that cannot safely be traversed on foot, and a public transit system that operates at the mercy of congested streets and a patchwork of bus-only lanes. It seems as though City departments quarrel publicly about the application of standards such as the width of bike lanes and the need to maneuver fire equipment appropriately. Passage of the Complete Streets ordinance will ensure that all appropriate City departments are following a commonsense, twenty-first-century policy, using best practices, that recognizes not only the societal shift away from automobile use in cities but also the history of inequity in transportation planning in Baltimore.

The most fundamentally important provisions of Bill 17-0102 are the clear, unequivocal policy statements set forth on page 4 of the legislation. In particular, committing City government to design and operate a transportation system consisting of "integrated networks of connected facilities accommodating all modes of travel" would bring City law into line with the reality of life in Baltimore, where demand for pedestrian and bicycle-based travel continues to increase (along with the use of rideshare services and shuttles such as the Charm City Circulator) as more city residents choose not to incur the expense, inconvenience, and social isolation of using an automobile in the urban environment. Also, the policy statement provisions of the bill include unequivocal support for a transportation system that promotes economic development and equitable access; these two elements are fundamental to improving the quality of life and boosting the City's economy.

The provisions of Bill 17-0102 that require adoption of a Complete Streets Manual and the establishment of a Complete Streets Coordinating Council would set the framework for an inclusive, collaborative process that uses best practices from jurisdictions around the country as refined and collected by the National Association of City Transportation Officials (NACTO). I particularly applaud Councilman Dorsey for including a representative of the MTA on the Coordinating Council. Although it is a State agency, the MTA primarily serves Baltimore City and its focus should properly be on improving the local transportation system in the city and the surrounding region, as its statewide functions are limited either to grant-making or overseeing services run on its behalf by contractors. At a time when the executive branch of State government has made clear that supporting transportation in Baltimore City is not a priority, and has increased funding for MTA only when the General Assembly requires it to do so, MTA should be a partner with local agencies in developing a truly interconnected, truly multi-modal transportation system.

Another important benefit of the Complete Streets bill is that it would codify transparency in transportation planning and decision-making, as well as establish performance measures so citizens, agencies, and all stakeholders can see how well the system is working. For too long, transportation planning at the State and local levels has been the domain of bureaucrats (of which I was one) and special interests who "call the shots" as to where a bus stop, crosswalk, or other amenity is placed or where a transit route operates. The commitment to a public, open process in Bill 17-0102 is exactly what is needed in City government at a time when confidence and trust in public institutions generally is at a low point. Furthermore, the adoption of performance measures at all levels of government is a commonsense practice that has produced notable improvements wherever it has been applied, including at MTA during my time there. Performance data should be robust and publicly available, and the agencies that make policy should be held accountable for its use. Bill 17-0102 would do just that.

Finally, the Complete Streets legislation would address a long-standing practice of injustice in transportation policy relating to Baltimore City. Throughout the twentieth century and continuing to the present time, the transportation system in Baltimore has been shaped by decisions that deprived disadvantaged or minority communities of access to an interconnected network, or that destroyed or permanently fragmented those communities outright. It is imperative that all communities participate in the economic benefits, health benefits, and quality-of-life benefits that a balanced, non-auto-centric, urban transportation system affords. The provisions of the legislation that require an equity gap analysis when prioritizing projects and an equity lens when reporting performance data are long overdue elements of public policy that I hope would be a model for other City departments as they undertake innovative programs to benefit residents and businesses in Baltimore.

For all these reasons, I urge the Land Use and Transportation Committee to grant Bill 17-0102 an immediate favorable vote. If you have any questions or would like to discuss this matter further, please feel free to contact me at jamesltk@comcast.net or at 443-758-7556.

Sincerely,

James L. Knighton

3811 Canterbury Road, #207

Baltimore MD 21218

Coates, Jennifer

From: Collin Hayward <collin.hayward@outlook.com>
Sent: Wednesday, March 07, 2018 5:54 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support for Complete Streets Bill

Good Evening Jennifer,

My name is Collin Hayward and I'm currently a resident of Baltimore City. Having grown up in Northeast Baltimore, I attended Gardenville Elementary, Roland Park Middle, and eventually graduated from Poly in 2004. After spending several years at University of Michigan obtaining a civil engineering degree and two years in New York, I returned to Baltimore where I now work as a management consultant for the Social Security Administration. Despite my day job, I have a great passion for the city of Baltimore, economic development, and community service. Baltimore is truly my home, and I could not be happier living in Charm City.

I'm writing this letter today because I'd like to express my support for the new Complete Streets Bill currently under consideration by the City Council. I've done extensive research on the subject of Complete Streets, and I believe they are crucial to Baltimore's future success. While there are multiple reasons for the urban decay we've seen in Baltimore neighborhoods over the years (white flight, manufacturing decline, federal housing policies), one of the main drivers easily visible is the transformation of neighborhood streets into automobile thoroughfares. Prioritizing fast moving traffic over the safety of people in neighborhoods creates an unsafe and undesirable living environment. There are areas along Route 40 in East and West Baltimore where pedestrians walk directly alongside traffic moving at 50 mph. Given these conditions, it's not a surprise that many of these neighborhoods have high housing vacancy rates, as I know I personally wouldn't feel safe having kids on these streets. Moreover, large streets like MLK create barriers for communities, separating them from the downtown environment all for the convenience of automobile drivers who often live outside the city and pay no city taxes. As we move forward, we need to find ways to connect Baltimore many communities, not divide them in the name of allowing inefficient automobiles to roam around our city.

Providing people with viable transportation options in lieu of automobiles is critical to attracting new graduates to Baltimore's top employers. By connecting neighborhoods with bike lanes and faster bus routes, we will be encouraging these newcomers to live in Baltimore City's existing neighborhoods, as opposed to buying a house in the county and simply commuting to work. Additionally, creating walkable and bikeable connections among our many communities encourages the type of long-term sustainable development that is critical for our city's long term success. Most importantly, public transportation has been shown through multiple studies to be a large driver of social equity. By creating a better public transportation system, we can help decrease commute times for people in some of Baltimore's most challenged neighborhoods. When combined with job training and community development programs, I truly believe that public transit can greatly contribute to the long-term sustainable urban development, and in many cases not lead to the over-gentrification that comes with completely rebuilding neighborhoods at the expense of the current residents.

While I want to stay shy of declaring a "war on cars", as a city we need to prioritize other forms of transportation. Cities like New York and Pittsburgh (forgive me ☺) have made incredible progress over the past years in taking back portions of the street for bikes and pedestrians, all with no significant impact to traffic congestion. Moreover, data shows that property values in areas with superior public transit and walkability have increased significantly, and studies show that businesses see increased revenue when bike lanes and public transit stops are added nearby in lieu of additional traffic lanes. We need to work with existing organization like BikeMore and Transit Choices to redefine what public streets represent, and ensure that street can be used by all Baltimore citizens and not simply people in automobiles.

Please, please help pass the current Complete Streets legislation under consideration!! It will benefit Baltimore and its people in an incredible capacity!

Let me know if you have any questions.

Thanks,

Collin Hayward, PMP, MBA
Financial Manager / Complete Streets Consultant
M: 410-440-8489
collin.hayward@outlook.com

Coates, Jennifer

From: Leah Irwin <leah.h.irwin@gmail.com>
Sent: Thursday, March 08, 2018 9:34 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Support Complete Streets

I am a home owner in Baltimore and I wholeheartedly support Councilman Dorsey's complete streets bill.

Baltimore needs to prioritize public transportation and bike infrastructure over cars. I lived in DC for 3 years and was able to travel easily throughout the city by bus or Metro. Here in Baltimore these options are incredibly limited.

Furthermore, this city is full of roads that treat our neighborhoods as highway thoroughfares. I want walkable, safe, pleasant streets not high speed highways running through my neighborhood.

Thanks for your attention to this matter.

Leah Irwin
21211

Coates, Jennifer

From: Margaret Ho <margiezilla@gmail.com>
Sent: Tuesday, March 13, 2018 4:03 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Testimony Supporting Complete Streets Ordinance, bill file #17-0102.

Dear Baltimore City Council,

I am writing in strong support of the Complete Streets Ordinance, bill file #17-0102.

The new equity focused Complete Streets Bill prioritizes the safety of all people using streets over the speed of moving cars, and the first hearing for it is on Wednesday, March 21st.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

For those of us who walk, bike and regularly take Hopkins shuttle or public transportation (such as the Baltimore Metro) to work this bill will direct impact us. Let's also not forget that 1/3 of Baltimoreans do not own a car.

Frequent and affordable transportation is critical for city residents to access well-paying jobs and affordable housing and making the cost of living more bearable (housing in my neighborhood lacking private parking is on average 30% less expensive than that with parking, so not needing to own a car saves money as well as benefits the environment).

Supporting public transportation and walking/biking is a very cost-effective way to ensure that people can stay in Baltimore City and live/work/buy local. I chose the neighborhood where I live in Baltimore because it was one of the more bikeable, walkable, and accessible by public transportation, and I want to

see this improved for the entirety of Baltimore city.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Margaret Ho

p.s. I bike and I vote!

INDIVIDUALS - OPPOSITION

Coates, Jennifer

From: Middleton, Sharon
Sent: Monday, March 19, 2018 3:25 PM
To: Michelle Pasternack
Cc: marypat.clarke@balto.city.gov; Coates, Jennifer
Subject: Re: Complete streets bill

Your testimony will be add to the bill file.

Sharon Green Middleton

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Michelle Pasternack <mchampenoise@aol.com>
Date: 3/19/18 8:48 AM (GMT-05:00)
To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
Cc: marypat.clarke@balto.city.gov
Subject: Complete streets bill

Plotted by Ryan Dorsey,Bikemore and the bicycle industry. This is an obvious ruse for more protected cycle tracks in Baltimore. There are no provisions for the elderly and handicapped , especially residential handicapped parking. Our neighborhoods need more infrastructure support. Please oppose this bill. Thank you Michelle and Gary Pasternack Roland park

Sent from my iPhone

PROPOSED AMENDMENTS

Coates, Jennifer

From: Mary Kay Battafarano <marykay.b@icloud.com>
Sent: Thursday, March 15, 2018 10:01 PM
To: Dorsey, Ryan; Middleton, Sharon; Clarke, Mary Pat; City Council President; Coates, Jennifer
Subject: Complete Streets Bill 17-0102

Mr. Dorsey, Ms. Middleton, Ms. Clarke and Mr. Young-

I request AMENDING the pending Complete Streets Bill 17-0102 to:

1. remove the 9 foot traffic lane in §40-29 (A) as it contradicts NACTO guidelines nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/
2. recognize curbside access as a key element for pedestrian safety & commerce,
3. prioritize the most vulnerable street users (children, handicapped and seniors),
4. include a direct notice requirement for affected property owners during planning,
5. add a mechanism for the public to raise concerns at every stage of each project-with the ability to halt work or remove where "best practices" are not met.

These 5 issues have become evident during the Roland Avenue project in my neighborhood and it's recent post-install evaluation. Baltimore City needs to learn from such mistakes and ensure our tax dollars are used wisely in the future. Thank you,

Mary Kay Battafarano
Sent from my iPhone
443.844.0494

Coates, Jennifer

From: Dorsey, Ryan
Sent: Friday, March 16, 2018 9:10 AM
To: Mary Kay Battafarano
Cc: Middleton, Sharon; Clarke, Mary Pat; City Council President; Coates, Jennifer
Subject: Re: Complete Streets Bill 17-0102

Hello Ms. Battafarano,

Thank you for your interest on this subject. Below are responses to the concerns you raise.

1:
The lane widths in NACTO urban design guide are maximums, and NACTO encourages as low as 9 feet on residential streets. Latest NACTO guidance suggests 3m (9.84ft) as a maximum for calm, residential streets. See: https://globaldesigningcities.org/publication/global-street-design-guide/streets/neighborhood-streets/residential-streets/example-1-13-m/

These lane widths are also appropriate per FHWA guidance. See the answer to question #7 here: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/misconceptions.pdf and the FHWA lane width tables here: https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

More than 60 agencies have used 9 foot lanes (Harwood, D.W. (1990). "Effective Use of Street Width on Urban Arterials." NCHRP Report 330.) and no negative effects of the narrower lanes have been identified.

Here's a nice article from West Palm Beach about 9 foot lanes in practice and data correlating to lower crash rates: http://walkablewpb.com/2015/10/12/nine-foot-travel-lanes-in-practice/

2:
The bill directs DOT to develop street typologies in the design guide based on public input and NACTO guidance.

3:
The bill already mandates prioritization of the most vulnerable road users, and directs DOT to develop a modal hierarchy in the design guide.

4.
The bill directs DOT to clearly establish a project selection, prioritization, and implementation process, including clear and accountable public communication, in the design guide. There is an opportunity to provide public input on this process for inclusion in the design guide.

5.
Same as above.

Ryan Dorsey
Baltimore City Council
District 3
o 410-396-4812
c 410-925-4156

On Mar 15, 2018, at 10:01 PM, Mary Kay Battafarano <marykay.b@icloud.com> wrote:

> Mr. Dorsey, Ms. Middleton, Ms. Clarke and Mr. Young-
>
> I request AMENDING the pending Complete Streets Bill 17-0102 to:
>
> 1. remove the 9 foot traffic lane in §40-29 (A) as it contradicts NACTO guidelines nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/
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> 3. prioritize the most vulnerable street users (children, handicapped and seniors),
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> 5. add a mechanism for the public to raise concerns at every stage of each project-with the ability to halt work or remove where "best practices" are not met.
>
> These 5 issues have become evident during the Roland Avenue project in my neighborhood and it's recent post-install evaluation. Baltimore City needs to learn from such mistakes and ensure our tax dollars are used wisely in the future. Thank you,
>
> Mary Kay Battafarano
> Sent from my iPhone
> 443.844.0494

Coates, Jennifer

From: Michelle Pasternack <mchampenoise@aol.com>
Sent: Monday, March 19, 2018 3:58 PM
To: Middleton, Sharon
Cc: marypat.clarke@balto.city.gov; Coates, Jennifer
Subject: Re: Complete streets bill

It will be important to include in the complete streets bill ,Curbside parking for the elderly and handicapped thank you

Sent from my iPhone

On Mar 19, 2018, at 7:25 PM, Middleton, Sharon <Sharon.Middleton@baltimorecity.gov> wrote:

> Your testimony will be add to the bill file.
>
> Sharon Green Middleton
>
> Sent from my Verizon, Samsung Galaxy smartphone
>
> -------- Original message --------
> From: Michelle Pasternack <mchampenoise@aol.com>
> Date: 3/19/18 8:48 AM (GMT-05:00)
> To: "Middleton, Sharon" <Sharon.Middleton@baltimorecity.gov>
> Cc: marypat.clarke@balto.city.gov
> Subject: Complete streets bill
>
> Plotted by Ryan Dorsey,Bikemore and the bicycle industry. This is an obvious ruse for more protected cycle tracks in Baltimore. There are no provisions for the elderly and handicapped , especially residential handicapped parking. Our neighborhoods need more infrastructure support. Please oppose this bill. Thank you Michelle and Gary Pasternack Roland park
>
> Sent from my iPhone

Bill 17-0102 – Complete Streets

ADDITIONAL LETTERS IN SUPPORT

BY CITY COUNCIL DISTRICT

Related Documents Have Been Filed In the Official Bill Folder

103977941	Vacovsky	Zachary	4436771193	3134 Fait Ave	Baltimore	MD	21224	3926	US	1
103977993	Seel	Brian	2088677907	255 S Regester S	Baltimore	MD	21231	2416	US	1
103978022	Levendusky	Nick	4109912608	2212 Eastern Av	Baltimore	MD	21231	3111	US	1
103978050	Jaskot	Emily	7034037629	101 N Rose St A	Baltimore	MD	21224	1153	US	1
103978077	McGuire	Robert	4048086606	311 S High St	Baltimore	MD	21202	4332	US	1
103978087	Thomas	Aaron	7146546244	314 S Highland A	Baltimore	MD	21224	2311	US	1
103978166	Saville	Marisa	4103718371	150 S Bouldin St	Baltimore	MD	21224	2201	US	1
103978182	Boehner	Kate	2012592222	638 S Potomac S	Baltimore	MD	21224	3907	US	1
103978215	Redner	Thomas		727 S Bond St A	Baltimore	MD	21231	3314	US	1
103978226	Chattopadhyay	Shumon		2809 Boston St A	Baltimore	MD	21224	4849	US	1
103978252	Altman	Ilya	4109058818	238 S Chapel St	Baltimore	MD	21231	2603	US	1
103978259	Stromer	Thom	4439898653	812 S Milton Ave	Baltimore	MD	21224	3735	US	1
103978462	Buresh	Megan		33 N Montford Av	Baltimore	MD	21224	1051	US	1
103978533	Grogan	Catherine	6672240024	622 S Milton Ave	Baltimore	MD	21224	3752	US	1
103978538	Shearer	Jacob	4437911445	621 S Potomac S	Baltimore	MD	21224	3908	US	1
103978586	Johns	Alexis	4109172323	250 President St	Baltimore	MD	21202	4481	US	1
103978614	Brown	Jennifer	4049080081	232 S Castle St	Baltimore	MD	21231	2601	US	1
103978616	Therkildsen	Gary	3018022220	3311 Leverton Av	Baltimore	MD	21224	2227	US	1
103978635	Lundquist	John		237 S Ellwood Av	Baltimore	MD	21224	2211	US	1
103978638	Monson-Rosen	Madeleine	3472008828	3305 E Pratt St	Baltimore	MD	21224	2354	US	1
103978673	GILPIN	RICHARD		2515 Boston St A	Baltimore	MD	21224	4737	US	1
103978679	Gawrych	Christopher	5163306031	11 N Belnord Av	Baltimore	MD	21224	1234	US	1
103978723	Garcia	Shantel	6464200266	2901 Boston St A	Baltimore	MD	21224	4830	US	1
103978823	Kaplan	Max	2153607906	1936 Eastern Av	Baltimore	MD	21231	2542	US	1
103978946	Kendrew	Sarah		915 S Wolfe St A	Baltimore	MD	21231	3643	US	1
103978994	Erichsen	Rachael	7573293714	3308 E Baltimore	Baltimore	MD	21224	2220	US	1
103979001	Pimentel	Jessica		326 S Wolfe St	Baltimore	MD	21231	2530	US	1
103979033	Tillman	Miriam	4103428455	3409 Toone St	Baltimore	MD	21224	5122	US	1
103979046	Lennon	Marc		134 S Clinton St	Baltimore	MD	21224	2340	US	1
103979069	Nizamoff	David		1726 Lancaster S	Baltimore	MD	21231	3413	US	1
103979469	Ryer	Chris	4103423234	3323 Eastern Av	Baltimore	MD	21224	4109	US	1
103979521	Danowski	Matthew		628 S Kenwood A	Baltimore	MD	21224	3820	US	1
103979570	Welshans	Phillip		626 S Newkirk S	Baltimore	MD	21224	4414	US	1
103979581	Briscoe	Sarah		626 S Curley St	Baltimore	MD	21224	3807	US	1
103979591	Broughton	Christopher		642 S Ellwood Av	Baltimore	MD	21224	3921	US	1
103979601	Stern	Jacob		638 S Potomac S	Baltimore	MD	21224	3907	US	1
103979603	Peterkin	Desireé		2501 E Fairmour	Baltimore	MD	21224	1132	US	1
103979627	Leslie	Martin		202 S Chester St	Baltimore	MD	21231	2625	US	1
103979638	Nickles	Penny		3201 Esther Pl	Baltimore	MD	21224	1432	US	1
103979639	Caldwell	Kimberly		505 S Madeira S	Baltimore	MD	21231	3127	US	1
103979645	Tighe	Brendan		1821 Aliceanna S	Baltimore	MD	21231	3012	US	1

103979655	Rouse	Winstead			4104040669	801 S Dallas St	Baltimore	MD	21231	3318	US	1
103979657	Tan	Harrison				2516 E Fairmour	Baltimore	MD	21224	1133	US	1
103979658	Meyer-Grimberg	Elias				2214 E Pratt St	Baltimore	MD	21231	2034	US	1
103979659	Nicolaus	Olivia				1604 Lancaster S	Baltimore	MD	21231	2874	US	1
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103979664	Norwood	Jamie				300 S Patterson	Baltimore	MD	21231	2700	US	1
103979665	Tiberi	Lauren			4403153520	623 S Clinton St	Baltimore	MD	21224	4009	US	1
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103979669	Musil	Dawn				2315 Eastern Av	Baltimore	MD	21224	3611	US	1
103979682	Hanrahan	Colleen				121 S Robinson	Baltimore	MD	21224	2257	US	1
103979684	Jardel	Hanna				139 N Kenwood	Baltimore	MD	21224	1244	US	1
103979685	Lindgren	Anders			6109373703	2025 E Pratt St	Baltimore	MD	21231	1933	US	1
103979687	McClelland	Calum				230 S Clinton St	Baltimore	MD	21224	2342	US	1
103979688	Hammond-Graf	Jessica				310 S Clinton St	Baltimore	MD	21224	2321	US	1
103979689	Carter	Kevin				2315 Eastern Av	Baltimore	MD	21224	3611	US	1
103979690	Neilson	Stacey				2500 Foster Ave	Baltimore	MD	21224	3745	US	1
103979695	Goldstein	Jaime				336 S Bouldin St	Baltimore	MD	21224	2317	US	1
103979701	McDougall	Patrick				342 S Robinson	Baltimore	MD	21224	2216	US	1
103979707	Singh	Prakhar				1111 S Highland	Baltimore	MD	21224	5110	US	1
103979718	Capece	Matthew				267 S East Ave	Baltimore	MD	21224	2206	US	1
103979731	Reich	Arlene				3100 E Lombard	Baltimore	MD	21224	2247	US	1
103979732	Haimbaugh	Alex				310 S High St	Baltimore	MD	21202	4333	US	1
103979737	McCann	Cat				8 S Patterson Pa	Baltimore	MD	21231	2101	US	1
103979752	Hall	Josh				802 S Ellwood A	Baltimore	MD	21224	3951	US	1
103979763	Weinstein	Michael				300 S Patterson	Baltimore	MD	21231	2700	US	1
103980278	Streb	Maria			4434387065	511 S Caroline S	Baltimore	MD	21231	2823	US	1
103980437	Schmalzle	Ed				1832 Gough St	Baltimore	MD	21231	2610	US	1
103980726	Boebel	Amy	J		4153108886	1000 Fell St Apt	Baltimore	MD	21231	3554	US	1
103981044	Goldberg	Seth			3018307866	614 S Potomac S	Baltimore	MD	21224	3907	US	1
103981089	Chng	Rolla			4434131719	1806 Gough St	Baltimore	MD	21231	2607	US	1
103981135	Fritz	Justine			8043175351	906 Grundy St	Baltimore	MD	21224	5227	US	1
103981161	Hurst	Amy			4106569265	311 S High St # 3	Baltimore	MD	21202	4332	US	1
103981371	Kasparian	Cassandra			5166400540	315 S Durham S	Baltimore	MD	21231	2519	US	1
103981470	Aviv	Adam			4043130739	401 S Robinson	Baltimore	MD	21224	2219	US	1
103981508	Dagen	John			7572879113	515 S East Ave	Baltimore	MD	21224	3914	US	1
103981512	Fontaine	Jamie Lee			4109604625	230 S Duncan St	Baltimore	MD	21231	2629	US	1
103981585	DiPrinzio	Peter			9172096602	1121 S Highland	Baltimore	MD	21224	5110	US	1
103981733	Corley	Grant				113 N Ellwood A	Baltimore	MD	21224	1308	US	1
103981790	Cardona	Luis			4108319568	320 S Patterson	Baltimore	MD	21231	2747	US	1
103981981	Pecker	Lydia			6467845543	2017 E Pratt St	Baltimore	MD	21231	1930	US	1

103982130	Caporaso	Chris		2035926672	8 S Patterson Pa	Baltimore	MD	21231	2101	US		1
103982178	Richards	Chris		7034893531	777 S Eden St A	Baltimore	MD	21231	2840	US		1
103982235	Miles	Brian			3414 Dillon St	Baltimore	MD	21224	5124	US		1
103977963	Backert	Jane		4104264689	3209 Mary Ave	Baltimore	MD	21214	2016	US		3
103978013	Loeper	Lindsey		4435201600	4227 Harcourt R	Baltimore	MD	21214	3409	US		3
103978063	Kopchinski	Leslie		4109198194	4638 Harcourt R	Baltimore	MD	21214	3338	US		3
103979081	Jewell	Carolyn		4105964717	4216 Kelway Rd	Baltimore	MD	21218	1405	US		3
103979705	Roberts	Amy		4436299140	3314 Southern A	Baltimore	MD	21214	3223	US		3
103979709	Stabile	Leslie		8142826465	6101 Fair Oaks A	Baltimore	MD	21214	1548	US		3
103979710	Stabile	Kyle		8142826698	6101 Fair Oaks A	Baltimore	MD	21214	1548	US		3
103979741	Blom	Mia			5312 Tramore R	Baltimore	MD	21214	1901	US		3
103980303	Carlat	Louis		5555555555	3115 Juneau Pl	Baltimore	MD	21214	3415	US		3
103980572	Schaffer	Brian			7122 Harford Rd	Baltimore	MD	21234		US		3
103981164	Ogbue	Anikwenze		4129528394	1320 Northview I	Baltimore	MD	21218	1445	US		3
103981173	Crew	Darin		4436296285	3008 Beverly Rd	Baltimore	MD	21214	3309	US		3
103981206	Walshe	Robert		4439396243	4904 Ross Rd	Baltimore	MD	21214	2911	US		3
103981795	Farnsworth	Jean		4438344216	3231 Montebello	Baltimore	MD	21214	3324	US		3
103981855	Fostel	Erin		4103751837	3317 Crossland A	Baltimore	MD	21213	1002	US		3
103981926	Gillespie	Robert			2902 Southern A	Baltimore	MD	21214	2834	US		3
103982210	Gonzales	Jon			3105 Woodhome	Parkville	MD	21234	7809	US		3
103979056	Ayers	Lina		4104357261	423 Winston Ave	Baltimore	MD	21212	4427	US		4
103979100	Dulay Hobbs	Kimberly		4109712800	306 Dunkirk Rd	Baltimore	MD	21212	1813	US		4
103979240	Woel	Valerie		4104355437	326 Tunbridge R	Baltimore	MD	21212	3803	US		4
103979439	EASTMAN	SYLVIA		4103232258	5821 Halwyn Av	Baltimore	MD	21212	3712	US		4
103979509	Watson	Dustin		4435250048	7005 York Rd	Baltimore	MD	21212	1512	US		4
103979681	Gallia	Jennifer			809 Evesham Av	Baltimore	MD	21212	3202	US		4
103979723	Rose	Caitlin			5601 Govane Av	Baltimore	MD	21212	3912	US		4
103979738	McShea	Megan			3748 Ellerslie Av	Baltimore	MD	21218	1951	US		4
103980500	Holtz	Nicholas		4434817933	6118 Parkway Dr	Baltimore	MD	21212	2736	US		4
103981223	Pontious	Daniel	J	4103239780	406 Woodford R	Baltimore	MD	21212	4110	US		4
103981462	Thomas	Stephen		4436532120	522 Chestnut Hill	Baltimore	MD	21218	2535	US		4
103977976	Hiller	Emily			1018 Saint Geor	Baltimore	MD	21210	1413	US		5
103978541	Sehnert	Shelley		4105303727	607 W Lake Ave	Baltimore	MD	21210	1306	US		5
103978644	Kolarz	Steven			5700 Pimlico Rd	Baltimore	MD	21209	4316	US		5
103978952	Gorenstein	Sharon			2431 Everton Rd	Baltimore	MD	21209	4342	US		5
103979629	McBee	James			2102 Northcliff D	Baltimore	MD	21209	3528	US		5
103979683	Russakis	Josh			6122 Rusk Ave	Baltimore	MD	21209	4106	US		5
103979691	Greenberg	David			6002 Roland Ave	Baltimore	MD	21210	1112	US		5
103979702	Ruddy	Erin			3505 Menlo Dr	Baltimore	MD	21215	3829	US		5
103979720	Connor	Bryan		2075904534	2908 Manhattan	Baltimore	MD	21215	4020	US		5

103980305	Brown	Drew			4102412178	2822 Cheswolde	Baltimore	MD	21209	3931	US	5
103980354	Bainum	Michael			4433866003	5726 Uffington R	Baltimore	MD	21209	4435	US	5
103980810	Waldo	Laurie			4103702953	1803 W Rogers /	Baltimore	MD	21209	4546	US	5
103981022	Melamed	Laura			4109082289	3103 Bancroft Rc	Baltimore	MD	21215	3126	US	5
103981726	Norton	Eric			4438677563	5727 Ranny Rd	Baltimore	MD	21209	4407	US	5
103978016	Snyder	Kari				631 Deepdene R	Baltimore	MD	21210	2127	US	6
103978216	Hunt	Thomas			4433106959	209 Edgevale Rc	Baltimore	MD	21210	2108	US	6
103978697	Nehms	Barbara				4614 Keswick Rc	Baltimore	MD	21210	2517	US	6
103979373	Utzschneider	David			6672179250	203 Hawthorne F	Baltimore	MD	21210	2503	US	6
103979589	Mobley	Darryn				3811 Chatham R	Baltimore	MD	21215	5409	US	6
103979593	Wray	Rob				222 Woodlawn R	Baltimore	MD	21210	2547	US	6
103979713	McQuestion	Michael			4102439151	214 Ridgewood I	Baltimore	MD	21210	2539	US	6
103979721	Bishop	Carol				716 Gladstone A	Baltimore	MD	21210	2205	US	6
103979739	Chambers	Emily				4711 Roland Ave	Baltimore	MD	21210	2319	US	6
103979746	Frederick	Ryan				508 Woodlawn R	Baltimore	MD	21210	2313	US	6
103980337	Hellen	Stephen			4435145533	123 Hawthorne F	Baltimore	MD	21210	2501	US	6
103980346	Quinones	Khadijah			4105000944	3810 Park Heigh	Baltimore	MD	21215	7656	US	6
103980643	McCabe	Bret				4601 Keswick Rc	Baltimore	MD	21210	2516	US	6
103981172	Diamond	Claudia			4105980732	4702 Keswick Rc	Baltimore	MD	21210	2323	US	6
103978020	Vandenburg	Vicki			4107904833	1344 W 41st St	Baltimore	MD	21211	1549	US	7
103978165	Hontz	Eric			2024710571	2436 Eutaw Pl	Baltimore	MD	21217	4001	US	7
103978227	Johnstone	Brittany			8082953784	1402 Redfern Av	Baltimore	MD	21211	1529	US	7
103978270	Ostrye	Patrick			4432234825	3805 Conduit Av	Baltimore	MD	21211	1706	US	7
103978428	Baranczyk	Oliver				1901 Park Ave	Baltimore	MD	21217	4830	US	7
103978571	Woodward	Ellis			4102434174	3422 Seneca St	Baltimore	MD	21211	1415	US	7
103978777	Kilberg	Jared				2007 Clipper Par	Baltimore	MD	21211	1459	US	7
103978780	Wheeler	Mark			4435061251	3508 Poole St	Baltimore	MD	21211	2327	US	7
103978835	Bosma	Christopher			4104934647	3607 Windsor Mi	Baltimore	MD	21216	2529	US	7
103979077	Watson	Piper			4105076830	1144 Roland Hei	Baltimore	MD	21211	1240	US	7
103979145	Hindman	Daniel			4439152370	2712 Auchentorc	Baltimore	MD	21217	1953	US	7
103979228	McVicker-Weave	Alyssa			8433308234	3952 Hickory Av	Baltimore	MD	21211	1834	US	7
103979290	Clark	Andrew			6092331651	1418 Dellwood A	Baltimore	MD	21211	1714	US	7
103979401	Sullivan	Conrad				4426 Newport Av	Baltimore	MD	21211	1235	US	7
103979432	Mendelson	Lily				1400 Medfield Av	Baltimore	MD	21211	1527	US	7
103979452	Schritter	Justin				3864 Quarry Ave	Baltimore	MD	21211	1745	US	7
103979518	Krampien	Kathy			4438389628	3447 Hickory Av	Baltimore	MD	21211	2422	US	7
103979574	Corell-Allen	Graham			9176835922	3210 Auchentorc	Baltimore	MD	21217	1949	US	7
103979585	Bartlett	Ed				4210 Edgehill Av	Baltimore	MD	21211	1517	US	7
103979624	Johnstone	JR			7076225557	1402 Redfern Av	Baltimore	MD	21211	1529	US	7
103979646	Southard	Renata				3447 Roland Ave	Baltimore	MD	21211	2427	US	7

103979647	McVicker-Weave	Michel		3952 Hickory Ave	Baltimore	MD	21211	1834	US		7
103979676	Adis	Alex		3549 Roland Ave	Baltimore	MD	21211	2434	US		7
103979677	Harisiadis	Alex		3549 Roland Ave	Baltimore	MD	21211	2434	US		7
103979694	Barse	Thomas		3612 Clipper Rd	Baltimore	MD	21211	1404	US		7
103979698	Stevenson	Ryan		4021 Falls Rd	Baltimore	MD	21211	1741	US		7
103979706	Bachman	Adam	4435092750	4404 Grand View	Baltimore	MD	21211	1229	US		7
103979724	Sotherland	Elizabeth		3616 Parkdale A	Baltimore	MD	21211	1325	US		7
103979735	Schar	Michael		1405 Union Ave	Baltimore	MD	21211	1906	US		7
103980329	Lunt	Lisa		3944 Hickory Ave	Baltimore	MD	21211	1834	US		7
103980385	Murphy	Charles		3550 Poole St	Baltimore	MD	21211	2327	US		7
103980654	Young	Andrew	4102626164	3612 Malden Ave	Baltimore	MD	21211	1318	US		7
103981151	Solomon	Samantha		4297 Falls Rd	Baltimore	MD	21211	1649	US		7
103981361	Parker	Jessie	4105307600	3800 Hickory Ave	Baltimore	MD	21211	1836	US		7
103981485	Heinlein	Emily	4102742879	4312 Roland Ave	Baltimore	MD	21210	2745	US		7
103981600	Letts	Misty	4436109680	1344 W 41st St	Baltimore	MD	21211	1549	US		7
103981780	Anderson-Dandy	Barbara	4106690035	3214 Auchentorc	Baltimore	MD	21217	1949	US		7
103981820	Blickenstaff	Melvin	4103750185	1442 Medfield Av	Baltimore	MD	21211	1527	US		7
103981846	Smith	Ashe		2318 Callow Ave	Baltimore	MD	21217	4625	US		7
103981851	Bergh	Christopher		2440 Woodbrook	Baltimore	MD	21217	1742	US		7
103981894	Pitts	Elizabeth	4439263018	3607 Windsor Mi	Baltimore	MD	21216	2529	US		7
103979596	Brown	Eloise		706 Glen Allen D	Baltimore	MD	21229	1422	US		8
103980108	Converse	Paul	4107654321	601 Stamford Rd	Baltimore	MD	21229	2340	US		8
103981675	Morrison	Alistair	2404097629	406 Kensington I	Baltimore	MD	21229	2401	US		8
103978568	Shahidi	Nima	4436197325	859 W Lombard	Baltimore	MD	21201	1060	US		9
103979421	Ruiz	Emmanuel	6319746800	10 S Stricker St	Baltimore	MD	21223	2459	US		9
103979465	Pelaez	Danielle		1114 W Pratt St	Baltimore	MD	21223	2645	US		9
103979715	Holloway	Melanie	4102992131	120 Scott St	Baltimore	MD	21201	1034	US		9
103979749	Mooney	Graham		1518 Hollins St	Baltimore	MD	21223	2418	US		9
103979753	Stephenson	Eric	7572891192	926 N Carrollton	Baltimore	MD	21217	2563	US		9
103981935	Compton	Stephanie	4432532581	118 S Arlington A	Baltimore	MD	21223	2615	US		9
103977981	Dyer	Brian	4108301480	1223 W Cross St	Baltimore	MD	21230	2336	US		10
103979047	Eveland	Janet	4107077851	211 E Jeffrey St	Brooklyn	MD	21225	2013	US		10
103979608	Beasley	Thomas		1401 Porter St	Baltimore	MD	21230	5519	US		10
103979700	Hemphill	L		2320 Herkimer S	Baltimore	MD	21230	1313	US		10
103979711	Carignan	Babs		1144 Sargeant S	Baltimore	MD	21223	3628	US		10
103977899	Cundiff	Gregory	4435632897	8 Charles Plz Ap	Baltimore	MD	21201	4295	US		11
103977980	Amerson	Ally	4144913565	39 W Lexington S	Baltimore	MD	21201	3955	US		11
103978008	Pfaffenhauser	Stephen		804 Cathedral St	Baltimore	MD	21201	813	US		11
103978147	Bulgarelli	Filippo	6083457047	1825 Bolton St A	Baltimore	MD	21217	4465	US		11
103978174	Shea	Stacey	4439280699	1309 Covington S	Baltimore	MD	21230	4328	US		11

103978220	Parker	Elizabeth			4102455218	1343 Hull St	Baltimore	MD	21230	5243	US	11
103978233	Swedler	David				716 N Charles St	Baltimore	MD	21201	5252	US	11
103978268	Dickerson	Ashley				16 W Mount Ver	Baltimore	MD	21201	5116	US	11
103978289	Wagner	Carolyn			3023798784	2 E Wells St Apt	Baltimore	MD	21230	4949	US	11
103978301	Woody	Jason			4438229650	112 W Lee St	Baltimore	MD	21201	2421	US	11
103978320	McClure	Erin			6108581034	807 Cathedral St	Baltimore	MD	21201	5275	US	11
103978323	Dunn	Christopher				1629 Belt St	Baltimore	MD	21230	4705	US	11
103978367	Freeman	Jason				101 W Cross St /	Baltimore	MD	21230	3649	US	11
103978478	Stoessel	Lisi			6672179587	1819 Eutaw Pl A	Baltimore	MD	21217	3807	US	11
103978488	Ellingson	Matt				511 Cathedral St	Baltimore	MD	21201	5098	US	11
103978676	Czisny	Alexander			4104094016	1453 Covington S	Baltimore	MD	21230	4642	US	11
103978690	Hinz	Andrew			4436174079	1427 Park Ave	Baltimore	MD	21217	4231	US	11
103978736	Fernandez del C	Ursula			6179032964	1725 Belt St	Baltimore	MD	21230	4707	US	11
103978738	Jackson	Peter			4109353556	1807 Bolton St	Baltimore	MD	21217	4329	US	11
103978767	Ferguson	Linda			4103309817	1619 Park Ave A	Baltimore	MD	21217	4273	US	11
103978778	Mull	Josh				542 E Clement S	Baltimore	MD	21230	4719	US	11
103978808	D'Adamo	Sarah			4438140466	1507 Bolton St	Baltimore	MD	21217	4204	US	11
103978867	Thon	Susanna			4102066262	911 S Charles St	Baltimore	MD	21230	4065	US	11
103979006	Elron	David	A		4342842785	509 S Hanover S	Baltimore	MD	21201	2414	US	11
103979024	Kroiz	Gabriel			4104997571	251 W Lafayette	Baltimore	MD	21217	4217	US	11
103979110	McHale	Sam			2073329522	1601 Bolton St	Baltimore	MD	21217	4494	US	11
103979123	Teague	Kelly				1408 William St	Baltimore	MD	21230	4545	US	11
103979205	Bowers	Justin			4438129694	16 W Mount Ver	Baltimore	MD	21201	5107	US	11
103979280	Miller	Bree				109 W Monumer	Baltimore	MD	21201	4708	US	11
103979506	Watson	Gilbert			2522031760	101 W Read St A	Baltimore	MD	21201	4913	US	11
103979531	Jones	Adam			3476772355	1735 Bolton St A	Baltimore	MD	21217	4326	US	11
103979579	Manchester	Dave				1405 E Clement	Baltimore	MD	21230	5205	US	11
103979592	Shank	Michael				1819 Eutaw Pl	Baltimore	MD	21217	3807	US	11
103979602	Koslow	Lauren Ann Read				1111 Park Ave A	Baltimore	MD	21201	5606	US	11
103979604	Jones	Adam T				1735 Bolton St A	Baltimore	MD	21217	4326	US	11
103979606	Meleshenko	Elizabeth			4123778771	524 S Charles St	Baltimore	MD	21201	2427	US	11
103979607	Shafer	Stephanie				1735 Bolton St A	Baltimore	MD	21217	4326	US	11
103979609	Fly	Walter				10 Light St	Baltimore	MD	21202	1435	US	11
103979611	Loughran	Stephanie			4436040557	1448 Reynolds S	Baltimore	MD	21230	5319	US	11
103979617	Sinnis	Photini			4102432813	719 Park Ave	Baltimore	MD	21201	4712	US	11
103979619	Bernard	Jay			9096442261	1510 Marshall St	Baltimore	MD	21230	4504	US	11
103979620	Walch	Marissa				613 S Fremont A	Baltimore	MD	21230	2429	US	11
103979621	Minnich	Rachael				333 S Fremont A	Baltimore	MD	21230	2224	US	11
103979635	Sullivan	Jason				503 E Barney St	Baltimore	MD	21230	4701	US	11
103979636	Adipietro	Kaylin				8 W Read St Apt	Baltimore	MD	21201	5314	US	11

103979637	Zoltoski	Michael	4437522366	229 E Montgome	Baltimore	MD	21230	3925	US	11
103979641	Collins	Jeremy	4432405903	506 N Paca St A	Baltimore	MD	21201	1963	US	11
103979643	OBrien	Megan		1329 S Hanover	Baltimore	MD	21230	4220	US	11
103979651	Bruckdorfer	Rod	4438523686	1711 Covington	Baltimore	MD	21230	4712	US	11
103979653	Casbarro	Liana		104 W Madison	Baltimore	MD	21201	4735	US	11
103979656	Bee	Matthew		509 S Hanover S	Baltimore	MD	21201	2414	US	11
103979660	Patterson	Merlin		11 N Eutaw St	Baltimore	MD	21201	1765	US	11
103979667	Diop	Mapate	6318968303	25 E West St	Baltimore	MD	21230	4225	US	11
103979693	Uram	Keith		206 Laurens St A	Baltimore	MD	21217	4395	US	11
103979716	Oshitoye	Osh	2146763560	200 W Baltimore	Baltimore	MD	21201	2549	US	11
103979730	Stella	Margaret		19 E Randall St	Baltimore	MD	21230	4531	US	11
103979733	Arroyo	Maria	8036089991	519 W Pratt St A	Baltimore	MD	21201	438	US	11
103979740	Block	Jordan Faye		215 W Saratoga	Baltimore	MD	21201	3533	US	11
103979742	Cowan	Will		1519 Byrd St	Baltimore	MD	21230	4521	US	11
103979744	Tankard Carnoch	Janie		1421 Decatur St	Baltimore	MD	21230	5212	US	11
103979747	Anger	Christina		1806 Light St	Baltimore	MD	21230	4921	US	11
103979748	Thomas	Charles		1033 S Hanover	Baltimore	MD	21230	4011	US	11
103979750	Bayard	Madeline		412 Sanders St	Baltimore	MD	21230	4326	US	11
103979751	Stock	Dave		412 Sanders St	Baltimore	MD	21230	4326	US	11
103979754	Compton	Christine		104 Birckhead St	Baltimore	MD	21230	4509	US	11
103979756	Vomhof	Cara		232 E Churchill S	Baltimore	MD	21230	3918	US	11
103979761	Fialkowski	Rebecca		1608 Jackson St	Baltimore	MD	21230	4734	US	11
103979762	Crockett	John	4107903014	202 E Randall St	Baltimore	MD	21230	4611	US	11
103979915	Douglas	Todd		1200 Steuart St I	Baltimore	MD	21230	5385	US	11
103979932	Stone	Ben	4103703843	900 N Charles St	Baltimore	MD	21201	5381	US	11
103979997	Dennis	Mark	4105649372	524 S Charles St	Baltimore	MD	21201	2427	US	11
103980336	SEIDEL	MERYL	4436948577	1617 Belt St	Baltimore	MD	21230	4705	US	11
103980375	Bennett	Rob	4102582543	4 W Churchill St	Baltimore	MD	21230	3922	US	11
103980389	Bok	Hilary	4104625473	145 W Lafayette	Baltimore	MD	21217	4211	US	11
103980651	Mastalinski	Kyle	7166025419	1247 Haubert St	Baltimore	MD	21230	5235	US	11
103980808	Smith	Kristin		8 W Madison St A	Baltimore	MD	21201	800	US	11
103980859	Hatfield	Heather	4432265877	305 E Hamburg S	Baltimore	MD	21230	4129	US	11
103981093	Zingg	Matthew	8657425006	728 E Fort Ave	Baltimore	MD	21230	4725	US	11
103981193	Treadwell	Mark	3016754675	1835 Jackson St	Baltimore	MD	21230	4737	US	11
103981272	Freedman	Marianne	4106590665	1015 Riverside A	Baltimore	MD	21230	4133	US	11
103981320	Martin-Lauer	Colleen	4106157510	1322 Richardson	Baltimore	MD	21230	5311	US	11
103981326	Detter	Ryan	4103400399	709 Saint Paul S	Baltimore	MD	21202	608	US	11
103981337	Philipsen	Klaus	4106852002	429 N Eutaw St S	Baltimore	MD	21201	1850	US	11
103981677	Hager	Charlotte	7703666950	1229 Riverside A	Baltimore	MD	21230	4334	US	11
103981684	Bourozikas	George	9178620287	719 Park Ave	Baltimore	MD	21201	4712	US	11

103981802	Mayr	Nicholas		2017233596	1121 Battery Ave	Baltimore	MD	21230	4111	US		11
103981806	Merguerian	Dawn			657 Washington	Baltimore	MD	21230	2243	US		11
103981809	Nguyen	Lillian		4436007218	1729 Park Ave A	Baltimore	MD	21217	4339	US		11
103981833	Mueller	Werner		4107280411	1608 Bolton St	Baltimore	MD	21217	4316	US		11
103981882	Harmon	Avery		2036956159	635 Portland St A	Baltimore	MD	21230	2219	US		11
103981918	Brasseur	Chris		8142222398	101 E Mount Ro	Baltimore	MD	21202	8101	US		11
103982000	Caldwell	Katy		5039102028	1316 Eutaw Pl A	Baltimore	MD	21217	3735	US		11
103982027	Lyons	Casey		4104028657	221 W Lanvale S	Baltimore	MD	21217	4127	US		11
103982211	Baja	Kristin		9522505058	216 W Madison S	Baltimore	MD	21201	4683	US		11
103982237	Brown	Christopher		4438975312	906 S Decker Av	Baltimore	MD	21224	4939	US		11
103982253	Iniguez	Diane		3012521327	1526 Bolton St	Baltimore	MD	21217	4203	US		11
103977979	Hammond	James		2406740777	2115 Saint Paul S	Baltimore	MD	21218	5804	US		12
103977984	Levenson	Nolan		3477821386	1301 Saint Paul S	Baltimore	MD	21202	2700	US		12
103978026	Paul	Carolina		4102181078	313 E 30th St	Baltimore	MD	21218	3933	US		12
103978031	Conroy	Scott		4105058918	2513 N Calvert S	Baltimore	MD	21218	4615	US		12
103978103	Le	Phong		9492923990	2634 Hampden A	Baltimore	MD	21211	3106	US		12
103978124	Spamer	Jennifer		2067552426	2746 Saint Paul S	Baltimore	MD	21218	4332	US		12
103978142	Ewing	Russell		4434801466	303 W 27th St Ap	Baltimore	MD	21211	3004	US		12
103978145	Moyer	Brittany			2609 Guilford Av	Baltimore	MD	21218	4612	US		12
103978158	Nash	Elizabeth		2159102974	2700 Remington	Baltimore	MD	21211	3052	US		12
103978209	Kerr	Gaige		9202855177	312 E Lafayette A	Baltimore	MD	21202	2929	US		12
103978322	Perlman	Eric		4438032200	2644 Guilford Av	Baltimore	MD	21218	4611	US		12
103978440	Beall	Daniela		4432851805	2205 Saint Paul S	Baltimore	MD	21218	5937	US		12
103978466	Hood	Amelia			336 E 27th St	Baltimore	MD	21218	4413	US		12
103978494	Kelleher	Kathleen		9785787667	406 W 23rd St	Baltimore	MD	21211	3205	US		12
103978499	Cazier	Andrew		2027387211	2735 Huntingdor	Baltimore	MD	21211	3013	US		12
103978646	Davis	Austin			2726 Maryland A	Baltimore	MD	21218	4791	US		12
103978844	McDowell	Madeline		4436861244	400 W 28th St	Baltimore	MD	21211	3026	US		12
103978914	Wilson	Corinne			1523 Barclay St	Baltimore	MD	21202	2901	US		12
103979116	Horowitz	Rebekah		2159647452	2432 Guilford Av	Baltimore	MD	21218	5220	US		12
103979122	Sparaco	Dan			1600 Latrobe St	Baltimore	MD	21202	2916	US		12
103979132	Paggi	Tim		4432026701	715 E Preston St	Baltimore	MD	21202	4230	US		12
103979159	Odell	Mary			10 E 21st St	Baltimore	MD	21218	5923	US		12
103979266	McCann	Nicole			2921 Miles Ave A	Baltimore	MD	21211	2829	US		12
103979363	Leiman	Jonathan			1012 N Calvert S	Baltimore	MD	21202	3851	US		12
103979550	McDonnell	Emily		3176967458	117 S Exeter St	Baltimore	MD	21202	4501	US		12
103979576	Weeks	Jed		4434656203	214 W 27th St	Baltimore	MD	21211	3001	US		12
103979580	Davis	Randy			2105 Hargrove S	Baltimore	MD	21218	5802	US		12
103979583	Aloe	Chaz		4102410626	1730 E Chase St	Baltimore	MD	21213	3136	US		12
103979584	Wiessner	Megan		4103712398	16 York Ct	Baltimore	MD	21218	1247	US		12

103979586	Smith	David		204 E Biddle St	Baltimore	MD	21202	3782	US	12
103979605	Kennedy	Caitlin		310 E 26th St	Baltimore	MD	21218	4702	US	12
103979614	Ono	Taka		2300 N Calvert S	Baltimore	MD	21218	5295	US	12
103979616	Leiman	Jonathan		1012 N Calvert S	Baltimore	MD	21202	3851	US	12
103979623	Newman	Sam		937 N Calvert St	Baltimore	MD	21202	3732	US	12
103979628	Cornish	Liz		2743 Maryland A	Baltimore	MD	21218	4329	US	12
103979632	Lansford	Danielle		2503 N Calvert S	Baltimore	MD	21218	4996	US	12
103979634	Kelleher	K.C.	9785787667	406 W 23rd St	Baltimore	MD	21211	3205	US	12
103979642	Ryan	A		413 W 28th St	Baltimore	MD	21211	3027	US	12
103979648	Henderson	Andrew	4102358565	2710 N Calvert S	Baltimore	MD	21218	4404	US	12
103979663	Hamer	Isabel	7036454668	824 N Calvert St	Baltimore	MD	21202	4990	US	12
103979679	Parnes	Danielle		2240 Guilford Av	Baltimore	MD	21218	5818	US	12
103979692	O'Quinn	Jules		2632 Miles Ave	Baltimore	MD	21211	3116	US	12
103979699	Morelli	Caitlin		2601 N Howard S	Baltimore	MD	21218	4978	US	12
103979708	Kali	Jessica		2510 N Calvert S	Baltimore	MD	21218	4614	US	12
103979714	Horrom	Susannah		34 W 25th St	Baltimore	MD	21218	5002	US	12
103979736	Misteroni	Humberto		1 W 22nd St Apt	Baltimore	MD	21218	5748	US	12
103979755	Schatz	Chris		2623 Miles Ave	Baltimore	MD	21211	3117	US	12
103979936	Lehwald	Nicholas		904 N Calvert St	Baltimore	MD	21202	3711	US	12
103980286	Flicker	Yair	6148937718	1209 N Charles S	Baltimore	MD	21201	5657	US	12
103980371	Ferraro	David		830 E Pratt St	Baltimore	MD	21202	4403	US	12
103980524	Leege	David	4103660058	2742 Maryland A	Baltimore	MD	21218	4328	US	12
103980664	O'Malley	Brian		2 E Read St	Baltimore	MD	21202	2470	US	12
103980702	Wingren	Eva	3603175644	446 E Federal St	Baltimore	MD	21202	2934	US	12
103980925	Kinlin	Nancey	4102448425	322 E Lafayette /	Baltimore	MD	21202	2929	US	12
103980939	Alix-Williams	Darius	4106222531	2724 Maryland A	Baltimore	MD	21218	4599	US	12
103981047	Janiszewski	Kristen	6787330079	2613 Guilford Av	Baltimore	MD	21218	4612	US	12
103981056	Hull	Adam	4438271119	218 E Preston St	Baltimore	MD	21202	3957	US	12
103981062	Waldman	Andrew	4196518103	2635 Hampden /	Baltimore	MD	21211	3107	US	12
103981063	Fritz	Kyle	6106534509	2619 Guilford Av	Baltimore	MD	21218	4612	US	12
103981078	Nipper	Jared		311 W Lorraine /	Baltimore	MD	21211	3115	US	12
103981085	Romano	Max	3143247237	2736 Guilford Av	Baltimore	MD	21218	4415	US	12
103981111	Archer	Melissa	3309045246	217 W 27th St	Baltimore	MD	21211	3002	US	12
103981144	Bettenhausen	Craig	7032098314	2521 Guilford Av	Baltimore	MD	21218	4619	US	12
103981148	Nelson	Christopher	4435275060	2539 N Howard S	Baltimore	MD	21218	4506	US	12
103981166	Burns	Brendan	4104562265	2447 N Calvert S	Baltimore	MD	21218	5216	US	12
103981176	Pousson	Eli	3012043337	328 E Lorraine A	Baltimore	MD	21218	4709	US	12
103981191	Powell	Leanna	3016020699	320 E 23rd St Ap	Baltimore	MD	21218	5811	US	12
103981194	Richards	Martine	3013565829	2635 Hampden /	Baltimore	MD	21211	3107	US	12
103981209	Jacobs	Robin	4108378467	18 E Preston St /	Baltimore	MD	21202	7707	US	12

103981210	Ames	Meghan				2619 Guilford Av	Baltimore	MD	21218	4612	US	12
103981287	Runde	Nicole			4109250647	2917 Guilford Av	Baltimore	MD	21218	4116	US	12
103981334	Belew	David			6783729714	2913 Huntingdor	Baltimore	MD	21211	2824	US	12
103981345	McCullagh	Molly			7344765265	2715 Miles Ave	Baltimore	MD	21211	3015	US	12
103981383	Grimm	Daniel			9782353294	1019 N Calvert S	Baltimore	MD	21202	3823	US	12
103981385	O'Doherty	Brian			4102624977	2609 Guilford Av	Baltimore	MD	21218	4612	US	12
103981446	Grothe	Anna			4433709282	2817 Guilford Av	Baltimore	MD	21218	4420	US	12
103981451	Jackson	Ian			8307086424	2929 Miles Ave	Baltimore	MD	21211	2829	US	12
103981551	Flamm	Laura			4439637252	2615 Guilford Av	Baltimore	MD	21218	4612	US	12
103981587	Engle-Pratt	Wynnona			3016029018	214 W 27th St	Baltimore	MD	21211	3001	US	12
103981616	Engelberg	Daniel			3012335188	1301 Saint Paul	Baltimore	MD	21202	2792	US	12
103981643	DeMario	Caleb			4433402401	1600 Hakesley P	Baltimore	MD	21213	3015	US	12
103981646	Dixon	Andrew			2407789567	2636 Miles Ave	Baltimore	MD	21211	3116	US	12
103981663	Wiman	Kimberly			2404416697	2636 Miles Ave A	Baltimore	MD	21211	3116	US	12
103981667	Dwyer	Tony Cho			2158164904	933 Saint Paul S	Baltimore	MD	21202	2430	US	12
103981707	Harris	Kara			4435404926	2539 N Howard S	Baltimore	MD	21218	4506	US	12
103981788	Blatt	Todd				2510 N Calvert S	Baltimore	MD	21218	4614	US	12
103981877	DeFranco	Tony			4436954829	11 E Chase St A	Baltimore	MD	21202	3587	US	12
103981895	Shapiro	Carl			6787775429	2802 Saint Paul	Baltimore	MD	21218	4313	US	12
103981899	Marcoulides	Demetrius			2022880566	2642 Miles Ave	Baltimore	MD	21211	3116	US	12
103981924	Fronk-Giordano	Catharine				302 E 26th St	Baltimore	MD	21218	4702	US	12
103981945	Phelps	Brooks			4107906960	3005 Huntingdor	Baltimore	MD	21211	2845	US	12
103981950	Pike	Alexandra			9014096170	127 N Bradford S	Baltimore	MD	21224	1037	US	12
103981968	Pavlik	Elizabeth			9198185082	502 W 27th St	Baltimore	MD	21211	3007	US	12
103982011	Walsky	Tamara			4107946032	29 E 21st St	Baltimore	MD	21218	5924	US	12
103982022	Figiel-Miller	Kate			4438414201	2747 Maryland A	Baltimore	MD	21218	4381	US	12
103982095	Habtour	Rebecca				1011 Hunter St A	Baltimore	MD	21202	804	US	12
103982101	Lippert	Frederick			5038944995	2746 Saint Paul	Baltimore	MD	21218	4332	US	12
103978211	Crawley	ShaiVaughn			8433037845	513 N Robinson	Baltimore	MD	21205	2843	US	13
103978423	Sesso	Jaclyn				204 N Streeper S	Baltimore	MD	21224	1228	US	13
103978535	Erenberg	Doron			6195190310	127 S Durham S	Baltimore	MD	21231	1807	US	13
103978539	Otero-Millan	Jorge			6026963943	123 N Patterson	Baltimore	MD	21231	1659	US	13
103978696	Grossman	Cooper				2000 E Lombard	Baltimore	MD	21231	1920	US	13
103978841	Thorpe	Jeremy				2228 Orleans St	Baltimore	MD	21231	1335	US	13
103979023	Nolan	Tom				2019 E Baltimore	Baltimore	MD	21231	1940	US	13
103979588	King	Shannon				1926 E Lombard	Baltimore	MD	21231	1910	US	13
103979610	Mendoza	Cristian				300 W Lombard	Baltimore	MD	21201	2524	US	13
103979612	San Filippo	Jeffrey				105 Narrowway (	Baltimore	MD	21231	1828	US	13
103979668	Garrison	Valerie			4257503750	1111 Park Ave A	Baltimore	MD	21201	5612	US	13
103979672	Fritzinger	Jack				25 N Patterson P	Baltimore	MD	21231	1657	US	13

103979678	Gordon	Edward		109 N Patterson	Baltimore	MD	21231	1659	US	13
103981648	Peck	Kimberly	7703447223	40 N Patterson F	Baltimore	MD	21231	1656	US	13
103981752	DeHaven	Michele	4106884260	42 N Patterson F	Baltimore	MD	21231	1656	US	13
103981838	Pulianas	Alec		101 N Wolfe St A	Baltimore	MD	21231	1683	US	13
103982102	Frederick	Michael		2019 E Fairmour	Baltimore	MD	21231	1609	US	13
103982287	Schiller	Kurt	4104996674	110 S Chapel St	Baltimore	MD	21231	1905	US	13
103977942	Holt	Steve	4437502846	1316 E 36th St	Baltimore	MD	21218	2119	US	14
103978042	Larson	Owen	7854773688	312 E 33rd St	Baltimore	MD	21218	3430	US	14
103978044	Schlegel	Brad	4437039502	1552 Oakridge R	Baltimore	MD	21218	2228	US	14
103978099	Barrow	Michelle	4106933118	3801 Kimble Rd	Baltimore	MD	21218	2056	US	14
103978177	Hollis	Annie	8085513867	3717 Kimble Rd	Baltimore	MD	21218	2029	US	14
103978236	Boyle	Chris		3661 Chestnut A	Baltimore	MD	21211	2531	US	14
103978238	Chaveas	Andrew	3015267102	3019 Abell Ave	Baltimore	MD	21218	3913	US	14
103978316	Kerrigan	Phillip	4102580558	3220 Guilford Av	Baltimore	MD	21218	3464	US	14
103978331	Elieisar	Mary		2905 N Charles S	Baltimore	MD	21218	4067	US	14
103978388	Cohn	Silvia		3119 Abell Ave	Baltimore	MD	21218	3412	US	14
103978406	Dube	Jeff		3743 Keswick Rc	Baltimore	MD	21211	2242	US	14
103978438	Glass-Siegel	Benjamin	4432570495	603 E 30th St	Baltimore	MD	21218	4229	US	14
103978474	COOK	BRETT	4439080315	3756 Tudor Arms	Baltimore	MD	21211	2245	US	14
103978502	Robb	Aaeron		3008 Saint Paul	Baltimore	MD	21218	4780	US	14
103978509	Zywan	Katherine barrett	4104675647	3914 Beech Ave	Baltimore	MD	21211	2224	US	14
103978555	Levy	Michele		3140 Remington	Baltimore	MD	21211	2801	US	14
103978590	Delavigne	Carly	3014668558	413 Calvin Ave	Baltimore	MD	21218	2822	US	14
103978599	Olasov	Lauren	8437299091	2909 Saint Paul	Baltimore	MD	21218	4881	US	14
103978601	Alsop	Philip	4104468059	3616 Kimble Rd	Baltimore	MD	21218	2026	US	14
103978782	Wizda	Janelle		3516 Beech Ave	Baltimore	MD	21211	2618	US	14
103978806	ANGION	ANTHONY	4436189427	3815 Yolando Rc	Baltimore	MD	21218	2044	US	14
103978996	Jones	Brian	7187572141	3424 Keswick Rc	Baltimore	MD	21211	2633	US	14
103979013	Elliott	Angela	4438504738	3129 Keswick Rc	Baltimore	MD	21211	2737	US	14
103979032	Williams	Carolyn	2404238529	2845 N Calvert S	Baltimore	MD	21218	4446	US	14
103979036	Chaveas	Ammi	3015267103	3019 Abell Ave	Baltimore	MD	21218	3913	US	14
103979140	Skillman	Thomas	4432402898	1138 Montpelier	Baltimore	MD	21218	3616	US	14
103979152	Ady	Laurel	2408181484	3135 Keswick Rc	Baltimore	MD	21211	2737	US	14
103979153	Miller	Benjamin		4003 Hickory Av	Baltimore	MD	21211	1743	US	14
103979175	Kanekuni	Samantha		3240 Keswick Rc	Baltimore	MD	21211	2738	US	14
103979312	Webster	Justin	5033690201	3814 Tudor Arms	Baltimore	MD	21211	2247	US	14
103979341	Thompson	Lisa	4104677635	4303 Wickford R	Baltimore	MD	21210	2825	US	14
103979347	Heckwolf	Hillary	3012474890	814 W 37th St	Baltimore	MD	21211	2232	US	14
103979384	Brewer	Alex		4416 Wickford R	Baltimore	MD	21210	2810	US	14
103979398	Webb	Matthew	9176972207	618 W University	Baltimore	MD	21210	2908	US	14

103979431	Grant	David				637 Stoney Sprir	Baltimore	MD	21210	2712	US	14
103979498	Cleghorn	James	S		8149326761	310 Ridgemede I	Baltimore	MD	21210	2951	US	14
103979523	Tantaros	Ana			4846783132	3111 N Calvert S	Baltimore	MD	21218	4740	US	14
103979578	Greenfeld	Josh			4439296150	309 W 31st St	Baltimore	MD	21211	2815	US	14
103979587	Hearn	George			8032404287	832 W 33rd St	Baltimore	MD	21211	2709	US	14
103979590	Kermes	M Sanzi				407 Southway	Baltimore	MD	21218	2520	US	14
103979594	Hiatt	Jay			2154982194	1313 Lakeside A	Baltimore	MD	21218	3004	US	14
103979595	Minervini	Ursula				614 E 35th St	Baltimore	MD	21218	2927	US	14
103979597	Jones	Phillip				824 Wellington S	Baltimore	MD	21211	2512	US	14
103979599	Boscak	Alexis				712 Bay St	Baltimore	MD	21211	2711	US	14
103979613	Hale	Che				2631 Saint Paul :	Baltimore	MD	21218	4750	US	14
103979618	Brown	James			4786961398	1516 E 33rd St	Baltimore	MD	21218	3705	US	14
103979622	Drabinski	Kate				3016 Barclay St	Baltimore	MD	21218	3936	US	14
103979630	Anderson	Daniel				413 Calvin Ave	Baltimore	MD	21218	2822	US	14
103979633	Rizzutti	Nick				3642 Keswick Rc	Baltimore	MD	21211	2534	US	14
103979649	Parker	Emily				3024 N Calvert S	Baltimore	MD	21218	3974	US	14
103979662	Geiss	Michelle				3013 Cresmont A	Baltimore	MD	21211	2820	US	14
103979674	Baca	Alexander			7038647847	2700 Remington	Baltimore	MD	21211	3052	US	14
103979696	Ellenberger	Gabriel			7032206622	3036 Keswick Rc	Baltimore	MD	21211	2734	US	14
103979697	Lyles	Jared				3508 Beech Ave	Baltimore	MD	21211	2614	US	14
103979704	Kitner	J.M.			7273641805	1124 W 43rd St	Baltimore	MD	21211	1612	US	14
103979717	Lauber	Jeanne			4108899449	715 Belle Terre A	Baltimore	MD	21218	3515	US	14
103979725	Magida	Sarah				614 Venable Ave	Baltimore	MD	21218	2919	US	14
103979734	Jackson	Lauren				229 E 33rd St Ap	Baltimore	MD	21218	3469	US	14
103979757	Conway	Shannon				1123 Falls Hill Dı	Baltimore	MD	21211	1618	US	14
103979759	Boyce	Regina T				3511 Old York R	Baltimore	MD	21218	2558	US	14
103979764	Capello	Melissa				3804 Yolando Rc	Baltimore	MD	21218	2043	US	14
103980021	Weiss	Jeremy			9143251901	3113 Abell Ave	Baltimore	MD	21218	3412	US	14
103980051	Heninger	Polly			4103668360	4000 N Charles S	Baltimore	MD	21218	1735	US	14
103980097	Cohen	Laura			9788074111	2107 Lake Monte	Baltimore	MD	21218	3132	US	14
103980131	Dahl	Andy				919 E 37th St	Baltimore	MD	21218	2015	US	14
103980300	Roche	John			6038287373	311 Birkwood Pl	Baltimore	MD	21218	2815	US	14
103980325	Pratka	Frank			4102628818	1500 Woodheigh	Baltimore	MD	21211	1297	US	14
103980367	Prichard	Brandon			4438138773	3715 Rexmere R	Baltimore	MD	21218	2011	US	14
103980370	Mitchell	Meredith			4105915257	3423 Keswick Rc	Baltimore	MD	21211	2635	US	14
103980545	Chan	Rebecca			8479152088	2119 Lake Monte	Baltimore	MD	21218	3132	US	14
103980636	Lillig	Kim				3806 Kimble Rd	Baltimore	MD	21218	2030	US	14
103981020	Cox	Eric			8585313742	3028 Abell Ave	Baltimore	MD	21218	3912	US	14
103981114	Kaurich	Michael			4103360145	309 W 31st St	Baltimore	MD	21211	2815	US	14
103981119	Chapin	Sarah			4434651316	3919 Keswick Rc	Baltimore	MD	21211	2227	US	14

VANID	Last	First	Mid	Suf	Home Phone	Address	City	State/Pr	Zip/Postal	Zip4	CountryCode	District
103978508	Thomas	Louis				1682 Irving St NV	Washington	DC	20010	2788	US	N/A
103978544	Crabtree	Jeff				404 Dunkirk Rd	Baltimore	MD	21212	1815	US	N/A
103978771	Greenbaum	Ann			4104462391	803 Trafalgar Rd	Towson	MD	21204	3805	US	N/A
103978918	Frank	Erica				613 Pearl Point C	Millersville	MD	21108	1575	US	N/A
103978934	Kintisch	Benjamin				5488 Sleeping D	Columbia	MD	21045	2250	US	N/A
103979118	Lozner	Bailey			2022555231	905 6th St SW A	Washington	DC	20024	3813	US	N/A
103979129	Wagner	Katrina			4105186678	8 Altona Ave	Pasadena	MD	21122	4012	US	N/A
103979445	Davis	Michael			4108403053	1679 Flint Rock C	Finksburg	MD	21048	2048	US	N/A
103979598	Warner	Ed				7161 Harp String	Columbia	MD	21045	5247	US	N/A
103979625	Sanders	Jeremy				28 Allegheny Ave	Towson	MD	21204	3909	US	N/A
103979626	J	J				J J J	Baltimore	MD	21211		US	N/A
103979644	Jones	Bill				4 Farview Rd	Baltimore	MD	21212	1043	US	N/A
103979650	Schroeder	Jonathan			4435454234	327 Dumbarton R	Baltimore	MD	21212	1533	US	N/A
103979652	Hartley	Tronster				224 Brandon Rd	Baltimore	MD	21212	1139	US	N/A
103979670	O'Donnell	Nolan			4107440824	527 Hilton Ave	Catonsville	MD	21228	5816	US	N/A
103979671	Haavik	Caroline				6742 Carlinda Av	Columbia	MD	21046	1107	US	N/A
103979673	Wells	Erin			4432575249	1707 Park Grove	Catonsville	MD	21228	5629	US	N/A
103979675	JOHNSON	ASHLEE				2808 Kings Ridg	Parkville	MD	21234	4439	US	N/A
103981154	Neill	Rachael			4104283604	3208 Abell Ave	Baltimore	MD	21218	3434	US	14
103981189	Duvall	Justin			4433921540	1004 W 38th St A	Baltimore	MD	21211	1854	US	14
103981202	LaCombe	Philip			4136487445	811 Homestead S	Baltimore	MD	21218	3536	US	14
103981217	Lueck	Seth			4109602057	1018 W 38th St	Baltimore	MD	21211	1817	US	14
103981343	Shoemaker	Abbie			4129657060	1030 E 36th St	Baltimore	MD	21218	2146	US	14
103981443	Dinolt	Joleen				3702 Beech Ave	Baltimore	MD	21211	2220	US	14
103981454	Webb	Thomas			4159129797	3820 Beech Ave	Baltimore	MD	21211	2222	US	14
103981474	O'Guinn	Marissa			4436217427	919 E 37th St	Baltimore	MD	21218	2015	US	14
103981483	Bartolomei-Hill	Laura			2405939096	2916 Cresmont A	Baltimore	MD	21211	2817	US	14
103981504	Brown	Jim			4102072445	3010 Cresmont A	Baltimore	MD	21211	2819	US	14
103981522	Pennacchia	Victoria			4108895496	3802 Ednor Rd	Baltimore	MD	21218	2051	US	14
103981668	Grinstead	Gina				3925 Beech Ave	Baltimore	MD	21211	2265	US	14
103981719	Poliszuk	Jonathon				614 E 35th St	Baltimore	MD	21218	2927	US	14
103981722	Peeples	Jennifer			4439046232	4021 Roland Ave	Baltimore	MD	21211	2032	US	14
103981825	Geiger	Matt			4437173743	3427 Keswick Rc	Baltimore	MD	21211	2654	US	14
103981866	Flanigan	Ryan			4436954896	2107 Lake Monte	Baltimore	MD	21218	3132	US	14
103981901	Zahradnik	Kate				3907 Kimble Rd	Baltimore	MD	21218	2033	US	14
103981922	Jones	Colin			7039274518	3605 Keswick Rc	Baltimore	MD	21211	2533	US	14
103981925	Keogh	Josh			4106273715	3423 Keswick Rc	Baltimore	MD	21211	2635	US	14
103982002	Lindahl-Ackerma	Luke			4102356460	3754 Tudor Arms	Baltimore	MD	21211	2245	US	14
103982115	Tuss	David				2922 Saint Paul S	Baltimore	MD	21218	4123	US	14

103979680	Schaffer	Robyn			4102067266	7507 Labyrinth R	Pikesville	MD	21208	4518	US	N/A
103979703	Gaudet	Kathy				1715 Dublin Dr	Silver Spring	MD	20902	4020	US	N/A
103979712	Johnson	Suzanne			5713582401	1811 Edmondsoı	Catonsville	MD	21228	4356	US	N/A
103979719	Stouten	Ryan				1742 Mayfair Pl	Crofton	MD	21114	2639	US	N/A
103979722	Crocker	Stanley			7069107270	1811 Edmondsoı	Catonsville	MD	21228	4356	US	N/A
103979726	Posner	Tracy				910 Rambling Dr	Catonsville	MD	21228	5316	US	N/A
103979727	Posner	Tracy				910 Rambling Dr	Catonsville	MD	21228	5316	US	N/A
103979728	Lewis	Jeny				7205 Lanark Rd	Baltimore	MD	21212	1404	US	N/A
103979743	Hoblitzell	Peter				108 Garrison For	Owings Mills	MD	21117	4108	US	N/A
103979745	X	X			4434750350	X X X	Ambler	PA	19002		US	N/A
103979758	Hewitt	Tom				9646 Dundawan	Nottingham	MD	21236	1009	US	N/A
103979760	Keil	Theresa				8126 Kirkwall Ct	Towson	MD	21286	8321	US	N/A
103979765	Wigley	Deb				1547 Lister Rd	Halethorpe	MD	21227	2530	US	N/A
103979999	Lattimore	Jack			4434151103	5408 W North Av	Gwynn Oak	MD	21207	5966	US	N/A
103981025	Ossing	Kathryn				110 Smithwood A	Catonsville	MD	21228	4946	US	N/A
103981031	Lynn	Terry			4434295231	4 Mountbatten C	Gwynn Oak	MD	21207	5433	US	N/A
103981529	Schultz	Jonathan			4434450035	3784 College Av	Ellicott City	MD	21043	4662	US	N/A
103981702	Reis	Richard			3013258001	711 Copley Ln	Silver Spring	MD	20904	1312	US	N/A
103981852	Zirkle	Martin				170 Conewago C	Manchester	PA	17345	9237	US	N/A
103981876	Moy	Cary			7083863513	1413 N Harlem A	Oak Park	IL	60302	1261	US	N/A
103979582	Ho	Margaret			6268697501	21	Baltimore	MD	21201		US	
103979631	Cservek	John				195 Newburg Av	Catonsville	MD	21228	5112	US	

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)



ZIP CODE: 21201

Dorsey, Ryan

From: kaylin.adipietro@everyactioncustom.com on behalf of Kaylin Adipietro <kaylin.adipietro@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 11:24 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing with enthusiastic support of the Complete Streets Ordinance, bill file #17-0102.

I am an avid transit user. My husband and I both ride the city buses to get to work downtown and to travel around the city in general. If not on the bus, we are walking. We have been here for five years and watched excitedly as the bike lane was built running down Maryland Ave/Cathedral St near our apartment. What we also realize is that the Mt Vernon neighborhood is a city pocket that will always have transportation needs met, due to the City's interest in the area as a historical and commercial location. What we want is for ALL of Baltimore to be able to have equal access to safe walking and biking paths, as well as public transportation services.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kaylin Adipietro
8 W Read St Apt 4 Baltimore, MD 21201-5314

Dorsey, Ryan

From: allymerrill@everyactioncustom.com on behalf of Ally Amerson <allymerrill@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ally Amerson
39 W Lexington St Apt 1506 Baltimore, MD 21201-3955

Blom, Mia J.

From: sabelarroyo@everyactioncustom.com on behalf of Maria Arroyo <sabelarroyo@everyactioncustom.com>
Sent: Friday, March 16, 2018 9:41 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Maria Arroyo
519 W Pratt St Apt 309 Baltimore, MD 21201-0438

Blom, Mia J.

From: bajak10@everyactioncustom.com on behalf of Kristin Baja <bajak10@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:36 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kristin Baja
216 W Madison St Apt 1F Baltimore, MD 21201-4683

Dorsey, Ryan

From: mjbee4@everyactioncustom.com on behalf of Matthew Bee <mjbee4@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:14 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matthew Bee
509 S Hanover St Baltimore, MD 21201-2414

Blom, Mia J.

From: jordan@everyactioncustom.com on behalf of Jordan Faye Block <jordan@everyactioncustom.com>
Sent: Friday, March 16, 2018 1:03 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jordan Faye Block
215 W Saratoga St Apt 2R Baltimore, MD 21201-3533

Dorsey, Ryan

From: george@everyactioncustom.com on behalf of George Bourozikas <george@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
George Bourozikas
719 Park Ave Baltimore, MD 21201-4712

Dorsey, Ryan

From: tyb4432@everyactioncustom.com on behalf of Justin Bowers <tyb4432@everyactioncustom.com>
Sent: Sunday, March 11, 2018 9:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Justin Bowers
16 W Mount Vernon Pl Baltimore, MD 21201-5107

Dorsey, Ryan

From: liana.casbarro@everyactioncustom.com on behalf of Liana Casbarro <liana.casbarro@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:32 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Liana Casbarro
104 W Madison St Apt 9 Baltimore, MD 21201-4735

Dorsey, Ryan

From: jeremycollins@everyactioncustom.com on behalf of Jeremy Collins <jeremycollins@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 6:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102. For too long have Black communities been neglected and without basic neighborhood ammenities. Baltimore City is a very transit-dependent city, yet our transit options aren't the quality expected of a world-class city like Baltimore.

We need to heavenly invest in bike infrastructure. I am excited to see the bike stations, but even more, I'd love to see more bike lanes throughout the city. Bikers need a safe space to ride within so that traffic can move as normal and so that bikers themselves can ride in confidence.

Some people have said that gentrification is a concern. Unfortunately, that is more irresponsible and reactionary babble. Attacking bike lanes does not attack gentrification, but it does deny our community safe bike transit.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeremy Collins
506 N Paca St Apt 24 Baltimore, MD 21201-1963

Dorsey, Ryan

From: gcundiff@everyactioncustom.com on behalf of Gregory Cundiff <gcundiff@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Gregory Cundiff
8 Charles Plz Apt 501 Baltimore, MD 21201-4295

Dorsey, Ryan

From: madennis33@everyactioncustom.com on behalf of Mark Dennis <madennis33@everyactioncustom.com>
Sent: Monday, March 12, 2018 2:49 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Thank you for your enthusiasm regarding complete streets. Baltimore desperately needs to reclaim our street life by accommodating not just all modes of transportation but all modes of enjoyment/leisure/sitting/relaxing etc. Unfortunately, the primacy of the motor vehicle undermines and devalues the other modes, decreases pedestrian safety, and contributes to our poor air quality.

Thus, I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work. It is about time that the DOT enter the 21st century.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mark Dennis
524 S Charles St Baltimore, MD 21201-2427

Dorsey, Ryan

From: ayaadn54@everyactioncustom.com on behalf of Ashley Dickerson <ayaadn54@everyactioncustom.com>
Sent: Monday, March 12, 2018 9:41 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ashley Dickerson
16 W Mount Vernon Pl Baltimore, MD 21201-5107

Dorsey, Ryan

From: matt.s.ellingson@everyactioncustom.com on behalf of Matt Ellingson <matt.s.ellingson@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 8:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matt Ellingson
511 Cathedral St Apt 1B Baltimore, MD 21201-5098

Blom, Mia J.

From: alex.elron@everyactioncustom.com on behalf of David Elron <alex.elron@everyactioncustom.com>
Sent: Thursday, March 15, 2018 11:31 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Elron
509 S Hanover St Baltimore, MD 21201-2414

Dorsey, Ryan

From: yflicker@everyactioncustom.com on behalf of Yair Flicker <yflicker@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 5:14 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Hey Ryan, if there is anything I can do to support your efforts around getting this bill passed, let me know. I am the current board chair for Bikemore (through the end of the month), own property in Baltimore, own an 11-person business in Baltimore (our office is in Zeke's district), am on the board of ETC Baltimore (half our funding comes from BDC), am on the board of Maryland/Israel Development Center, and I enthusiastically support anything to modernize this city and make it both (a) more equitable for those currently without abundant transportation options; and (2) more attractive to people in a position to both make and take high-paying jobs in Baltimore City.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Yair Flicker
1209 N Charles St Apt 207 Baltimore, MD 21201-5657

Dorsey, Ryan

From: valeriemgarrison@everyactioncustom.com on behalf of Valerie Garrison <valeriemgarrison@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:11 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I love biking and walking. When I moved to Baltimore almost 2 years ago I lived only a mile away from where I worked, I would bike or walk on a daily basis. However, biking on a fast one-way street (Washington) with many potholes and car parked on both sides was frightening on a daily basis. Now I live in Bolton Hill and bike often to East Baltimore. I use the bike lanes on Biddle and Preston - they're great! But when I don't want to bike through those neighborhoods at night, I bike all the way down to Fells, cut across the harbor and bike up Maryland. In this route, only 1/3 to 1/2 of the roads have bike lines. Those make a HUGE difference, and when it's nice outside, I love to bike and specifically go places where I know I can bike.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Valerie Garrison
1111 Park Ave Apt 609 Baltimore, MD 21201-5612

13th

Blom, Mia J.

From: home@everyactioncustom.com on behalf of Melanie Holloway <home@everyactioncustom.com>
Sent: Thursday, March 15, 2018 3:07 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Melanie Holloway
120 Scott St Baltimore, MD 21201-1034

gh

Dorsey, Ryan

From: itzLaurenR@everyactioncustom.com on behalf of Lauren Ann Read Koslow <itzLaurenR@everyactioncustom.com>
Sent: Saturday, March 10, 2018 10:49 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lauren Ann Read Koslow
1111 Park Ave Apt 310 Baltimore, MD 21201-5606

Blom, Mia J.

From: mccluee09@everyactioncustom.com on behalf of Erin McClure <mccluee09@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:36 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to inform you of my support for the Complete Streets Ordinance #17-0102. I would like my testimony to be included in the file for Baltimore City Council's Land Use and Transportation Committee hearing scheduled for March 21.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force. I commute to work through a combination of walking, bus, and cycling, and each day I observe how dangerous the city streets are for pedestrians because traffic speed has been prioritized at the expense of public safety.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work. Baltimore deserves to be a city that attracts people, and Complete Streets will play a big part in making Baltimore City more livable for everyone.

Thank you for spearheading this effort. This ordinance will be a great thing for Baltimore City.

Sincerely,
Erin McClure
807 Cathedral St Apt 3F Baltimore, MD 21201-5275

Dorsey, Ryan

From: ecm5028@everyactioncustom.com on behalf of Elizabeth Meleshenko <ecm5028@everyactioncustom.com>
Sent: Saturday, March 10, 2018 5:07 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Meleshenko
524 S Charles St Baltimore, MD 21201-2427

Dorsey, Ryan

From: mendozahousing@everyactioncustom.com on behalf of Cristian Mendoza <mendozahousing@everyactioncustom.com>
Sent: Sunday, March 11, 2018 10:32 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

Cities both smaller and larger than Baltimore are using complete street design to not only adjust the efficiency of traffic, but to introduce aesthetics to their city more attractive than any wide street can ever provide on its own. The District of Columbia is one of the most bikeable cities in the country and has seen a massive increase in their bike traffic as a result, all part of efforts to use bikes to fill the gaps in public transportation and take cars off the road.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Cristian Mendoza
300 W Lombard St Apt 405 Baltimore, MD 21201-2524

7

Dorsey, Ryan

From: bree884@everyactioncustom.com on behalf of Bree Miller <bree884@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:25 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Bree Miller
109 W Monument St Apt 1A Baltimore, MD 21201-4708

Blom, Mia J.

From: osh.oshitoye@everyactioncustom.com on behalf of Osh Oshitoye <osh.oshitoye@everyactioncustom.com>
Sent: Thursday, March 15, 2018 4:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Osh Oshitoye
200 W Baltimore St Baltimore, MD 21201-2549

Dorsey, Ryan

From: merlinpatt@everyactioncustom.com on behalf of Merlin Patterson <merlinpatt@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:20 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Merlin Patterson
11 N Eutaw St Baltimore, MD 21201-1765

Dorsey, Ryan

From: l_sap@everyactioncustom.com on behalf of Stephen Pfaffenhauser <l_sap@everyactioncustom.com>
Sent: Monday, March 12, 2018 9:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephen Pfaffenhauser
804 Cathedral St Apt 11 Baltimore, MD 21201-0813

Dorsey, Ryan

From: kphilipsen@everyactioncustom.com on behalf of Klaus Philipsen <kphilipsen@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:33 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

In favor of complete streets ordinance #17-0102

I am writing to testify in favor of above legislation for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st,

Complete Streets ordinances recognize that streets represent about 30% of the city area as public open space. The design of those spaces becomes increasingly important in the age of cities where cities compete over quality of life and amenities.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.
Complete Street policies and their actual implementation are tools of economic development and can create better equity through better access to jobs and better health through safer and more comfortable walking, biking, or getting to public transportation.

Councilman Ryan Dorsey has been very diligent in making himself knowledgeable about all related issues far beyond what is to be expected from a council person. That's why a broad coalition of advocates is backing the ordinance.

This ordinance has been waiting far too long. Baltimore City, needs it and all council members should to support it.

Sincerely,
Klaus Philipsen
429 N Eutaw St Ste 2S Baltimore, MD 21201-1850

Blom, Mia J.

From: nshahidi1@everyactioncustom.com on behalf of Nima Shahidi <nshahidi1@everyactioncustom.com>
Sent: Friday, March 16, 2018 10:46 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nima Shahidi
859 W Lombard St Baltimore, MD 21201-1060

Dorsey, Ryan

From: psinnis1@everyactioncustom.com on behalf of Photini Sinnis <psinnis1@everyactioncustom.com>
Sent: Sunday, March 11, 2018 5:55 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I bike commute every day and on weekends try to get to most of my destinations by bike. I also live and work in the city and have two children who have spent the last 6 years going to public school in Baltimore and have gotten around on foot or using public transportation. We moved to Baltimore 6 years ago after 25 years in New York City. I have to admit it felt like going backwards in time: there was no talk of slowing traffic, bike lanes, or making Baltimore a place to live rather than a place to drive through to get to one's work destination.

Slowly with Stephanie Rawlings Blake a few in-roads were made, though she did threaten to charge for the Circulator. I assumed we were moving, slowly, in the right direction only to be hugely disappointed in the first year of Mayor Pugh's administration. She doesn't understand how important public transportation is to the growth of this city. And in fact has decided to take us backwards. She wanted to tear up existing bike lanes and would have if she had not been stopped by the courts. Travel times on public transportation have doubled and tripled.

I work with young people - students and others in their 20s and 30s. They will stay here if this becomes a city that provides the services they need: good public education, good public transportation, and public safety.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Photini Sinnis
719 Park Ave Baltimore, MD 21201-4712

Dorsey, Ryan

From: Peter Smith <peterthomassmith@gmail.com>
Sent: Monday, March 12, 2018 4:29 PM
To: Costello, Eric
Cc: Coates, Jennifer; Dorsey, Ryan
Subject: Re: Testimony in support of the Ordinance concerning Complete Streets

My pleasure, Eric. I am grateful for the opportunity. You know that this is an important issue for me, and I appreciate your support of the bill.

Sent from my iPhone

On Mar 12, 2018, at 4:18 PM, Costello, Eric <Eric.Costello@baltimorecity.gov> wrote:

> Thanks, Peter, appreciate you submitting testimony!
>
> **********
> Eric T. Costello
> Baltimore City Council, 11th District
> (m) 443-813-1457 | (o) 410-396-4816
> (e) eric.costello@baltimorecity.gov
> Twitter | Facebook | Instagram
> **********
>
> **From:** Peter Smith [mailto:peterthomassmith@gmail.com]
> **Sent:** Monday, March 12, 2018 4:06 PM
> **To:** Coates, Jennifer
> **Cc:** Dorsey, Ryan; Costello, Eric
> **Subject:** Testimony in support of the Ordinance concerning Complete Streets
>
> Jennifer,
>
> I wish to submit testimony in support of Council Bill 17-0102 ahead of the Committee on Land Use and Transportation's consideration of this bill. Please find attached my testimony.
>
> Thank you so much.
>
> Peter Smith
>
> 104 W Madison Street, #9
> Baltimore, MD 21201
> 410-804-5170

Dorsey, Ryan

From: dswedler@everyactioncustom.com on behalf of David Swedler <dswedler@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 10:33 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

While our city has faced transportation constraints imposed by the Hogan administration, I feel that the City is still short-sighted in its actions on transportation. Taking more surface space away from pedestrians and cyclists is not going to somehow magically make car traffic clear up.

Look at the other cities on the East Coast. These cities led by forward-looking mayors don't prioritize personal vehicles; all road users are respected. If the City is truly on the rise, as the Mayor claimed in her State of the City address, then she should looking to the example of other cities that we might aspire to rise towards.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Swedler
716 N Charles St Apt 302 Baltimore, MD 21201-5252

Dorsey, Ryan

From: jas.woody@everyactioncustom.com on behalf of Jason Woody <jas.woody@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:10 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jason Woody
112 W Lee St Baltimore, MD 21201-2421

Dorsey, Ryan

From: gilbert@everyactioncustom.com on behalf of Gilbert Watson <gilbert@everyactioncustom.com>
Sent: Saturday, March 10, 2018 5:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Gilbert Watson
101 W Read St Apt 611 Baltimore, MD 21201-4913

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21202

Dorsey, Ryan

From: cebrasseur@everyactioncustom.com on behalf of Chris Brasseur <cebrasseur@everyactioncustom.com>
Sent: Monday, March 12, 2018 6:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Chris Brasseur
101 E Mount Royal Ave Apt 405 Baltimore, MD 21202-8101

Blom, Mia J.

From: ryan97ou@everyactioncustom.com on behalf of Ryan Detter <ryan97ou@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:06 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ryan Detter
709 Saint Paul St Apt B Baltimore, MD 21202-0608

Dorsey, Ryan

From: tonychodwyer@everyactioncustom.com on behalf of Tony Cho Dwyer <tonychodwyer@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:28 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Tony Cho Dwyer
933 Saint Paul St Baltimore, MD 21202-2430

Blom, Mia J.

From: dengelberg2@everyactioncustom.com on behalf of Daniel Engelberg <dengelberg2@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Daniel Engelberg
1301 Saint Paul St Apt 32 Baltimore, MD 21202-2792

Dorsey, Ryan

From: mrdaveferraro@everyactioncustom.com on behalf of David Ferraro <mrdaveferraro@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:13 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Baltimore City is falling behind more progressive urban areas in bicycle infrastructure.
Cycling infrastructure is key to attracting and retaining invested people to urban areas.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Ferraro
830 E Pratt St Baltimore, MD 21202-4403

Dorsey, Ryan

From: waltermfly@everyactioncustom.com on behalf of Walter Fly <waltermfly@everyactioncustom.com>
Sent: Sunday, March 11, 2018 10:33 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Walter Fly
10 Light St Baltimore, MD 21202-1435

Dorsey, Ryan

From: dgrimm100@everyactioncustom.com on behalf of Daniel Grimm <dgrimm100@everyactioncustom.com>
Sent: Saturday, March 10, 2018 8:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Daniel Grimm
1019 N Calvert St Baltimore, MD 21202-3823

Blom, Mia J.

From: rhabtour@everyactioncustom.com on behalf of Rebecca Habtour <rhabtour@everyactioncustom.com>
Sent: Thursday, March 15, 2018 3:46 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

As a professional architect and planner, I have a strong conviction that the better our street design, the better our city life.

Complete streets are only one piece of a larger puzzle, but they can make a great difference to our city residents in the form of greater access, as biking is a very affordable form of transportation, in the form of safety, as more eyes will be on our streets to prevent and respond to unsafe situations, and in the form of environmental and health benefits, as many will choose to take advantage of an improving multimodal infrastructure. On a personal note, as a person who already bikes to work everyday, I would be delighted to see more of the city's streets become a little more safe and pleasant for getting around.

I appreciate your support on this issue.

The following is a nice boilerplate as written by Bikemore. I am throwing in my support with them on ordinance #17-0102.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rebecca Habtour
1011 Hunter St Apt C3 Baltimore, MD 21202-0804

Blom, Mia J.

From: alexhaim@everyactioncustom.com on behalf of Alex Haimbaugh <alexhaim@everyactioncustom.com>
Sent: Friday, March 16, 2018 9:43 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Hi there,
I bike 4 days a week to work from little Italy to Charles Village. The protected bike lane on Maryland ave and up some of guilford is the only place I really feel safe. And even then, people (INCLUDING cops)often cruise through stop signs or don't look before charging through a bike lane. Pedestrians also do not look before heading into one. I would like to bike more often to Canton, where I get groceries, and to other places, but the roads are simply too dangerous or not accommodating enough for this, so I just use my car. I then upon returning home have about 5 mins of circling my block wasting gas looking for a parking space. If the roads were easier to bike, this would be much easier, I would be happier, safer and with a little extra money not wasted on gas.
Complete streets would make public life safer and less stressful for everyone.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alex Haimbaugh
310 S High St Baltimore, MD 21202-4333

Dorsey, Ryan

From: harner.isabel@everyactioncustom.com on behalf of Isabel Harner <harner.isabel@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:30 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

My name is Isabel Harner and I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am passionately in support of this ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Our city is in great need of an ordinance that incorporates best practices in street design, project management, and reporting. I am confident in this ordinance as it has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a much needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I am confident that more complete streets are crucial for job growth and successful business in the city. I strongly encourage you to support it.

Sincerely,
Isabel Harner
824 N Calvert St Baltimore, MD 21202-4990

Dorsey, Ryan

From: mho@everyactioncustom.com on behalf of Margaret Ho <mho@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Margaret Ho
ST PAUL Baltimore, MD 21202

Blom, Mia J.

From: adamnhull@everyactioncustom.com on behalf of Adam Hull <adamnhull@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:23 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Adam Hull
218 E Preston St Ofc Baltimore, MD 21202-3957

Dorsey, Ryan

From: amykhurst@everyactioncustom.com on behalf of Amy Hurst <amykhurst@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Amy Hurst
311 S High St Baltimore, MD 21202-4332

Dorsey, Ryan

From: robinjacobs@everyactioncustom.com on behalf of Robin Jacobs <robinjacobs@everyactioncustom.com>
Sent: Sunday, March 11, 2018 11:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my councilman, Councilman Robert Stokes, Council President Jack Young, and Mayor Catherine Pugh know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102. As a 14 year city resident who has worked in many different communities throughout Baltimore City, this bill takes an important step in improving Baltimore's transit, which is a key part of improving the City's neighborhoods. My experience has taught me when improvements like those supported in this bill are made, people feel safe to use all modes of transit, the community itself becomes a safer, healthier, and better place to live.

I am also someone who regularly uses all modes of transit in the City (biking, driving, walking, and public transit). I have held an area 28 street parking permit since 2010. It makes sense for streets to be designed to safely support all different uses and to better connect people who live here to their work and to each other. Although I enjoy the immense benefits from the installation of the Maryland cycletrack, my regular bike commute to work takes me through parts of the City that have not had the same infrastructure improvements (down MLK Boulevard into Southwest Baltimore City). I am often at dangerous intersections alongside children on their way to school and disabled or elderly residents. This bill takes an important first step in making sure we can all move around the City more safely.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Robin Jacobs
18 E Preston St Apt 4 Baltimore, MD 21202-7707

Dorsey, Ryan

From: ajbalto@everyactioncustom.com on behalf of Alexis Johns <ajbalto@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:55 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alexis Johns
250 President St Unit 206 Baltimore, MD 21202-4481

Dorsey, Ryan

From: ajbalto@everyactioncustom.com on behalf of Alexis Johns <ajbalto@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:37 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alexis Johns
250 President St Unit 206 Baltimore, MD 21202-4481

Dorsey, Ryan

From: gaige.kerr@everyactioncustom.com on behalf of Gaige Kerr <gaige.kerr@everyactioncustom.com>
Sent: Saturday, March 10, 2018 5:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I am a four-season biker and use the both the Guilford Avenue and Maryland Avenue cycle tracks to get from my home in Greenmount West to my job at Johns Hopkins. These resources are invaluable for my commute and make me feel safe biking at all times of the day or night. But these two cycle tracks aren't enough, and our city lags the progress other cities have made with respect to bike infrastructure. I want to see my community embrace better bike infrastructure: this will help with the traffic congestion problems as well as the city's degraded air quality. Moreover, it will paint Baltimore in a positive light to outsiders.

I look forward to the changes that the successful passage of this ordinance will bring to our city and those of us who choose to live a car-free life. This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Gaige Kerr
312 E Lafayette Ave Baltimore, MD 21202-2929

Dorsey, Ryan

From: nanceykinlin@everyactioncustom.com on behalf of Nancey Kinlin <nanceykinlin@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:34 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nancey Kinlin
322 E Lafayette Ave Baltimore, MD 21202-2929

Dorsey, Ryan

From: nlehwald@everyactioncustom.com on behalf of Nicholas Lehwald <nlehwald@everyactioncustom.com>
Sent: Saturday, March 10, 2018 3:42 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nicholas Lehwald
904 N Calvert St Apt 6 Baltimore, MD 21202-3711

Blom, Mia J.

From: leimanjs@everyactioncustom.com on behalf of Jonathan Leiman <leimanjs@everyactioncustom.com>
Sent: Friday, March 16, 2018 6:38 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jonathan Leiman
1012 N Calvert St Apt 1B Baltimore, MD 21202-3851

Dorsey, Ryan

From: nolanlevenson@everyactioncustom.com on behalf of Nolan Levenson <nolanlevenson@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:40 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nolan Levenson
1301 Saint Paul St Baltimore, MD 21202-2700

Dorsey, Ryan

From: emily.g.raymond@everyactioncustom.com on behalf of Emily McDonnell <emily.g.raymond@everyactioncustom.com>
Sent: Saturday, March 10, 2018 12:06 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Emily McDonnell
117 S Exeter St Baltimore, MD 21202-4501

Dorsey, Ryan

From: schmartissimo@everyactioncustom.com on behalf of Robert McGuire <schmartissimo@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:48 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Robert McGuire
311 S High St Baltimore, MD 21202-4332

Blom, Mia J.

From: jmisiak@everyactioncustom.com on behalf of Jodie Misiak <jmisiak@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 5:25 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I am both a longtime resident of Baltimore and a transportation planning professional. I am passionate about the quality of our city's transportation experience for all users.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jodie Misiak
1715 N Calvert St Baltimore, MD 21202-6205 jmisiak@gmail.com

Dorsey, Ryan

From: samuelnewman03@everyactioncustom.com on behalf of Sam Newman <samuelnewman03@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:49 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I walk to and from work everyday, and it is only a matter of time before I get hit by a car. It shouldn't have to fear for my life when walking through our city. I shouldn't have to dodge cars, so I won't get hit. I have seriously considered moving to the county, so I don't have to worry about injured or killed by walking home from work. Please fix this now, Lives depend on it.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sam Newman
937 N CALVERT Apt 1F Baltimore, MD 21002

Blom, Mia J.

From: bomalley@everyactioncustom.com on behalf of Brian O'Malley <bomalley@everyactioncustom.com>
Sent: Friday, March 16, 2018 4:03 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

For decades U.S. cities, including Baltimore, have designed streets to move cars and trucks as quickly as possible with little regard for anyone else on the street. Planners and engineers designed wide travel lanes and big intersections which increased vehicle speeds while also increasing accidents and discouraging walking and bicycling. They prioritized vehicle throughput and vehicle storage over pedestrians, bicyclists or transit riders.

As a result Baltimore City experiences high rates of roadway injuries and fatalities. Over the past five years, those rates of injury and fatality have increased.

Meanwhile cities aggressively implementing complete streets have seen serious reductions in injury and death. Cities have retrofitted their streets, narrowing travel lanes, adding protected bicycle lanes, pedestrian crossing islands, curb bump outs and other design elements that balance vehicle throughput with other goals including safety, active uses, and transit ridership.

The Complete Streets Ordinance before you will call for design and policy changes that will reduce harm to Baltimore City residents. The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

The Central Maryland Transportation Alliance is proud to join the coalition of individuals and organizations backing this positive change for Baltimore. I encourage you to support it.

Sincerely,
Brian O'Malley
2 E Read St Baltimore, MD 21202-2470

Blom, Mia J.

From: tpaggi@everyactioncustom.com on behalf of Tim Paggi <tpaggi@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

As a resident and taxpayer of Baltimore's neighborhood of Johnston Square, I support the Complete Streets 100%. Baltimore has been beholden to the road and auto industry for too long!

Baltimore NEEDS to invest more in non-automobile related transit options including (safe!) bike lanes, better sidewalks, and better public transit. This will improve public health, access to jobs, ability for small businesses to thrive, and create a more-forward thinking city that will attract young people. This is what urban citizens want. Cars are expensive and dangerous.

Anecdotally, I can say that a walk or bike ride to and from work -or any other not-in-a-car commute within Baltimore always contains some mini-battle against cars. Drivers are always trying to make turns when I have right of way. Drivers are always speeding down city roads that are not intended for high speed traffic, right through my neighborhood.

And who are these drivers? People from the county - or wealthy neighborhoods - most of the time. They are the only ones who complain about programs like Safe Streets - and sadly, their voices, in Baltimore, usually mean more to local politicians than that of the chorus of citizens trying to actually improve our city by advocating for such systemic changes.

PLEASE invest in better pedestrian transit, bike transit, and public transit. We are so behind other cities! Let's turn that around! I am excited about the ideas proposed by Councilman Dorsey and others! Don't let my excitement turn back into bitterness and shame for my city!

Sincerely,
Tim Paggi
715 E Preston St Baltimore, MD 21202-4230

Blom, Mia J.

From: l_sap@everyactioncustom.com on behalf of Stephen Pfaffenhauser <l_sap@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 10:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephen Pfaffenhauser
1705 Guilford Ave Baltimore, MD 21202-2805 l_sap@hotmail.com

Blom, Mia J.

From: kschulke01@everyactioncustom.com on behalf of Kimberly Schulke <kschulke01@everyactioncustom.com>
Sent: Thursday, March 22, 2018 8:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kimberly Schulke
304 E Lafayette Ave Baltimore, MD 21202-2929 kschulke01@mica.edu

Dorsey, Ryan

From: david.andrew.smith1@everyactioncustom.com on behalf of David Smith <david.andrew.smith1@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Smith
204 E Biddle St Baltimore, MD 21202-3782

Dorsey, Ryan

From: dansparaco@everyactioncustom.com on behalf of Dan Sparaco <dansparaco@everyactioncustom.com>
Sent: Monday, March 12, 2018 1:20 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Dan Sparaco
1600 Latrobe St Baltimore, MD 21202-2916

Blom, Mia J.

From: eva.wingren@everyactioncustom.com on behalf of Eva Wingren <eva.wingren@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I have been car-free since 2014 and use a variety of public transportation services, as well as bike. When I moved to Baltimore, people said I was crazy for not buying a car. I'm fortunate that the option is available to me the way it is not to so many others. The perception that Baltimore does not care about the safety of pedestrians and cyclists is, I believe, a major barrier to attracting new taxpayers to Baltimore.

Safer biking would also help long term Baltimore residents who cannot afford cars and whose employment depends on reliable transportation that the MTA is unwilling or unsettle to provide. Along with better workforce supports economic development, Complete Streets design is essential for reversing Baltimore's negative economic trends. It should be very concerning that neighborhoods a stone's throw from downtown have average commute times of 45 minutes or longer. Bike infrastructure has created positive economic effects in other places and Baltimore is missing out. Giving everyone a car is not a scalable solution as our roads and parking would be overrun.

Baltimore has the space for a robust system of bike and pedestrian infrastructure but we continue prioritizing cars in our land use decisions, to the point of blatant selective enforcement.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Eva Wingren

446 E Federal St Baltimore, MD 21202-2934

Blom, Mia J.

From: goforkathryn@everyactioncustom.com on behalf of Kathryn WILLIAMSON <goforkathryn@everyactioncustom.com>
Sent: Wednesday, March 28, 2018 4:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kathryn WILLIAMSON
210 E Lanvale St Baltimore, MD 21202-2814 goforkathryn@gmail.com

Dorsey, Ryan

From: acorinnew@everyactioncustom.com on behalf of Corinne Wilson <acorinnew@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Corinne Wilson
1523 Barclay St Baltimore, MD 21202-2901

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21204

Dorsey, Ryan

From: anngreenbaum@everyactioncustom.com on behalf of Ann Greenbaum <anngreenbaum@everyactioncustom.com>
Sent: Friday, March 09, 2018 10:51 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ann Greenbaum
803 Trafalgar Rd Towson, MD 21204-3805

Dorsey, Ryan

From: anngreenbaum@everyactioncustom.com on behalf of Ann Greenbaum <anngreenbaum@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:18 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ann Greenbaum
803 Trafalgar Rd Towson, MD 21204-3805

Dorsey, Ryan

From: leimanjs@everyactioncustom.com on behalf of Jonathan Leiman <leimanjs@everyactioncustom.com>
Sent: Sunday, March 11, 2018 4:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jonathan Leiman
1012 N Calvert St Apt 1B Baltimore, MD 21202-3851

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21205

Blom, Mia J.

From: crawley1995@everyactioncustom.com on behalf of ShaiVaughn Crawley <crawley1995@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 7:36 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102. I am in support of this Complete Streets Ordinance bill, because I know what it is like to have to resort to other methods of transit to get from point A to point B. I cannot afford a car, so when I am not walking, I am catching the bus. When I am not catching the bus, I am riding a bike. When I am not biking, depending on the weather, I catch Uber. Of these methods, I have found the most success in riding a bike.

Because I live in Highlandown, I bike along two of some of the most busiest streets in Baltimore City, which is Fayette Street and Eastern Avenue. These streets are not only extremely busy all throughout the day without cease, they are also extremely hazardous for bike riders. Just last year, I was involved in two bike accidents--one on Eastern Avenue and one on Fayette street, both involving what is called a 'right hook'. A 'right hook' is where a car makes a sudden right turn without looking to see if any bike riders are coming through, resulting in a cyclist usually being hit on their left side without warning. I am confident that had there had been some sort of bike lane put in place, these incidents could have been prevented.

No one was held accountable for either of those incidents.

I work in Federal Hill, and via bike, it has taken me at least 20 minutes to get to work, as opposed to the bus, which takes me over an hour. At night when I would get off, I would wait at the bus stop with my bike, too tired to bike home. After long periods of waiting and after being nervous about a possibly showing up just when I begin to bike down the road, I would finally make up in my mind to bike home. On multiple occasions, I have beat the bus riding home. I could take Fayette Street straight east, look back every few minutes, and would see no bus in sight. How many more people would be able to get to and from on their bicycle in more efficient time than the bus if given the chance to?

Riding a bike has changed my life. I am not only healthier, but I can also say that my awareness has been heightened. Riding a bicycle forces you to think about things that one normally wouldn't think of if they don't bike. Before I cross a bike lane, I look both ways to see if a bike is coming before I cross, the same way that I would if it was a road with vehicles in order to avoid collisions. Most people do not do that, and truth be told, I wouldn't do it either had I not been exposed to bike riding.

I believe that medicine isn't the cure for everything--sometimes a healthy alternative is what is needed. Bike couriers are on the rise, Uber Eats employ bike riders, various pizza places employ bike riders as well, and we need to be sure that we are providing a safe means for young people either still in school or fresh out of school to effectively do their jobs. Even if they're NOT doing a job and they just want to ride around, they should feel safe doing that also.

I am aware of the fact that a bike lane is not a force field--that is to say that I know that I could still be injured and hurt even with a bike lane. I understand that a bike lane cannot magically eradicate ignorance and bigotry from people who feel entitled to the road behind the wheel of their cars. But what I CAN say is that bike lanes send a message to those who already bike, and to those who would like to--and that message is that whenever you want to ride, you CAN ride, and not only do you deserve to ride, but you deserve to ride safely. Riding a bike in this city should not be a death wish. This bill will ensure that it isn't. Thank you.

Sincerely,
ShaiVaughn Crawley

513 N Robinson St Baltimore, MD 21205-2843

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21207

Dorsey, Ryan

From: lattimore.jack@everyactioncustom.com on behalf of Jack Lattimore <lattimore.jack@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jack Lattimore
5408 W North Ave Gwynn Oak, MD 21207-5966

Dorsey, Ryan

From: lattimore.jack@everyactioncustom.com on behalf of Jack Lattimore <lattimore.jack@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:01 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jack Lattimore
5408 W North Ave Gwynn Oak, MD 21207-5966

Dorsey, Ryan

From: terry3704@everyactioncustom.com on behalf of terry lynn <terry3704@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:28 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
terry lynn
4 Mountbatten Ct Apt T2 Gwynn Oak, MD 21207-5433

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21208

Blom, Mia J.

From: robynswims@everyactioncustom.com on behalf of Robyn Schaffer <robynswims@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 2:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Robyn Schaffer
7507 Labyrinth Rd Pikesville, MD 21208-4518

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21209

Blom, Mia J.

From: mbainum03@everyactioncustom.com on behalf of Michael Bainum <mbainum03@everyactioncustom.com>
Sent: Friday, March 16, 2018 5:42 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Bainum
5726 Uffington Rd Baltimore, MD 21209-4435

Dorsey, Ryan

From: MolEcol@everyactioncustom.com on behalf of Drew Brown <MolEcol@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:46 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Drew Brown
2822 Cheswolde Rd Baltimore, MD 21209-3931

Dorsey, Ryan

From: sfgoren@everyactioncustom.com on behalf of Sharon Gorenstein <sfgoren@everyactioncustom.com>
Sent: Sunday, March 11, 2018 12:01 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sharon Gorenstein
2431 Everton Rd Baltimore, MD 21209-4342

Dorsey, Ryan

From: david67grant@everyactioncustom.com on behalf of David Grant <david67grant@everyactioncustom.com>
Sent: Saturday, March 10, 2018 1:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I have been an urban bicyclist for most of my 70-plus years. Please make Baltimore more bike frienly.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Grant
637 Stoney Spring Dr Baltimore, MD 21210-2712

Dorsey, Ryan

From: skolarz@everyactioncustom.com on behalf of Steven Kolarz <skolarz@everyactioncustom.com>
Sent: Monday, March 12, 2018 8:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Steven Kolarz
5700 Pimlico Rd Baltimore, MD 21209-4316

Dorsey, Ryan

From: andetcetera@everyactioncustom.com on behalf of James McBee <andetcetera@everyactioncustom.com>
Sent: Monday, March 12, 2018 3:11 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
James McBee
2102 Northcliff Dr Baltimore, MD 21209-3528

Dorsey, Ryan

From: eric.c.norton@everyactioncustom.com on behalf of Eric Norton <eric.c.norton@everyactioncustom.com>
Sent: Monday, March 12, 2018 1:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Every day I bike with my daughter to school, but there are no dedicated facilities along the way and it is clear that streets around the school are primarily designed to move cars. My family and others in our community would benefit from a Department of Transportation that is fully empowered and expected to consider people, not cars, when designing and building our city's streets.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Eric Norton
5727 Ranny Rd Baltimore, MD 21209-4407

Blom, Mia J.

From: linzeymp@everyactioncustom.com on behalf of Linzey Powers <linzeymp@everyactioncustom.com>
Sent: Tuesday, April 03, 2018 4:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Linzey Powers
2103 Sulgrave Ave Baltimore, MD 21209-4409 linzeymp@gmail.com

Blom, Mia J.

From: joshrussakis@everyactioncustom.com on behalf of Josh Russakis <joshrussakis@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 6:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Josh Russakis
6122 Rusk Ave Baltimore, MD 21209-4106

Blom, Mia J.

From: laurie.waldo@everyactioncustom.com on behalf of Laurie Waldo <laurie.waldo@everyactioncustom.com>
Sent: Thursday, March 15, 2018 8:00 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Laurie Waldo
1803 W Rogers Ave Baltimore, MD 21209-4546

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21210

Blom, Mia J.

From: lblack@everyactioncustom.com on behalf of Lindsay Black <lblack@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 5:35 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lindsay Black
208 Club Rd Baltimore, MD 21210-2212
lblack@som.umaryland.edu

Dorsey, Ryan

From: brewal01@everyactioncustom.com on behalf of Alex Brewer <brewal01@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:55 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

This ordinance will make our city safer, more attractive to potential residents, and more liveable for all. This type of policy is essential for a modern city, as are the proper enforcement mechanisms to ensure it is followed. This is the type of thing that attracts people to the city and keeps them here. We like living in the city because there is so much around us in close proximity. Complete Streets enable us to enjoy these aspects of city living.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alex Brewer
4416 Wickford Rd Baltimore, MD 21210-2810

Blom, Mia J.

From: chambersemily4@everyactioncustom.com on behalf of Emily Chambers <chambersemily4@everyactioncustom.com>
Sent: Friday, March 16, 2018 12:38 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Emily Chambers
4711 Roland Ave Baltimore, MD 21210-2319

Blom, Mia J.

From: jstephencleghorn@everyactioncustom.com on behalf of James Cleghorn <jstephencleghorn@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:25 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
James Cleghorn
310 Ridgemede Rd Unit 406 Baltimore, MD 21210-2951 jstephencleghorn@yahoo.com

Dorsey, Ryan

From: jstephencleghorn@everyactioncustom.com on behalf of James Cleghorn <jstephencleghorn@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 10:53 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Wouldn't it be lovely to have complete streets that help us move about and enjoy each other's company and not be in such a hurry all the time and protect the environment from our anxiety? Thank you, Councilman Dorsey, for getting this on the agenda.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
James Cleghorn
310 Ridgemede Rd Unit 406 Baltimore, MD 21210-2951

Blom, Mia J.

From: jstephencleghorn@everyactioncustom.com on behalf of James Cleghorn <jstephencleghorn@everyactioncustom.com>
Sent: Tuesday, April 10, 2018 7:21 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
Having heard Ryan Dorsey speak about this effort at the Baltimore Transit Equity Coalition, I am writing in support of the Complete Streets Ordinance, bill file #17-0102. Climate disruption is already upon us and we must take every opportunity we have to get people out of cars and safely on their way to work by other means. We would see a better Baltimore in terms of quality of life, too, which could help Baltimore recapture some of the population it has lost.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
James Cleghorn
310 Ridgemede Rd Unit 406 Baltimore, MD 21210-2951 jstephencleghorn@yahoo.com

Blom, Mia J.

From: danforth.jan@everyactioncustom.com on behalf of Jan Danforth <danforth.jan@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 7:00 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

More than that, I want better public transportation.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jan Danforth
909 W University Pkwy Apt 208 Baltimore, MD 21210-2771 danforth.jan@gmail.com

Blom, Mia J.

From: claudiaadiamond@everyactioncustom.com on behalf of Claudia Diamond <claudiaadiamond@everyactioncustom.com>
Sent: Friday, March 16, 2018 1:14 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City.

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Claudia Diamond
4702 Keswick Rd Baltimore, MD 21210-2323

Blom, Mia J.

From: ryan.e.frederick@everyactioncustom.com on behalf of Ryan Frederick <ryan.e.frederick@everyactioncustom.com>
Sent: Friday, March 16, 2018 3:58 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am a city resident in Roland Park. My family moved from San Francisco and have been encouraged by the recent efforts to make Baltimore more friendly to people of all modes of transportation.

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ryan Frederick
508 Woodlawn Rd Baltimore, MD 21210-2313

Dorsey, Ryan

From: emily.heinlein@everyactioncustom.com on behalf of Emily Heinlein <emily.heinlein@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:32 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Emily Heinlein
4312 Roland Ave Baltimore, MD 21210-2745

Dorsey, Ryan

From: steve_hellen@everyactioncustom.com on behalf of Stephen Hellen <steve_hellen@everyactioncustom.com>
Sent: Saturday, March 10, 2018 6:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephen Hellen
123 Hawthorne Rd Baltimore, MD 21210-2501

Blom, Mia J.

From: steve_hellen@everyactioncustom.com on behalf of Stephen Hellen <steve_hellen@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 9:11 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephen Hellen
123 Hawthorne Rd Baltimore, MD 21210-2501 steve_hellen@yahoo.com

Dorsey, Ryan

From: emily.hiller@everyactioncustom.com on behalf of Emily Hiller <emily.hiller@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 10:50 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

As a lifelong Baltimorean, I am continually discouraged by a lack of policy in city planning to encourage safe streets for pedestrians and bikers. I have lived in Federal Hill, Little Italy and now in North Roland Park. These are lovely communities but even so the streets continue to be designed for cars and for commuting. President Street, Key Highway, Northern Parkway and Falls Road are all built to encourage high speeds and serve to trap residents within their neighborhoods and make it very difficult to move from one adjacent neighborhood to another. When my children were small we would try to visit Port Discovery from nearby Little Italy and would find it scary to cross President Street- even though there is a subway stop nearby and pedestrian safety should have been a priority. Now it is nearly impossible for me to cross Falls Road to access Whole Foods, Mt Washington and Cross Keys which are all very close by. The lack of sidewalks and high speeds are a problem there as they are through much of the city. Every time I travel (even to nearby places such as Alexandria, VA and Washington, DC) I become more discouraged at the progress other places are making in this area. We are being left woefully behind and it will continue to make us as a city less attractive to future residents and businesses. Unlike crime and schools, this seems like a problem that is fixable- without a great deal of cost. I urge you to support this Baltimore Complete Streets bill, and urge the city to commit to making real progress towards making Baltimore a more livable place.

Sincerely,
Emily Hiller
1018 Saint Georges Rd Baltimore, MD 21210-1413

Dorsey, Ryan

From: thomas.m.hunt@everyactioncustom.com on behalf of Thomas Hunt <thomas.m.hunt@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 4:32 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Thomas Hunt
209 Edgevale Rd Baltimore, MD 21210-2108

Blom, Mia J.

From: blesser@everyactioncustom.com on behalf of Beth Lesser <blesser@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 5:17 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Beth Lesser
618 Colorado Ave Baltimore, MD 21210-2103 blesser@hotmail.com

Blom, Mia J.

From: bretmcbret@everyactioncustom.com on behalf of Bret McCabe <bretmcbret@everyactioncustom.com>
Sent: Friday, March 16, 2018 12:15 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Bret McCabe
4601 Keswick Rd Baltimore, MD 21210-2516

Blom, Mia J.

From: mike.mcquestion@everyactioncustom.com on behalf of Michael McQuestion <mike.mcquestion@everyactioncustom.com>
Sent: Thursday, March 15, 2018 2:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael McQuestion
214 Ridgewood Rd Baltimore, MD 21210-2539

Dorsey, Ryan

From: nehmsb@everyactioncustom.com on behalf of Barbara Nehms <nehmsb@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:12 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Barbara Nehms
4614 Keswick Rd Baltimore, MD 21210-2517

Dorsey, Ryan

From: Shell0660@everyactioncustom.com on behalf of Shelley Sehnert <Shell0660@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:56 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Baltimore is long overdue for a fresh approach to transportation. Pedestrians and bicyclists have an equal right with automobiles and trucks to use the roadways and highways, supported by taxpayer funds, to move throughout the city and region. Moreover, complete streets can reduce traffic speed and volume through residential neighborhoods, which reduces the likelihood of vehicular crashes of all kinds. Pedestrians, residents, bicyclists, wheelchair uses, and people pushing strollers have a right to be able to move safely throughout the city. Complete streets are an integral part of equal access, ADA compliance, and parity. I encourage the City Council to support bill file #17-0102. Thank you.

Sincerely,
Shelley Sehnert
607 W Lake Ave Baltimore, MD 21210-1306

Blom, Mia J.

From: snyder.kari@everyactioncustom.com on behalf of Kari Snyder <snyder.kari@everyactioncustom.com>
Sent: Thursday, March 15, 2018 12:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kari Snyder
631 Deepdene Rd Baltimore, MD 21210-2127

Dorsey, Ryan

From: thompsonlisa@everyactioncustom.com on behalf of Lisa Thompson <thompsonlisa@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:30 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lisa Thompson
4303 Wickford Rd Baltimore, MD 21210-2825

Dorsey, Ryan

From: davidutzschneider@everyactioncustom.com on behalf of David Utzschneider <davidutzschneider@everyactioncustom.com>
Sent: Saturday, March 10, 2018 8:46 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Utzschneider
203 Hawthorne Rd Baltimore, MD 21210-2503

Dorsey, Ryan

From: mwj.webb@everyactioncustom.com on behalf of Matthew Webb <mwj.webb@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I recently moved to Baltimore from New York City with my wife and three kids. I ride my bike to work every day from Roland Park to the Inner Harbor. The maryland Ave. cycle track makes this possible and I've extremely grateful for it. However, so many streets do not include any accommodation for bikes whatsoever, let alone a protected lane. Moreover, many streets are lacking basic necessities, like safe sidewalks and cross walks that allow pedestrians to move without fear. I would love for my children to be able to walk or ride their bikes to school, but it's impossible for them to do that without safe streets. Speeding, running of red lights, and general disregard for cyclists and pedestrians is absolutely routine in Baltimore City, but it doesn't need to be. I 100% support this ordinance, as described below.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matthew Webb
618 W University Pkwy Baltimore, MD 21210-2908

Dorsey, Ryan

From: robwray@everyactioncustom.com on behalf of Rob Wray <robwray@everyactioncustom.com>
Sent: Friday, March 09, 2018 7:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

***In addition to my testimony as a citizen and voter, my company is fast growing startup in the city located in Canton. To grow over the next few years we need to recruit employees from other modern cities. To do this, we need modern policy and infrastructure as outlined in this Complete Streets Ordinance. This is particularly important because our general infrastructure is so far behind. To be able to attract and retain the next Amazon, we must be act.

Thank you.

Sincerely,
Rob Wray
222 Woodlawn Rd Baltimore, MD 21210-2547

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

21211 –
21215

ZIP CODE: 21211

Dorsey, Ryan

From: hellolaurelady@everyactioncustom.com on behalf of Laurel Ady <hellolaurelady@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:52 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Laurel Ady
3135 Keswick Rd Baltimore, MD 21211-2737

Blom, Mia J.

From: peyallen@everyactioncustom.com on behalf of Peyton Allen <peyallen@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 9:41 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

I bike from the Hampden neighborhood down to the Inner Harbor for work every day. Complete Streets will greatly improve my quality of life as I don't own a car, and rely on the bicycle and walking to get me from Point A to Point B in Baltimore City. I constantly worry for my safety and well-being and have had countless close calls with motor vehicles due to inadequate bicycle and pedestrian access. I am only one of thousands with the same experience in the city.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Peyton Allen
3722 Hickory Ave Baltimore, MD 21211-1809 peyallen@gmail.com

Blom, Mia J.

From: melissarchr@everyactioncustom.com on behalf of Melissa Archer <melissarchr@everyactioncustom.com>
Sent: Thursday, March 15, 2018 5:58 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Melissa Archer
217 W 27th St Baltimore, MD 21211-3002

Blom, Mia J.

From: bacaa14@everyactioncustom.com on behalf of Alexander Baca <bacaa14@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:38 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alexander Baca
2700 Remington Ave Apt 504 Baltimore, MD 21211-3052

Blom, Mia J.

From: adam.bachman@everyactioncustom.com on behalf of Adam Bachman <adam.bachman@everyactioncustom.com>
Sent: Thursday, March 15, 2018 12:51 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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>>>

This section of the letter can't be overstated. I rode my bike to work in the city for more than 6 years and every day knew I was taking my life into my own hands. I was fortunate to have more than 10,000 miles of safe travel by bicycle, but not everyone gets that right now and it's shameful.

SAFE streets mean greater mobility for EVERYONE. Children, adults, and the elderly, whether they walk or bike, deserve priority over automobiles on every street. We cannot allow drivers to continue killing the innocent just because we don't want to be occasionally inconvenienced.

<<<

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Thank you!

Sincerely,

Adam Bachman
4404 Grand View Ave Baltimore, MD 21211-1229

Blom, Mia J.

From: tommy@everyactioncustom.com on behalf of Thomas Barse <tommy@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:43 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Thomas Barse
3612 Clipper Rd Baltimore, MD 21211-1404

Dorsey, Ryan

From: mr_bartlett@everyactioncustom.com on behalf of Ed Bartlett <mr_bartlett@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:27 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ed Bartlett
4210 Edgehill Ave Baltimore, MD 21211-1517

Dorsey, Ryan

From: laura.bhill@everyactioncustom.com on behalf of Laura Bartolomei-Hill <laura.bhill@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:56 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Laura Bartolomei-Hill
2916 Cresmont Ave Baltimore, MD 21211-2817

Dorsey, Ryan

From: dpbelew@everyactioncustom.com on behalf of David Belew <dpbelew@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:20 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person Mary Pat Clarke, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

I personally live in Remington off the corridor made up of Druid Park Lake Drive and its 28th and 29th street counterparts east of the Jones Falls Valley where I see dangerous speeds that result in multiple accidents every week. These roads were designed exclusively for cars and in no way encourage pedestrian use. The dangerous speeds on these roads negatively impact quality of life in the community and prevent my neighbors from accessing green spaces in other parts of the area. The frequent accidents that result from the road design that prioritize speed damage property and injure residents. With all of the private investment that is happening in the area, it's a shame that Baltimore City can't "catch-up" and help further the growing vibrancy of the neighborhood with a road design that prioritizes residents over through traffic. I am excited for the potential bill 17-0102 to remedy this situation and encourage other human-scale road projects throughout the city.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Belew
2913 Huntingdon Ave Baltimore, MD 21211-2824

Dorsey, Ryan

From: aboscak@everyactioncustom.com on behalf of Alexis Boscak <aboscak@everyactioncustom.com>
Sent: Saturday, March 10, 2018 8:22 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

I am a physician with the University of Maryland School of Medicine and the R. Adams Cowley Shock Trauma Center, and a Baltimore city resident for 9 years. Every day (and night!) at work I see the impact of motor vehicle collision trauma on our city residents - my neighbors - including many devastating injuries resulting from traffic collisions with pedestrians and bicyclists. I myself routinely commute by bicycle between Hampden and downtown for day, evening and overnight shifts. My own safety as well is directly and profoundly impacted by transportation planning decisions, for example, the new Maryland Avenue protected bicycle lane which has made my commute infinitely safer, not to mention more comfortable. I see more and more people enjoying the environmental and health benefits of bike commuting as Baltimore slowly becomes a more people-focused and liveable city. Please support this measure, and others that will prompt similar beneficial changes in our great home town.

Sincerely,
Alexis Boscak
712 Bay St Baltimore, MD 21211-2711

Dorsey, Ryan

From: crboyle1@everyactioncustom.com on behalf of Chris Boyle <crboyle1@everyactioncustom.com>
Sent: Saturday, March 10, 2018 6:31 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Chris Boyle
3661 Chestnut Ave Baltimore, MD 21211-2531

Dorsey, Ryan

From: acazier@everyactioncustom.com on behalf of Andrew Cazier <acazier@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:03 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Cazier
2735 Huntingdon Ave Baltimore, MD 21211-3013

Blom, Mia J.

From: sarah.chapin@everyactioncustom.com on behalf of Sarah Chapin <sarah.chapin@everyactioncustom.com>
Sent: Thursday, March 15, 2018 8:22 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sarah Chapin
3919 Keswick Rd Baltimore, MD 21211-2227

Dorsey, Ryan

From: andrew.clark212@everyactioncustom.com on behalf of Andrew Clark <andrew.clark212@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:02 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Clark
1418 Dellwood Ave Baltimore, MD 21211-1714

Blom, Mia J.

From: andrew.clark212@everyactioncustom.com on behalf of Andrew Clark <andrew.clark212@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 5:08 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Clark
1418 Dellwood Ave Baltimore, MD 21211-1714 andrew.clark212@gmail.com

Blom, Mia J.

From: shannon@everyactioncustom.com on behalf of Shannon Conway <shannon@everyactioncustom.com>
Sent: Friday, March 16, 2018 8:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Shannon Conway
1123 Falls Hill Dr Baltimore, MD 21211-1618

Dorsey, Ryan

From: brettjcook@everyactioncustom.com on behalf of BRETT COOK <brettjcook@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I live in North Baltimore but work in Greenbelt, in the DC suburbs. I take the Marc train almost every day to work from the Camden station. Driving back and forth from that station takes forever in rush hour traffic, so I regularly ride my bike and use the Maryland Ave cycle track. Riding by bike custom my commute time downtown in half.

I know the Maryland Ave design is imperfect, but I would like to see this type of street design expanded. Baltimore lags behind other cities in building pedestrian and cyclist friendly streets, and the traffic congestion at rush hour is terrible. I know not everyone is able to ride a bike or just walk to where they need to go, so street design should also prioritize public transit.

Evidence from other cities supports the proposition that designs like those in the Complete Streets plan decrease congestion in the long term and stimulate growth and renewal, particularly of the neighborhoods that are "in between" popular destinations.

Thank you.

Sincerely,
BRETT COOK
3756 Tudor Arms Ave Baltimore, MD 21211-2245

Dorsey, Ryan

From: bumbleblue@everyactioncustom.com on behalf of Joleen Dinolt <bumbleblue@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Joleen Dinolt
3702 Beech Ave Baltimore, MD 21211-2220

Dorsey, Ryan

From: andrew.d.design@everyactioncustom.com on behalf of Andrew Dixon <andrew.d.design@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Dixon
2636 Miles Ave Baltimore, MD 21211-3116

Blom, Mia J.

From: jdube13@everyactioncustom.com on behalf of Jeff Dube <jdube13@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:54 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeff Dube
3743 Keswick Rd Baltimore, MD 21211-2242

Blom, Mia J.

From: jdube13@everyactioncustom.com on behalf of Jeffrey Dube <jdube13@everyactioncustom.com>
Sent: Thursday, March 22, 2018 3:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeffrey Dube
3743 Keswick Rd Baltimore, MD 21211-2242 jdube13@gmail.com

Dorsey, Ryan

From: justinduvall@everyactioncustom.com on behalf of Justin Duvall <justinduvall@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 4:46 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Justin Duvall
1004 W 38th St Apt A Baltimore, MD 21211-1854

Blom, Mia J.

From: gellenberger@everyactioncustom.com on behalf of Gabriel Ellenberger <gellenberger@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:59 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Gabriel Ellenberger
3036 Keswick Rd Baltimore, MD 21211-2734

Blom, Mia J.

From: eric.elton@everyactioncustom.com on behalf of Eric Elton <eric.elton@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 6:20 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Eric Elton
309 W Lorraine Ave Baltimore, MD 21211-3115 eric.elton@gmail.com

Blom, Mia J.

From: wynnengleprat@everyactioncustom.com on behalf of Wynnona Engle-Pratt <wynnengleprat@everyactioncustom.com>
Sent: Friday, March 16, 2018 8:43 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Wynnona Engle-Pratt
214 W 27th St Baltimore, MD 21211-3001

Dorsey, Ryan

From: russewing@everyactioncustom.com on behalf of Russell Ewing <russewing@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 9:24 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work. Improved bicycle and pedestrian infrastructure will attract the next generation of workers and young adults who place greater emphasis on aesthetically pleasing public spaces and less on auto-centric city design of past decades. Renewed interest in Baltimore by this next generation will be a boon to the local economy, for the new residents as well as established households in the city.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Russell Ewing
303 W 27th St Baltimore, MD 21211-3004

Dorsey, Ryan

From: MGeiger410@everyactioncustom.com on behalf of Matt Geiger <MGeiger410@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 11:00 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matt Geiger
3427 Keswick Rd Apt 3 Baltimore, MD 21211-2654

Dorsey, Ryan

From: michelle@everyactioncustom.com on behalf of Michelle Geiss <michelle@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:28 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Thank you for your leadership to build a collective vision and action plan for Baltimore communities.

Sincerely,
Michelle Geiss
3013 Cresmont Ave Baltimore, MD 21211-2820

Dorsey, Ryan

From: joshua.greenfeld@everyactioncustom.com on behalf of Josh Greenfeld <joshua.greenfeld@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:29 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Josh Greenfeld
309 W 31st St Baltimore, MD 21211-2815

Blom, Mia J.

From: joshua.greenfeld@everyactioncustom.com on behalf of Josh Greenfeld <joshua.greenfeld@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 6:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Josh Greenfeld
309 W 31st St Baltimore, MD 21211-2815
joshua.greenfeld@gmail.com

Blom, Mia J.

From: ginagee@everyactioncustom.com on behalf of Gina Grinstead <ginagee@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Gina Grinstead
3925 Beech Ave Apt 505 Baltimore, MD 21211-2265

Blom, Mia J.

From: alexharisiadis@everyactioncustom.com on behalf of Alex Harisiadis <alexharisiadis@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 2:00 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my councilwoman Mary Pat Clarke, the council president, and Mayor Pugh know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will carry the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased. Cities across the country that are aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and will increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alex Harisiadis
3549 Roland Ave Apt 201 Baltimore, MD 21211-2434

Dorsey, Ryan

From: ghearn@everyactioncustom.com on behalf of George Hearn <ghearn@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
George Hearn
832 W 33rd St Baltimore, MD 21211-2709

Dorsey, Ryan

From: hrdempster@everyactioncustom.com on behalf of Hillary Heckwolf <hrdempster@everyactioncustom.com>
Sent: Sunday, March 11, 2018 9:55 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Hillary Heckwolf
814 W 37th St Baltimore, MD 21211-2232

Blom, Mia J.

From: davidtheveggierunner@everyactioncustom.com on behalf of David Hiebel <davidtheveggierunner@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 3:12 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

In 2012-13 I had two knee surgeries. As a result a lost much of my muscle mass in my right thigh. Bike commuting helped me regain my muscle to the point I could run again. Without safe streets to bike on, I would not have been able to do this. Please keep our streets safe for biking and increase the number of streets that are safe for biking.

Sincerely,
David Hiebel
3546 Beech Ave Baltimore, MD 21211-2641 davidtheveggierunner@gmail.com

Blom, Mia J.

From: holmesjoseph3@everyactioncustom.com on behalf of Joseph Holmes <holmesjoseph3@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 6:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Joseph Holmes
3825 Beech Ave Baltimore, MD 21211-2223 holmesjoseph3@gmail.com

Dorsey, Ryan

From: porus07@everyactioncustom.com on behalf of Ian Jackson <porus07@everyactioncustom.com>
Sent: Friday, March 09, 2018 8:13 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ian Jackson
2929 Miles Ave Baltimore, MD 21211-2829

Blom, Mia J.

From: jajbookbinder@everyactioncustom.com on behalf of Jennifer Jarvis <jajbookbinder@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jennifer Jarvis
1126 Roland Heights Ave Baltimore, MD 21211-1240 jajbookbinder@gmail.com

Dorsey, Ryan

From: jr.johnstone@everyactioncustom.com on behalf of JR Johnstone <jr.johnstone@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:46 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
JR Johnstone
1402 Redfern Ave Baltimore, MD 21211-1529

Dorsey, Ryan

From: bao.johnstone@everyactioncustom.com on behalf of Brittany Johnstone <bao.johnstone@everyactioncustom.com>
Sent: Monday, March 12, 2018 8:49 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

As a city resident who works throughout the city, from the Southwest corner to Northeast, and throughout West Baltimore, I see first hand every day how dangerous our city streets are for those in cars, pedestrians, transit riders and bike riders. It is unfathomable that we would continue to admire the problem of dangerous roadways in the city instead of acting to bring common sense AND best practice design strategies to our neighborhoods where so many of us live and work.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brittany Johnstone
1402 Redfern Ave Baltimore, MD 21211-1529

Dorsey, Ryan

From: bjones.nyc@everyactioncustom.com on behalf of Brian Jones <bjones.nyc@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:31 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brian Jones
3424 Keswick Rd Baltimore, MD 21211-2633

Dorsey, Ryan

From: cjones17.5@everyactioncustom.com on behalf of Colin Jones <cjones17.5@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:26 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Colin Jones
3605 Keswick Rd Baltimore, MD 21211-2533

Dorsey, Ryan

From: phillipjones@everyactioncustom.com on behalf of Phillip Jones <phillipjones@everyactioncustom.com>
Sent: Saturday, March 10, 2018 6:13 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Phillip Jones
824 Wellington St Baltimore, MD 21211-2512

Dorsey, Ryan

From: sj.kanekuni@everyactioncustom.com on behalf of Samantha Kanekuni <sj.kanekuni@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:23 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Samantha Kanekuni
3240 Keswick Rd Baltimore, MD 21211-2738

Dorsey, Ryan

From: kaur1817@everyactioncustom.com on behalf of Michael Kaurich <kaur1817@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 1:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Kaurich
309 W 31st St Baltimore, MD 21211-2815

Blom, Mia J.

From: kelleherkc@everyactioncustom.com on behalf of Kathleen Kelleher <kelleherkc@everyactioncustom.com>
Sent: Friday, March 16, 2018 1:27 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I was hit at the intersection of St. Paul and 33rd about two years ago. I had the signal and walking in the crosswalk when a car took a left turn and ran into me. I flew up on the hood, then down on the ground. I refused ambulance service because I was disoriented surrounded by 9 cops (not exaggerating) and limped back to work - where I promptly was taking to the hospital. I suffered contusions on my back and hips, and was on pain medication and muscle relaxers for two weeks. The driver of the vehicle insisted he had the right of way, even though I had a walk signal. I now have chronic back pain that affects my everyday life.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kathleen Kelleher
406 W 23rd St Baltimore, MD 21211-3205

Dorsey, Ryan

From: jskeogh@everyactioncustom.com on behalf of Josh Keogh <jskeogh@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:01 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Josh Keogh
3423 Keswick Rd Baltimore, MD 21211-2635

Blom, Mia J.

From: jean.marie.kitner@everyactioncustom.com on behalf of J.M.Kitner <jean.marie.kitner@everyactioncustom.com>
Sent: Thursday, March 15, 2018 11:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
J.M. Kitner
1124 W 43rd St Baltimore, MD 21211-1612

Blom, Mia J.

From: krampien@everyactioncustom.com on behalf of Kathy Krampien <krampien@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kathy Krampien
3447 Hickory Ave Baltimore, MD 21211-2422

Blom, Mia J.

From: phongle.nt@everyactioncustom.com on behalf of Phong Le <phongle.nt@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Phong Le
2634 Hampden Ave Baltimore, MD 21211-3106

Dorsey, Ryan

From: Letsmystifyu@everyactioncustom.com on behalf of Misty Letts <Letsmystifyu@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:27 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Misty Letts
1344 W 41st St Baltimore, MD 21211-1549

Dorsey, Ryan

From: Letsmystifyu@everyactioncustom.com on behalf of Misty Letts <Letsmystifyu@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:55 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Misty Letts
1344 W 41st St Baltimore, MD 21211-1549

Blom, Mia J.

From: Letsmystifyu@everyactioncustom.com on behalf of Misty Letts <Letsmystifyu@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 8:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
It is time for Baltimore to leap into the 21st century Iam writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Misty Letts
1344 W 41st St Baltimore, MD 21211-1549 Letsmystifyu@aol.com

Dorsey, Ryan

From: micheleslevy@everyactioncustom.com on behalf of Michele Levy <micheleslevy@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michele Levy
3140 Remington Ave Baltimore, MD 21211-2801

Blom, Mia J.

From: ackermal@everyactioncustom.com on behalf of Luke Lindahl-Ackerman <ackermal@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 4:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

Pass complete streets! As a member of Wyman Park Association I have seen time and again unless you spell it out in law BDOT does not follow through in safe and equitable street/design. Between zero moving violation enforcement, no traffic law enforcement, bad police report writing for pedestrian/bike involved crashes, and Maryland's contributory negligence laws, everyone who is NOT in a car is one idiot away from death and financial ruin in this city. We can turn this around. We can tweak our roads to be safer. Studies prove it. The sum total of these tweaks is called Complete Streets.

My son's Everett and Anders and daughter Thea need complete streets. They need it so we can get around this city more safely, but mostly they need it so their peers can get around this city safely, so their peers parents get to jobs safely, so their parents come home safely. We can do this quickly and cost effectively if EVERY DOT job going forward has to implement complete streets tweaks. Without this bill DOT will just keep doing what it has been doing....and that is NOT working.I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Luke Lindahl-Ackerman
3754 Tudor Arms Ave Baltimore, MD 21211-2245

Blom, Mia J.

From: samueldlittle@everyactioncustom.com on behalf of Samuel Little <samueldlittle@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 12:51 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Samuel Little
1306 Berry St Baltimore, MD 21211-1927
samueldlittle@gmail.com

Dorsey, Ryan

From: sethlueck@everyactioncustom.com on behalf of Seth Lueck <sethlueck@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:19 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Seth Lueck
1018 W 38th St Baltimore, MD 21211-1817

Dorsey, Ryan

From: asilul@everyactioncustom.com on behalf of Lisa Lunt <asilul@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 10:59 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lisa Lunt
3944 Hickory Ave Baltimore, MD 21211-1834

Blom, Mia J.

From: jarednlyles@everyactioncustom.com on behalf of Jared Lyles <jarednlyles@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:07 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jared Lyles
3508 Beech Ave Apt A Baltimore, MD 21211-2614

Dorsey, Ryan

From: dmarcouli@everyactioncustom.com on behalf of Demetrius Marcoulides <dmarcouli@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Demetrius Marcoulides
2642 Miles Ave Baltimore, MD 21211-3116

Blom, Mia J.

From: martineaukt@everyactioncustom.com on behalf of Katherine Martineau <martineaukt@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 1:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Katherine Martineau
3402 Glenmore Ave Baltimore, MD 21214-1821 martineaukt@gmail.com

Blom, Mia J.

From: nicole.marie.mccann@everyactioncustom.com on behalf of Nicole McCann <nicole.marie.mccann@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:40 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nicole McCann
2921 Miles Ave Baltimore, MD 21211-2829

Blom, Mia J.

From: molly.mccullagh@everyactioncustom.com on behalf of Molly McCullagh <molly.mccullagh@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance.

I live in a community with roads designed primarily with cars in mind, where vehicles regularly drive at dangerous speeds, threatening neighbors who are crossing at intersections or biking. Professionally, I have been working with a task force of community leaders in East Baltimore to design implement Complete Streets practices in their roadways. Residents in Highlandtown have reported feeling safer walking in their neighborhoods since some of the practices have been implemented and are anxious for more improvements along their streets. We should not need to convene community task forces in order to demand safer roadway designs. Complete streets practices should be standard practice across all neighborhoods in Baltimore. It is my hope that this ordinance will pave the way for design and policy changes that ensure that pedestrians, bicyclists, and transit users can expect the same attention and respect from our transportation officials and city leaders as vehicle drivers.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Molly McCullagh
2715 Miles Ave Baltimore, MD 21211-3015

Dorsey, Ryan

From: alicesixty8@everyactioncustom.com on behalf of Michel McVicker-Weaver <alicesixty8@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 8:16 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michel McVicker-Weaver
3952 Hickory Ave Baltimore, MD 21211-1834

Dorsey, Ryan

From: madelineamcdowell@everyactioncustom.com on behalf of Madeline McDowell <madelineamcdowell@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:26 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Madeline McDowell
400 W 28th St Baltimore, MD 21211-3026

Dorsey, Ryan

From: alyssaweaver2012@everyactioncustom.com on behalf of Alyssa McVicker-Weaver <alyssaweaver2012@everyactioncustom.com>
Sent: Saturday, March 10, 2018 9:47 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alyssa McVicker-Weaver
3952 Hickory Ave Baltimore, MD 21211-1834

Blom, Mia J.

From: alyssaweaver2012@everyactioncustom.com on behalf of Alyssa McVicker-Weaver <alyssaweaver2012@everyactioncustom.com>
Sent: Sunday, March 25, 2018 12:04 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alyssa McVicker-Weaver
3952 Hickory Ave Baltimore, MD 21211-1834 alyssaweaver2012@gmail.com

Dorsey, Ryan

From: lilymendelson@everyactioncustom.com on behalf of Lily Mendelson <lilymendelson@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:46 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force. As a pediatric nurse, I have been witness to too many young people struck by speeding cars thanks to poor pedestrian and cyclist infrastructure. As the wife of a bike commuter, I am personally vested in ensuring that streets are safe for all, not just cars.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work. I am a lifelong Baltimorean, and it is important to me that my family is able to grow and maintain our one-car lifestyle in the city I love.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lily Mendelson
1400 Medfield Ave Baltimore, MD 21211-1527

Dorsey, Ryan

From: bsmiller25@everyactioncustom.com on behalf of Benjamin Miller <bsmiller25@everyactioncustom.com>
Sent: Sunday, March 11, 2018 8:36 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Benjamin Miller
4003 Hickory Ave Baltimore, MD 21211-1743

Blom, Mia J.

From: Meredithamitchell@everyactioncustom.com on behalf of Meredith Mitchell <Meredithamitchell@everyactioncustom.com>
Sent: Thursday, March 15, 2018 8:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Meredith Mitchell
3423 Keswick Rd Baltimore, MD 21211-2635

Dorsey, Ryan

From: charlesmurphy.wvu@everyactioncustom.com on behalf of Charles Murphy <charlesmurphy.wvu@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Charles Murphy
3550 Poole St Baltimore, MD 21211-2327

Dorsey, Ryan

From: eanash@everyactioncustom.com on behalf of Elizabeth Nash <eanash@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Nash
2700 Remington Ave Apt 501 Baltimore, MD 21211-3052

Blom, Mia J.

From: jmnipper@everyactioncustom.com on behalf of Jared Nipper <jmnipper@everyactioncustom.com>
Sent: Friday, March 16, 2018 1:58 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City needs this. As a person who sometimes drives but is primarily a pedestrian/cyclist and privileged to be fully able, I am placed at physical risk while exercising my right of way on a daily basis. As a resident of Remington, I live daily with the traffic on 28th and 29th that put people's lives and property at risk.

Vehicular throughput is important, but needs to be viewed in context in terms of the broader needs of the communities in which these streets are located. Everybody in Baltimore, no matter their age or circumstances, should be able to use and cross streets safely, and of potential means to effect this, infrastructure design is the one that falls most within the City's purview.

Sincerely,
Jared Nipper
311 W Lorraine Ave Baltimore, MD 21211-3115

Blom, Mia J.

From: eokeefe1@everyactioncustom.com on behalf of Erin O'Keefe <eokeefe1@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 8:51 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Erin O'Keefe
2944 Wyman Pkwy Baltimore, MD 21211-2802 eokeefe1@loyola.edu

Blom, Mia J.

From: urbanoasisjulee@everyactioncustom.com on behalf of Jules O'Quinn <urbanoasisjulee@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:15 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jules O'Quinn
2632 Miles Ave Baltimore, MD 21211-3116

Blom, Mia J.

From: urbanoasisjulee@everyactioncustom.com on behalf of Jules OQuinn <urbanoasisjulee@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 8:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jules OQuinn
2632 Miles Ave Baltimore, MD 21211-3116 urbanoasisjulee@yahoo.com

Dorsey, Ryan

From: postrye@everyactioncustom.com on behalf of Patrick Ostrye <postrye@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:17 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Patrick Ostrye
3805 Conduit Ave Baltimore, MD 21211-1706

Dorsey, Ryan

From: jessie.parker@everyactioncustom.com on behalf of Jessie Parker <jessie.parker@everyactioncustom.com>
Sent: Sunday, March 11, 2018 2:35 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jessie Parker
3800 Hickory Ave Baltimore, MD 21211-1836

Dorsey, Ryan

From: ekpavlik@everyactioncustom.com on behalf of Elizabeth Pavlik <ekpavlik@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:36 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Pavlik
502 W 27th St Baltimore, MD 21211-3007

Blom, Mia J.

From: rebecca_pearlman@everyactioncustom.com on behalf of Rebecca Pearlman <rebecca_pearlman@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 11:15 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rebecca Pearlman
3703 Keswick Rd Baltimore, MD 21211-2241 rebecca_pearlman@yahoo.com

Dorsey, Ryan

From: jenniferstarfallpeeples@everyactioncustom.com on behalf of Jennifer Peeples <jenniferstarfallpeeples@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:10 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jennifer Peeples
4021 Roland Ave Baltimore, MD 21211-2032

Dorsey, Ryan

From: bphelps05@everyactioncustom.com on behalf of Brooks Phelps <bphelps05@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:54 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

We need two-way streets and the full bike plan build out!

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brooks Phelps
3005 Huntingdon Ave Apt 4 Baltimore, MD 21211-2845

Dorsey, Ryan

From: fhenry6969@everyactioncustom.com on behalf of Frank Pratka <fhenry6969@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Frank Pratka
1500 Woodheights Ave Apt K Baltimore, MD 21211-1297

Blom, Mia J.

From: lpreller@everyactioncustom.com on behalf of Lauren Preller <lpreller@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 7:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
As I write this I am laying my neck on a pillow because it feels too heavy to just sit on my shoulders.. After 11 years in chronic pain, countless physical therapy sessions, acupuncture, neurologists and chiropractors, I am still in chronic pain. My condition is because of poor city infrastructure . Because of our infrastructure, I was hit on my bicycle by a pick up truck.

The irony is if more Baltimore citizens rode bicycles, it could allay many of Baltimore's traffic and parking problems. Most people, including me are afraid to ride their bicycles on the street. And for good reason! It is not safe.

Bike friendly cities attract more tourism, not to mention cleaner air.

For these reasons I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lauren Preller
2081 Rockrose Ave Baltimore, MD 21211-1328 lpreller@gmail.com

Dorsey, Ryan

From: martine.richards@everyactioncustom.com on behalf of Martine Richards <martine.richards@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 6:20 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

My partner and I have been Baltimore City residents for 9 years. He has been a Baltimore City homeowner for 7 years. This is the kind of ordinance that will show us that our leadership cares about Baltimore being a livable city for the people who choose to keep their tax dollars here. This is the kind of progress we need to see in order to remain in Baltimore. This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Martine Richards
2635 Hampden Ave Baltimore, MD 21211-3107

Dorsey, Ryan

From: nickrizzutti@everyactioncustom.com on behalf of Nick Rizzutti <nickrizzutti@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 9:42 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nick Rizzutti
3642 Keswick Rd Baltimore, MD 21211-2534

Blom, Mia J.

From: msrock505@everyactioncustom.com on behalf of Melissa Rock <msrock505@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 10:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Melissa Rock
612 W 33rd St Baltimore, MD 21211-2701
msrock505@gmail.com

Dorsey, Ryan

From: 44ronr@everyactioncustom.com on behalf of A Ryan <44ronr@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 7:25 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
A Ryan
413 W 28th St Baltimore, MD 21211-3027

Blom, Mia J.

From: michael.schar+bikemore@everyactioncustom.com on behalf of Michael Schar <michael.schar+bikemore@everyactioncustom.com>
Sent: Friday, March 16, 2018 10:02 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Schar
1405 Union Ave Baltimore, MD 21211-1906

Blom, Mia J.

From: bigbluetotoro@everyactioncustom.com on behalf of Chris Schatz <bigbluetotoro@everyactioncustom.com>
Sent: Friday, March 16, 2018 7:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Chris Schatz
2623 Miles Ave Baltimore, MD 21211-3117

Blom, Mia J.

From: stephenschima@everyactioncustom.com on behalf of Stephen Schima <stephenschima@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 12:20 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephen Schima
3314 Gilman Ter Baltimore, MD 21211-2624 stephenschima@yahoo.com

Blom, Mia J.

From: jjschritter@everyactioncustom.com on behalf of Justin Schritter <jjschritter@everyactioncustom.com>
Sent: Friday, March 16, 2018 4:25 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Justin Schritter
3864 Quarry Ave Baltimore, MD 21211-1745

Blom, Mia J.

From: tdsembly@everyactioncustom.com on behalf of Tia Sembly-Nichol <tdsembly@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 1:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Tia Sembly-Nichol
3820 Elm Ave Baltimore, MD 21211-2102
tdsembly@gmail.com

Blom, Mia J.

From: sleahsolomon@everyactioncustom.com on behalf of Samantha Solomon <sleahsolomon@everyactioncustom.com>
Sent: Sunday, March 18, 2018 1:56 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

I live in Baltimore City because of the people and communities here. Being able to walk and ride instead of drive increases connection to the people and environment around me. It allows me to get to know my neighbors, parks, stores, and public spaces. When I feel connected to a place I automatically desire to take care of it and share it with others.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Samantha Solomon
4297 Falls Rd Baltimore, MD 21211-1649

Blom, Mia J.

From: elizabeth.straus@everyactioncustom.com on behalf of Elizabeth Sotherland <elizabeth.straus@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:45 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Sotherland
3616 Parkdale Ave Baltimore, MD 21211-1325

Dorsey, Ryan

From: southard@everyactioncustom.com on behalf of Renata Southard <southard@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 7:34 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Renata Southard
3447 Roland Ave Baltimore, MD 21211-2427

Blom, Mia J.

From: rarahphoto@everyactioncustom.com on behalf of Ryan Stevenson <rarahphoto@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:12 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ryan Stevenson
4021 Falls Rd Baltimore, MD 21211-1741

Dorsey, Ryan

From: Csulli20@everyactioncustom.com on behalf of Conrad Sullivan <Csulli20@everyactioncustom.com>
Sent: Friday, March 09, 2018 9:28 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance.

In addition, I want to provide my experiences that we'll designed bike paths provide. As a student at Towson University and a home owner in Baltimore city, the Roland Ave bike bath had proven itself highly valuable for me. As it may not be perfect, biking from from class to home and back has helped me afford returning to college with reduced car insurance, gas, milage on my car, and not having to pay $400 annual parking fines at university. Baltimore needs more bike lanes and improved transportation not only for just city residents but greater access in the entire state of Maryland.
My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Conrad Sullivan
4426 Newport Ave Baltimore, MD 21211-1235

Dorsey, Ryan

From: vicki.vandenburg@everyactioncustom.com on behalf of Vicki Vandenburg <vicki.vandenburg@everyactioncustom.com>
Sent: Monday, March 12, 2018 7:12 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

My wife was hit by a careless driver as she commuted to work....she lived to tell the story..and is still recovering. Please give us the option to commute besides driving. We deserve to have choices and have those choices protected!

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Vicki Vandenburg
1344 W 41st St Baltimore, MD 21211-1549

Blom, Mia J.

From: andrew.r.waldman@everyactioncustom.com on behalf of Andrew Waldman <andrew.r.waldman@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:49 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Please forward this letter to my Baltimore City councilperson, Mr. Robert Stokes.

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

In 2012, I was hit by a car while cycling on Charles Street, despite obeying all traffic signals, signs and following proper positioning of my bike in the travel lane. This resulted in an injury that required surgery and therapy at a cost of many thousands of dollars. Even though I was doing everything required of me while cycling up Charles Street, I still was injured because the street itself is designed in a way to encourage drivers to reach speed unsafe in an urban setting. My story is not unique. So many of Baltimore's streets favor dangerous vehicle operation over the safety of more vulnerable road users like cyclists and pedestrians.

We put vulnerable people at risk simply because the leaders of our have refused to accept that safety is more important than vehicle speed. If we are ever to make any inroads in solving the myriad problems this city faces, we must first value the lives and safety of its citizens above all else. If you think that we are already doing this -- I challenge you to respond to me personally with the viable evidence that this is true.

I personally know many voters in your district who desperately want a complete streets policy that holds city officials accountable for prioritizing the safety over cars. This ordinance would do that.

Please do the right thing -- support this bill in its entirety and resist amendments that would water down or diminish its effectiveness.

Sincerely,
Andrew Waldman
2635 Hampden Ave Baltimore, MD 21211-3107

Blom, Mia J.

From: piperflies@everyactioncustom.com on behalf of Piper Watson <piperflies@everyactioncustom.com>
Sent: Thursday, March 15, 2018 7:58 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Piper Watson
1144 Roland Heights Ave Baltimore, MD 21211-1240

Dorsey, Ryan

From: webb.thomas@everyactioncustom.com on behalf of Thomas Webb <webb.thomas@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:09 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I write to ensure that my testimony in support your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st. My testimony follows:

I am a Baltimore City resident who relies exclusively on biking and public transportation to get to work. I ride and travel every day on streets that have been designed primarily to allow as many cars as possible to move as fast as possible, at the expense of the health and safety of our City's residents. I have seen speed limits and traffic regulations routinely violated with no care for consequences that never come.

To walk or ride a bike on our streets is to confront dangers every single day. As we saw so recently in New York City, these dangers are very real and the consequences of a failure to act are tragic. It is the responsibility of every citizen and every elected official in Baltimore City to ensure that we take every action available to make our streets safer.

This ordinance is an important step in the right direction.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Thomas Webb
3820 Beech Ave Baltimore, MD 21211-2222

Dorsey, Ryan

From: thehuckmaster@everyactioncustom.com on behalf of Justin Webster <thehuckmaster@everyactioncustom.com>
Sent: Friday, March 09, 2018 11:54 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Justin Webster
3814 Tudor Arms Ave Baltimore, MD 21211-2247

Dorsey, Ryan

From: jedweeks@everyactioncustom.com on behalf of Jed Weeks <jedweeks@everyactioncustom.com>
Sent: Thursday, March 08, 2018 1:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jed Weeks
214 W 27th St Baltimore, MD 21211-3001

Dorsey, Ryan

From: mwheeler3@everyactioncustom.com on behalf of Mark Wheeler <mwheeler3@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:13 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mark Wheeler
3508 Poole St Baltimore, MD 21211-2327

Blom, Mia J.

From: kmw86@everyactioncustom.com on behalf of Kimberly Wiman <kmw86@everyactioncustom.com>
Sent: Thursday, March 15, 2018 6:32 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102. As a student physical therapist, I work to restore my patients' independence and their ability to navigate public space. The streets of Baltimore are hazardous for the average able-bodied person - our city has an alarmingly high rate of pedestrian injuries and fatalities - and even more dangerous for anyone with a physical disability. Many of my patients cannot walk at a high speed or turn their heads quickly to respond to a disturbance. Because of the high vehicular speed in downtown Baltimore, even a slight impairment in someone's walking ability makes navigating public space difficult, frightening, and dangerous. The prioritization of car traffic in the city also makes it very difficult for my non-driving patients to get to their medical appointments, work, and school. While I was working at a hospital downtown, my patients who took the bus would often show up hours early to their session because that was the only way they could guarantee they'd make it there on time.

People in Baltimore of all ages and physical ability deserve the right to be able to safely and efficiently navigate the city. Being able-bodied is a temporary condition: every one of us will decline in physical ability at some point in life, and it's our responsibility to make our city accessible.

Sincerely,
Kimberly Wiman
2636 Miles Ave Baltimore, MD 21211-3116

Dorsey, Ryan

From: jwizda@everyactioncustom.com on behalf of Janelle Wizda <jwizda@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Janelle Wizda
3516 Beech Ave Apt C Baltimore, MD 21211-2618

Blom, Mia J.

From: yoellis@everyactioncustom.com on behalf of Ellis Woodward <yoellis@everyactioncustom.com>
Sent: Monday, April 23, 2018 7:03 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ellis Woodward
3422 Seneca St Baltimore, MD 21211-1415 yoellis@earthlink.net

Blom, Mia J.

From: yoellis@everyactioncustom.com on behalf of Ellis Woodward <yoellis@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:09 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing so that my testimony for complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing March 21st, so that I can go on record in support of the ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ellis Woodward
3422 Seneca St Baltimore, MD 21211-1415

Blom, Mia J.

From: yoellis@everyactioncustom.com on behalf of Ellis Woodward <yoellis@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 8:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ellis Woodward
3422 Seneca St Baltimore, MD 21211-1415 yoellis@earthlink.net

Dorsey, Ryan

From: andrew.f.young@everyactioncustom.com on behalf of Andrew Young <andrew.f.young@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Young
3612 Malden Ave Baltimore, MD 21211-1318

Dorsey, Ryan

From: kbar720@everyactioncustom.com on behalf of katherine barrett Zywan <kbar720@everyactioncustom.com>
Sent: Monday, March 12, 2018 12:12 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
katherine barrett Zywan
3914 Beech Ave Baltimore, MD 21211-2224

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21212

Blom, Mia J.

From: linalaw@everyactioncustom.com on behalf of Lina Ayers <linalaw@everyactioncustom.com>
Sent: Thursday, March 15, 2018 4:33 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lina Ayers
423 Winston Ave Baltimore, MD 21212-4427

Dorsey, Ryan

From: jeffcrabtree@everyactioncustom.com on behalf of Jeff Crabtree <jeffcrabtree@everyactioncustom.com>
Sent: Friday, March 09, 2018 8:05 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeff Crabtree
404 Dunkirk Rd Baltimore, MD 21212-1815

Dorsey, Ryan

From: seastman@everyactioncustom.com on behalf of SYLVIA EASTMAN <seastman@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:05 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
SYLVIA EASTMAN
5821 Halwyn Ave Baltimore, MD 21212-3712

Blom, Mia J.

From: joanna.w.freeman@everyactioncustom.com on behalf of Joanna Freeman <joanna.w.freeman@everyactioncustom.com>
Sent: Thursday, April 19, 2018 4:09 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Joanna Freeman
124 Hopkins Rd Baltimore, MD 21212-1711 joanna.w.freeman@gmail.com

Blom, Mia J.

From: jennifer.gallia@everyactioncustom.com on behalf of Jennifer Gallia <jennifer.gallia@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 2:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jennifer Gallia
809 Evesham Ave Baltimore, MD 21212-3202

Dorsey, Ryan

From: tronster@everyactioncustom.com on behalf of Tronster Hartley <tronster@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:07 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Tronster Hartley
224 Brandon Rd Baltimore, MD 21212-1139

Dorsey, Ryan

From: kdulayh2@everyactioncustom.com on behalf of Kimberly Dulay Hobbs <kdulayh2@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Although my husband and I live in Baltimore County, we work in Baltimore City at Johns Hopkins Hospital. We live on one car. This requires us to often commute to and from work by bike. Our son biked back and forth to his summer job at Meadow Mill. My husband has been thrown from his bike twice by distracted drivers. We have had insults hurled and physical objects thrown at us while biking and too many near-misses to count. Safe infrastructure is essential for the well-being of those who live and work in Baltimore.

Complete streets allow all to use transportation routes: the young, old, disabled and poor. It is an equity issue. It is more than that though. Our present car-centric environment is financially unsustainable. all the pavement dedicated t this o private cars decreases the tax revenue from any given road. Parking requirements push buildings farther apart, forcing more people to drive, requiring more parking-a repulsive force. More cars also means more pollution. Assembling communities for multimodal venues of transportation gets people walking and biking, addressing the growing crisis of obesity today and all its concomitant disorders.

I encourage you to support this ordinance for all of these reasons.

Sincerely,
Kimberly Dulay Hobbs
306 Dunkirk Rd Baltimore, MD 21212-1813

Blom, Mia J.

From: kdulayh2@everyactioncustom.com on behalf of Kimberly Dulay Hobbs <kdulayh2@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 6:12 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kimberly Dulay Hobbs
306 Dunkirk Rd Baltimore, MD 21212-1813 kdulayh2@gmail.com

Dorsey, Ryan

From: nbholtz@everyactioncustom.com on behalf of Nicholas Holtz <nbholtz@everyactioncustom.com>
Sent: Saturday, March 10, 2018 1:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I write in full support of the Complete Streets Ordinance. I am a Baltimore City resident, head of household, with a family if 4. I commute by bike every single day, no matter the weather or time of year, traveling more than 10 miles on Baltimore City streets. I recognize that I do so at personal risk, because Baltimore's cycling infrastructure is inadequate. Cars do not treat bicyclists with respect, despite the grave danger their often reckless driving creates. I ask you to take this step to make my city safer for me and others who believe in sustainable transportation.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance.

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nicholas Holtz
6118 Parkway Dr Baltimore, MD 21212-2736

Blom, Mia J.

From: jenyferlewis@everyactioncustom.com on behalf of Jeny Lewis <jenyferlewis@everyactioncustom.com>
Sent: Friday, March 16, 2018 7:43 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeny Lewis
7205 Lanark Rd Baltimore, MD 21212-1404

Blom, Mia J.

From: caitlnrose@everyactioncustom.com on behalf of Caitlin Rose <caitlnrose@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:51 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Caitlin Rose
5601 Govane Ave Baltimore, MD 21212-3912

Blom, Mia J.

From: bdschafferdds@everyactioncustom.com on behalf of Brian Schaffer <bdschafferdds@everyactioncustom.com>
Sent: Friday, March 16, 2018 5:37 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brian Schaffer
801 Stoneleigh Rd 7122 Harford Rd 7122 Harford Rd. Baltimore, MD 21212

Dorsey, Ryan

From: jon:schroeder@everyactioncustom.com on behalf of Jonathan Schroeder <jon.schroeder@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:35 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jonathan Schroeder
327 Dumbarton Rd Baltimore, MD 21212-1533

Dorsey, Ryan

From: dustin.lee.watson@everyactioncustom.com on behalf of Dustin Watson <dustin.lee.watson@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am an architect and urban planner who has worked all over the world and I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. I believe strongly that a central principal of our government should be the health and safety of its citizens. Complete Streets would provide both.

My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Dustin Watson
7005 York Rd Baltimore, MD 21212-1512

Dorsey, Ryan

From: vawoel@everyactioncustom.com on behalf of valerie woel <vawoel@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
valerie woel
326 Tunbridge Rd Baltimore, MD 21212-3803

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21213

Dorsey, Ryan

From: erinfostel@everyactioncustom.com on behalf of Erin Fostel <erinfostel@everyactioncustom.com>
Sent: Monday, March 12, 2018 12:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

If you make it to this part of the email you get to read the secret message, which is: Good job Boo. I love you.

Sincerely,
Erin Fostel
3317 Crossland Ave Baltimore, MD 21213-1002

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21214

Dorsey, Ryan

From: jane.backert@everyactioncustom.com on behalf of Jane Backert <jane.backert@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jane Backert
3209 Mary Ave Baltimore, MD 21214-2016

Blom, Mia J.

From: jane.backert@everyactioncustom.com on behalf of Jane Backert <jane.backert@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jane Backert
3209 Mary Ave Baltimore, MD 21214-2016
jane.backert@verizon.net

Blom, Mia J.

From: davidbickphoto@everyactioncustom.com on behalf of David Bick <davidbickphoto@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 7:45 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Bick
3503 Parkside Dr Baltimore, MD 21214-3425 davidbickphoto@gmail.com

Blom, Mia J.

From: davidbickphoto@everyactioncustom.com on behalf of David Bick <davidbickphoto@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Bick
3503 Parkside Dr Baltimore, MD 21214-3425 davidbickphoto@gmail.com

Blom, Mia J.

From: miajblom@everyactioncustom.com on behalf of Mia Blom <miajblom@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in my community for the past year to get feedback on this ordinance and gain support for its passage. I fully support the impact that Complete Streets will have Citywide and in my neighborhood.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mia Blom
5312 Tramore Rd Baltimore, MD 21214-1901

Dorsey, Ryan

From: louiscarlat@everyactioncustom.com on behalf of Louis Carlat <louiscarlat@everyactioncustom.com>
Sent: Monday, March 12, 2018 9:36 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Thank you for sponsoring the Complete Streets Ordinance!

I am writing to ensure that my testimony for this ordinance (#17-0102) is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that you, the council president, and the mayor know that I strongly support it. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

I look forward to riding through Baltimore with a feeling of safety.

This ordinance will be a great thing for Baltimore City, that will put us on a par with other major cities toward a future that is more equitable and environmentally friendly.

Sincerely,
Louis Carlat
3115 Juneau Pl Baltimore, MD 21214-3415

Dorsey, Ryan

From: darinashleycrew@everyactioncustom.com on behalf of Darin Crew <darinashleycrew@everyactioncustom.com>
Sent: Monday, March 12, 2018 7:36 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

We have met on this- its too bad the new director of DOT is not supportive of this, hopefuly you and we can use level of system to circumvent her and get Baltimore back on track

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Hamilton Lauraville Main Streets
Board Member

Sincerely,
Darin Crew
3008 Beverly Rd Baltimore, MD 21214-3309

Blom, Mia J.

From: sjcryder@everyactioncustom.com on behalf of Sandrs Cryder <sjcryder@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 2:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sandrs Cryder
2904 Southern Ave Baltimore, MD 21214-2834 sjcryder@gmail.com

Blom, Mia J.

From: jean.b.farnsworth@everyactioncustom.com on behalf of Jean Farnsworth <jean.b.farnsworth@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:07 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jean Farnsworth
3231 Montebello Ter Baltimore, MD 21214-3324

Blom, Mia J.

From: bob.gillesp@everyactioncustom.com on behalf of Robert Gillespie <bob.gillesp@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 8:13 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Robert Gillespie
2902 Southern Ave Baltimore, MD 21214-2834 bob.gillesp@gmail.com

Dorsey, Ryan

From: lindseyloeper@everyactioncustom.com on behalf of Lindsey Loeper <lindseyloeper@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

In addition to all the reasons below, I am also supporting Complete Streets because this type of forward thinking program will increase the quality of my life and the lives of those that I love that live, visit, and work in Baltimore City. My family owns one car and try to get around as we can by walking, using ride shares, and using the bus and Circulator. I live in NE Baltimore and only occassionaly use my car when we visit Mt. Vernon, Hampden, Charles Village, and Reservoir Hill - I would be happy to never have to use my car to get to these neighborhoods. We would definitely use our car less if it was safe and reliable to do so. Several of my close friends and family members that live in Baltimore City live in carless households and navigate their day-to-day by foot, bike, and bus. I want safe, reliable options for them, too. No one should be fearful of bodily harm by a motorist when they go to their job or home.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lindsey Loeper
4227 Harcourt Rd Baltimore, MD 21214-3409

Blom, Mia J.

From: jeprice@everyactioncustom.com on behalf of Jeffrey Price <jeprice@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 4:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeffrey Price
2806 Parkview Ter Baltimore, MD 21214-3137 jeprice@gmail.com

Blom, Mia J.

From: robertsamy03@everyactioncustom.com on behalf of Amy Roberts <robertsamy03@everyactioncustom.com>
Sent: Thursday, March 15, 2018 12:15 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I don't want any more of my friends to die. I want to get to work without wondering if today is going to be my last commute.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Amy Roberts
3314 Southern Ave Baltimore, MD 21214-3223

Blom, Mia J.

From: kyle.n.stabile@everyactioncustom.com on behalf of Kyle Stabile <kyle.n.stabile@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kyle Stabile
6101 Fair Oaks Ave Baltimore, MD 21214-1548

Blom, Mia J.

From: coderedsangria@everyactioncustom.com on behalf of Leslie Stabile <coderedsangria@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

A city the size of Baltimore is SO FAR behind nearly all other metropolitan areas of similar size when it comes to putting all of their transportation methods to best use. I have literally waited 3 hours for a bus to pick me up once and People do not want to be dependent on automobiles. We want Baltimore to be a place that people want to live, want to move to, localize their dollars, do business and support the city infrastructure - having a decent system of connecting and on time public transit that is accessible and connects the city is a great start. This bill makes me feel better about moving to Baltimore from the West Coast because, honestly there are so many initiatives in Baltimore that are basic life 101 in other places - this bill lifts some of the despair that I often feel about purchasing a home in a place that does not favor progress nearly as much as it should. Traffic calming is a really important part of what is happening...sometimes you have to sacrifice a little bit of convenience (not being able to drive 55mph through a residential neighborhood) for better qualities of life (not running over someones kid or pet because you want to get to work 5 minutes sooner than you would if you were going 25mph.

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Leslie Stabile
6101 Fair Oaks Ave Baltimore, MD 21214-1548

Dorsey, Ryan

From: robert.walshe@everyactioncustom.com on behalf of Robert Walshe <robert.walshe@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:03 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that the council president, and the mayor, and you as my council person know that I am in strong support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

As a parent and long time resident of Baltimore City, I strongly believe in safe walkable complete streets. Our city will only succeed if we design infrastructure for the residents who live here and are invested in the city. Complete streets will increase property values, boost local business, and the increased pedestrian traffic will deter crime.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting with my neighborhood (Waltherson) for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Robert Walshe
4904 Ross Rd Baltimore, MD 21214-2911

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21215

Blom, Mia J.

From: bryan.j.connor@everyactioncustom.com on behalf of Bryan Connor <bryan.j.connor@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:32 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Bryan Connor
2908 Manhattan Ave Baltimore, MD 21215-4020

Dorsey, Ryan

From: bob.gillesp@everyactioncustom.com on behalf of Robert Gillespie <bob.gillesp@everyactioncustom.com>
Sent: Friday, March 09, 2018 6:26 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Robert Gillespie
2902 Southern Ave Baltimore, MD 21214-2834

Dorsey, Ryan

From: lezleekay@everyactioncustom.com on behalf of Leslie Kopchinski <lezleekay@everyactioncustom.com>
Sent: Sunday, March 11, 2018 10:45 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Leslie Kopchinski
4638 Harcourt Rd Baltimore, MD 21214-3338

Dorsey, Ryan

From: drinkingfreshmangojuice@everyactioncustom.com on behalf of Laura Melamed <drinkingfreshmangojuice@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:52 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I'm tired of my friends getting hit by cars!

I'm tired of worrying about getting hit by a car on my way to work and school!

This ordinance will help make streets safer for everyone!

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It's been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of much needed transparency into the Department of Transportation. It makes sure policies the dept. has already officially adopted internally will be followed --because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities. This is disturbing and frightening. Over the past five years, those rates of injury and fatality have increased. This is really not acceptable! Cities aggressively implementing complete streets have seen serious reductions in injury and death. We need to have this in Baltimore! The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work. Not everyone can afford a car. Many people need to walk, bike and take public transit for financial or health reasons.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be great for Baltimore City, and I encourage you to support it!

Sincerely,
Laura Melamed
3103 Bancroft Rd Baltimore, MD 21215-3128

Blom, Mia J.

From: prowlerraven32@everyactioncustom.com on behalf of Logan Mitchell Sr <prowlerraven32@everyactioncustom.com>
Sent: Tuesday, March 27, 2018 1:33 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Logan Mitchell Sr
3324 Ingleside Ave Baltimore, MD 21215-4720 prowlerraven32@hotmail.com

Blom, Mia J.

From: quinone1@everyactioncustom.com on behalf of Khadijah Quinones <quinone1@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:08 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Khadijah Quinones
3810 Park Heights Ave Baltimore, MD 21215-7656

Blom, Mia J.

From: Cosmo_Gal_84@everyactioncustom.com on behalf of Erin Ruddy <Cosmo_Gal_84@everyactioncustom.com>
Sent: Thursday, March 15, 2018 11:02 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Erin Ruddy
3505 Menlo Dr Baltimore, MD 21215-3829

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21216

Dorsey, Ryan

From: cmbosma@everyactioncustom.com on behalf of Christopher Bosma <cmbosma@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:07 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christopher Bosma
3607 Windsor Mill Rd Baltimore, MD 21216-2529

Dorsey, Ryan

From: darrynmobley@everyactioncustom.com on behalf of Darryn Mobley <darrynmobley@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Darryn Mobley
3811 Chatham Rd Baltimore, MD 21215-5409

Dorsey, Ryan

From: lizzae@everyactioncustom.com on behalf of Elizabeth Pitts <lizzae@everyactioncustom.com>
Sent: Saturday, March 10, 2018 11:09 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Pitts
3607 Windsor Mill Rd Baltimore, MD 21216-2529

Blom, Mia J.

From: lizzae@everyactioncustom.com on behalf of Elizabeth Pitts <lizzae@everyactioncustom.com>
Sent: Thursday, April 19, 2018 2:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Pitts
3607 Windsor Mill Rd Baltimore, MD 21216-2529 lizzae@gmail.com

Blom, Mia J.

From: shellshell1215@everyactioncustom.com on behalf of Shelley Purnell <shellshell1215@everyactioncustom.com>
Sent: Friday, April 20, 2018 8:08 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Shelley Purnell
1215 N Bentalou St Baltimore, MD 21216-4506 shellshell1215@gmail.com

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

21217-
21229

ZIP CODE: 21217

Blom, Mia J.

From: bead3214@everyactioncustom.com on behalf of Barbara Anderson-Dandy <bead3214@everyactioncustom.com>
Sent: Sunday, March 18, 2018 12:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Barbara Anderson-Dandy
3214 Auchentoroly Ter Baltimore, MD 21217-1949

Dorsey, Ryan

From: obaranczyk@everyactioncustom.com on behalf of Oliver Baranczyk <obaranczyk@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:47 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Oliver Baranczyk
1901 Park Ave Baltimore, MD 21217-4830

Blom, Mia J.

From: obaranczyk@everyactioncustom.com on behalf of Oliver Baranczyk <obaranczyk@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:13 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Oliver Baranczyk
1901 Park Ave Baltimore, MD 21217-4830
obaranczyk@gmail.com

Blom, Mia J.

From: cbergh1313@everyactioncustom.com on behalf of Christopher Bergh <cbergh1313@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:55 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christopher Bergh
2440 Woodbrook Ave Baltimore, MD 21217-1742

Blom, Mia J.

From: hbok@everyactioncustom.com on behalf of Hilary Bok <hbok@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Hilary Bok
145 W Lafayette Ave Baltimore, MD 21217-4211

Dorsey, Ryan

From: filibulg@everyactioncustom.com on behalf of Filippo Bulgarelli <filibulg@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 9:36 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Filippo Bulgarelli
1825 Bolton St Apt 1 Baltimore, MD 21217-4465

Dorsey, Ryan

From: graham@everyactioncustom.com on behalf of Graham Coreil-Allen <graham@everyactioncustom.com>
Sent: Monday, March 12, 2018 11:44 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to express my strong support for Councilperson Ryan Dorsey's Complete Streets ordinance, bill 17-0102. The Complete Streets bill represents a major step towards making our city more equitable, accessible, and healthy. Currently our roads are designed primarily to serve the needs of motorists at the expense of the safety of non-motorists. Prioritizing motorists in a city where one third of residents do not drive is physically harmful and economically unfair. The complete streets ordinance will finally add a clear guiding law for DOT to follow as they rebuild roads to meet the needs of pedestrians, wheelchair users, transit riders, and bicyclists.

As a resident of Auchentoroly Terrace, I rely primarily on walking and bicycling to get to my job sites and community gatherings. While our historically walkable neighborhood may face Druid Hill Park, pedestrians are effectively cut off from safely reaching the park's public health and recreation benefits due to dangerous, 5-9 lane wide, polluting highways. The widening of Druid Park Lake Drive and Auchentoroly Terrace into highways in the 1940s was carried out by the city over the wishes and protests of local residents and the NAACP in order to provide predominantly privileged motorists quick commuting access to the suburbs. Now over 70 years later, our vulnerable, mostly working class neighbors, kids, and seniors, must risk their lives to reach the playgrounds and natural areas of Druid Hill Park.

If instead Auchentoroly Terrace and Druid Park Lake Drive were complete streets, kids, seniors, and wheelchair users, many of whom live in food desserts lacking adequate physical recreation, would be able to safely enjoy the healthful benefits of Baltimore's premier park and seasonal Druid Hill Farmers Market. Furthermore, complete streets will make it easier for residents of West Baltimore to ride bicycles and take transit to work and school. We must convert these highways into boulevards to finally reintegrate the park with the surrounding neighborhood fabric.

The Complete Streets ordinance, bill 17-0102, will make Baltimore safer, more accessible, and healthier for all.

Sincerely,
Graham Coreil-Allen
3210 Auchentoroly Ter Baltimore, MD 21217-1949

Dorsey, Ryan

From: sarah.dadamo@everyactioncustom.com on behalf of Sarah D'Adamo <sarah.dadamo@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:27 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sarah D'Adamo
1507 Bolton St Baltimore, MD 21217-4204

Dorsey, Ryan

From: linda@everyactioncustom.com on behalf of Linda Ferguson <linda@everyactioncustom.com>
Sent: Saturday, March 10, 2018 9:31 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

I lived in the Netherlands for 12 years where bikes were more numerous than cars. It was a joy to be able to bike everywhere for shopping, or just pleasure to see and experience parts of the city I might not go to because of difficult parking, traffic congestion, etc.

It's also good for the environment. That part is obvious.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Linda Ferguson
1619 Park Ave Apt 5 Baltimore, MD 21217-4273

Dorsey, Ryan

From: danieljhindman@everyactioncustom.com on behalf of Daniel Hindman <danieljhindman@everyactioncustom.com>
Sent: Friday, March 09, 2018 8:09 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

As a physician, public health officer, and researcher, I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Daniel Hindman
2712 Auchentoroly Ter Baltimore, MD 21217-1953

Blom, Mia J.

From: ahinz61@everyactioncustom.com on behalf of Andrew Hinz <ahinz61@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:01 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be an important investment in a sustainable and just Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Hinz
1427 Park Ave Baltimore, MD 21217-4231

Blom, Mia J.

From: eric.hontz@everyactioncustom.com on behalf of Eric Hontz <eric.hontz@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:15 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Eric Hontz
2436 Eutaw Pl Baltimore, MD 21217-4001

Dorsey, Ryan

From: Diniguez00@everyactioncustom.com on behalf of Diane Iniguez <Diniguez00@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:05 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Diane Iniguez
1526 Bolton St Baltimore, MD 21217-4203

Blom, Mia J.

From: peter.moore.jackson@everyactioncustom.com on behalf of Peter Jackson <peter.moore.jackson@everyactioncustom.com>
Sent: Sunday, March 18, 2018 12:46 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Peter Jackson
1807 Bolton St Baltimore, MD 21217-4329

Dorsey, Ryan

From: atjones4@everyactioncustom.com on behalf of Adam T Jones <atjones4@everyactioncustom.com>
Sent: Saturday, March 10, 2018 12:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Adam T Jones
1735 Bolton St Apt 3R Baltimore, MD 21217-4326

Dorsey, Ryan

From: gabriel@everyactioncustom.com on behalf of gabriel kroiz <gabriel@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:13 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
gabriel kroiz
251 W Lafayette Ave Baltimore, MD 21217-4217

Dorsey, Ryan

From: b.casey.lyons@everyactioncustom.com on behalf of Casey Lyons <b.casey.lyons@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:04 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Casey Lyons
221 W Lanvale St Apt 2R Baltimore, MD 21217-4127

Blom, Mia J.

From: sammchale@everyactioncustom.com on behalf of Sam McHale <sammchale@everyactioncustom.com>
Sent: Thursday, March 15, 2018 7:39 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sam McHale
1601 Bolton St Baltimore, MD 21217-4494

Dorsey, Ryan

From: werner.mueller@everyactioncustom.com on behalf of werner mueller <werner.mueller@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:48 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
werner mueller
1608 Bolton St Baltimore, MD 21217-4316

Dorsey, Ryan

From: lillianhiennguyen@everyactioncustom.com on behalf of Lillian Nguyen <lillianhiennguyen@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:35 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lillian Nguyen
1729 Park Ave Apt 1 Baltimore, MD 21217-4339

Blom, Mia J.

From: kreedpetty@everyactioncustom.com on behalf of Kathryn Petty <kreedpetty@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kathryn Petty
1901 Park Ave Baltimore, MD 21217-4830
kreedpetty@gmail.com

Dorsey, Ryan

From: sc.shafer08@everyactioncustom.com on behalf of Stephanie Shafer <sc.shafer08@everyactioncustom.com>
Sent: Saturday, March 10, 2018 5:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephanie Shafer
1735 Bolton St Apt 3R Baltimore, MD 21217-4326

Dorsey, Ryan

From: mike.shank@everyactioncustom.com on behalf of Michael Shank <mike.shank@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Walking and biking are incredibly important to me. Baltimore can be such a beautiful city to walk and bike in, from spring's blossoming trees, to the winding waterfront walkway. From the pocket parks in Bolton Hill to the incredible architecture in Mount Vernon. However that beauty is tarnished and sickened by our ill designed streets. Countless of my walks and bike rides have been ruined by aggressive drivers, motorists who believe that their convenience trumps my safety. With the way most Baltimore streets are designed, it is all too easy to drive recklessly.

I can't live in a city that doesn't support walking and biking. I can't live in a city that lets North Ave turn into a de facto highway. I can't live in a city that inconsistently requires pushing a button to cross the street. No more Ghost Bikes! Streets for all people!

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Shank

Dorsey, Ryan

From: ashesmith85@everyactioncustom.com on behalf of Ashe Smith <ashesmith85@everyactioncustom.com>
Sent: Monday, March 12, 2018 11:21 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.
And I vote, often.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of MUCH needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

My husband was hit by a car TWICE in the City while he was on his bike.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ashe Smith
2318 Callow Ave Baltimore, MD 21217-4625

Blom, Mia J.

From: enstephenson@everyactioncustom.com on behalf of Eric Stephenson <enstephenson@everyactioncustom.com>
Sent: Friday, March 16, 2018 4:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102, because I believe that safety is the most important thing to consider when making design or leadership decisions. There have been too many cyclists and pedestrians injured and killed by motor vehicles in our city. Additionally, complete streets would provide improved transportation in my community enabling residents to reach jobs across town by foot or bike more easily. A more walkable and bikeable city would make Baltimore work better for residents and visitors alike.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work. This is badly needed in my community of Sandtown.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it as I do.

Sincerely,
Eric Stephenson
926 N Carrollton Ave Baltimore, MD 21217-2563

Dorsey, Ryan

From: lisijeanne@everyactioncustom.com on behalf of Lisi Stoessel <lisijeanne@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:30 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lisi Stoessel
1819 Eutaw Pl Apt 1 Baltimore, MD 21217-3807

Blom, Mia J.

From: keithuram@everyactioncustom.com on behalf of Keith Uram <keithuram@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:33 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.
Thank you so much for your work on this important legislation, Ryan!

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Keith Uram
206 Laurens St Apt 6 Baltimore, MD 21217-4395

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21223

Blom, Mia J.

From: bcarignan@everyactioncustom.com on behalf of Babs carignan <bcarignan@everyactioncustom.com>
Sent: Thursday, March 15, 2018 2:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Babs carignan
1144 Sargeant St Baltimore, MD 21223-3628

Dorsey, Ryan

From: stephjenea@everyactioncustom.com on behalf of Stephanie Compton <stephjenea@everyactioncustom.com>
Sent: Monday, March 12, 2018 8:37 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, John Bullock, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephanie Compton
118 S Arlington Ave Baltimore, MD 21223-2615

Blom, Mia J.

From: grahammooney197@everyactioncustom.com on behalf of Graham Mooney <grahammooney197@everyactioncustom.com>
Sent: Friday, March 16, 2018 3:59 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Graham Mooney
1518 Hollins St Baltimore, MD 21223-2418

Dorsey, Ryan

From: dlpelaez@everyactioncustom.com on behalf of Danielle Pelaez <dlpelaez@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:04 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Danielle Pelaez
1114 W Pratt St Baltimore, MD 21223-2645

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21218

Blom, Mia J.

From: itsphilip@everyactioncustom.com on behalf of Philip Alsop <itsphilip@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 3:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Philip Alsop
3616 Kimble Rd Baltimore, MD 21218-2026

Blom, Mia J.

From: meghan.l.ames@everyactioncustom.com on behalf of Meghan Ames <meghan.l.ames@everyactioncustom.com>
Sent: Friday, March 16, 2018 8:36 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

As a Registered Dietitian and public health professional, I had dedicated my life to promoting health. This is good for our economy, our workforce, our communities, and our quality of life. The components of the proposed Complete Street Ordinance would support healthier lifestyles and lead to improved health outcomes by addressing physical inactivity, connecting communities, promoting stress reduction, and improving quality of life.

I don't own a car and I bike 6 miles round trip to work. This is my favorite part of my day and it helps keep my body and mind sharp and healthy. Additionally, I save money in transportation related expenses, allowing me to contribute more to my local economy. Many more Baltimore citizens would realize these benefits if this Complete Streets Ordinance was passed. It would allow Baltimore to live up to our claim as "The Greatest City in America."

I plan to have a family, but will not be buying a car. Having an active transport, even with kids in toe, is non-negotiable, and the passing of the Complete Street Ordinance will be key in my decision to raise my family in Baltimore, and contribute to another generation of city-loving Baltimore natives.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Meghan Ames
2619 Guilford Ave Baltimore, MD 21218-4612

Dorsey, Ryan

From: dandersohn@everyactioncustom.com on behalf of Daniel Anderson <dandersohn@everyactioncustom.com>
Sent: Monday, March 12, 2018 3:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I'm certain you have all of the information necessary regarding this bills, so I would just like let you know there is another vocal, enthusiastic supporter of this bill. I am a driver, cyclist, and pedestrian in Baltimore City and believe the streets should be shared by all.

Thank you for your consideration.

Sincerely,
Daniel Anderson
413 Calvin Ave Baltimore, MD 21218-2822

Blom, Mia J.

From: Anthony20720@everyactioncustom.com on behalf of ANTHONY ANGION <Anthony20720@everyactioncustom.com>
Sent: Thursday, March 15, 2018 4:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
ANTHONY ANGION
3815 Yolando Rd Baltimore, MD 21218-2044

Dorsey, Ryan

From: craigbettenhausen@everyactioncustom.com on behalf of Craig Bettenhausen <craigbettenhausen@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:32 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Multimodal transportation infrastructure is essential for Baltimore to grow and thrive in the 21st century. Look at Amazon: the employers that are adding jobs want bike lines, walkable neighborhoods, and good public transit. And look at me. I'm a young father of three with a middle class job, and I value needing only one car for my family. I live in the city because I don't want to have to drive everywhere.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Craig Bettenhausen
2521 Guilford Ave Baltimore, MD 21218-4619

Blom, Mia J.

From: tblatt@everyactioncustom.com on behalf of Todd Blatt <tblatt@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:03 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I'm moving to the neighborhood!

You'll have to come visit. Also, I hope to bike pretty much all the time, and I'd like to be safe.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Todd Blatt
2510 N Calvert St Baltimore, MD 21218-4614

Blom, Mia J.

From: eborchers90@everyactioncustom.com on behalf of Eric Borchers <eborchers90@everyactioncustom.com>
Sent: Thursday, April 05, 2018 9:33 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Eric Borchers
323 E 27th St Baltimore, MD 21218-4414
eborchers90@gmail.com

Blom, Mia J.

From: regina@everyactioncustom.com on behalf of Regina T Boyce <regina@everyactioncustom.com>
Sent: Saturday, March 17, 2018 11:09 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Regina T Boyce
3511 Old York Rd Baltimore, MD 21218-2558

Dorsey, Ryan

From: jrb271828@everyactioncustom.com on behalf of James Brown <jrb271828@everyactioncustom.com>
Sent: Sunday, March 11, 2018 5:58 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
James Brown
1516 E 33rd St Baltimore, MD 21218-3705

Blom, Mia J.

From: brendanvburns@everyactioncustom.com on behalf of Brendan Burns <brendanvburns@everyactioncustom.com>
Sent: Friday, March 16, 2018 12:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

We must ensure that pedestrians, cyclists, children, the elderly and the disabled are prioritized in the design of our infrastructure.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brendan Burns
2447 N Calvert St Apt B Baltimore, MD 21218-5216

Blom, Mia J.

From: tcasalena@everyactioncustom.com on behalf of taylor casalena <tcasalena@everyactioncustom.com>
Sent: Friday, April 20, 2018 3:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
taylor casalena
330 E 33rd St Baltimore, MD 21218-3474
tcasalena@loyola.edu

Blom, Mia J.

From: rebeccacchan@everyactioncustom.com on behalf of Rebecca Chan <rebeccacchan@everyactioncustom.com>
Sent: Friday, March 16, 2018 12:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rebecca Chan
2119 Lake Montebello Ter Baltimore, MD 21218-3132

Dorsey, Ryan

From: ammi.chaveas@everyactioncustom.com on behalf of Ammi Chaveas <ammi.chaveas@everyactioncustom.com>
Sent: Thursday, March 08, 2018 4:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ammi Chaveas
3019 Abell Ave Baltimore, MD 21218-3913

Blom, Mia J.

From: andrew.chaveas@everyactioncustom.com on behalf of Andrew Chaveas <andrew.chaveas@everyactioncustom.com>
Sent: Friday, March 16, 2018 9:52 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Chaveas
3019 Abell Ave Baltimore, MD 21218-3913

Blom, Mia J.

From: laura.d.cohen@everyactioncustom.com on behalf of Laura Cohen <laura.d.cohen@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 6:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Laura Cohen
2107 Lake Montebello Ter Baltimore, MD 21218-3132

Dorsey, Ryan

From: silcohn@everyactioncustom.com on behalf of Silvia Cohn <silcohn@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Silvia Cohn
3119 Abell Ave Baltimore, MD 21218-3412

Dorsey, Ryan

From: scott.conroy@everyactioncustom.com on behalf of Scott Conroy <scott.conroy@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:48 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Scott Conroy
2513 N Calvert St Baltimore, MD 21218-4615

Blom, Mia J.

From: freerangepotter@everyactioncustom.com on behalf of Adam Conway <freerangepotter@everyactioncustom.com>
Sent: Friday, April 20, 2018 11:06 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Adam Conway
3245 Abell Ave Baltimore, MD 21218-3435 freerangepotter@gmail.com

Blom, Mia J.

From: ericcox1@everyactioncustom.com on behalf of Eric Cox <ericcox1@everyactioncustom.com>
Sent: Thursday, March 15, 2018 4:08 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Eric Cox
3028 Abell Ave Baltimore, MD 21218-3912

Blom, Mia J.

From: andycrabb@everyactioncustom.com on behalf of Andrew Crabb <andycrabb@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 3:59 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Crabb
2414 Guilford Ave Baltimore, MD 21218-5220 andycrabb@gmail.com

Blom, Mia J.

From: Michael.J.S.Crowley@everyactioncustom.com on behalf of Michael Crowley <Michael.J.S.Crowley@everyactioncustom.com>
Sent: Monday, April 16, 2018 5:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Crowley
103 W 27th St Baltimore, MD 21218-4305
Michael.J.S.Crowley@gmail.com

Blom, Mia J.

From: theandydahl@everyactioncustom.com on behalf of Andy Dahl <theandydahl@everyactioncustom.com>
Sent: Thursday, March 15, 2018 3:51 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andy Dahl
919 E 37th St Baltimore, MD 21218-2015

Dorsey, Ryan

From: austinbikes@everyactioncustom.com on behalf of austin davis <austinbikes@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:55 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
austin davis
2726 Maryland Ave Baltimore, MD 21218-4791

Dorsey, Ryan

From: davis.randolph@everyactioncustom.com on behalf of Randy Davis <davis.randolph@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my councilman of the 12th District, Robert Stokes, the council president Bernard "Jack" Young, and the Mayor Pugh know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

Baltimore continues to slip and fall behind all of our neighbors in the northeast and must must adopt complete streets, particularly with the conditional absence of useful and alternative public transit for those that invested and live here. I appreciate Councilman Dorsey's leadership in this beneficial infrastructure mandate. The actualization of complete streets practices would be a game changer for our city in ways we can only begin to imagine.

This ordinance will be a great thing for Baltimore City, please support it. Your constituents are watching closely.

Sincerely,
Randy Davis
2105 Hargrove St Baltimore, MD 21218-5802

Dorsey, Ryan

From: carlyd718@everyactioncustom.com on behalf of Carly Delavigne <carlyd718@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Complete streets are necessary for Baltimore to reach the level of safety, community feel, and equality that exists in most other American cities. I should not feel scared to use my bicycle for transportation, and pedestrians should not feel scared to cross the street in high traffic areas. It is time to recognize that prioritizing cars in a densely populated city is not logical, economical, or safe. Please support and ensure that this bill passes, so that I and my fellow Baltimore residents can continue to feel proud of our city.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Carly Delavigne
413 Calvin Ave Baltimore, MD 21218-2822

Blom, Mia J.

From: cdemario42@everyactioncustom.com on behalf of Caleb DeMario <cdemario42@everyactioncustom.com>
Sent: Thursday, March 15, 2018 11:27 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Caleb DeMario
3010 Saint Paul St Apt 2 Baltimore, MD 21218-3944

Dorsey, Ryan

From: kdrabinski@everyactioncustom.com on behalf of Kate Drabinski <kdrabinski@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:14 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kate Drabinski
3016 Barclay St Baltimore, MD 21218-3936

Dorsey, Ryan

From: maryelieisar@everyactioncustom.com on behalf of Mary Elieisar <maryelieisar@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mary Elieisar
2905 N Charles St Apt 115 Baltimore, MD 21218-4067

4000 N Charles St Apt 1610 Baltimore, MD 21218-1768 englewoman@verizon.net

Blom, Mia J.

From: englewoman@everyactioncustom.com on behalf of Elizabeth Engleman <englewoman@everyactioncustom.com>
Sent: Friday, April 20, 2018 12:18 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Presently, the planning component for multi modal transportation in Baltimore City is just about as functional as a late bus (missing Link). Most of what is planned results from decisions by planners who only use and contribute to automobile traffic. Some 33% of total city residents are public transit dependent with no access to private vehicles.

That number gets to be more ugly when investigated by neighborhoods. In most previously racially red-lined areas where segregation of black and brown citizens from whites took place, the percentage of transit dependency is 50%. For the most challenged neighborhoods it goes as high as 80%. Safe, reliable twenty four hour multi-modal transportation access is the driver of economy, health, and housing. It is the ECONOMIC engine of a city and region.

"Opportunity you can't get to isn't real opportunity"! At this time two thirds of public transit riders (employees, students, patients and grocery shoppers) take more than 90 minutes to travel one direction to their destination. Student grades suffer, employees lose their only job for repeat tardiness and seniors and disabled are forced to make multiple unsafe connections.

Streets are for use of all citizens. Pedestrians, public transit and bicycles must have equal and safe access through proven planning practices that value all citizens and modes.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Engleman

Blom, Mia J.

From: johndavidevans3@everyactioncustom.com on behalf of John Evans <johndavidevans3@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 1:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
John Evans
2244 Guilford Ave Baltimore, MD 21218-5818 johndavidevans3@gmail.com

Dorsey, Ryan

From: kefigiel@everyactioncustom.com on behalf of Kate Figiel-Miller <kefigiel@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kate Figiel-Miller
2747 Maryland Ave Baltimore, MD 21218-4381

Dorsey, Ryan

From: ranigan@everyactioncustom.com on behalf of Ryan Flanigan <ranigan@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:31 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I fully support Complete Streets legislation and appreciate you taking on this cause. As an affordable housing advocate I understand the connections between transportation and housing security. Without equitable transportation infrastructure neighborhoods will wither regardless of housing investments.

Keep up the good work!

Sincerely,
Ryan Flanigan
2107 Lake Montebello Ter Baltimore, MD 21218-3132

Blom, Mia J.

From: laura.j.flamm@everyactioncustom.com on behalf of Laura Flamm <laura.j.flamm@everyactioncustom.com>
Sent: Friday, March 16, 2018 9:00 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Laura Flamm
2615 Guilford Ave Baltimore, MD 21218-4612

Dorsey, Ryan

From: kyle.p.fritz@everyactioncustom.com on behalf of Kyle Fritz <kyle.p.fritz@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 11:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kyle Fritz
2619 Guilford Ave Baltimore, MD 21218-4612

Blom, Mia J.

From: kyle.p.fritz@everyactioncustom.com on behalf of Kyle Fritz <kyle.p.fritz@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:48 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kyle Fritz
2619 Guilford Ave Baltimore, MD 21218-4612

Dorsey, Ryan

From: kacenka74@everyactioncustom.com on behalf of Catharine Fronk-Giordano <kacenka74@everyactioncustom.com>
Sent: Monday, March 12, 2018 10:49 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

You only have to look at countries like the Netherlands - who have been incorporating mixed traffic use street design SUCCESSFULLY since the 1970s, to know that it is possible. I was born and raised in the Netherlands and have seen first hand the positive economic impact transforming a city - and especially a city center - from car-centric to pedestrian and bike-friendly can have. Of course there is a period of adjustment, even the Netherlands were not always such a bike-friendly place, but it's possible, even in Baltimore, if there is vision and will.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to show vision and will and support it.

Sincerely,
Catharine Fronk-Giordano
302 E 26th St Baltimore, MD 21218-4702

Blom, Mia J.

From: jgellermsw@everyactioncustom.com on behalf of Judith Geller <jgellermsw@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 6:00 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Judith Geller
3143 Abell Ave Baltimore, MD 21218-3412 jgellermsw@aol.com

Blom, Mia J.

From: bengs3791@everyactioncustom.com on behalf of Benjamin Glass-Siegel <bengs3791@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 5:17 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Benjamin Glass-Siegel
603 E 30th St Baltimore, MD 21218-4229

Dorsey, Ryan

From: anna.k.grothe@everyactioncustom.com on behalf of Anna Grothe <anna.k.grothe@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:56 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person (Robert Stokes), the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Anna Grothe
2817 Guilford Ave Baltimore, MD 21218-4420

Dorsey, Ryan

From: edgar1992@everyactioncustom.com on behalf of Che Hale <edgar1992@everyactioncustom.com>
Sent: Sunday, March 11, 2018 1:44 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102

I live in the city and my family and I use multiple modes of transit every day. I bike to work, drive my kids to school, take the bus downtown to the harbor. I walk to multiple stores, restaurants. I live in the city because it affords me these options. Please support the bill and the city's future.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Che Hale
2631 Saint Paul St Baltimore, MD 21218-4750

Dorsey, Ryan

From: jhammond112@everyactioncustom.com on behalf of James Hammond <jhammond112@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 5:34 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, Robert Stokes, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work. They also promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives.

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. There is no prescription for what a complete street looks like. A complete street in a sparsely populated neighborhood like Homeland will look different from a complete street in a densely populated neighborhood like Canton, but both are designed to balance safety and convenience for everyone using the road.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it. Thank you.

Sincerely,
James Hammond
2115 Saint Paul St Baltimore, MD 21218-5804

Dorsey, Ryan

From: business@everyactioncustom.com on behalf of Andrew Henderson <business@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:30 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Andrew Henderson
2710 N Calvert St Baltimore, MD 21218-4404

Blom, Mia J.

From: peh616@everyactioncustom.com on behalf of Polly Heninger <peh616@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:35 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am an avid cyclist who uses her bike for commuting, recreation, transportation, and long-distance travel. Baltimore could be so much better for bicycling, indeed, for all road users, with Complete Streets.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Polly Heninger
4000 N Charles St Apt 310 Baltimore, MD 21218-1735

Dorsey, Ryan

From: jay.hiatt@everyactioncustom.com on behalf of Jay Hiatt <jay.hiatt@everyactioncustom.com>
Sent: Friday, March 09, 2018 8:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jay Hiatt
1313 Lakeside Ave Baltimore, MD 21218-3004

Blom, Mia J.

From: annierhollis@everyactioncustom.com on behalf of Annie Hollis <annierhollis@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:56 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Annie Hollis
3717 Kimble Rd Baltimore, MD 21218-2029

Blom, Mia J.

From: steve.t.holt@everyactioncustom.com on behalf of Steve Holt <steve.t.holt@everyactioncustom.com>
Sent: Friday, March 16, 2018 1:26 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

While the State of Maryland has been disinvesting in Baltimore's transit system, we still have the opportunity as a City to design our roads in a way that guarantees that the 30% of households who don't use a car, and all of the people like me who prefer not to drive, can safely travel throughout Baltimore.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey and others came to our Ednor Gardens-Lakeside Civic Association meeting to get feedback on the ordinance and to gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership. Our neighborhood will be taking a vote to demonstrate its support prior to the hearing.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Steve Holt
1316 E 36th St Baltimore, MD 21218-2119

Dorsey, Ryan

From: ajh427@everyactioncustom.com on behalf of Amelia Hood <ajh427@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:43 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Amelia Hood
336 E 27th St Baltimore, MD 21218-4413

Blom, Mia J.

From: rebekah.horowitz@everyactioncustom.com on behalf of Rebekah Horowitz <rebekah.horowitz@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:15 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rebekah Horowitz
2432 Guilford Ave Baltimore, MD 21218-5220

Blom, Mia J.

From: info@everyactioncustom.com on behalf of Susannah Horrom <info@everyactioncustom.com>
Sent: Thursday, March 15, 2018 2:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Susannah Horrom
34 W 25th St Baltimore, MD 21218-5002

Blom, Mia J.

From:	laurenjxson@everyactioncustom.com on behalf of Lauren Jackson <laurenjxson@everyactioncustom.com>
Sent:	Friday, March 16, 2018 9:44 AM
To:	Dorsey, Ryan
Subject:	I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lauren Jackson
229 E 33rd St Apt 2 Baltimore, MD 21218-3469

Dorsey, Ryan

From: ckjewell1@everyactioncustom.com on behalf of Carolyn Jewell <ckjewell1@everyactioncustom.com>
Sent: Saturday, March 10, 2018 10:18 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Carolyn Jewell
4216 Kelway Rd Baltimore, MD 21218-1405

Blom, Mia J.

From: thejonessupremacy@everyactioncustom.com on behalf of Thomas Jones <thejonessupremacy@everyactioncustom.com>
Sent: Tuesday, March 27, 2018 11:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

... I cut all the crap from that form letter... of course I support complete streets. I'm guessing you see the value of complete streets.

Here's the thing: I'm a hard core bike rider and I'll ride regardless of what happens. If it wasn't for the fact that I saw a tractor trailer on Argonne Drive (next to a 3/4 ton limit sign) I would 've decided not to send this. But these streets are a pig's breakfast and government is apparently run by people lacking will or courage to manage traffic. They seem at least be courageous enough to allow for the installation of speed "notification" devices "asking" people to slow down, you know, because that works...

What I will say is that as safe as changes would be for cyclists they'd be exponentially more safe for pedestrians who are more at risk.

Ill close with a blunt message to your colleagues: do something.

Sincerely,
Thomas Jones
4216 Westview Rd Baltimore, MD 21218-1457 thejonessupremacy@gmail.com

Blom, Mia J.

From: jessica.kali@everyactioncustom.com on behalf of Jessica Kali <jessica.kali@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Im living with Todd and I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jessica Kali
2510 N Calvert St Baltimore, MD 21218-4614

Dorsey, Ryan

From: CatieKennedy33@everyactioncustom.com on behalf of Caitlin Kennedy <CatieKennedy33@everyactioncustom.com>
Sent: Saturday, March 10, 2018 12:54 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Caitlin Kennedy
310 E 26th St Baltimore, MD 21218-4702

Dorsey, Ryan

From: sanzi.kermes@everyactioncustom.com on behalf of M Sanzi Kermes <sanzi.kermes@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Finally, I would add that I am and have been an avid commuter cyclist in Baltimore City since 1986. I appreciate the shifting paradigm toward bike safety.

Sincerely,
M Sanzi Kermes
407 Southway Baltimore, MD 21218-2520

Dorsey, Ryan

From: phillip.kerrigan@everyactioncustom.com on behalf of Phillip Kerrigan <phillip.kerrigan@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Phillip Kerrigan
3220 Guilford Ave Baltimore, MD 21218-3464

Blom, Mia J.

From: phillip.kerrigan@everyactioncustom.com on behalf of Phillip Kerrigan <phillip.kerrigan@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:34 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Phillip Kerrigan
3220 Guilford Ave Apt 3 Baltimore, MD 21218-3464 phillip.kerrigan@gmail.com

Blom, Mia J.

From: nils.kupzok@everyactioncustom.com on behalf of Nils Kupzok <nils.kupzok@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 4:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I can't afford a car. That is why biking is a necessity. That is why walking is a necessity. Necessities that allow me to move freely in the city of Baltimore. But biking and walking is dangerous in Baltimore. The reason is the false anti-walking anti-biking street design. I don't ask you to do anything fancy. I ask you to protect my health, safety, and yes, my freedom. In order to do that, to secure my basic rights, support the ordinance.

Thanks so much for your work, and I completely approve of many changes done in the last years to improve especially the safety of bikers.

Sincerely,
Nils Kupzok
309 Birkwood Pl Baltimore, MD 21218-2815 nils.kupzok@jhu.edu

Dorsey, Ryan

From: placombe@everyactioncustom.com on behalf of Philip LaCombe <placombe@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:32 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Philip LaCombe
811 Homestead St Baltimore, MD 21218-3536

Dorsey, Ryan

From: danielle.lansford@everyactioncustom.com on behalf of Danielle Lansford <danielle.lansford@everyactioncustom.com>
Sent: Monday, March 12, 2018 7:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Danielle Lansford
2503 N Calvert St Apt 1B Baltimore, MD 21218-4996

Blom, Mia J.

From: jeanne_lauber@everyactioncustom.com on behalf of Jeanne Lauber <jeanne_lauber@everyactioncustom.com>
Sent: Thursday, March 15, 2018 4:59 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I'm a regular biker and support the Complete Streets Ordinance.

I agree with those saying the following:

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeanne Lauber
715 Belle Terre Ave Baltimore, MD 21218-3515

Dorsey, Ryan

From: dleege@everyactioncustom.com on behalf of David Leege <dleege@everyactioncustom.com>
Sent: Saturday, March 10, 2018 7:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Leege
2742 Maryland Ave Baltimore, MD 21218-4328

Dorsey, Ryan

From: klillig@everyactioncustom.com on behalf of Kim Lillig <klillig@everyactioncustom.com>
Sent: Monday, March 12, 2018 8:20 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kim Lillig
3806 Kimble Rd Baltimore, MD 21218-2030

Dorsey, Ryan

From: fred.lippert@everyactioncustom.com on behalf of Frederick Lippert <fred.lippert@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:04 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person Mr. Robert Stokes, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am a resident of Baltimore City and am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore City.

The ordinance introduces a layer of much needed transparency into the Baltimore City's Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences excessively high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force. I have personally witnessed vehicular crashes directly in front of my residence that would never have happened if this Complete Streets law had been in force and fully implemented.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Frederick Lippert
2746 Saint Paul St Baltimore, MD 21218-4332

Blom, Mia J.

From: sarahmagida@everyactioncustom.com on behalf of Sarah Magida <sarahmagida@everyactioncustom.com>
Sent: Thursday, March 15, 2018 11:54 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sarah Magida
614 Venable Ave Baltimore, MD 21218-2919

Blom, Mia J.

From: megan.mcshea@everyactioncustom.com on behalf of Megan McShea <megan.mcshea@everyactioncustom.com>
Sent: Friday, March 16, 2018 12:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Megan McShea
3748 Ellerslie Ave Baltimore, MD 21218-1951

Blom, Mia J.

From: humbertomisteroni@everyactioncustom.com on behalf of Humberto Misteroni <humbertomisteroni@everyactioncustom.com>
Sent: Friday, March 16, 2018 11:16 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years,(which myself have been a victim of), those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Humberto Misteroni
1 W 22nd St Apt 3D Baltimore, MD 21218-5748

Blom, Mia J.

From: caitlin.morelli@everyactioncustom.com on behalf of Caitlin Morelli <caitlin.morelli@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:23 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Caitlin Morelli
2601 N Howard St Apt 405 Baltimore, MD 21218-4978

Blom, Mia J.

From: brit.moyer@everyactioncustom.com on behalf of Brittany Moyer <brit.moyer@everyactioncustom.com>
Sent: Thursday, March 15, 2018 4:08 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brittany Moyer
2609 Guilford Ave Baltimore, MD 21218-4612

Blom, Mia J.

From: tcimunn@everyactioncustom.com on behalf of Tim Munn <tcimunn@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

As a daily, year-round commuting cyclist for 15 years or more, I can tell you the Maryland Ave bike lane is a blessing. It is also great to see the additional bike traffic it is encouraging. We need to do more to encourage more people to explore this transportation choice. It also encourages people to live in the city if they work in the city.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Tim Munn
315 E 31st St Baltimore, MD 21218-3405
tcimunn@gmail.com

Blom, Mia J.

From: chrisschross@everyactioncustom.com on behalf of Christopher Nelson <chrisschross@everyactioncustom.com>
Sent: Friday, March 16, 2018 8:31 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christopher Nelson
2539 N Howard St Baltimore, MD 21218-4506

Blom, Mia J.

From: noppenbd@everyactioncustom.com on behalf of David Noppenberger <noppenbd@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Noppenberger
327 E 30th St Baltimore, MD 21218-3933
noppenbd@gmail.com

Dorsey, Ryan

From: mary.a.odell@everyactioncustom.com on behalf of Mary Odell <mary.a.odell@everyactioncustom.com>
Sent: Friday, March 09, 2018 6:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mary Odell
10 E 21st St Baltimore, MD 21218-5923

Blom, Mia J.

From: Homesickelian@everyactioncustom.com on behalf of Brian O'Doherty <Homesickelian@everyactioncustom.com>
Sent: Friday, March 16, 2018 9:05 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brian O'Doherty
2609 Guilford Ave Baltimore, MD 21218-4612

Blom, Mia J.

From: mio205@everyactioncustom.com on behalf of Marissa O'Guinn <mio205@everyactioncustom.com>
Sent: Thursday, March 15, 2018 7:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, Mary Pat Clark, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Marissa O'Guinn
919 E 37th St Baltimore, MD 21218-2015

Blom, Mia J.

From: lolasov@everyactioncustom.com on behalf of Lauren Olasov <lolasov@everyactioncustom.com>
Sent: Friday, March 16, 2018 8:19 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lauren Olasov
2909 Saint Paul St Apt 2 Baltimore, MD 21218-4881

Dorsey, Ryan

From: greenandwine@everyactioncustom.com on behalf of Taka Ono <greenandwine@everyactioncustom.com>
Sent: Sunday, March 11, 2018 3:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Taka Ono
2300 N Calvert St Apt 301 Baltimore, MD 21218-5295

Dorsey, Ryan

From: eaparker@everyactioncustom.com on behalf of Emily Parker <eaparker@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:32 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Emily Parker
3024 N Calvert St Apt C7 Baltimore, MD 21218-3974

Dorsey, Ryan

From: carolina.c.paul@everyactioncustom.com on behalf of Carolina Paul <carolina.c.paul@everyactioncustom.com>
Sent: Monday, March 12, 2018 3:38 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I grew up on the west side of Baltimore. When I moved to Chicago for school, the new protected bike infrastructure on my street inspired me, at the age of 20, to learn how to ride a bike for the first time. These bike lanes transferred my 2-transfer bus commute into an interesting (albeit lengthy) ride to work. I loved it. Over the next few years, I commuted to work by bike most of the time, only stopping for 2-3 months when the road was very icy. I chopped at least 30 minutes a day off my commute time. I avoided an overcrowded bus line. I must have saved hundreds on bus fare. I even became a bike safety outreach worker for the Chicago Department of Transportation.

I wasn't the only one biking in Chicago. Lots of young professionals like myself rode, but so did the Dean of my university. So did my supervisor, a woman in her 50s. The bike racks outside high schools were packed. Street fairs almost always had "bike valets" to accomodate the hundreds who would come to them by bike. For me, biking wasn't just fun or environmentally friendly or cheap. It was actually the fastest way for me to get around. Travelling the 1.5 miles from my house to my friend's house took too long on foot, but parking in her neigborhood would have been impossible. Traffic snarled on my 4 miles ride to work, a 25 minute door-to-door trip for me.

Moving back to Baltimore has been discouraging. I see wide streets encouraging speeding. I see fences in medians to prevent pedestrians from easily accessing amenities on the other sides of the road. I have become a motorist, speeding down 29th street, past the Barclay School. I was a fearless cyclist in Chicago- there was no street I would not bike on. Here, I am afraid to ride a mile down 33rd street to the Y because of how close fast drivers pass.

I want to see Complete Streets policies implemented in Baltimore, so it can become a more liveable city. Walking, biking, and taking public transit should be easy and safe for all Baltimore residents. Communities thrive when they are connected this way. Most parts of Baltimore are not pleasant to walk or bike in. But the secret is that they are no joy to drive in either. By making streets safe for all users, we can increase the number of options Baltimore residents have to get to school and work.

Sincerely,
Carolina Paul
313 E 30th St Baltimore, MD 21218-3933

Dorsey, Ryan

From: vjpenna@everyactioncustom.com on behalf of Victoria Pennacchia <vjpenna@everyactioncustom.com>
Sent: Sunday, March 11, 2018 9:29 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership. I believe this ordinance will make us a better, more liveable and safer city.

Sincerely,
Victoria Pennacchia
3802 Ednor Rd Baltimore, MD 21218-2051

Blom, Mia J.

From: mtpetri@everyactioncustom.com on behalf of Meagan Petri <mtpetri@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 12:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

On many streets in Baltimore, I feel like I'm taking my life into my hands just by crossing the street or by biking on the road with cars. I can't count the number of times as a cyclist or pedestrian I've been run off the road or nearly hit. As a homeowner and a citizen of this city, I want our roads to be safe for all users and for Baltimore to have modern transportation infrastructure that attracts businesses large and small alike as well as new residents who don't want to rely on a car.

Living on Maryland Avenue, I've experienced first-hand what steps towards a complete streets program can do for a community. I love the bike lane and having multiple options for commuting to work. Traffic has calmed dramatically on Maryland due to the infrastructure updates and it feels a lot safer for me, regardless of whether I'm biking, walking, or driving. I'd love to see similar measures be introduced on other city streets (Especially 28th and 29th, which currently feel like highways)!

Please make our city a more safe, modern place and support this ordinance. It can and will work for Baltimore.

Sincerely,
Meagan Petri
2804 Maryland Ave Baltimore, MD 21218-4028 mtpetri@yahoo.com

Blom, Mia J.

From: jonpoliszuk@everyactioncustom.com on behalf of Jonathon Poliszuk <jonpoliszuk@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jonathon Poliszuk
614 E 35th St Baltimore, MD 21218-2927

Blom, Mia J.

From: mjpost@everyactioncustom.com on behalf of Matthew Post <mjpost@everyactioncustom.com>
Sent: Wednesday, April 04, 2018 4:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matthew Post
4022 Deepwood Rd Baltimore, MD 21218-1403 mjpost@gmail.com

Dorsey, Ryan

From: eli.pousson@everyactioncustom.com on behalf of Eli Pousson <eli.pousson@everyactioncustom.com>
Sent: Monday, March 12, 2018 11:17 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance.

My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102 because I believe it can help make Baltimore a healthier, safer, and more neighborly place to live for everyone. I know that this bill incorporates best practices in street design, project management, and reporting. I appreciate the how the bill requires much-needed transparency at the Baltimore Department of Transportation while ensuring that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

But this bill matters to me most of all because safe, complete streets are a life or death issue for me, my family, and many of our friends and neighbors.

Almost every morning I walk my two older children to school at Margaret Brent Elementary School but we always need to watch out for cars speeding north on Calvert Street with little regard for people in the crosswalk. Most days, I ride a cargo bike from my home in Harwood, part of Councilman Stokes' 12th District, along the new Maryland Avenue Cycle Track to my office in Mount Vernon, part of Councilman Costello's 11th District. At the end of the day, I ride to Village Learning Place where even crossing the street feels dangerous thanks to reckless and distracted drivers on Saint Paul Street.

When our city streets are designed like highways, drivers don't make good decisions and they put the lives of children and families at risk every day.

I know many people who would like to ride more often and many families who want to ride with their children. But only some of those families decide that biking is for them. Why? They're afraid of cars. Or, to be honest, they're afraid of the bad decisions that some drivers make. We need to design our streets so that help drivers make better decisions—to go slow, watch out, and share the city with people who walk and bike.

This bill can make Baltimore's streets into places where we treat all our neighbors the way we want to be treated. And when streets are safe for everyone then more people walk or ride bikes. And the benefits of people walking and riding are shared by everyone. Cleaner air to breath. Healthier friends, family, and neighbors.

I've talked to my children about the Complete Streets ordinance and, I can say with confidence that my whole family supports it. I hope all members of the Baltimore City Council can do the same.

Sincerely,
Eli Pousson
328 E Lorraine Ave Baltimore, MD 21218-4709

Blom, Mia J.

From: leanna.powell@everyactioncustom.com on behalf of Leanna Powell <leanna.powell@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:14 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Leanna Powell
320 E 23rd St Baltimore, MD 21218-5811

Dorsey, Ryan

From: brandonprichard@everyactioncustom.com on behalf of Brandon Prichard <brandonprichard@everyactioncustom.com>
Sent: Monday, March 12, 2018 8:59 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brandon Prichard
3715 Rexmere Rd Baltimore, MD 21218-2011

Dorsey, Ryan

From: antigonemydear@everyactioncustom.com on behalf of Aaeron Robb <antigonemydear@everyactioncustom.com>
Sent: Friday, March 09, 2018 11:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Aaeron Robb
3008 Saint Paul St Baltimore, MD 21218-4780

Dorsey, Ryan

From: Dirtengineer@everyactioncustom.com on behalf of John Roche <Dirtengineer@everyactioncustom.com>
Sent: Monday, March 12, 2018 8:34 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Please ensure that my testimony for the complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person Mary Pat Clark, the council president, and the mayor know that I am in support of this ordinance. My testimony follows:

I am writing in strong support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance is sorely needed as Baltimore strives to remain an attractive city for young families, while also addressing decades of inequities in city and transportation planning initiatives. As drafted, the ordinance incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

Baltimore needs to take these types of steps to prevent a second exodus of residents who want to see a thriving, responsible city, rather than watching the city government try to bail water from the Titanic.

All city agencies are badly in need of a transparent open leadership, including the Department of Transportation it is a shame that an ordinance is needed to ensure that policies the department has already officially adopted internally will be followed because those policies will now have the force of law. Yet here we are.

Baltimore City experiences unjustified high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased. At the same time, cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

A broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership. It is a no-brainer... If we aren't scared of slowing down speeding county drivers.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
John Roche
311 Birkwood Pl Baltimore, MD 21218-2815

Dorsey, Ryan

From: maxjromano@everyactioncustom.com on behalf of Max Romano <maxjromano@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:04 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Max Romano
2736 Guilford Ave Baltimore, MD 21218-4415

Blom, Mia J.

From: maxjromano@everyactioncustom.com on behalf of Max Romano <maxjromano@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Max Romano
2736 Guilford Ave Baltimore, MD 21218-4415 maxjromano@gmail.com

Blom, Mia J.

From: nadolnik7@everyactioncustom.com on behalf of Mateusz Rozanski <nadolnik7@everyactioncustom.com>
Sent: Thursday, March 22, 2018 5:04 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mateusz Rozanski
2309 Maryland Ave Baltimore, MD 21218-5010 nadolnik7@yahoo.pl

Dorsey, Ryan

From: nicole.runde@everyactioncustom.com on behalf of Nicole Runde <nicole.runde@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 4:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nicole Runde
2917 Guilford Ave Baltimore, MD 21218-4116

Dorsey, Ryan

From: skifastoo@everyactioncustom.com on behalf of Brad Schlegel <skifastoo@everyactioncustom.com>
Sent: Monday, March 12, 2018 7:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brad Schlegel
1552 Oakridge Rd Baltimore, MD 21218-2228

Dorsey, Ryan

From: Anna Scott <gottscott@gmail.com>
Sent: Tuesday, March 13, 2018 12:32 AM
To: Reisinger, Edward; Middleton, Sharon; Clarke, Mary Pat; Costello, Eric; Dorsey, Ryan; Pinkett, Leon; Stokes, Robert; Coates, Jennifer
Subject: Comments in support of Bill #17-0102

Dear Land Use and Transportation Committee members,

My name is Anna Scott and I am a Baltimore City resident writing to urge you to support Bill # 17-0102, the "Complete Streets". I thank you in advance for the opportunity to share my testimony.

The Complete Streets bill matters to me as a Baltimore resident, as a climate scientist, and as a young person. As a Baltimore resident, I do not own a car, and navigate our city by bicycle, bus, and car-share. Nearly daily, I must stop in the middle of an intersection because a car turns without signalling or checking for pedestrians. The Complete Streets bill would make me safer by encouraging urban policy that would limit car speeds and make cyclist infrastructure a key part of city streets.

As a climate scientist, I also urge you to support the Bill. Transportation is the largest source of greenhouse gas emissions in the US, according to the DOE. Transit solutions designed for pedestrians, cyclists, and transit rather than cars can help lower carbon dioxide emissions (the gas responsible for climate change) while improving air quality. While pedestrians and cyclists spend zero emissions, and diesel buses at average capacity spend 15 grams of carbon dioxide per passenger per kilometer, gasoline based cars spend on average 244 grams of carbon dioxide per passenger per kilometer (using numbers from a 2002 study by Hook and Wright). The Intergovernmental Panel on Climate Change or IPCC finds that policies similar to the ones outlined in the Complete Streets bill can be effective at mitigating the burden of climate change.
I note that Mayor Pugh signed the "We Are Still In" pledge to commit to the Paris Climate agreement, and perhaps even more importantly, the impacts of climate change will hurt Baltimore's health and economy, making preventing climate change a priority for the city.

Furthermore, studies show that pedestrian-oriented design can encourage healthier lifestyles and reduce disease burden (for example, Haines et al 2007). The World Health Organization finds that policies that encourage rapid transit and walking and cycling yield immediate health "co-benefits" beyond what would be gained by improving fuel and vehicle efficiencies. These benefits include: reduced cardiovascular and respiratory disease from air pollution, less traffic injury and less noise-related stress, and increased physical activity, which can prevent some cancers, type 2 diabetes, heart disease and other obesity-related risks. Because Complete Streets is aimed at Baltimoreans who own fewer cars, it also improves health equity.

Complete Streets also has the chance to affect Baltimore's urban heat island, a phenomena where Baltimore City experiences higher temperatures than rural areas that can cause increased heat stress, hospitalization, and potentially death. This is also my area of expertise- I have published several peer-reviewed studies on Baltimore's urban heat island. These studies find that the "excess" heat experienced in Baltimore City is linked to local land use. By prioritizing cyclists, pedestrians, and transit, the City has the chance to reduce parking lots and other car storage structures that worsen the urban heat island.

Finally, as a young resident, the Complete Streets bill lays out a vision for a Baltimore heading in the right direction. It paves the way for a brighter, safer, and less polluted city that supports all of its citizens equitably. I urge you to support it. Thank you again for your time and consideration.

Sincerely,

Anna Scott
PhD student, Earth & Planetary Science, Johns Hopkins University
1807 Saint Paul Street
Baltimore

Blom, Mia J.

From: abbie.shoemaker@everyactioncustom.com on behalf of Abbie Shoemaker <abbie.shoemaker@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Abbie Shoemaker
1030 E 36th St Baltimore, MD 21218-2146

Blom, Mia J.

From: trskillman@everyactioncustom.com on behalf of thomas skillman <trskillman@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:00 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
thomas skillman
1138 Montpelier St Baltimore, MD 21218-3616

Blom, Mia J.

From: darrencsmith@everyactioncustom.com on behalf of Darren Smith <darrencsmith@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 9:33 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Darren Smith
408 E 31st St Baltimore, MD 21218-3408
darrencsmith@gmail.com

Blom, Mia J.

From: jeni.spamer@everyactioncustom.com on behalf of Jennifer Spamer <jeni.spamer@everyactioncustom.com>
Sent: Friday, March 16, 2018 10:53 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I live on the intersection of two streets that exemplify the need for change: 28th & Saint Paul. Since moving here, we have witnessed a dozen serious accidents in this intersection. Walking around our neighborhood with our dogs, I have to be careful crossing the street even at a crosswalk with the pedestrian WALK symbol on, because many times I've nearly been hit by cars turning right or left who do not expect to have to stop for me. When my husband goes for a run and starts to cross streets on marked crosswalks in our neighborhood, cars speed up rather than slow down to let him pass. We live near two elementary schools with a completely un-enforced "school zone" that is not only too short to make any difference it lacks adequete signage and reduces the speed limit only 5mph. As you know, one of these schools was recently crashed into by a car traveling on 29th - regardless of the state of the driver, the car was traveling too fast for a street that passes an elementary school and community center, and a majority of the cars in our neighborhood drive this way daily. We need to adopt changes that make it much more difficult for drivers to do so in the first place. We need to begin treating mass-transit, pedestrians and cyclists as though their passage is at least equally considered, preferably prioritized over that of automobiles, as use of these alternate modes of transportation has far less negative impact on our city's traffic, streets, and air quality than do cars.

Our neighborhood association is joining with others in trying to make changes to 28th & 29th streets to calm traffic and make our commutes and errands safer for all modes of transit. I believe that this ordinance will ensure that policies the Department of Transportation has already officially adopted will be followed, because those policies will now have the force of law.

Baltimore is lagging far behind other growing cities in embracing such measures. These sorts of changes are proven to bring economic development into communities, on top of the no-brainer benefit of increasing access to jobs and opportunity for people who walk, bike, or take public transportation to work, by choice or by necessity.

This ordinance will be a great thing for Baltimore City, and I encourage you to PLEASE support it. The people of Baltimore City will be safer for your efforts, and liveability of our city will improve. Thank you.

Sincerely,
Jennifer Spamer
2746 Saint Paul St Baltimore, MD 21218-4332

Dorsey, Ryan

From: anastays@everyactioncustom.com on behalf of Ana Tantaros <anastays@everyactioncustom.com>
Sent: Monday, March 12, 2018 12:27 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am in FULL SUPPORT of the Complete Streets Ordinance, bill filed #17-0102 and writing to ensure that my testimony is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. This ordinance will bring economic development into communities, increase access to jobs and provide a safer experience for those like myself who walk, bike, or take public transportation to work. Having been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations, I am fully confident this is ordinance will make Baltimore a safer, healthier place to live and I support it fully.

Sincerely,
Ana Tantaros
3111 N Calvert St Apt 3 Baltimore, MD 21218-4740

Dorsey, Ryan

From: editor@everyactioncustom.com on behalf of Stephen Thomas <editor@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries (now including myself, a bicyclist hit by a car in November 2017) and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephen Thomas
522 Chestnut Hill Ave Baltimore, MD 21218-2535

Dorsey, Ryan

From: davidtuss5@everyactioncustom.com on behalf of David Tuss <davidtuss5@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 8:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Tuss
2922 Saint Paul St Baltimore, MD 21218-4123

Blom, Mia J.

From: twalsky@everyactioncustom.com on behalf of Tamara Walsky <twalsky@everyactioncustom.com>
Sent: Saturday, March 17, 2018 10:33 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Tamara Walsky
29 E 21st St Baltimore, MD 21218-5924

Blom, Mia J.

From: sallijward@everyactioncustom.com on behalf of Salli Ward <sallijward@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 11:14 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Salli Ward
3704 N Charles St Unit 1401 Baltimore, MD 21218-2331 sallijward@aol.com

Dorsey, Ryan

From: jeremybweiss@everyactioncustom.com on behalf of Jeremy Weiss <jeremybweiss@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:33 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeremy Weiss
3113 Abell Ave Baltimore, MD 21218-3412

Dorsey, Ryan

From: mwiessner@everyactioncustom.com on behalf of Megan Wiessner <mwiessner@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

As a pedestrian, cyclist, driver, AND regular public transit rider, I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

I was able to speak with Councilman Ryan Dorsey about this ordinance this past year at a community meeting in my neighborhood. That kind of attention is why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Megan Wiessner
16 York Ct Baltimore, MD 21218-1247

Dorsey, Ryan

From: carolynalyssawilliams@everyactioncustom.com on behalf of Carolyn Williams <carolynalyssawilliams@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Carolyn Williams
2845 N Calvert St Apt 3C Baltimore, MD 21218-4446

Dorsey, Ryan

From: d.alixwill@everyactioncustom.com on behalf of Darius Alix-Williams <d.alixwill@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:28 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Recently, a protected bicycle lane was installed on Maryland Ave. I now use this lane to commute downtown to meet with friends, catch a movie at the Charles, and study at cafes. I feel safer cycling knowing that there are protected lanes - before, I would cycle in the street and was constantly fearful of being in an accident.

I don't own a car and currently cannot afford one. I have mobility to get around the city thanks to these protected lanes. The money I would spend on a car, gas and maintenance is now spent supporting local business and charitable organizations. Whenever cycling is not an option I take public transit.

I also feel that riding a bike or taking public transit makes me more connected to the city. I spend more time out and about engaging with others (not worried about my meter expiring or my car getting towed). I believe people are what make Charm City so charming. I think more Baltimoreans would feel this way if they got out of their cars and onto the streets.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Darius Alix-Williams
2724 Maryland Ave Apt 2 Baltimore, MD 21218-4599

Blom, Mia J.

From: mwillia5@everyactioncustom.com on behalf of Matthew Williams <mwillia5@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 10:16 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matthew Williams
2742 Saint Paul St Baltimore, MD 21218-4349 mwillia5@cc-md.org

Dorsey, Ryan

From: kzahradnik@everyactioncustom.com on behalf of Kate Zahradnik <kzahradnik@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:30 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kate Zahradnik
3907 Kimble Rd Baltimore, MD 21218-2033

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21224

Dorsey, Ryan

From: adam.aviv@everyactioncustom.com on behalf of Adam Aviv <adam.aviv@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:33 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Adam Aviv
401 S Robinson St Baltimore, MD 21224-2219

Blom, Mia J.

From: aanikabalaji@everyactioncustom.com on behalf of Aanika Balaji <aanikabalaji@everyactioncustom.com>
Sent: Thursday, April 19, 2018 8:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Aanika Balaji
143 N Kenwood Ave Baltimore, MD 21224-1244 aanikabalaji@email.arizona.edu

Blom, Mia J.

From: alli.scott1635@everyactioncustom.com on behalf of Allison Berkheimer <alli.scott1635@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 8:00 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

My husband bikes to work almost everyday and picks up our daughter from daycare on his bike. He's had too many near misses with a 2 yr old on his bike of cars speeding around and not seeing cyclists that I'm wary of him continuing to do so without a good east west bike route but he doesn't want to be just another car sitting in traffic. As a civil engineer specializing in transportation and transit projects, providing multi-modal streets that work for all users is the safest way to get people from point A to B, provides more economic opportunity, and can revitalize neighborhoods. I fully support adopting the Complete Streets ordinance.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Allison Berkheimer
119 N Milton Ave Baltimore, MD 21224-1049 alli.scott1635@gmail.com

Dorsey, Ryan

From: katharine.boehner@everyactioncustom.com on behalf of Kate Boehner <katharine.boehner@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:46 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kate Boehner
638 S Potomac St Baltimore, MD 21224-3907

Dorsey, Ryan

From: sarahstar92@everyactioncustom.com on behalf of Sarah Briscoe <sarahstar92@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:56 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in regards to ordinance #17-0102; I simply want to safely ride my bike without fear that I will be run down or run off the street. Friends of mine have told me it is only a matter of when this will happen as it has all happened to them while riding their bicycles in Baltimore city. Please support this measure and encourage alternative travel methods that encourage healthy living for the self and environment.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sarah Briscoe
626 S Curley St Baltimore, MD 21224-3807

Dorsey, Ryan

From: chrissbroughton@everyactioncustom.com on behalf of Christopher Broughton <chrissbroughton@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I as an active cyclist, pedestrian and motorist am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christopher Broughton
642 S Ellwood Ave Baltimore, MD 21224-3921

Dorsey, Ryan

From: chrisbrown2331@everyactioncustom.com on behalf of Christopher Brown <chrisbrown2331@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:42 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance.

My testimony follows:

I am writing in strong support of the Complete Streets Ordinance, bill file #17-0102. As as frequent bicycle commuter, pedestrian and active user of the city streets beyond just a means to get from one place to another I have been victim to far to many aggressive behaviors from drivers, close calls and physical injuries resulting from accidents. Complete streets legislation will take a major step to ensure that this city begins a radical rethinking of how we go about designing city streets, one that is long overdue for the city of Baltimore. Beyond the safety and well-being of Baltimore City residents complete streets encourage an active pedestrian environment which fosters local businesses and retail growth and provides additional 'eyes on the street' to help curb our public safety problems. Our city is plagued by some of the worst traffic problems in the United States despite it's relatively small size in comparison to other metropolitan areas because we have so long focused incorrectly on vehicles and vehicles only. It's time we incorporate wholesale thinking as it approached street design instead of relying on transportation and traffic engineers to solve all our problems as cars ARE NOT the only users of city streets.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Kind regards,
Christopher Brown
Architect, Ziger/Snead LLP Architects
443.897.5312

Sincerely,
Christopher Brown
906 S Decker Ave Baltimore, MD 21224-4939

Dorsey, Ryan

From: mburesh@everyactioncustom.com on behalf of Megan Buresh <mburesh@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:34 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force. I live north of Patterson Park and work at Johns Hopkins Bayview and would prefer to bike to work (it is less than 2 miles) but there is no safe way for me to bike. I have the luxury of having a car but many of my neighbors and coworkers do not. Legislation like this will ensure that city planning efforts incorporate a more holistic approach to transportation planning.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Megan Buresh
33 N Montford Ave Baltimore, MD 21224-1051

Blom, Mia J.

From: mattcapece@everyactioncustom.com on behalf of Matthew Capece <mattcapece@everyactioncustom.com>
Sent: Thursday, March 15, 2018 7:35 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matthew Capece
267 S East Ave Baltimore, MD 21224-2206

Blom, Mia J.

From: kevinacarter94@everyactioncustom.com on behalf of Kevin Carter <kevinacarter94@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:46 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kevin Carter
2315 Eastern Ave Baltimore, MD 21224-3611

Dorsey, Ryan

From: dz.shu49@everyactioncustom.com on behalf of Shumon Chattopadhyay <dz.shu49@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:30 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Shumon Chattopadhyay
2809 Boston St Baltimore, MD 21224-4814

Dorsey, Ryan

From: grantcorley@everyactioncustom.com on behalf of Grant Corley <grantcorley@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102. It's time for Baltimore to wake up and join the 21st Century with its planning practices.

This ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people like me who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Grant Corley
113 N Ellwood Ave Baltimore, MD 21224-1308

Dorsey, Ryan

From: matthew.danowski@everyactioncustom.com on behalf of Matthew Danowski <matthew.danowski@everyactioncustom.com>
Sent: Monday, March 12, 2018 4:29 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matthew Danowski
628 S Kenwood Ave Baltimore, MD 21224-3820

Blom, Mia J.

From: peterd1331@everyactioncustom.com on behalf of Peter DiPrinzio <peterd1331@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:55 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Peter DiPrinzio
1121 S Highland Ave Baltimore, MD 21224-5110

Blom, Mia J.

From: rachael.erichsen@everyactioncustom.com on behalf of Rachael Erichsen <rachael.erichsen@everyactioncustom.com>
Sent: Thursday, March 15, 2018 12:29 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

As an avid walker, cyclist, and frequent user of Baltimore's bus system, I can state from first-hand experience that my commute and day-to-day errands would be safer and more convenient with complete streets.

I was struck by a car while biking home from work in an unprotected bike lane, and it thoroughly upended my life for months. The fact that I still deal with the effects of that episode has made me passionate about making this beautiful city safer for everyone to travel in.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transit.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rachael Erichsen
3308 E Baltimore St Baltimore, MD 21224-2220

Blom, Mia J.

From: justine.fritz@everyactioncustom.com on behalf of Justine Fritz <justine.fritz@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I live and work in my neighborhood (Brewers Hill/Canton) and it is important to me that I am able to safely walk and bike where I live. I do not think cars and parking should be prioritized over multimodal transportation.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Justine Fritz
906 Grundy St Baltimore, MD 21224-5227

Blom, Mia J.

From: shantelh1@everyactioncustom.com on behalf of Shantel Garcia <shantelh1@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:11 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Shantel Garcia
2901 Boston St Apt 217 Baltimore, MD 21224-4830

Dorsey, Ryan

From: cagavrick@everyactioncustom.com on behalf of Christopher Gawrych <cagavrick@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:27 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christopher Gawrych
11 N Belnord Ave Baltimore, MD 21224-1234

Dorsey, Ryan

From: gilpin@everyactioncustom.com on behalf of RICHARD GILPIN <gilpin@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:45 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
RICHARD GILPIN
2515 Boston St Apt 408 Baltimore, MD 21224-4737

Dorsey, Ryan

From: sethzgold@everyactioncustom.com on behalf of Seth Goldberg <sethzgold@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Seth Goldberg
614 S Potomac St Baltimore, MD 21224-3907

Blom, Mia J.

From: jcrawf88@everyactioncustom.com on behalf of Jaime Goldstein <jcrawf88@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:03 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Simply put, if you want Baltimore to thrive you must work to build better, safer transportation options for all citizens. We lost Amazon because of this, in addition to our Education programs. If you truly support Baltimore, I urge you to help build the city back up right. Too many residents suffer with limited opportunities due to the nature of car dependency of our city.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jaime Goldstein
336 S Bouldin St Baltimore, MD 21224-2317

Blom, Mia J.

From: yancygraf@everyactioncustom.com on behalf of Yancy Graf <yancygraf@everyactioncustom.com>
Sent: Thursday, March 29, 2018 11:16 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Yancy Graf
310 S Clinton St Baltimore, MD 21224-2321 yancygraf@gmail.com

Dorsey, Ryan

From: cjgrogan@everyactioncustom.com on behalf of catherine grogan <cjgrogan@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:44 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am a victim of being hit by a car as a Pedestrian and my boyfriend who rides a bike to work was hit by someone turning into him. I feel strongly that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
catherine grogan
622 S Milton Ave Baltimore, MD 21224-3752

Blom, Mia J.

From: jwtheiv@everyactioncustom.com on behalf of Josh Hall <jwtheiv@everyactioncustom.com>
Sent: Friday, March 16, 2018 4:25 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Josh Hall
802 S Ellwood Ave Baltimore, MD 21224-3951

Blom, Mia J.

From: jshamm04@everyactioncustom.com on behalf of Jessica Hammond-Graf <jshamm04@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 8:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jessica Hammond-Graf
310 S Clinton St Baltimore, MD 21224-2321

Blom, Mia J.

From: cfhanrahan@everyactioncustom.com on behalf of Colleen Hanrahan <cfhanrahan@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 5:02 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Colleen Hanrahan
121 S Robinson St Baltimore, MD 21224-2257

Blom, Mia J.

From: s.hyle@everyactioncustom.com on behalf of Sean Hyle <s.hyle@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 5:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sean Hyle
106 N Potomac St Baltimore, MD 21224-1337 s.hyle@yahoo.com

Blom, Mia J.

From: put-putbutt312@everyactioncustom.com on behalf of Hanna Jardel <put-putbutt312@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 7:13 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it. It will show us that the authorities don't just work to make the city pretty for recreational and vocational tourists that reap everything good from us and leave.

Sincerely,
Hanna Jardel
139 N Kenwood Ave Baltimore, MD 21224-1244

Dorsey, Ryan

From: emilyjaskot@everyactioncustom.com on behalf of Emily Jaskot <emilyjaskot@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:05 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102. I have been a bike commuter for the past 12 years. For my own safety and the safety of my fellow citizens, I urge you to approve this bill.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Emily Jaskot
101 N Rose St Apt STEBLDGOPTIONAL Baltimore, MD 21224-1153

Blom, Mia J.

From: mpl1120@everyactioncustom.com on behalf of Marc Lennon <mpl1120@everyactioncustom.com>
Sent: Thursday, March 15, 2018 12:45 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Marc Lennon
134 S Clinton St Baltimore, MD 21224-2340

Blom, Mia J.

From: jcclundquist@everyactioncustom.com on behalf of John Lundquist <jcclundquist@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:12 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I frequently ride my bike in Baltimore with my wife and two young daughters. The girls and I have made use of the Potomac Street bike track numerous times to visit the Canton branch of the Pratt Library. We also use the various bike routs, bike lanes, and share lanes throughout Southeast Baltimore. We find the new crosswalks like those on Highland Avenue very helpful in making our way around town.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
John Lundquist
237 S Ellwood Ave Baltimore, MD 21224-2211

Blom, Mia J.

From: brandis1972@everyactioncustom.com on behalf of henry marsh <brandis1972@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:00 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
henry marsh
113 N Linwood Ave Baltimore, MD 21224-1248 brandis1972@yahoo.com

Blom, Mia J.

From: mcclelland.calum@everyactioncustom.com on behalf of Calum McClelland <mcclelland.calum@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 8:38 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Calum McClelland
230 S Clinton St Baltimore, MD 21224-2342

Blom, Mia J.

From: patmcdoug@everyactioncustom.com on behalf of Patrick McDougall <patmcdoug@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:40 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Patrick McDougall
342 S Robinson St Baltimore, MD 21224-2216

Dorsey, Ryan

From: milesbb3@everyactioncustom.com on behalf of Brian Miles <milesbb3@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 12:17 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brian Miles
3414 Dillon St Baltimore, MD 21224-5124

Dorsey, Ryan

From: dm300939@everyactioncustom.com on behalf of Dawn Musil <dm300939@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:14 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Dawn Musil
2315 Eastern Ave Baltimore, MD 21224-3611

Blom, Mia J.

From: neilson.stacey@everyactioncustom.com on behalf of Stacey Neilson <neilson.stacey@everyactioncustom.com>
Sent: Thursday, March 15, 2018 5:55 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

I am nurse and I ride my bicycle to the hospital as often as I can. I cannot trust other drivers to respect my safety so it is imperative that we build safety for people into our streets as much as possible.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stacey Neilson
2500 Foster Ave Baltimore, MD 21224-3745

Dorsey, Ryan

From: penny.nickles@everyactioncustom.com on behalf of Penny Nickles <penny.nickles@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 12:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Penny Nickles
3201 Esther Pl Baltimore, MD 21224-1432

Blom, Mia J.

From: ROnyshko@everyactioncustom.com on behalf of Rick Onyshko <ROnyshko@everyactioncustom.com>
Sent: Thursday, April 19, 2018 7:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I believe in simplicity, and am writing in support of the Complete Streets Ordinance, bill file #17-0102.

There is no downside to make streets less car centric, and more equitable for all.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rick Onyshko
703 S Port St Baltimore, MD 21224-3650
ROnyshko@gmail.com

Blom, Mia J.

From: sarahpage214@everyactioncustom.com on behalf of Sarah Page <sarahpage214@everyactioncustom.com>
Sent: Thursday, April 19, 2018 1:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Sarah Page
2617 E Fairmount Ave Baltimore, MD 21224-1137 sarahpage214@gmail.com

Dorsey, Ryan

From: dmpeterkin@everyactioncustom.com on behalf of Desireé Peterkin <dmpeterkin@everyactioncustom.com>
Sent: Saturday, March 10, 2018 12:14 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Desireé Peterkin
2501 E Fairmount Ave Baltimore, MD 21224-1132

Dorsey, Ryan

From: ajmims1@everyactioncustom.com on behalf of Alexandra Pike <ajmims1@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 10:01 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alexandra Pike
127 N Bradford St Baltimore, MD 21224-1037

Blom, Mia J.

From: arlene.reich@everyactioncustom.com on behalf of Arlene Reich <arlene.reich@everyactioncustom.com>
Sent: Friday, March 16, 2018 9:31 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Arlene Reich
3100 E Lombard St Baltimore, MD 21224-2247

Blom, Mia J.

From: chris@everyactioncustom.com on behalf of Chris Ryer <chris@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 2:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Chris Ryer
3323 Eastern Ave Ste 200 Baltimore, MD 21224-4109

Dorsey, Ryan

From: mfsaville@everyactioncustom.com on behalf of Marisa Saville <mfsaville@everyactioncustom.com>
Sent: Saturday, March 10, 2018 10:56 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

My family dropped a car because my husband commutes to and from work only by bicycle. He and my seven year old ride their bikes to my son's school before he rides to work. This summer, they will ride their bikes to summer camp. We also rarely use our car on the weekends. We bike everywhere. My family's safety is of paramount importance to me. We should not be a car focused city anymore.

As a homeowner and a parent who is raising my child in the city, I fully support Complete Streets.

Sincerely,
Marisa Saville
150 S Bouldin St Baltimore, MD 21224-2201

Blom, Mia J.

From: prakhar.umd@everyactioncustom.com on behalf of Prakhar Singh <prakhar.umd@everyactioncustom.com>
Sent: Thursday, March 15, 2018 12:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Prakhar Singh
1111 S Highland Ave Baltimore, MD 21224-5110

Dorsey, Ryan

From: jake.stern569@everyactioncustom.com on behalf of Jacob Stern <jake.stern569@everyactioncustom.com>
Sent: Saturday, March 10, 2018 10:02 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jacob Stern
638 S Potomac St Baltimore, MD 21224-3907

Dorsey, Ryan

From: mudraw3@everyactioncustom.com on behalf of Thom Stromer <mudraw3@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:04 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Thom Stromer
812 S Milton Ave Baltimore, MD 21224-3735

Dorsey, Ryan

From: harrisontanh@everyactioncustom.com on behalf of Harrison Tan <harrisontanh@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:14 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Harrison Tan
2516 E Fairmount Ave Baltimore, MD 21224-1133

Blom, Mia J.

From: gtherk@everyactioncustom.com on behalf of Gary Therkildsen <gtherk@everyactioncustom.com>
Sent: Friday, March 16, 2018 7:15 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in full support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for our city.

The ordinance would provide much needed transparency into the Department of Transportation, and ensure policies the department has already officially adopted internally be followed because those policies would have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities. Over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm we cause to our residents on city streets is through the concious design choices we currently make. This harm is avoidable through design and policy changes, and this bill would make those changes.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed to back the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Gary Therkildsen
3311 Leverton Ave Baltimore, MD 21224-2227

Blom, Mia J.

From: THOMASAARON33@everyactioncustom.com on behalf of Aaron Thomas <THOMASAARON33@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:52 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Aaron Thomas
314 S Highland Ave Baltimore, MD 21224-2311

Dorsey, Ryan

From: laurenwarner3@everyactioncustom.com on behalf of Lauren Tiberi <laurenwarner3@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:44 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lauren Tiberi
623 S Clinton St Baltimore, MD 21224-4009

Dorsey, Ryan

From: mir@everyactioncustom.com on behalf of Miriam Tillman <mir@everyactioncustom.com>
Sent: Friday, March 09, 2018 7:12 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Miriam Tillman
3409 Toone St Baltimore, MD 21224-5122

Blom, Mia J.

From: juliaetracey@everyactioncustom.com on behalf of Julia Tracey <juliaetracey@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 5:01 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Julia Tracey
621 S Potomac St Baltimore, MD 21224-3908 juliaetracey@gmail.com

Dorsey, Ryan

From: zvacovsky@everyactioncustom.com on behalf of Zachary Vacovsky <zvacovsky@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:48 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Zachary Vacovsky
3134 Fait Ave Baltimore, MD 21224-3926

Blom, Mia J.

From: phillip.welshans@everyactioncustom.com on behalf of Phillip Welshans <phillip.welshans@everyactioncustom.com>
Sent: Thursday, March 15, 2018 1:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

As a resident of Baltimore City for the last decade, I have relied primarily on pedestrian walkways and public transit for traveling to and from my home, work, and leisure activities. I have lived downtown, in Mt. Vernon, and now in East Baltimore. As such, it's been critical for me to have access to streets that accommodate and protect pedestrians, cyclists, and drivers alike. Sadly, much of Baltimore City's street grid does not do this.

Too often as I have walked around this city I have nearly been hit by drivers traveling at unsafe rates of speed or committing moving violations. I myself have nearly been hit by unsafe drivers who are ignorant of traffic laws and are driving on streets designed for cars, not people, on multiple occasions while out running or walking in the city. My daily commute ends at the bus stop on O'Donnell Street, which I must then cross without pedestrian signals, crosswalks, or pedestrian signal priority. Most days drivers do not yield to me.

I have known coworkers and acquaintances who have been struck by cars in this city, resulting in severe, and lasting injuries. Baltimore's streets as they are configured today, place a greater value on allowing county residents to make it to their offices as quickly as possible, rather than providing city residents with safe, vibrant streets and neighborhoods. This Complete Streets ordinance is a critical part of remedying this deplorable situation and in passing it, we can take an important step toward making Baltimore a more pleasant and, more importantly, much safer place to walk, run, and ride.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Phillip Welshans
626 S Newkirk St Baltimore, MD 21224-4414

Blom, Mia J.

From: cwynn22@everyactioncustom.com on behalf of Claudia Wynn <cwynn22@everyactioncustom.com>
Sent: Saturday, March 24, 2018 6:54 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Claudia Wynn
36 N Milton Ave Baltimore, MD 21224-1046 cwynn22@gmail.com

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21225

Dorsey, Ryan

From: jeveland@everyactioncustom.com on behalf of Janet Eveland <jeveland@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:56 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine (although not in mine) for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it. And tell my councilman Ed Reisinger that I support your bill.

Sincerely,
Janet Eveland
211 E Jeffrey St Brooklyn, MD 21225-2013

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21227

Blom, Mia J.

From: wigleyclan@everyactioncustom.com on behalf of Deb Wigley <wigleyclan@everyactioncustom.com>
Sent: Monday, March 19, 2018 9:40 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Deb Wigley
1547 Lister Rd Halethorpe, MD 21227-2530

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21228

Blom, Mia J.

From: crockpot2001@everyactioncustom.com on behalf of stanley Crocker <crockpot2001@everyactioncustom.com>
Sent: Thursday, March 15, 2018 9:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
stanley Crocker
1811 Edmondson Ave Catonsville, MD 21228-4356

Dorsey, Ryan

From: john.cservek@everyactioncustom.com on behalf of John Cservek <john.cservek@everyactioncustom.com>
Sent: Monday, March 12, 2018 6:51 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
John Cservek
195 Newburg Ave Catonsville, MD 21228-5112

Blom, Mia J.

From: jetjohnson@everyactioncustom.com on behalf of suzanne johnson <jetjohnson@everyactioncustom.com>
Sent: Thursday, March 15, 2018 2:25 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
suzanne johnson
1811 Edmondson Ave Catonsville, MD 21228-4356

Dorsey, Ryan

From: nolanodonnell34@everyactioncustom.com on behalf of Nolan O'Donnell <nolanodonnell34@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Although I do not live in Baltimore City, I attend school in West Baltimore and ride my bike to school and for pleasure through the city on a weekly basis. Baltimore needs to better roads, bike lanes, and bike friendly infrastructure in order for it to be a safe option for those who cannot drive. I believe that if bike infrastructure is better Baltimore will become a safer, healthier city.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nolan O'Donnell
527 Hilton Ave Catonsville, MD 21228-5816

Blom, Mia J.

From: kossing@everyactioncustom.com on behalf of Kathryn Ossing <kossing@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:57 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kathryn Ossing
110 Smithwood Ave Catonsville, MD 21228-4946

Blom, Mia J.

From: tgposner@everyactioncustom.com on behalf of Tracy Posner <tgposner@everyactioncustom.com>
Sent: Friday, March 16, 2018 6:49 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Tracy Posner
910 Rambling Dr Catonsville, MD 21228-5316

Blom, Mia J.

From: kal752@everyactioncustom.com on behalf of Kailash Sahu <kal752@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 6:58 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kailash Sahu
20 Basswood Ct Catonsville, MD 21228-5869 kal752@yahoo.com

Blom, Mia J.

From: erin@everyactioncustom.com on behalf of Erin Wells <erin@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:26 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Erin Wells
1707 Park Grove Ave Catonsville, MD 21228-5629

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21229

Dorsey, Ryan

From: efbrown.68@everyactioncustom.com on behalf of Eloise Brown <efbrown.68@everyactioncustom.com>
Sent: Friday, March 09, 2018 9:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Eloise Brown
706 Glen Allen Dr Baltimore, MD 21229-1422

Dorsey, Ryan

From: pjconverse@everyactioncustom.com on behalf of Paul Converse <pjconverse@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

The congestion, poor traffic light synchronization, and poor west-east-west transportation alternatives exacerbated by commuters from both Baltimore and Howard counties along Route 40 and the elimination of hope with the governor's decision on the Red Line only enhance the need for increased quick and express bus service and corridors that can be safely bicycled.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Paul Converse
601 Stamford Rd Baltimore, MD 21229-2340

Blom, Mia J.

From: pjconverse@everyactioncustom.com on behalf of Paul Converse <pjconverse@everyactioncustom.com>
Sent: Sunday, April 22, 2018 12:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Paul Converse
601 Stamford Rd Baltimore, MD 21229-2340 pjconverse@gmail.com

Dorsey, Ryan

From: craigentinny@everyactioncustom.com on behalf of Alistair Morrison <craigentinny@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

As a daily commuter who relies and my bicycle and the city buss system, I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alistair Morrison
406 Kensington Rd Baltimore, MD 21229-2401

Blom, Mia J.

From: karenkthomas@everyactioncustom.com on behalf of Karem Thomas <karenkthomas@everyactioncustom.com>
Sent: Friday, March 30, 2018 8:39 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am a brand new Baltimore City resident who moved into the city from Baltimore County because I'm excited about the potential of the city as a great place to live and I want to be a part of making that happen. I live in Irvington and would love to bike to work in East Baltimore along Frederick Road and other downtown streets. However, I'm really concerned about safety and will not be able to commit to a bike commute unless there are safe places to do so. It would be such a great investment and add such value to the city, including bringing in new residents and businesses, if we commit to the complete streets initiative. Thank you so much for your great work on this!

Sincerely,
Karem Thomas
4212 Connecticut Ave Baltimore, MD 21229-3509 karenkthomas@hotmail.com

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

21230

—

Non-Balt Zip Code

ZIP CODE: 21230

Blom, Mia J.

From: ilya.altman@everyactioncustom.com on behalf of ilya altman <ilya.altman@everyactioncustom.com>
Sent: Thursday, March 15, 2018 6:01 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
ilya altman
238 S Chapel St Baltimore, MD 21231-2603

Blom, Mia J.

From: zacco514@everyactioncustom.com on behalf of Zach Babo <zacco514@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 9:49 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Zach Babo
2108 Boston St Apt 407 Baltimore, MD 21231-3299 zacco514@hotmail.com

Blom, Mia J.

From: amazingminds@everyactioncustom.com on behalf of Amy Boebel <amazingminds@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 2:42 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Amy Boebel
1000 Fell St Apt 604 Baltimore, MD 21231-3554

Dorsey, Ryan

From: kimmysmiles984@everyactioncustom.com on behalf of Kimberly Caldwell <kimmysmiles984@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 3:09 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kimberly Caldwell
505 S Madeira St Baltimore, MD 21231-3127

Dorsey, Ryan

From: rollac@everyactioncustom.com on behalf of Rolla Chng <rollac@everyactioncustom.com>
Sent: Saturday, March 10, 2018 8:07 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rolla Chng
1806 Gough St Baltimore, MD 21231-2607

Dorsey, Ryan

From: micheleflies@everyactioncustom.com on behalf of Michele DeHaven <micheleflies@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michele DeHaven
42 N Patterson Park Ave Baltimore, MD 21231-1656

Dorsey, Ryan

From: jamesdolgin2@everyactioncustom.com on behalf of James Dolgin <jamesdolgin2@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:51 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
James Dolgin
1832 E Pratt St Baltimore, MD 21231-1826

Dorsey, Ryan

From: doron.erenberg@everyactioncustom.com on behalf of Doron Erenberg <doron.erenberg@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:34 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

In addition to everything below, I'd like to make it known that I sold my car 2 years ago and now primarily rely on my bike and my feet to get around. It is why I moved into a city, to make life better and easier for my family. My wife and 10 year old son frequently ride with me through the streets to run errands or go to various events etc. Though I am proud of him and he is quite good in traffic, I'd feel a lot better if that wasn't always necessary. I would like to see the lifestyles of the people in this city prioritized over the desires of commuters and passersby. I think that encouraging cars to slow down will save lives. I think that getting more citizens out on the streets rather than protected in little steel anger bubbles may help to improve everybody's moral and reduce crime. Maybe I'm just an optimistic hippie but I feel we can do a lot better as far as being good to eachother and our environment and this ordinance is a good start down that path.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Doron Erenberg

127 S Durham St Baltimore, MD 21231-1807

Dorsey, Ryan

From: sanfilippojeffrey@everyactioncustom.com on behalf of Jeffrey San Filippo <sanfilippojeffrey@everyactioncustom.com>
Sent: Sunday, March 11, 2018 1:18 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeffrey San Filippo
105 Narrowway Ct Baltimore, MD 21231-1828

Dorsey, Ryan

From: jamieleefontaine82@everyactioncustom.com on behalf of Jamie Lee Fontaine <jamieleefontaine82@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:45 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jamie Lee Fontaine
230 S Duncan St Baltimore, MD 21231-2629

Dorsey, Ryan

From: mfrederick@everyactioncustom.com on behalf of Michael Frederick <mfrederick@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:35 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

As someone who commutes to work on my bicycle or by walking to the Metro, I routinely encounter the hazards of road traffic. By encouraging safer driving and better alternatives, we can make the city safer and more livable.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Frederick
2019 E Fairmount Ave Baltimore, MD 21231-1609

Blom, Mia J.

From:	jack.fritzinger@everyactioncustom.com on behalf of Jack Fritzinger <jack.fritzinger@everyactioncustom.com>
Sent:	Wednesday, March 14, 2018 12:56 PM
To:	Dorsey, Ryan
Subject:	I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Hello, I am living in Baltimore and depend on my bicycle to commute to work and get around (I do not have a car). The current Baltimore road infrastructure frequently makes me feel unsafe on a bike. Bike lanes are few and far between, and drivers do not give much thought to bikers. I have even been hit by someone opening their door while I rode by, despite being on a road marked with bike symbols. I am fully in support of Complete Streets. I think this initiative will do a lot for our city. Please see my message below:

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jack Fritzinger
25 N Patterson Park Ave Baltimore, MD 21231-1657

Blom, Mia J.

From:	ebgordon.bme@everyactioncustom.com on behalf of Edward Gordon <ebgordon.bme@everyactioncustom.com>
Sent:	Wednesday, March 14, 2018 2:15 PM
To:	Dorsey, Ryan
Subject:	I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Hello Councilman Dorsey,

Below I have included the template that they provide as suggested but wanted to add in a few words of my own. I truly do agree with the concept of designing the roadways for expected future use instead of current needs. As Baltimore grows, I believe it will possess many of the same needs large cities do. These needs typically include accounting for higher volumes of commuters on the roads. Car are on the roads and most likely will be in large volumes until driverless cars can be used to lower this. However, currently Baltimore City's bus system leaves many aspects to be desired. I believe the increase of a working an efficient bus system will provide a footing to propel Baltimore into an economic hub. To accomplish an efficient bus system, we must account for the streets and prepare the city for its bright future. To not account for the expectation of increased economic activity in Baltimore, we will hinder its potential through creating larger hurdles when the ability to mitigate these possibilities lies directly in front of us. I implore you to design streets that account for buses, cars, bicycles, and walking path for pedestrians to exist harmoniously on our streets as we move into the future of Baltimore City.

As I said before, please find the previously written and suggest message below:

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Edward Gordon

Dorsey, Ryan

From: coopergrossman@everyactioncustom.com on behalf of Cooper Grossman <coopergrossman@everyactioncustom.com>
Sent: Sunday, March 11, 2018 10:38 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Cooper Grossman
2000 E Lombard St Baltimore, MD 21231-1920

Blom, Mia J.

From: healyt22@everyactioncustom.com on behalf of Timothy Healy <healyt22@everyactioncustom.com>
Sent: Wednesday, March 28, 2018 10:02 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Timothy Healy
2244 Cambridge St Baltimore, MD 21231-3209 healyt22@gmail.com

Blom, Mia J.

From: aibrahim2k2@everyactioncustom.com on behalf of Ali Ibrahim <aibrahim2k2@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 8:54 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ali Ibrahim
221 S Chapel St Baltimore, MD 21231-2604 aibrahim2k2@gmail.com

Dorsey, Ryan

From: max.m.kaplan@everyactioncustom.com on behalf of Max Kaplan <max.m.kaplan@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:00 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Max Kaplan
1936 Eastern Ave Apt 1A Baltimore, MD 21231-2542

Dorsey, Ryan

From: cassandra_kasparian@everyactioncustom.com on behalf of Cassandra Kasparian <cassandra_kasparian@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:20 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Cassandra Kasparian
315 S Durham St Baltimore, MD 21231-2519

Blom, Mia J.

From: sarahaskendrew@everyactioncustom.com on behalf of Sarah Kendrew <sarahaskendrew@everyactioncustom.com>
Sent: Sunday, March 18, 2018 7:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I am a relatively new Baltimore resident, and a foreign national attracted to the city by its amazing scientific research community. The quality of life in the city of Baltimore is overall good, but its major downfall is the congestion, the lack of good, safe infrastructure for walking and cycling. I have lived in many countries and travelled widely, and can safely say that nowhere is less safe for pedestrians and cyclists than Baltimore city, nor is public transit anywhere near widespread and efficient enough for a city of its size. I have had a number of potentially life-changing near-misses whilst walking or cycling in the downtown area - the latest just today. I would like to see the risks to non-motorised road users reduced through better-designed streets for ALL users, and Complete Streets will do exactly that. Better design of roadways and crossings, and clearer signage, will reduce these kinds of dangerous situations that keep people off Baltimore streets.

Thank you for advocating for this ordinance. My partner and I are fully in support.

Sincerely,
Sarah Kendrew
915 S Wolfe St Baltimore, MD 21231-3616

Dorsey, Ryan

From: shannon.king@everyactioncustom.com on behalf of Shannon King <shannon.king@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:13 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Shannon King
1926 E Lombard St Baltimore, MD 21231-1910

Blom, Mia J.

From: lolokoop@everyactioncustom.com on behalf of Loren Kupferschmid <lolokoop@everyactioncustom.com>
Sent: Wednesday, April 18, 2018 9:08 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Loren Kupferschmid
226 S Ann St Baltimore, MD 21231-2534
lolokoop@gmail.com

Dorsey, Ryan

From: nlevendusky@everyactioncustom.com on behalf of Nick Levendusky <nlevendusky@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:12 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

If in 10 years you could get door to door in 30 minutes from anywhere inside the Baltimore beltway, 24/7 , at an affordable rate, what would the process to achieve that look like? Same thing for MD at large but say inside an hour or 2. Autonomous cars are coming, but they won't replace great trains, bike lanes or walkability. We don't know all the 2nd & 3rd order effects for AV, but we know some things will do much better than others. Let's not invest in roads which have no evidence of reducing traffic, and invest in the things that have proven to work + rally ppl behind a goal (guaranteed transpo times). Other places have solved these issues, let's borrow best practices, use what will work in our region, and make some big changes to make Baltimore and MD the best place for everyone to reach the american dream. ((Connecting all the cities parks with protected bike lanes lined with trees will be the easiest win of your life))

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,

Nick Levendusky
2212 Eastern Ave Baltimore, MD 21231-3111

Blom, Mia J.

From: neurorhythms@everyactioncustom.com on behalf of Matt Lewis <neurorhythms@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 6:26 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matt Lewis
23 N Ann St Baltimore, MD 21231-1522
neurorhythms@gmail.com

Dorsey, Ryan

From: martin.r.leslie@everyactioncustom.com on behalf of Martin Leslie <martin.r.leslie@everyactioncustom.com>
Sent: Monday, March 12, 2018 11:38 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Martin Leslie
202 S Chester St Baltimore, MD 21231-2625

Blom, Mia J.

From: anderskarllindgren@everyactioncustom.com on behalf of Anders Lindgren <anderskarllindgren@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 7:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Anders Lindgren
2025 E Pratt St Baltimore, MD 21231-1933

Blom, Mia J.

From: brandtanf@everyactioncustom.com on behalf of Brandt McCammon <brandtanf@everyactioncustom.com>
Sent: Thursday, March 29, 2018 1:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brandt McCammon
2211 Gough St Baltimore, MD 21231-2636
brandtanf@gmail.com

Blom, Mia J.

From: cmccann1266@everyactioncustom.com on behalf of Cat McCann <cmccann1266@everyactioncustom.com>
Sent: Friday, March 16, 2018 12:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Cat McCann
8 S Patterson Park Ave Apt 2 Baltimore, MD 21231-2101

Dorsey, Ryan

From: emeyergrimberg@everyactioncustom.com on behalf of Elias Meyer-Grimberg <emeyergrimberg@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:15 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elias Meyer-Grimberg
2214 E Pratt St Baltimore, MD 21231-2034

Blom, Mia J.

From: david.nizamoff@everyactioncustom.com on behalf of David Nizamoff <david.nizamoff@everyactioncustom.com>
Sent: Friday, March 16, 2018 3:04 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I support complete streets for any future development, redevelopment, or reconstruction of existing City streets. Cars are the way of the 20th, century - if we want Baltimore to be a 21st Century City we need to think outside the box and include all forms of transportation in our construction projects including bicycles, pedestrians and other forms of alternative transportation in order to get cars off our streets. The growth of the City and its population is dependent on these alternative means of getting around. People live in cities because they want to be able to easily walk/ride to where they are going - not to sit in a car. Or they might not have access to a car and need to rely on reliable public transportation - Bus, Water Taxi, Metro, Light Rail, etc.

Please ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
David Nizamoff
1726 Lancaster St Baltimore, MD 21231-3413

Dorsey, Ryan

From: jamieleigh819@everyactioncustom.com on behalf of Jamie Norwood <jamieleigh819@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:30 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jamie Norwood
300 S Patterson Park Ave Baltimore, MD 21231-2700

Dorsey, Ryan

From: jorge7582@everyactioncustom.com on behalf of Jorge Otero-Millan <jorge7582@everyactioncustom.com>
Sent: Friday, March 09, 2018 1:54 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jorge Otero-Millan
123 N Patterson Park Ave Baltimore, MD 21231-1659

Dorsey, Ryan

From: klpeck81@everyactioncustom.com on behalf of Kimberly Peck <klpeck81@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:58 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kimberly Peck
40 N Patterson Park Ave Baltimore, MD 21231-1656

Dorsey, Ryan

From: lpecker@everyactioncustom.com on behalf of Lydia Pecker <lpecker@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:21 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Lydia Pecker
2017 E Pratt St Baltimore, MD 21231-1930

Dorsey, Ryan

From: jesspimentel2@everyactioncustom.com on behalf of Jessica Pimentel <jesspimentel2@everyactioncustom.com>
Sent: Saturday, March 10, 2018 10:09 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jessica Pimentel
326 S Wolfe St Baltimore, MD 21231-2530

Dorsey, Ryan

From: apulianas@everyactioncustom.com on behalf of Alec Pulianas <apulianas@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:20 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

It is abundantly clear that more transportation options for all citizens is critical for a city's potential to thrive. This bill would work towards making Baltimore the dynamic city that we all want it to be.

I won't bore you with more, it's simply imperative that this bill passes.

Sincerely,
Alec Pulianas
101 N Wolfe St Apt 208 Baltimore, MD 21231-1683

Blom, Mia J.

From: rednerthomas@everyactioncustom.com on behalf of Thomas Redner <rednerthomas@everyactioncustom.com>
Sent: Thursday, March 15, 2018 11:24 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Thomas Redner
727 S Bond St Apt 4 Baltimore, MD 21231-3314

Dorsey, Ryan

From: cdrich88@everyactioncustom.com on behalf of Chris Richards <cdrich88@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:52 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Hi Ryan, I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Chris Richards
777 S Eden St Apt 816 Baltimore, MD 21231-2840

Dorsey, Ryan

From: ted@everyactioncustom.com on behalf of winstead rouse <ted@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:01 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
winstead rouse
801 S Dallas St Baltimore, MD 21231-3318

Dorsey, Ryan

From: snehal.sawlani@everyactioncustom.com on behalf of Snehal Sawlani <snehal.sawlani@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:24 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Snehal Sawlani
1936 Eastern Ave Apt 1 Baltimore, MD 21231-2542

Dorsey, Ryan

From: kwschill@everyactioncustom.com on behalf of kurt schiller <kwschill@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
kurt schiller
110 S Chapel St Baltimore, MD 21231-1905

Dorsey, Ryan

From: ed@everyactioncustom.com on behalf of Ed Schmalzle <ed@everyactioncustom.com>
Sent: Monday, March 12, 2018 11:15 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ed Schmalzle
1832 Gough St Baltimore, MD 21231-2610

Blom, Mia J.

From: brian.seel@everyactioncustom.com on behalf of Brian Seel <brian.seel@everyactioncustom.com>
Sent: Friday, March 16, 2018 1:33 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

A big reason that I moved to the city was because it gives me the opportunity to live in a walkable, bikable, community. I can afford a car, and I can afford to live in the suburbs, but I choose to live in the city because that is not the lifestyle I choose. I chose Baltimore because it is a compact, east coast city that was built before the car was prevalent.

Lets get out city walkable again, not just for those who choose to walk, but also for those who have no choice. Walking, biking, and transit should take priority over personal automobiles.

Sincerely,
Brian Seel
255 S Regester St Baltimore, MD 21231-2416

Dorsey, Ryan

From: thorp2jj@everyactioncustom.com on behalf of Jeremy Thorpe <thorp2jj@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:55 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jeremy Thorpe
2228 Orleans St Baltimore, MD 21231-1335

Dorsey, Ryan

From: brendan.patrick.tighe@everyactioncustom.com on behalf of Brendan Tighe <brendan.patrick.tighe@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:07 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brendan Tighe
1821 Aliceanna St Baltimore, MD 21231-3012

Blom, Mia J.

From: michael.alexander.weinstein@everyactioncustom.com on behalf of Michael Weinstein <michael.alexander.weinstein@everyactioncustom.com>
Sent: Sunday, March 18, 2018 8:37 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Weinstein
300 S Patterson Park Ave Apt 103 Baltimore, MD 21231-2700

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21230

Blom, Mia J.

From: chris.anger2@everyactioncustom.com on behalf of Christina Anger <chris.anger2@everyactioncustom.com>
Sent: Friday, March 16, 2018 3:56 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christina Anger
1806 Light St Baltimore, MD 21230-4921

Blom, Mia J.

From: nedatwater@everyactioncustom.com on behalf of ned atwater <nedatwater@everyactioncustom.com>
Sent: Wednesday, March 21, 2018 10:01 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
Hello Ryan
What could be better than a city full of people riding bikes! You can help make it safe and fun. We try to encourage coworkers to ride to work, but its hard when they are terrified to travel on some streets. These bills are not necessarily for the avid cyclist but for the beginner who wants to commute. Just like getting police out of their cars and onto the street, getting people out of their cars and onto the street will make Baltimore a better place.

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
ned atwater
2905 Whittington Ave Baltimore, MD 21230-1419 nedatwater@gmail.com

Blom, Mia J.

From: morleybay@everyactioncustom.com on behalf of Madeline Bayard <morleybay@everyactioncustom.com>
Sent: Friday, March 16, 2018 4:05 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Madeline Bayard
412 Sanders St Baltimore, MD 21230-4326

Dorsey, Ryan

From: thomasmbeasley@everyactioncustom.com on behalf of Thomas Beasley <thomasmbeasley@everyactioncustom.com>
Sent: Saturday, March 10, 2018 7:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Thomas Beasley
1401 Porter St Baltimore, MD 21230-5519

Blom, Mia J.

From: robdesign@everyactioncustom.com on behalf of Rob Bennett <robdesign@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 2:29 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

As Chair of Bmore Streets, I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that Eric Costello, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rob Bennett
4 W Churchill St Baltimore, MD 21230-3922

Dorsey, Ryan

From: sadisjayallen@everyactioncustom.com on behalf of Jay Bernard <sadisjayallen@everyactioncustom.com>
Sent: Sunday, March 11, 2018 7:45 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jay Bernard
1510 Marshall St Baltimore, MD 21230-4504

Blom, Mia J.

From: megbeveridge93@everyactioncustom.com on behalf of Megan Beveridge <megbeveridge93@everyactioncustom.com>
Sent: Thursday, April 05, 2018 9:12 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Megan Beveridge
1414 Carroll St Baltimore, MD 21230-1813 megbeveridge93@gmail.com

Blom, Mia J.

From: megbeveridge93@everyactioncustom.com on behalf of Megan Beveridge <megbeveridge93@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 4:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Megan Beveridge
1414 Carroll St Baltimore, MD 21230-1813 megbeveridge93@gmail.com

Dorsey, Ryan

From: RBruckdorfer@everyactioncustom.com on behalf of Rod Bruckdorfer <RBruckdorfer@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:55 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rod Bruckdorfer
1711 Covington St Baltimore, MD 21230-4712

Blom, Mia J.

From: janie.carnock@everyactioncustom.com on behalf of Janie Tankard Carnock <janie.carnock@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Janie Tankard Carnock
1421 Decatur St Baltimore, MD 21230-5212

Blom, Mia J.

From: compton.christine@everyactioncustom.com on behalf of Christine Compton <compton.christine@everyactioncustom.com>
Sent: Friday, March 16, 2018 4:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christine Compton
104 Birckhead St Baltimore, MD 21230-4509

Blom, Mia J.

From: william.c.cowan@everyactioncustom.com on behalf of Will Cowan <william.c.cowan@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:16 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

Just wanted to send a quick message of support for the Complete Streets Bill that will soon come before committee.

I read through the bill and it seems like a very reasonable approach to helping Baltimore become a leader in transportation policy and design. Constructing streets for people, bikes, and transit help to encourage increased business, improved safety (crime wise as well as transportation wise), and a more robust economy.

As a transportation engineer, this bill addresses many of the issues that I constantly hear addressed at many training and seminars I've attended.

As a licensed engineer working within the transportation field, I look towards opportunities to advance my career. Cities and states that prioritize transit, walking, and biking are at the top of my list. Baltimore has unfortunately lost several committed engineers directly due to the inaction of this current administration - and that can't continue. Baltimore isn't there yet, and this bill is essential to making that happen. Not only is this bill essential to improving the lives of residents through street design , it's essential to being able to attract the best and most knowledgeable engineers in the field.

Thanks,
Will Cowan

Sincerely,
Will Cowan
1519 Byrd St Baltimore, MD 21230-4521

Blom, Mia J.

From: johncrockett@everyactioncustom.com on behalf of John Crockett <johncrockett@everyactioncustom.com>
Sent: Sunday, March 18, 2018 1:49 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
John Crockett
202 E Randall St Baltimore, MD 21230-4611

Dorsey, Ryan

From: alexczisny@everyactioncustom.com on behalf of Alexander Czisny <alexczisny@everyactioncustom.com>
Sent: Friday, March 09, 2018 3:17 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Alexander Czisny
1453 Covington St Baltimore, MD 21230-4642

Dorsey, Ryan

From: mapatediop@everyactioncustom.com on behalf of Mapate Diop <mapatediop@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 11:57 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mapate Diop
25 E West St Baltimore, MD 21230-4225

Dorsey, Ryan

From: bdye87@everyactioncustom.com on behalf of Brian Dyer <bdye87@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:20 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, Councilman Reisinger, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Brian Dyer
1223 W Cross St Baltimore, MD 21230-2336

Dorsey, Ryan

From: ufdelcastillo@everyactioncustom.com on behalf of Ursula Fernandez del Castillo <ufdelcastillo@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 7:08 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

As an architect I have studied and worked on urban design for years, and I believe complete streets are the best solution to our problems and would make Baltimore safer, more inclusive and more succesful.

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ursula Fernandez del Castillo
1725 Belt St Baltimore, MD 21230-4707

Dorsey, Ryan

From: tdoug145@everyactioncustom.com on behalf of Todd Douglas <tdoug145@everyactioncustom.com>
Sent: Saturday, March 10, 2018 11:18 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Todd Douglas
1200 Steuart St Unit 920 Baltimore, MD 21230-5385

Dorsey, Ryan

From: christopheradunn@everyactioncustom.com on behalf of Christopher Dunn <christopheradunn@everyactioncustom.com>
Sent: Sunday, March 11, 2018 8:19 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Christopher Dunn
1629 Belt St Baltimore, MD 21230-4705

Blom, Mia J.

From: rebeccam1968@everyactioncustom.com on behalf of Rebecca Fialkowski <rebeccam1968@everyactioncustom.com>
Sent: Saturday, March 17, 2018 8:08 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rebecca Fialkowski
1608 Jackson St Baltimore, MD 21230-4734

Dorsey, Ryan

From: jafreeman825@everyactioncustom.com on behalf of Jason Freeman <jafreeman825@everyactioncustom.com>
Sent: Friday, March 09, 2018 4:29 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

On my daily walk to work from Federal Hill to downtown, I am constantly reminded of how our city's transportation is designed to put cars ahead of all other methods of transportation. It's time to make sure our Department of Transportation considers all methods of transportation, including walking, biking and public transportation, when designing our streets. That's what this ordinance will do.

We have seen an increase in injuries and fatalities in Baltimore City due to the way our streets are designed. It is critical that we put the city's residents safety first, and adopt new policies to design smarter streets. Complete streets will also create healthier communities, as it would encourage individuals to walk, bike and take public transportation instead of driving. I would often like to bike to places around the city, but choose not to because of my concerns regarding road safety. Adding more people onto our streets will also increase economic development and reduce crime - two things that are vital to improving our city.

Please make the health and safety of city residents a priority and support this ordinance. Thank you for considering my point of view.

Sincerely,
Jason Freeman
101 W Cross St Baltimore, MD 21230-3649

Blom, Mia J.

From: mariannefr@everyactioncustom.com on behalf of Marianne Freedman <mariannefr@everyactioncustom.com>
Sent: Friday, March 16, 2018 1:43 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

I am a senior citizen living in South Baltimore who has chosen to live car-free. For my shopping and transportation, I own two bikes, two strong legs and a Charm Card. Complete Streets is VERY important to me!

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Marianne Freedman
1015 Riverside Ave Baltimore, MD 21230-4133

Blom, Mia J.

From: charhager@everyactioncustom.com on behalf of Charlotte Hager <charhager@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:53 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

This is a personal request for your support and signature on a new equity focused Complete Streets Bill for Baltimore, Ordinance bill file #17-0102.

33% of Baltimore Residents don't have access to a car.
They rely on public transit, biking, walking, and ride sharing to move around the city. And that number is as high as 80% in historically disenfranchised neighborhoods.

But Baltimore spends a disproportionate amount of money on streets designed only to move cars. This is about more than just a bike lane here or an extra bus there.

Building out infrastructure that supports bikes and trains and light rails and buses and sidewalks BENEFITS EVERYONE - and serves as a significant unifier across socio-economic divides. Plus it's just darn good public health! Let's make this happen so that our babies and the next generation has safe spaces to play and live!

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Charlotte Hager
1229 Riverside Ave Baltimore, MD 21230-4334

Blom, Mia J.

From: aharmon177@everyactioncustom.com on behalf of Avery Harmon <aharmon177@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 3:04 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Avery Harmon
635 Portland St Apt B Baltimore, MD 21230-2219

Dorsey, Ryan

From: heather0829@everyactioncustom.com on behalf of heather hatfield <heather0829@everyactioncustom.com>
Sent: Saturday, March 10, 2018 2:12 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
heather hatfield
305 E Hamburg St Baltimore, MD 21230-4129

Blom, Mia J.

From: 98hemphill@everyactioncustom.com on behalf of L Hemphill <98hemphill@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:34 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for extending services to the communities and people who need them is heard. Bike lanes, bike sharing and charm city cirrulator should be extended to those neighborhoods who do not have excess to vechicles. Extending the cirrulator by just a additional mile could make all tje difference and getting major employers like JHU, UMMS, MedStar and Mercy Medical Center to get involved with car pooling, biking and bus incentive packages. Serve all of baltimore and not just those you see value in. Vaule comes in time taken, hears that listen and minds thank seek to understand.

Sincerely,
L Hemphill
2320 Herkimer St Baltimore, MD 21230-1313

Dorsey, Ryan

From: smuell21@everyactioncustom.com on behalf of Stephanie Loughran <smuell21@everyactioncustom.com>
Sent: Sunday, March 11, 2018 12:15 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stephanie Loughran
1448 Reynolds St Baltimore, MD 21230-5319

Dorsey, Ryan

From: dman610@everyactioncustom.com on behalf of Dave Manchester <dman610@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Dave Manchester
1405 E Clement St Baltimore, MD 21230-5205

Dorsey, Ryan

From: kyle.mastalinski@everyactioncustom.com on behalf of Kyle Mastalinski <kyle.mastalinski@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:47 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kyle Mastalinski
1247 Haubert St Baltimore, MD 21230-5235

Dorsey, Ryan

From: nicholas.mayr88@everyactioncustom.com on behalf of Nicholas Mayr <nicholas.mayr88@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:49 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my Councilman, the Council President, and the Mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Nicholas Mayr
1121 Battery Ave Baltimore, MD 21230-4111

Dorsey, Ryan

From: dmerguerian@everyactioncustom.com on behalf of Dawn Merguerian <dmerguerian@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 3:14 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Dawn Merguerian
657 Washington Blvd Apt A Baltimore, MD 21230-2243

Dorsey, Ryan

From: minnichmattis17@everyactioncustom.com on behalf of Rachael Minnich <minnichmattis17@everyactioncustom.com>
Sent: Monday, March 12, 2018 9:56 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Rachael Minnich
333 S Fremont Ave Apt F Baltimore, MD 21230-2224

Blom, Mia J.

From: jmmull@everyactioncustom.com on behalf of Josh Mull <jmmull@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 2:48 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Josh Mull
542 E Clement St Baltimore, MD 21230-4719

Dorsey, Ryan

From: mobrienwoolston@everyactioncustom.com on behalf of Megan OBrien <mobrienwoolston@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 7:26 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Megan OBrien
1329 S Hanover St Baltimore, MD 21230-4220

Dorsey, Ryan

From: edennis@everyactioncustom.com on behalf of Elizabeth Parker <edennis@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:52 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Elizabeth Parker
1343 Hull St Baltimore, MD 21230-5243

Blom, Mia J.

From: russo.danielm@everyactioncustom.com on behalf of Daniel Russo <russo.danielm@everyactioncustom.com>
Sent: Thursday, March 22, 2018 3:18 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Daniel Russo
634 Eislen St Baltimore, MD 21230-2410
russo.danielm@gmail.com

Dorsey, Ryan

From: merylcatherine@everyactioncustom.com on behalf of MERYL SEIDEL <merylcatherine@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:30 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
MERYL SEIDEL
1617 Belt St Baltimore, MD 21230-4705

Blom, Mia J.

From: dstock1963@everyactioncustom.com on behalf of Dave Stock <dstock1963@everyactioncustom.com>
Sent: Friday, March 16, 2018 4:07 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Dave Stock
412 Sanders St Baltimore, MD 21230-4326

Dorsey, Ryan

From: TTWOSHEA@everyactioncustom.com on behalf of Stacey Shea <TTWOSHEA@everyactioncustom.com>
Sent: Saturday, March 10, 2018 10:06 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Stacey Shea
1309 Covington St Baltimore, MD 21230-4328

Blom, Mia J.

From: maggie2990@everyactioncustom.com on behalf of margaret stella <maggie2990@everyactioncustom.com>
Sent: Friday, March 16, 2018 9:35 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
margaret stella
19 E Randall St Baltimore, MD 21230-4531

Blom, Mia J.

From: treakel@everyactioncustom.com on behalf of Kelly Teague <treakel@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 6:27 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kelly Teague
1408 William St Baltimore, MD 21230-4545

Blom, Mia J.

From: c0rmik@everyactioncustom.com on behalf of Charles Thomas <c0rmik@everyactioncustom.com>
Sent: Friday, March 16, 2018 3:56 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Charles Thomas
1033 S Hanover St Baltimore, MD 21230-4011

Blom, Mia J.

From: sthon@everyactioncustom.com on behalf of Susanna Thon <sthon@everyactioncustom.com>
Sent: Thursday, March 15, 2018 10:44 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Streets that are safe for bicyclists and transportation are critical to the future of any city in the 21st century. Besides the obvious environmental, safety, and health impacts that reducing motorized transportation and encouraging other forms of transportation can have, there are societal benefits to having a walkable, cyclable city that connects residents of all income levels.

On a personal note, my student, Aaron Laciny, was killed last summer as he rode his bicycle on North Charles Street. Aaron was a promising 20-year-old budding scientist who attended Baltimore City public schools and community college, and was destined for great things. He was killed by a negligent (and still unknown) motorist who represents a larger culture that prioritizes cars over the safety and health of our youth. Please pass this ordinance to improve, connect, and protect the city that Aaron loved, so that he is not remembered as just another statistic.

Sincerely,
Susanna Thon
911 S Charles St Apt 301 Baltimore, MD 21230-4065

Dorsey, Ryan

From: mark@everyactioncustom.com on behalf of Mark Treadwell <mark@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 12:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Mark Treadwell
1835 Jackson St Baltimore, MD 21230-4737

Blom, Mia J.

From: cvomhof@everyactioncustom.com on behalf of Cara Vomhof <cvomhof@everyactioncustom.com>
Sent: Friday, March 16, 2018 7:32 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Cara Vomhof
232 E Churchill St Baltimore, MD 21230-3918

Dorsey, Ryan

From: ccovelle@everyactioncustom.com on behalf of Carolyn Wagner <ccovelle@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:47 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I rely on my bike and public transportation to travel to and from work every day. It goes without saying that the city does not provide adequate bike lanes. It is also a potential danger to both bicyclist and motorists. A coworker of mine recently was hit biking home from work and spent hundreds of dollars on medical bills. This could have easily been avoided by adequate bike lanes and Complete Streets.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Carolyn Wagner
2 E Wells St Apt 154 Baltimore, MD 21230-4949

Dorsey, Ryan

From: mew628@everyactioncustom.com on behalf of Marissa Walch <mew628@everyactioncustom.com>
Sent: Sunday, March 11, 2018 11:10 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Marissa Walch
613 S Fremont Ave Baltimore, MD 21230-2429

Dorsey, Ryan

From: matthewzingg@everyactioncustom.com on behalf of Matthew Zingg <matthewzingg@everyactioncustom.com>
Sent: Friday, March 09, 2018 2:40 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Matthew Zingg
728 E Fort Ave Baltimore, MD 21230-4725

Dorsey, Ryan

From: zoltoski@everyactioncustom.com on behalf of Michael Zoltoski <zoltoski@everyactioncustom.com>
Sent: Tuesday, March 13, 2018 12:00 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

My wife and I recently moved into Baltimore City from Hartford County. We have yet to miss the county as the city offers so much. We have several concerns, one of which to our safety when we go out for walks in Baltimore's neighborhood.

I live in Federal Hill and work near the BMA - my wife stills works in Harford County as an educator. I have been considering alternate transportation such as a bike or a Vespa but I have serious concerns with respect to navigating the streets of Baltimore during mid-day and late at night.

We also watch people speed out of Baltimore as we live adjacent to Fed Hill Park on Battery. People race up Battery all hours of the day. And I have almost witnessed several near collisions as well as damage to parked cars from people speeding through the neighborhoods.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Zoltoski
229 E Montgomery St Baltimore, MD 21230-3925

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21234

Dorsey, Ryan

From: spikerawk@everyactioncustom.com on behalf of Jon Gonzales <spikerawk@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:24 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Jon Gonzales
3105 Woodhome Ave Parkville, MD 21234-7809

Blom, Mia J.

From: preciousmommybumps@everyactioncustom.com on behalf of ASHLEE JOHNSON <preciousmommybumps@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
ASHLEE JOHNSON
2808 Kings Ridge Rd Apt D Parkville, MD 21234-4439

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: 21236

Blom, Mia J.

From: thomas.hewitt.jr@everyactioncustom.com on behalf of Tom Hewitt <thomas.hewitt.jr@everyactioncustom.com>
Sent: Friday, March 16, 2018 10:22 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that city council, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transit.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Tom Hewitt
9646 Dundawan Rd Nottingham, MD 21236-1009

COMMUNICATIONS FOR Bill 17-0102

(Organized By Zip Code and Last Name)

ZIP CODE: Not in Baltimore City

Dorsey, Ryan

From: martinzirkle@everyactioncustom.com on behalf of Martin Zirkle <martinzirkle@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 10:04 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Martin Zirkle
170 Conewago Creek Rd Manchester, PA 17345-9237

Blom, Mia J.

From: dcpaschall@everyactioncustom.com on behalf of Daniel Paschall <dcpaschall@everyactioncustom.com>
Sent: Tuesday, April 17, 2018 5:28 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

Although I live in Philadelphia, I advocate for the East Coast Greenway, which is a 3000 mile walking and biking trail project connecting cities along the East Coast from Maine to Florida, including Baltimore by way of the Jones Falls Trail and Gwynns Falls Trail. These trails and others in Baltimore serve as linear parks for the city, and can become the spine of a network tying together walking and biking connections along adjacent streets. Complete streets enables citizens to access these trails along with amenities around the city.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Daniel Paschall
1921 Wallace St Apt 1R Philadelphia, PA 19130-3252 dcpaschall@gmail.com

Dorsey, Ryan

From: lou_t@everyactioncustom.com on behalf of Louis Thomas <lou_t@everyactioncustom.com>
Sent: Monday, March 12, 2018 11:51 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am a 5th generation Baltimorean, though currently, in large part due to my wife's good job with the federal government, we are living in DC and raising our two children there. However, we are always contemplating moving back to Baltimore, because we love the city. When we weigh the pros and cons of moving back to Baltimore, one thing high on our consideration list is the much better bike infrastructure in DC. We live car-free, and get our two kids around on a family bike, when our 5 year old isn't riding her own. For family biking and children in particular, protected bike-lanes are a must. When we visit Baltimore (and use the Marc Train bike cars to get there) we have been impressed with the new Maryland Avenue protected bike lane, and have read about other protected lanes the city is installing. We hope Baltimore will continue to make strides towards better bike infrastructure, and the Complete Streets Ordinance is a good step towards that goal.

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Louis Thomas

Dorsey, Ryan

From: bailey.lozner@everyactioncustom.com on behalf of Bailey Lozner <bailey.lozner@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:39 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that the council and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in Baltimore City communities for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Bailey Lozner
905 6th St SW Apt 704 Washington, DC 20024-3813

Blom, Mia J.

From: kgaudet@everyactioncustom.com on behalf of Kathy Gaudet <kgaudet@everyactioncustom.com>
Sent: Thursday, March 15, 2018 11:19 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

I grew up in Baltimore City and I still spend a lot of time and money in the city, visiting friends, dining, attending events, going to museums, riding bikes, enjoying Baltimore.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Kathy Gaudet
1715 Dublin Dr Silver Spring, MD 20902-4020

Dorsey, Ryan

From: rich.reis1@everyactioncustom.com on behalf of Richard Reis <rich.reis1@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:06 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

My personal interest is that my daughter, son-in-law, and 2 young grandsons live in the city. My wife and I are frequently there with the boys walking to a store, cafe, or playground, sometimes in their stroller. When they get older, they will be allowed to walk on their own and we care deeply that they are really safe - and really that everyone's children and grandchildren are safe from traffic crashes in your fine city.

Sincerely,
Richard Reis
711 Copley Ln Silver Spring, MD 20904-1312

Dorsey, Ryan

From: renegade_lxix@everyactioncustom.com on behalf of jonathan schultz <renegade_lxix@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:39 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
jonathan schultz
3784 College Ave Ellicott City, MD 21043-4662

Blom, Mia J.

From: jrudy@everyactioncustom.com on behalf of Jonathan Rudy <jrudy@everyactioncustom.com>
Sent: Tuesday, March 20, 2018 3:31 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
Hi Ryan,

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

I currently work in the department of Pediatrics at the University of Maryland, School of Medicine. I spend my days studying how children across Maryland are growing.

I'm writing because I know we can do more to help our children grow and play in healthier ways. I've spent time advocating active transportation support in Howard County, and I've seen first hand the effects of "if you build it, they will come" through the Horizon Foundations annual Open Streets event.

I've worked with Baltimore City children, and it breaks my heart that they are falling behind. Let's help our families and kids in Baltimore City be more active by promoting complete streets!

Sincerely,
Jonathan Rudy
11253 Slalom Ln Unit A Columbia, MD 21044-3203 jrudy@som.umaryland.edu

Dorsey, Ryan

From: benjaminkintisch@everyactioncustom.com on behalf of Benjamin Kintisch <benjaminkintisch@everyactioncustom.com>
Sent: Friday, March 09, 2018 5:18 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Benjamin Kintisch
5488 Sleeping Dog Ln Columbia, MD 21045-2250

Dorsey, Ryan

From: edwarner@everyactioncustom.com on behalf of Ed Warner <edwarner@everyactioncustom.com>
Sent: Saturday, March 10, 2018 7:55 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102. As a Columbia resident, I and my wife regularly come to Baltimore to dine out, attend plays and walk the Inner Harbor or Fells Point. Having these and other locations in the city safe for walking and bicycling is very important to us, and I think if you'll look at national data you'll see that safe streets are also good for a city's prosperity; they promote going to places where parking is otherwise scare, for instance.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ed Warner
7161 Harp String Columbia, MD 21045-5247

Blom, Mia J.

From: chaavik@everyactioncustom.com on behalf of Caroline Haavik <chaavik@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 12:50 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Caroline Haavik
6742 Carlinda Ave Columbia, MD 21046-1107

Blom, Mia J.

From: mike-davis@everyactioncustom.com on behalf of Michael Davis <mike-davis@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 1:36 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Michael Davis
1679 Flint Rock Ct Finksburg, MD 21048-2048

Blom, Mia J.

From: margaretmerryman@everyactioncustom.com on behalf of Margaret Merryman <margaretmerryman@everyactioncustom.com>
Sent: Friday, April 20, 2018 10:14 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Margaret Merryman
2308 Birmingham Ct Jarrettsville, MD 21084-1019 margaretmerryman@yahoo.com

Dorsey, Ryan

From: efrank.1990@everyactioncustom.com on behalf of Erica Frank <efrank.1990@everyactioncustom.com>
Sent: Saturday, March 10, 2018 3:45 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Erica Frank
613 Pearl Point Ct Millersville, MD 21108-1575

Dorsey, Ryan

From: graphicbeans@everyactioncustom.com on behalf of Katrina Wagner <graphicbeans@everyactioncustom.com>
Sent: Wednesday, March 14, 2018 9:37 AM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

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The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Katrina Wagner
8 Altona Ave Pasadena, MD 21122-4012

Blom, Mia J.

From: ryan.m.stouten@everyactioncustom.com on behalf of Ryan Stouten <ryan.m.stouten@everyactioncustom.com>
Sent: Thursday, March 15, 2018 8:36 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

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These changes are also proven to bring economic development into communities, and increase access to jobs and opportunity for people who walk, bike, or take public transportation to work.

Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Ryan Stouten
1742 Mayfair Pl Crofton, MD 21114-2639

Blom, Mia J.

From: phoblitzell@everyactioncustom.com on behalf of Peter Hoblitzell <phoblitzell@everyactioncustom.com>
Sent: Friday, March 16, 2018 2:23 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing on March 21st, so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:

I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Peter Hoblitzell
108 Garrison Forest Rd Owings Mills, MD 21117-4108

Blom, Mia J.

From: Mommasenergy44@everyactioncustom.com on behalf of Cheryl Brown <Mommasenergy44@everyactioncustom.com>
Sent: Tuesday, March 27, 2018 4:41 PM
To: Dorsey, Ryan
Subject: I Support Baltimore Complete Streets!

Dear Councilman Ryan Dorsey,

I am writing to ensure that my testimony for your complete streets ordinance #17-0102 is included in the file for the Baltimore City Council's Land Use and Transportation Committee hearing so that my council person, the council president, and the mayor know that I am in support of your ordinance. My testimony follows:
I am writing in support of the Complete Streets Ordinance, bill file #17-0102.

The ordinance, as drafted, incorporates best practices in street design, project management, and reporting. It has been reviewed by the National Complete Streets Coalition and national engineering firms familiar with federal, state, and local street design and funding regulations to ensure it will work for Baltimore.

The ordinance introduces a layer of needed transparency into the Department of Transportation, and ensures that policies the department has already officially adopted internally will be followed because those policies will now have the force of law.

Baltimore City experiences high rates of roadway injuries and fatalities, and over the past five years, those rates of injury and fatality have increased, while cities aggressively implementing complete streets have seen serious reductions in injury and death. The harm caused to our residents on city streets is avoidable through design and policy changes that this bill will force.

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Councilman Ryan Dorsey has been meeting in communities like mine for the past year to get feedback on this ordinance and gain support for its passage. That's why a broad coalition has formed backing the ordinance, from small neighborhood groups across the city to national partners like AARP and the National Safe Routes to School Partnership.

This ordinance will be a great thing for Baltimore City, and I encourage you to support it.

Sincerely,
Cheryl Brown
11 Liberty Pl Apt 14 Windsor Mill, MD 21244-2798 Mommasenergy44@gmail.com

Bill 17-0102 – Complete Streets

ADDITIONAL LETTERS OF SUPPORT

April 20, 2018

Bill 17-0102 – Complete Streets

ADDITIONAL LETTERS OF SUPPORT

April 23, 2018

Coates, Jennifer

From: Blom, Mia J.
Sent: Monday, April 23, 2018 6:35 PM
To: Coates, Jennifer
Cc: Dorsey, Ryan
Subject: Complete Streets Emailed Letters of Support Dataset
Attachments: StandardText20180423-1670220775.xls

Hi Jennifer,
The attached spreadsheets are for the second set of emailed letters we had an additional 299 letters. I have the final printed stack that I will bring down in the morning.
Best!
Ma

VANID	Last	First	Mid	Suf	Home Phoi	Address	City	State/Prov	Zip/Postal	Zip4	CountryCode
1.04E+08	Bickoff	Kyle				1616 Park ,	Baltimore	MD	21217	4290	US
1.04E+08	Hanson	Ginger			503332499	804 S BALT	Baltimore	MD	21224		US
1.04E+08	Frier	Robert			41035433C	13 Aston C	Owings Mil	MD	21117	1437	US
1.04E+08	Vacovsky	Zachary			443677119	3134 Fait A	Baltimore	MD	21224	3926	US
1.04E+08	Holt	Steve			443750284	1316 E 36t	Baltimore	MD	21218	2119	US
1.04E+08	Smith	Karin				1125 Wooc	Baltimore	MD	21211	1245	US
1.04E+08	Wells	Warren			410703989	322 E 26th	Baltimore	MD	21218	4702	US
1.04E+08	Dinsmore	Jayme			41062220C	2411 Mary	Baltimore	MD	21218	5017	US
1.04E+08	Smith	Drew			301370934	664 Washi	Baltimore	MD	21230	2216	US
1.04E+08	Grube	Alex				1427 Olive	Baltimore	MD	21230	4411	US
1.04E+08	Troutner	Penny			410908908	3021 Weav	Baltimore	MD	21214	3402	US
1.04E+08	Pierce	Anna			612747427	5915 Burge	Baltimore	MD	21214	2004	US
1.04E+08	Hayward	Brent				6409 Sefto	Baltimore	MD	21214	1429	US
1.04E+08	Leupold	Thomas			410320574	1430 Hollir	Baltimore	MD	21223	2416	US
1.04E+08	Pierson	Rebecca				10 Light St	Baltimore	MD	21202	1467	US
1.04E+08	Scott	Tony			44347509C	1530 Hollir	Baltimore	MD	21223	2420	US
1.04E+08	Rizvi	Shahrzad				1204 South	Baltimore	MD	21218	1400	US
1.04E+08	Crum	Jessica			410366269	2239 Lake ,	Baltimore	MD	21213	1015	US
1.04E+08	Cowan	Eleanor				3020 Overl	Baltimore	MD	21214	3312	US
1.04E+08	Bienert	Paris				4800 Kesw	Baltimore	MD	21210	2325	US
1.04E+08	McComas	Mac				2901 Hunti	Baltimore	MD	21211	2823	US
1.04E+08	Marion	David				1818 N Cal	Baltimore	MD	21202	2831	US
1.04E+08	Backert	Jane			410426468	3209 Mary	Baltimore	MD	21214	2016	US
1.04E+08	Lewis	Shevaun				330 Saint P	Baltimore	MD	21202	2120	US
1.04E+08	Hirai	Monica				3208 Tynd	Baltimore	MD	21214	3430	US
1.04E+08	Washburn	Liana			307399257	917 E 37th	Baltimore	MD	21218	2015	US
1.04E+08	Nastetsky	Alex			443739853	3900 Elm A	Baltimore	MD	21211	2103	US
1.04E+08	Winkler	Joanna				17318 Mas	Parkton	MD	21120	9744	US
1.04E+08	Otis	Cherisse			51859303C	2735 Easte	Baltimore	MD	21224	3810	US
1.04E+08	Adlin	Josh				2229 E Pra	Baltimore	MD	21231	2058	US
1.04E+08	Hiller	Emily				1018 Saint	Baltimore	MD	21210	1413	US
1.04E+08	Voeglein	Joseph			443834844	1600 Park ,	Baltimore	MD	21217	4305	US
1.04E+08	Tanton	Deirdre				52 Chesape	Annapolis	MD	21403	2616	US

1.04E+08	Hammond	James	240674077	2115 Saint	Baltimore	MD	21218	5804	US	
1.04E+08	Amerson	Ally	414491356	39 W Lexin	Baltimore	MD	21201	3955	US	
1.04E+08	Dyer	Brian	410830148	1223 W Cr	Baltimore	MD	21230	2336	US	
1.04E+08	Brown	Tracey		2055 Rock	Baltimore	MD	21211	1328	US	
1.04E+08	Borchers	Eric		323 E 27th	Baltimore	MD	21218-441	4414	US	
1.04E+08	Levenson	Nolan	347782138	1301 Saint	Baltimore	MD	21202	2700	US	
1.04E+08	Concannon	Mary		1134 Batte	Baltimore	MD	21230	4112	US	
1.04E+08	F.Mendico	A.		106 W Bar	Baltimore	MD	21201	2404	US	
1.04E+08	Zuvich	Cady		423 E Fort	Baltimore	MD	21230	4636	US	
1.04E+08	Eiler	Elizabeth	443375128	1123 N Eut	Baltimore	MD	21201	2223	US	
1.04E+08	Marchanti	Peggy		3817 Woo	Baltimore	MD	21206	5035	US	
1.04E+08	Young	Steven		103 S Ches	Baltimore	MD	21231	2010	US	
1.04E+08	Caro	Lauren		2200 Essex	Baltimore	MD	21231	3211	US	
1.04E+08	Hamman	Annie	410245975	3321 Echo	Baltimore	MD	21214	2613	US	
1.04E+08	Seel	Brian	20886779C	255 S Rege	Baltimore	MD	21231	2416	US	
1.04E+08	Knickmeye	Lisa		207 S Wolf	Baltimore	MD	21231	2622	US	
1.04E+08	Sales	Sandra	410558014	2201 E Pra	Baltimore	MD	21231	2035	US	
1.04E+08	Donovan	Timothy	443616585	138 S Ann	Baltimore	MD	21231	1803	US	
1.04E+08	Merkel	Alyssa		2626 Mass	Sparrows P	MD	21219	1809	US	
1.04E+08	Bory	Mario		608 Rappo	Baltimore	MD	21224	4615	US	
1.04E+08	Livingston	Lynne		28 N Lakev	Baltimore	MD	21224	1154	US	
1.04E+08	Szymanski	Eva		243 S Mad	Baltimore	MD	21231	2624	US	
1.04E+08	Lannon	Jennifer		732 S Bond	Baltimore	MD	21231	3303	US	
1.04E+08	Gibson	Clare		22 N Collin	Baltimore	MD	21231	1630	US	
1.04E+08	Gibson	Dustin		22 N Collin	Baltimore	MD	21231	1630	US	
1.04E+08	Gebhart	Bonnie	443452962	833 S Mon	Baltimore	MD	21224	3643	US	
1.04E+08	Gebhart	Alex		833 S Mon	Baltimore	MD	21224	3643	US	
1.04E+08	Peck	Graham	410491153	2204 Fleet	Baltimore	MD	21231	3121	US	
1.04E+08	Morrow	Melanie		227 S Collir	Baltimore	MD	21231	2628	US	
1.04E+08	Pfaffenhau	Stephen		1705 Guilfc	Baltimore	MD	21202-280	2805	US	
1.04E+08	Hammel	Traci J.	305588354	E BALTIMO	Baltimore	MD	21231		US	
1.04E+08	May	Jeffrey	410675623	1713 Bank	Baltimore	MD	21231	2402	US	
1.04E+08	Rock	M		515 S Wolf	Baltimore	MD	21231	3066	US	
1.04E+08	Loeper	Lindsey	44352016C	4227 Harcc	Baltimore	MD	21214	3409	US	

1.04E+08	Kerr	JOHN	828279035	3010 West	Baltimore	MD	21214	1433	US	
1.04E+08				2640 Saint	Baltimore	MD	21218	4531	US	
1.04E+08	Snyder	Kari		631 Deepd	Baltimore	MD	21210	2127	US	
1.04E+08	Vandenbur	Vicki	410790483	1344 W 41	Baltimore	MD	21211	1549	US	
1.04E+08	Yannopoul	Demetrios	86021484C	519 W Prat	Baltimore	MD	21201	435	US	
1.04E+08	Conroy	Scott	410505891	2513 N Cal	Baltimore	MD	21218	4615	US	
1.04E+08	Gill	Rachel		2925 E Balt	Baltimore	MD	21224	1345	US	
1.04E+08	Bryan	Shane	605730129	3701 Elkad	Baltimore	MD	21218	2005	US	
1.04E+08	Eddington	Gary	410235907	2606 Pelha	Baltimore	MD	21213	1117	US	
1.04E+08	Jaskot	Emily	703403762	101 N Rose	Baltimore	MD	21224	1153	US	
1.04E+08	Illes	Patrick	443528709	2743 Mary	Baltimore	MD	21218	4329	US	
1.04E+08	Nieberlein	Lindsey		2826 Heml	Baltimore	MD	21214	1245	US	
1.04E+08	Turiano	Ann		4508 Weitz	Baltimore	MD	21214	2855	US	
1.04E+08	Liebrich	Jenny	443310077	4415 Parkn	Baltimore	MD	21206	2755	US	
1.04E+08	Yukna	Ethan		5207 Catal	Baltimore	MD	21214	2102	US	
1.04E+08	Kopchinski	Leslie	410919819	4638 Harcc	Baltimore	MD	21214	3338	US	
1.04E+08	Hamilton	Chaundra		3304 White	Baltimore	MD	21214	2346	US	
1.04E+08	Odean	MaryKathryn		1001 Saint	Baltimore	MD	21202	2652	US	
1.04E+08	Van de Wo	Heidi		1323 N Cal	Baltimore	MD	21202	3967	US	
1.04E+08	Vinski Ibral	Natalie		1101 N Cal	Baltimore	MD	21202	802	US	
1.04E+08	Joust	Patrick		219 E Biddl	Baltimore	MD	21202	3941	US	
1.04E+08	Smith	Ben								
1.04E+08	King	Michael	443257612	5905 Marlt	Baltimore	MD	21206	2719	US	
1.04E+08	Weaver	Allison	44361037C	2723 Overl	Baltimore	MD	21214	2850	US	
1.04E+08	Bean	Christopher		2922 Glenr	Baltimore	MD	21214	1708	US	
1.04E+08	Thomas	Aaron	714654624	314 S Highl	Baltimore	MD	21224	2311	US	
1.04E+08	Pridgen	Brenda		4609 Walth	Baltimore	MD	21214	3245	US	
1.04E+08	Chavasse	Caroline	443955133	3611 Parks	Baltimore	MD	21214	3427	US	
1.04E+08	Burke	Meredith		203 E Mou	Baltimore	MD	21202	3912	US	
1.04E+08	Pugh	Daria	914645539	2814 N Cal	Baltimore	MD	21218	4409	US	
1.04E+08	Sabo	Maggie		1143 Dexte	Baltimore	MD	21230	1908	US	
1.04E+08	Moore	Christopher	443974819	3425 Rolan	Baltimore	MD	21211	2427	US	
1.04E+08	Barrow	Michelle	410693311	3801 Kimbl	Baltimore	MD	21218	2056	US	
1.04E+08	Cosner	Bonnie		S CHARLES	Baltimore	MD	21230		US	

1.04E+08	Katz	Jenny			601 W 33r	Baltimore	MD	21211	2702	US
1.04E+08	Hale	Emily			3613 Parkd	Baltimore	MD	21211	1326	US
1.04E+08	Le	Phong		949292399	2634 Hamp	Baltimore	MD	21211	3106	US
1.04E+08	DeSimone	Christina			1020 Park /	Baltimore	MD	21201	5644	US
1.04E+08	Orr	Robert			326 Broadr	Baltimore	MD	21212	3807	US
1.04E+08	Lally	Kathryn		240475661	1427 Morli	Baltimore	MD	21211	1720	US
1.04E+08	Coples	Chadras			2359 Eutav	Baltimore	MD	21217	4184	US
1.04E+08	Conrad	Peter	AICP	443388019	5110 Norw	Baltimore	MD	21212	4101	US
1.04E+08	Rockwitz	Michelle		347661127	2703 Saint	Baltimore	MD	21218	4333	US
1.04E+08	Eaton	Lauren			9 N Linwoo	Baltimore	MD	21224	1246	US
1.04E+08	Conner	Jordan			5302 Haml	Baltimore	MD	21214	1915	US
1.04E+08	Brassuer	Clara			101 E Mou	Baltimore	MD	21202	8101	US
1.04E+08	Ewing	Russell		443480146	303 W 27tl	Baltimore	MD	21211	3004	US
1.04E+08	Nash	Elizabeth		215910297	2700 Remi	Baltimore	MD	21211	3052	US
1.04E+08	Canale	Kimberly		917837168	1731 Bolto	Baltimore	MD	21217	4325	US
1.04E+08	Saville	Marisa		410371837	150 S Boul	Baltimore	MD	21224	2201	US
1.04E+08	Shea	Stacey		443928069	1309 Covin	Baltimore	MD	21230	4328	US
1.04E+08	Eaton	Elijah			6015 Carte	Baltimore	MD	21214	2008	US
1.04E+08	Chesnik	Cameron		443465087	25 Methwo	Owings Mil	MD	21117	4878	US
1.04E+08	Garcia	Alex		41080422C	3800 Edno	Baltimore	MD	21218	2051	US
1.04E+08	Crawley	ShaiVaughn		843303784	513 N Robi	Baltimore	MD	21205	2843	US
1.04E+08	Klump	Keith		859312304	401 Whitri	Baltimore	MD	21218	4436	US
1.04E+08	Redner	Thomas			727 S Bond	Baltimore	MD	21231	3314	US
1.04E+08	Audette	Caitlin		240743838	922 E 37th	Baltimore	MD	21218	2014	US
1.04E+08	Smith	Shira			664 Washi	Baltimore	MD	21230	2216	US
1.04E+08	McGrain	Rachel		443827564	304 W Lorr	Baltimore	MD	21211	3114	US
1.04E+08	Nance	Jerome			3045 Abell	Baltimore	MD	21218	3913	US
1.04E+08	Dube	Jeffrey			3743 Kesw	Baltimore	MD	21211	2242	US
1.04E+08	Johnson	Ashlee			2808 Kings	Parkville	MD	21234	4439	US
1.04E+08	Patterson	Joshua		443206155	3700 Toon	Baltimore	MD	21224	5168	US
1.04E+08	Argenio	Kristen			3808 Elm A	Baltimore	MD	21211	2102	US
1.04E+08	Barfield	Ellen E		410243587	814 Power	Baltimore	MD	21211	2510	US
1.04E+08	Mascia	Krista		44386636C	11 E Chase	Baltimore	MD	21202	3662	US
1.04E+08	Samarripas	Stefen			2700 Remi	Baltimore	MD	21211	3049	US

1.04E+08	Hazer	Meghan	315373639	218 B W M	Baltimore	MD	21201	4627	US
1.04E+08	Brown	Jennifer	404908008	232 S Castl	Baltimore	MD	21231	2601	US
1.04E+08	Ramin	Jonathan	315572198	B W MADIS	Baltimore	MD	21201		US
1.04E+08	Ariosa	Ryan	410422011	414 Water	Baltimore	MD	21202	3253	US
1.04E+08	Holmes	Joseph		3825 Beecl	Baltimore	MD	21211-222	2223	US
1.04E+08	Holmes	Sarah		3825 Beecl	Baltimore	MD	21211	2223	US
1.04E+08	Fernandez	Ursula	61790329E	1725 Belt S	Baltimore	MD	21230	4707	US
1.04E+08	Orr	Jay	207475642	34 E 25th S	Baltimore	MD	21218	5166	US
1.04E+08	Finn	Grace		1213 Batte	Baltimore	MD	21230	4301	US
1.04E+08	Carlin	Susan	443834461	300 Saint P	Baltimore	MD	21202	2120	US
1.04E+08	Yake	Matthew		1507 Bolto	Baltimore	MD	21217	4204	US
1.04E+08	Leon	Nathaniel	91330285C	3601 Greei	Baltimore	MD	21218	2460	US
1.04E+08	Luderowsk	Eva		1736 Lanca	Baltimore	MD	21231	3413	US
1.04E+08	Williams	Richard	667309644	1300 Linde	Baltimore	MD	21217	3628	US
1.04E+08	Kaplan	Max	21536079C	1936 Easte	Baltimore	MD	21231	2542	US
1.04E+08	Marsh	Henry	410929455	113 N Linw	Baltimore	MD	21224	1248	US
1.04E+08	Traver	Edward		1417 Covin	Baltimore	MD	21230	4618	US
1.04E+08	Thorpe	Jeremy		2228 Orlea	Baltimore	MD	21231	1335	US
1.04E+08	Raji	Sumayyah		6508 Wooc	Catonsville	MD	21228	1126	US
1.04E+08	Parks	Corrie		2 Somerset	Catonsville	MD	21228	1938	US
1.04E+08	Lockwood	Glen	202412224	908 Easterı	Baltimore	MD	21202	4324	US
1.04E+08	Wilson	Corinne		1523 Barcl	Baltimore	MD	21202	2901	US
1.04E+08	Dixon	Sheila	410947011	603 Winan	Baltimore	MD	21229	1431	US
1.04E+08	James	Edward B		143 N Milt	Baltimore	MD	21224	1049	US
1.04E+08	Elliott	Angela	443850473	3129 Kesw	Baltimore	MD	21211	2737	US
1.04E+08	McQuestio	Mike		214 Ridgev	Baltimore	MD	21210	2539	US
1.04E+08	Dulay Hobl	Kimberly		306 Dunkir	Baltimore	MD	21212	1813	US
1.04E+08	Gleason	Charlie	443907602	3112 Hudsı	Baltimore	MD	21224	4928	US
1.04E+08	Gallivan	Patty	703405774	1332 Weld	Baltimore	MD	21211	1535	US
1.04E+08	Ley	James		890 Tyson	Baltimore	MD	21201	4869	US
1.04E+08	Stansbury	Melissa		5716 Mine	Sykesville	MD	21784	6857	US
1.04E+08	Lehwald	Nicholas		904 N Calv	Baltimore	MD	21202	3711	US
1.04E+08	Astrakhan	Sean		335 E Lorra	Baltimore	MD	21218	4710	US
1.04E+08	Griffith	Megan	443631006	3537 Hicko	Baltimore	MD	21211	2424	US

1.04E+08	Booth	Nick		3305 Golde	Baltimore	MD	21222	2828	US	
1.04E+08	Doran	Richard	410243894	1536 Kenn	Baltimore	MD	21218	2207	US	
1.04E+08	Bruckdorfe	Roderick		1711 Covin	Baltimore	MD	21230	4712	US	
1.04E+08	Flicker	Yair	614893771	1209 N Cha	Baltimore	MD	21201	5657	US	
1.04E+08	Roche	John	603828737	311 Birkwo	Baltimore	MD	21218	2815	US	
1.04E+08	Brown	Drew	410241217	2822 Ches	Baltimore	MD	21209	3931	US	
1.04E+08	Quinones	Khadijah	410500094	3810 Park I	Baltimore	MD	21215	7656	US	
1.04E+08	Tome	Gretchen	443804071	3229 Shan	Baltimore	MD	21213	1726	US	
1.04E+08	Schaar	Rudolph	410878164	301 Warre	Baltimore	MD	21230	3955	US	
1.04E+08	Ashlock	Jennifer		3308 Kesw	Baltimore	MD	21211	2629	US	
1.04E+08	McNamara	Rachel		532 S Belno	Baltimore	MD	21224	3801	US	
1.04E+08	Twining	Zachary	202821965	2132 Bolto	Baltimore	MD	21217	4601	US	
1.04E+08	Holtz	Nicholas	443481793	6118 Parkv	Baltimore	MD	21212	2736	US	
1.04E+08	Bridges-Pal	Cadie		3207 Beve	Baltimore	MD	21214	3317	US	
1.04E+08	Leege	David	410366005	2742 Mary	Baltimore	MD	21218	4328	US	
1.04E+08	Truelove	Shaun		114 S Ann S	Baltimore	MD	21231	1803	US	
1.04E+08	McFarland	Edward		3 Club Rd	Baltimore	MD	21210	2265	US	
1.04E+08	Brown	Ralph	410375437	12306 Hap	Cockeysvill	MD	21030	1710	US	
1.04E+08	Conway	Adam		3245 Abell	Baltimore	MD	21218	3435	US	
1.04E+08	Kunze	Jennifer	240397412	1402 Hollir	Baltimore	MD	21223	2416	US	
1.04E+08	Boebel	Amy	J 415310888	1000 Fell S	Baltimore	MD	21231	3554	US	
1.04E+08	Ashford	Robert	336549808	3618 Yolan	Baltimore	MD	21218	2039	US	
1.04E+08	Melamed	Laura	410908228	3103 Banc	Baltimore	MD	21215	3126	US	
1.04E+08	Janiszewsk	Kristen	678733007	2613 Guilfc	Baltimore	MD	21218	4612	US	
1.04E+08	Smith	Jennifer		313 W 27th	Baltimore	MD	21211	3004	US	
1.04E+08	Love	Dave	919619832	72 Henriet	Asheville	NC	28801	1336	US	
1.04E+08	Lewis	Robbyn	443604298	6 N Potom	Baltimore	MD	21224	1335	US	
1.04E+08	Hull	Adam	443827111	218 E Pres	Baltimore	MD	21202	3957	US	
1.04E+08	Waldman	Andrew	41965181C	2635 Hamp	Baltimore	MD	21211	3107	US	
1.04E+08	Fritz	Kyle		2619 Guilfc	Baltimore	MD	21218	4612	US	
1.04E+08	Romano	Max	314324723	2736 Guilfc	Baltimore	MD	21218	4415	US	
1.04E+08	Gaber	Corey		1213 W 40	Baltimore	MD	21211	1726	US	
1.04E+08	Morrill	Peter	302293015	217 W 27th	Baltimore	MD	21211	3002	US	
1.04E+08	Drabinski	Kathryn	503516946	654 E 35th	Baltimore	MD	21218	2927	US	

1.04E+08	Bernish	Andrew		630248808	3031 Hunti	Baltimore	MD	21211	2826	US
1.04E+08	Ogbue	Anikwenze		41295283$	1320 North	Baltimore	MD	21218	1445	US
1.04E+08	Burns	Brendan		41045622E	2447 N Cal	Baltimore	MD	21218	5216	US
1.04E+08	Diamond	Claudia		410598073	4702 Kesw	Baltimore	MD	21210	2323	US
1.04E+08	Crew	Darin		443629628	3008 Bevei	Baltimore	MD	21214	3309	US
1.04E+08	Pousson	Eli		301204333	328 E Lorra	Baltimore	MD	21218	4709	US
1.04E+08	McDonald	John		41024331C	2224 Kentu	Baltimore	MD	21213	1012	US
1.04E+08	Powell	Leanna		301602069	320 E 23rd	Baltimore	MD	21218	5811	US
1.04E+08	Treadwell	Mark		301675467	1835 Jacks	Baltimore	MD	21230	4737	US
1.04E+08	Richards	Martine		301356582	2635 Hamp	Baltimore	MD	21211	3107	US
1.04E+08	Kosok	Maya		301467988	2736 Guilfc	Baltimore	MD	21218	4415	US
1.04E+08	LaCombe	Philip		413648744	811 Homes	Baltimore	MD	21218	3536	US
1.04E+08	Wagner	Robert	B		3337 Falls I	Baltimore	MD	21211	2404	US
1.04E+08	Walshe	Robert		443939624	4904 Ross	Baltimore	MD	21214	2911	US
1.04E+08	Jacobs	Robin		41083784E	18 E Prestc	Baltimore	MD	21202	7707	US
1.04E+08	Lueck	Seth		410960205	1018 W 38	Baltimore	MD	21211	1817	US
1.04E+08	Groff	Benjamin		410870981	1631 Park	Baltimore	MD	21217	4309	US
1.04E+08	Herbert	Ann		773706591	3113 Abell	Baltimore	MD	21218	3412	US
1.04E+08	Runde	Nicole		410925064	2917 Guilfc	Baltimore	MD	21218	4116	US
1.04E+08	Hartley	Marc			1536 Baldv	Baltimore	MD	21211	2313	US
1.04E+08	Belew	David		678372971	2913 Hunti	Baltimore	MD	21211	2824	US
1.04E+08	Philipsen	Klaus		41068520C	429 N Euta	Baltimore	MD	21201	1850	US
1.04E+08	Shoemaker	Abbie		41296570E	1030 E 36t	Baltimore	MD	21218	2146	US
1.04E+08	Lehmann	Shaun		561374043	1429 Lown	Baltimore	MD	21230	5228	US
1.04E+08	Uram	Keith		857928694	206 Lauren	Baltimore	MD	21217	4395	US
1.04E+08	O'Doherty	Brian		410262497	2609 Guilfc	Baltimore	MD	21218	4612	US
1.04E+08	Jackson	Ian		830708642	2929 Miles	Baltimore	MD	21211	2829	US
1.04E+08	Webb	Thomas		415912979	3820 Beecl	Baltimore	MD	21211	2222	US
1.04E+08	Fithian	Michael		41080860C	811 S Charl	Baltimore	MD	21230	3904	US
1.04E+08	Sierakowsk	Adam		443465571	13726 Bald	Baldwin	MD	21013		US
1.04E+08	Mickel	Evan			4 Broadrid	Lutherville	MD	21093	1541	US
1.04E+08	Dagen	John		757287911	515 S East	Baltimore	MD	21224	3914	US
1.04E+08	Fontaine	Jamie Lee		410960462	230 S Dunc	Baltimore	MD	21231	2629	US
1.04E+08	Weeks	Jedediah		44346562C	214 W 27tl	Baltimore	MD	21211	3001	US

1.04E+08	Lo	Julia		1419 Park A	Baltimore	MD	21217	4231	US
1.04E+08	Flamm	Laura	443963725	2615 Guilfc	Baltimore	MD	21218	4612	US
1.04E+08	Gwitira	Tafadzwa (Taffy)							
1.04E+08	Dorsey	Ryan		3317 Cross	Baltimore	MD	21213	1002	US
1.04E+08	Engle-Pratt	Wynnona	301602901	214 W 27tl	Baltimore	MD	21211	3001	US
1.04E+08	Childress	Barry		3826 Menl	Baltimore	MD	21215	3431	US
1.04E+08	Engelberg	Daniel	301233518	1301 Saint	Baltimore	MD	21202	2792	US
1.04E+08	DeMario	Caleb	44334024C	1600 Hake:	Baltimore	MD	21213	3015	US
1.04E+08	Dixon	Andrew	24077895E	2636 Miles	Baltimore	MD	21211	3116	US
1.04E+08	Dwyer	Tony Cho	21581649C	933 Saint P	Baltimore	MD	21202	2430	US
1.04E+08	Grinstead	Gina		3925 Beecl	Baltimore	MD	21211	2265	US
1.04E+08	Hager	Charlotte	770366695	1229 River:	Baltimore	MD	21230	4334	US
1.04E+08	Bourozikas	George		719 Park A'	Baltimore	MD	21201	4712	US
1.04E+08	Iturralde	Ray		615 W 40tl	Baltimore	MD	21211	2219	US
1.04E+08	Ho	Margaret	62686975C	4 E Branch	Baltimore	MD	21202	2301	US
1.04E+08	Norton	Eric	44386775E	5727 Rann'	Baltimore	MD	21209	4407	US
1.04E+08	Dennies	Nathan	443608084	1332 W 37	Baltimore	MD	21211	1921	US
1.04E+08	Brose	Aaron		607 Reserv	Baltimore	MD	21217	4824	US
1.04E+08	Caminiti	Nicholas		348 S Bent:	Baltimore	MD	21223	2845	US
1.04E+08	Coreil-Aller	Graham	917683592	3210 Auch(	Baltimore	MD	21217	1949	US
1.04E+08	Bergh	Christopher		2440 Wooc	Baltimore	MD	21217	1742	US
1.04E+08	Fostel	Erin	410375183	3317 Cross	Baltimore	MD	21213	1002	US
1.04E+08	DeFranco	Tony	443695482	11 E Chase	Baltimore	MD	21202	3587	US
1.04E+08	Klepper	Meredith	41024324S	2921 Guilfc	Baltimore	MD	21218	4116	US
1.04E+08	Zug	Olivia	48445921	32 E 26th S	Baltimore	MD	21218	4542	US
1.04E+08	Boushell	Jonathan	41097861E	1103 W 40	Baltimore	MD	21211	1749	US
1.04E+08	Smith	Peter	410804517	104 W Mac	Baltimore	MD	21201	4735	US
1.04E+08	Marcoulide	Demetrius	20228805E	2642 Miles	Baltimore	MD	21211	3116	US
1.04E+08	Brasseur	Chris	814222239	101 E Mou	Baltimore	MD	21202	8101	US
1.04E+08	Pike	Alexandra	901409617	127 N Brad	Baltimore	MD	21224	1037	US
1.04E+08	Jerger	David	404901822	835 Wellin	Baltimore	MD	21211	2513	US
1.04E+08	Baker	Natalie		2130 West	Baltimore	MD	21209	3539	US
1.04E+08	Gary	Kevin	410455097	632 Inglesi	Baltimore	MD	21228	1717	US
1.04E+08	Harlan	Lane	301848284	225 W 23r(	Baltimore	MD	21211	3202	US

1.04E+08	Davis	Benjamin	240506967	1 E Chase S	Baltimore	MD	21202	7401	US
1.04E+08	Caldwell	Katy	503910202	1316 Eutav	Baltimore	MD	21217	3735	US
1.04E+08	Lindahl-Acl	Luke	410235646	3754 Tudo	Baltimore	MD	21211	2245	US
1.04E+08	Timko	Peter	434989046	911 Saint P	Baltimore	MD	21202	6525	US
1.04E+08	Hayward	Collin	410440848	130 N Milt	Baltimore	MD	21224	1048	US
1.04E+08	Davis	Ian		3036 E Balt	Baltimore	MD	21224	1348	US
1.04E+08	Neal	Jason		1627 Webs	Baltimore	MD	21230	4745	US
1.04E+08	Wiessner	Meg	410371239	16 York Ct	Baltimore	MD	21218	1247	US
1.04E+08	Habtour	Rebecca		1011 Hunt	Baltimore	MD	21202	804	US
1.04E+08	Lippert	Frederick	503894499	2746 Saint	Baltimore	MD	21218	4332	US
1.04E+08	Parnes	Danielle	215850299	2240 Guilfc	Baltimore	MD	21218	5818	US
1.04E+08	Nirmalraj	Maya		243 S Wasl	Baltimore	MD	21231	2620	US
1.04E+08	Power	John	84845928C	303 S Popp	Baltimore	MD	21230	2113	US
1.04E+08	Dickenson	Tina	443214893	111 Marke	Baltimore	MD	21202	7112	US
1.04E+08	Caporaso	Chris	203592667	8 S Patters	Baltimore	MD	21231	2101	US
1.04E+08	Otero	Marieannette		10811 Han	Rockville	MD	20852	5462	US
1.04E+08	Martyn	Harriet	443455016	1214 N Cha	Baltimore	MD	21201	5532	US
1.04E+08	Northrup	Michael		2315 Mary	Baltimore	MD	21218	5010	US
1.04E+08	Richards	Chris	703489353	777 S Eden	Baltimore	MD	21231	2840	US
1.04E+08	Hong	Aleta		1209 Saint	Baltimore	MD	21202	2718	US
1.04E+08	Prosser	Emily	83241908C	501 Saint P	Baltimore	MD	21202	2270	US
1.04E+08	Somach	Emily		2606 Hamp	Baltimore	MD	21211	3106	US
1.04E+08	Gonzales	Jon		3105 Wooc	Parkville	MD	21234	7809	US
1.04E+08	Baja	Kristin	952250505	216 W Mac	Baltimore	MD	21201	4683	US
1.04E+08	Brown	Christopher	443897531	906 S Deck	Baltimore	MD	21224	4939	US
1.04E+08	Roberts	Danielle	330603541	2114 Bank	Baltimore	MD	21231	2719	US
1.04E+08	Cornish	Elizabeth	25372063C	2743 Mary	Baltimore	MD	21218	4329	US
1.04E+08	Schiller	Kurt	410499667	110.S Chap	Baltimore	MD	21231	1905	US