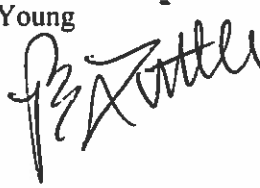


TRANSMITTAL MEMO

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)



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 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 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.

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.