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Health and Government Operations  
Committee



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**THE MARYLAND HOUSE OF DELEGATES**  
**ANNAPOLIS, MARYLAND 21401**

**Testimony in Support of House Bill 107**

**Baltimore City - Complete Streets Program Funding - Traffic and Vehicle Monitoring Systems**

Dear Chair Barve and Members of the Environment and Transportation Committee:

HB107 is a bill to direct the revenue from all automatic camera citations in Baltimore City to Baltimore Complete Streets for the purposes of increasing funding, strengthening equity and improving the quality of transit in Baltimore City.

In 2018, the General Assembly enacted the Complete Streets Program, which established a matching grant within the Maryland Department of Transportation (MDOT) providing a minimum of \$1 million per year for local projects that promote complete streets. Baltimore City passed its own Complete Streets Ordinance later that year, committing itself to prioritizing pedestrians, bicyclists and transit users in planning and road design to increase quality of life and mobility in Baltimore City.

Since that time, the Baltimore City Department of Transportation (BCDOT) has formed a Complete Streets Advisory Committee to develop a Complete Streets Manual, proposed complete streets projects and held community engagement meetings to gather input from residents across the city.

Baltimore City, as the largest and most densely populated urban area in the state of Maryland, faces unique challenges when enacting complete streets projects. Streets in Baltimore City are designed for moving and, as a result, we see a high number of fatalities and injuries due to vehicle crashes. Neighborhoods in Baltimore City are historically red-lined, and the percentage of households that lack access to a car reaches as high as 80% in several communities of color. The focus on moving cars through our city also has an impact on human health, as measured by increased rates of asthma from concentrated road traffic emissions.

For these and countless other reasons, it is clear that creating additional streams of funding for complete streets in Baltimore City is a matter of practicality and necessity. This bill is supported by the Baltimore City Delegation and the Baltimore City Office of the Mayor, as well as the Greater Baltimore Committee, AARP and transit advocates.

I request a favorable report.