



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

**Testimony in Support of House Bill 226**

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

HB226 is a bill to direct revenues 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.

This bill was introduced in the 2020 legislative session as HB107. The bill before you is in the same posture. It passed out of the House unanimously 132 - 0, and ran out of time in the Senate. This is a Baltimore City local bill. You have the Delegation letter of support as well as written support from the Office of Mayor Brandon Scott and other groups. This bill has no fiscal note and no opposition.

A complete street is one that is comfortable, accessible and physically safe for every human being who uses it. Imagine an elder using a walker, a child walking to school, or a woman pushing a stroller and ask, what characteristics of place would serve their needs best? Broad sidewalks, protection from reckless speeding cars, raised crosswalks - those are examples of complete streets designs. This is an issue that's been near to my heart since 2011, when I served as a volunteer member of the Southeast Complete Streets Design Workgroup and helped create the first community plan.

The policy foundations for human-centered rights of way have been laid here in Maryland. In 2018, the General Assembly enacted the statewide 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 issued a draft Complete Streets Design Manual, which, once finalized, will be used to build human-centered streets throughout our city.

Despite all of that, Maryland streets and roads remain dangerous by design: people moving around on foot or other non-car transit modes, are in more danger now than they were before we passed complete streets policies. Why? Because none of these life-saving principles have been implemented as they should for lack of funding. We have not created the complete streets that our policies have enabled. At the state level, the complete streets grant program has never been funded. And in Baltimore city, the first jurisdiction to enshrine such policies in law, we remain far behind our goal of creating pedestrian-safe, walkable streets that our residents have asked for.

HB226 fixes this problem. It helps fill the city's funding gap and makes it possible to achieve the equitable, public health benefits of complete streets.

A healthy, walkable and just city is possible. Funding to make our streets complete will make that vision possible. Thank you for your consideration.

I request a favorable report.