

Baltimore Complete Streets



Land Use and Transportation Committee Hearing
April 25, 2018

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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,

A handwritten signature in black ink that reads "Ryan Dorsey". The signature is stylized and cursive.

Councilman Ryan Dorsey



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

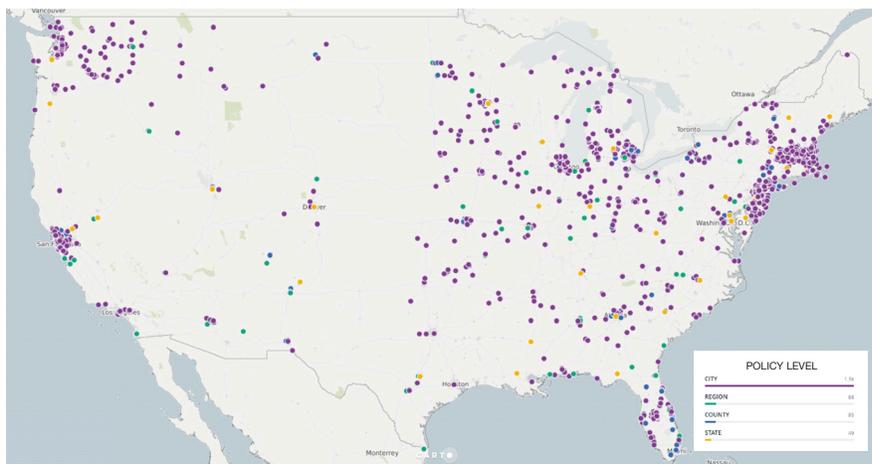
2003: A coalition coined the term "Complete Streets"

2005: National Complete Streets Coalition formed

Early comprehensive Complete Streets design manuals:

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

Cities across the country are working on Complete Streets



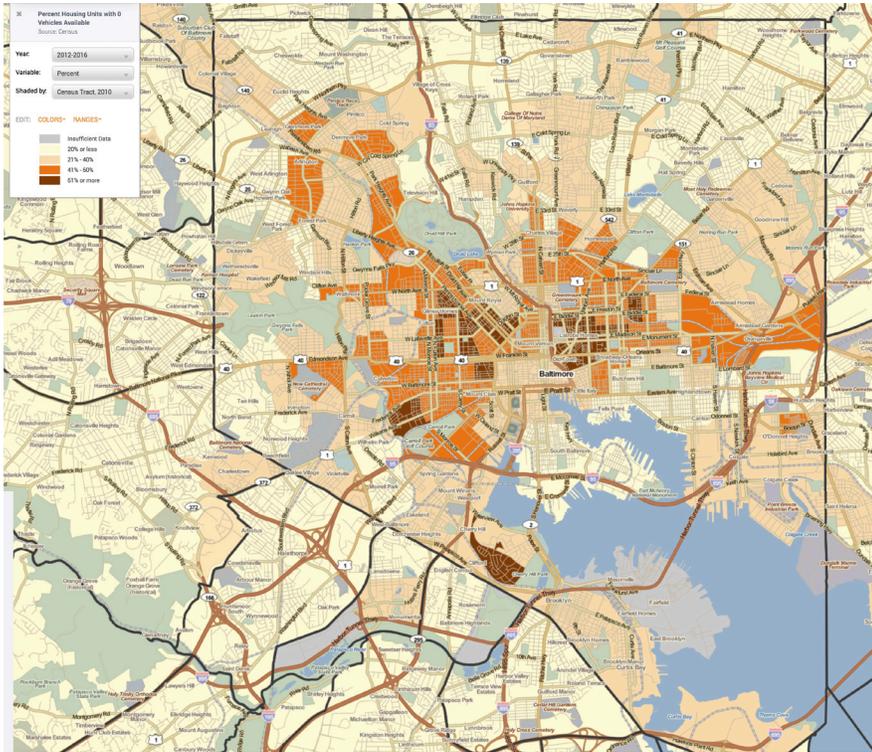
National Complete Streets Coalition

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 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

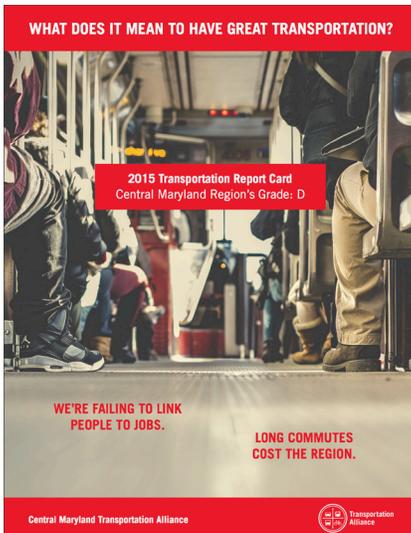
Black pedestrians are **60% more likely to be killed** than white pedestrians

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.

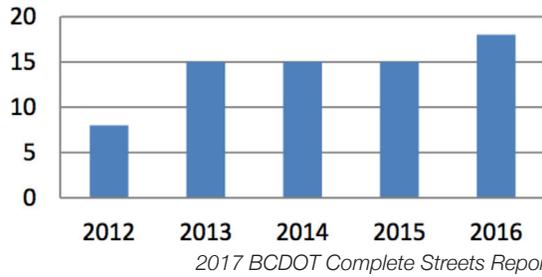
Year over year, Baltimore's fatal, injury, and property damage crash rates are increasing.

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



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	4,761	5,980	4,973	22.0
Property Damage Crashes	15,900	16,397	16,877	18,500	20,455	17,626	77.9
Total Crashes	20,742	21,030	21,615	23,301	26,481	22,634	100.00
Total of All Fatalities	28	31	29	43	53		
Total Number Injured	7,408	7,055	7,415	7,677	9,645		

2017 BCDOT Complete Streets Report

Crashes in the News

THE BALTIMORE SUN

Students injured after car strikes Baltimore school

By Tasha Robinson - Content Reporter

THE BALTIMORE SUN

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

A man in a motorized wheelchair was injured following a crash outside Sinai Hospital Tuesday, Baltimore police said.

The man was struck by a vehicle that was hit by another vehicle around 10 a.m. Tuesday at

THE BALTIMORE SUN

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

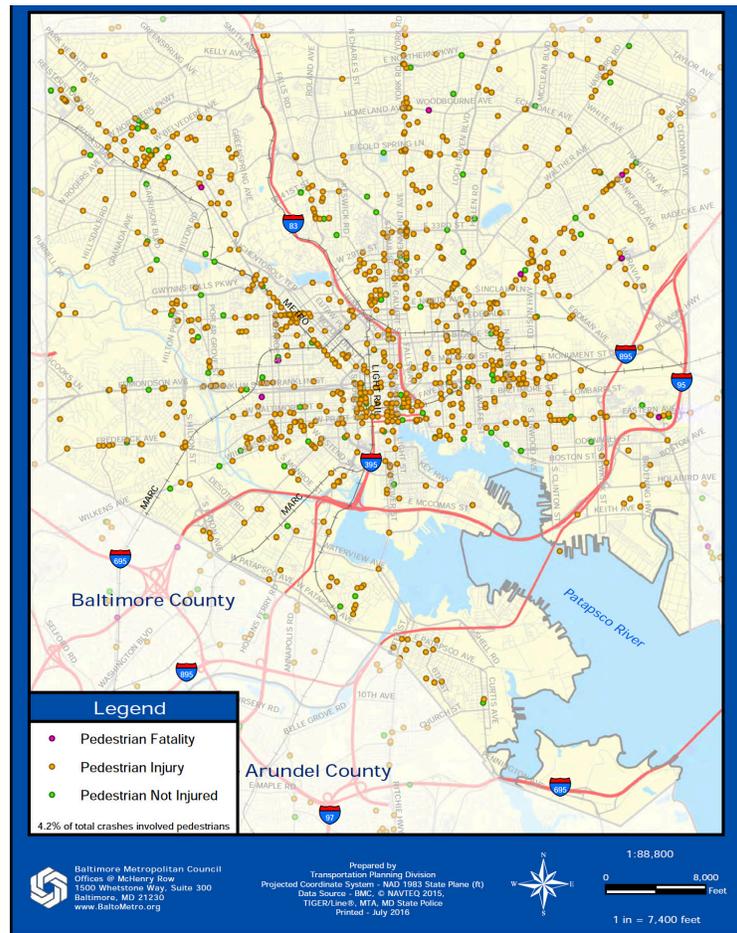
A Baltimore City Department of Public Works employee has been charged in a fatal hit-and-run crash that occurred Monday, police said.

Angelo Laprade, of New Freedom, Pa., was driving a Baltimore DPW vacuum vehicle when he struck and killed a bicyclist at the intersection of Chester Avenue and Chase Street, police said.

Laprade, 36, is charged with failing to return to the scene of an accident involving death, and failing to exhibit his license to police after an accident involving death.

The victim, 54-year-old Ralph Myron Roane, of Dundalk, was struck just before 1:30 p.m.

2015 Vehicle Crashes Involving Pedestrians in Baltimore



Baltimore Metropolitan Council

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)

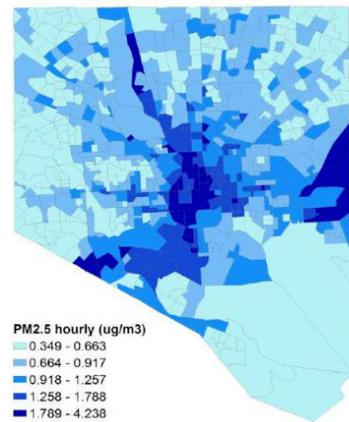
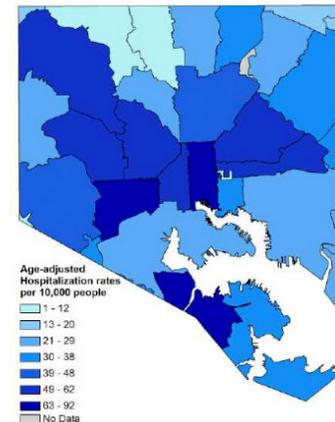
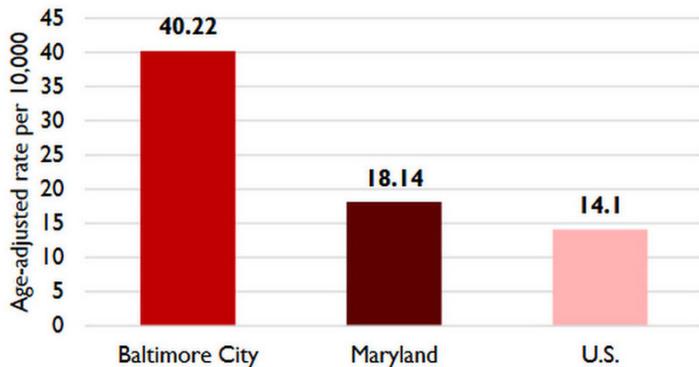


Figure 8. 2011 Asthma Hospital Discharge Rates



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.

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

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

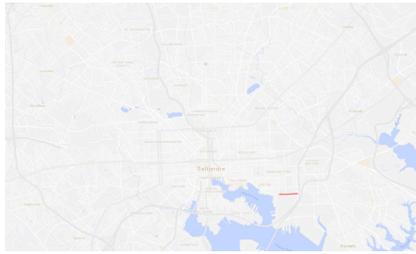
200% more particulate matter days than Maryland

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

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.

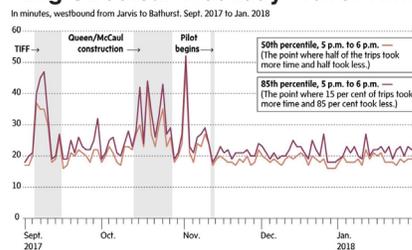
Economics: Development + Revitalization



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

King Streetcar Weekday Travel Times



CARRIE COCKBURN/THE GLOBE AND MAIL, SOURCE: STEVE MUNRO

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

Bill Components

Design Standards

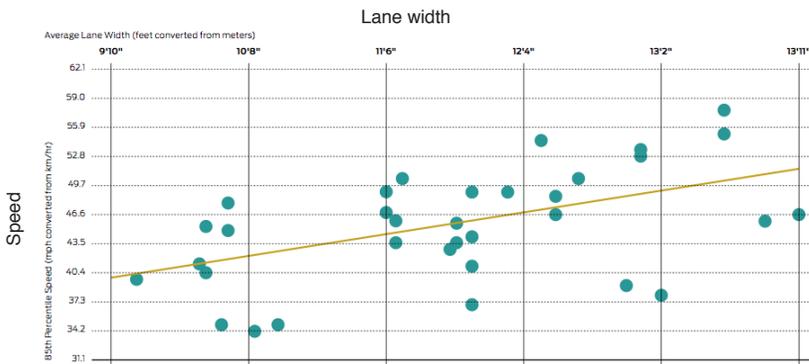
Baltimore Complete Streets Bill	National Complete Streets Coalition Best Practices
Design vehicle	✓ Language specifies using NACTO guide word-for-word
Design speed must not be greater than posted speed	✓ Language specifies using NACTO guide word-for-word Use design criteria that are at or below the target 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



*As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h

— Regression Line
● 85th Percentile Speed of Traffic

NACTO

✓ 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

CDOT PROJECT TYPES (select one)	Stage 4: Construction										Stage 5: Measurement					Stage 6: Maintenance		
	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	4.10	5.1	5.2	5.3	5.4	5.5	6.1	6.2	6.3
ADA ramp improvements	x	x	x	x	x	x	x	x	x	x								
Alley improvements	x	x	x	x	x	x	x	x	x	x								
Artisan revitalization	x	x	x	x	x	x	x	x	x	x								
Bike facility projects	x	x	x	x	x	x	x	x	x	x								
Bike Stations	x	x	x	x	x	x	x	x	x	x								
Bridge repair	x	x	x	x	x	x	x	x	x	x								
Bridge Replacement/New	x	x	x	x	x	x	x	x	x	x								
Child Safety Zones	x	x	x	x	x	x	x	x	x	x								
CRERA/ETRA projects	x	x	x	x	x	x	x	x	x	x								
Landscaped median improv	x	x	x	x	x	x	x	x	x	x								
Lighting projects	x	x	x	x	x	x	x	x	x	x								
Major Roadway Reconstruction/Reimbursement Project	x	x	x	x	x	x	x	x	x	x								
Ped safety infrastructure improvements	x	x	x	x	x	x	x	x	x	x								
Placemaking Activities	x	x	x	x	x	x	x	x	x	x								
Red light/Speed cameras	x	x	x	x	x	x	x	x	x	x								
Riverwalk Projects	x	x	x	x	x	x	x	x	x	x								
Sidewalk and miscellaneous concrete projects	x	x	x	x	x	x	x	x	x	x								
Signage & pavement marking improvements	x	x	x	x	x	x	x	x	x	x								
Signal modernizations, new signals, signal interconnects	x	x	x	x	x	x	x	x	x	x								
Streetscaping projects	x	x	x	x	x	x	x	x	x	x								
Traffic Calming	x	x	x	x	x	x	x	x	x	x								
Transit projects	x	x	x	x	x	x	x	x	x	x								
Tree planting and landscape	x	x	x	x	x	x	x	x	x	x								
WPA/Industrial streets	x	x	x	x	x	x	x	x	x	x								

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

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

“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

