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Baltimore City

Health and Government Operations
Committee



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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Delegate Sponsor Packet in Support of HB 73

**Baltimore City – Complete Streets and Safe Routes to School Programs -
Funding**

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Testimony in Support of HB 73

Baltimore City - Complete Streets and Safe Routes to School Programs - Funding

Dear Chair Barve and Members of the House Environment and Transportation Committee,

House Bill 73 is a Baltimore city local bill that will create safer, healthier, more walkable and livable streets for everyone, in every neighborhood. HB73 increases funding for people-centered transportation infrastructure by directing automatic camera citation revenues to the Complete Streets and Safe Routes to School programs.

Right now, these important programs have no dedicated or reliable funding; this bill will fix that immediately. It has the potential to generate a few million dollars or more per year to pay for people-centered walkways, ADA-compliant crosswalks, better bus stops and more.

This local bill is critically important for Baltimore's future. It demonstrates that Baltimore will commit its own resources toward its own transportation infrastructure. This is essential if Baltimore wants to be competitive for future federal funding, for example, to build a modern east-west rail to replace the cancelled Red Line light rail project.

This Committee passed a similar bill in 2021 entitled "Baltimore City - Complete Streets Program Funding - Traffic and Vehicle Monitoring Systems" (HB226); that bill passed the House unanimously (134-0). The bill before you has been amended by an esteemed member of the Baltimore City Delegation to include language on Safe Routes to School.

The bill before you has the support of the House Delegation, the Administration of Mayor Brandon Scott, the Maryland Transit Caucus, Maryland Legislative Latino Caucus, and other groups. This bill has no fiscal note. Some concerns have been recently raised by local advocates regarding the "public safety" provisions in this bill. I have held numerous conversations with the advocates, and have expressed my commitment to see that any revenues generated by this bill be directed toward people-centered infrastructure. The reporting requirement in this bill supports that aim.

By way of definitions: 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 people-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 adopted a Complete Streets Design Manual, which provides a road-map for creating people-centered streets in our city. The only thing lacking is a reliable funding stream.

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.

HB 73 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 respectfully request a favorable report.



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Baltimore City - Complete Streets Program and Safe Routes to School Programs - Funding HB73 - FAQ's

What does HB73 do?

- Requires that all net revenue collected by the city's automated camera monitoring systems (e.g. speed cameras, school bus cameras, red light cameras, overhead height monitoring cameras) be used to advance the purpose and goals of the Baltimore City Complete Streets Program and State Highway Administration's Safe Routes to School.
- Supports projects in Baltimore City that make our streets safer and more livable.

Why is this Legislation Important for Baltimore?

- The Baltimore City Council passed the Complete Streets ordinance in 2018 and since formed a Complete Streets Advisory Committee to develop a Complete Streets Manual, propose complete streets projects and engage with community members across the city.
- Funding provided by HB73 will support the city's efforts to design complete streets and safe routes to schools that are:
 - **Equitable:** 33% of Baltimore residents—up to 80% of residents in communities of color - lack access to a car and rely on alternative methods of transit to move around
 - **Safe:** Baltimore City's streets are inhospitable, because they are designed for moving cars, and Baltimore's fatal, injury and property damage crash rates continue to increase while youth try to get to school. Traffic congestion and vehicle exhaust aggravates air pollution in Baltimore City's marginalized neighborhoods.
 - **Cost Effective:** Bike and pedestrian projects are less expensive and have a higher return on investment than traditional road construction

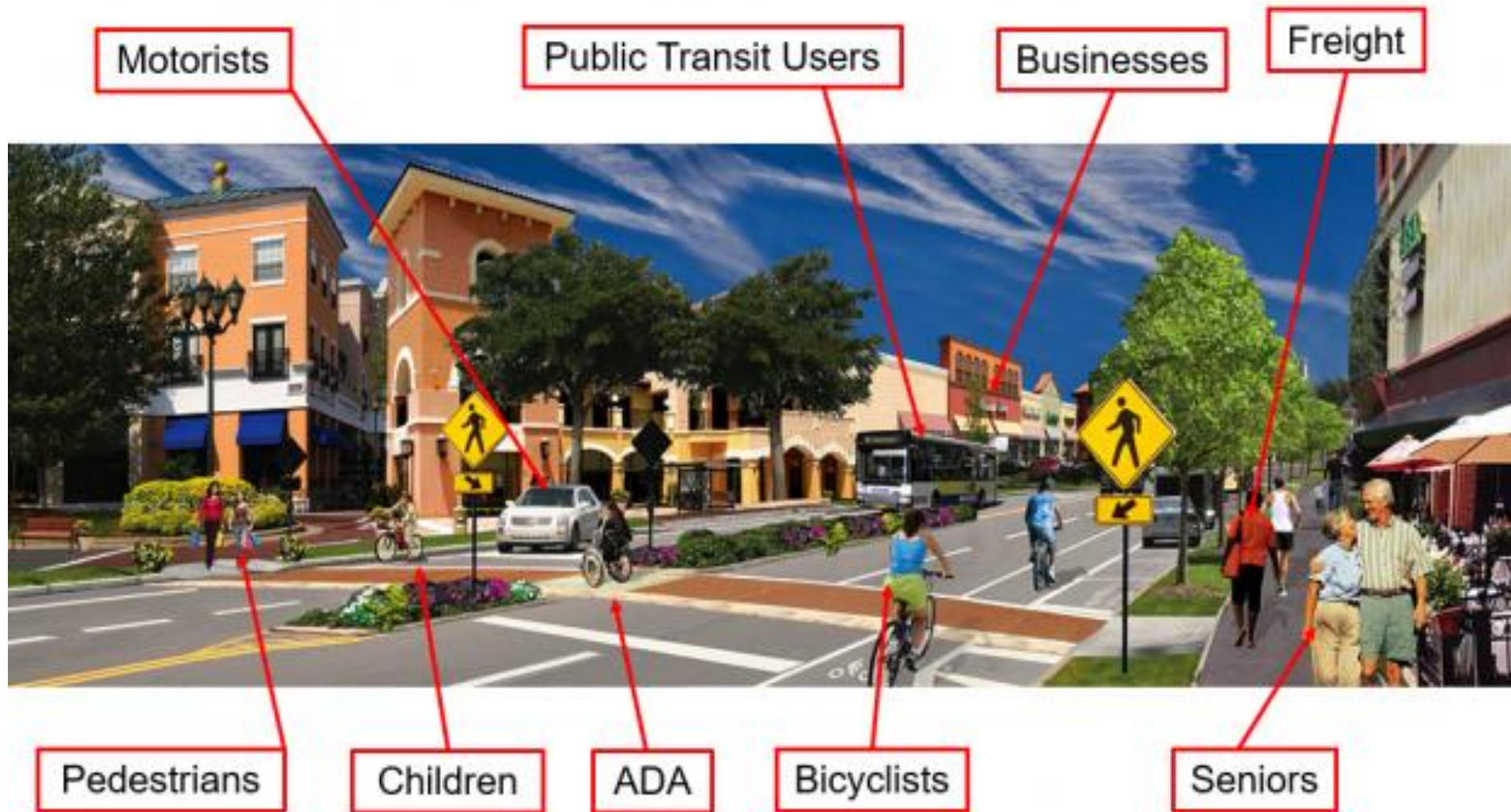
Where does Money from Automatic Cameras Currently Go?

- Revenue created by Baltimore City's automated camera monitoring systems currently goes into the city's general fund.

Did you Know?

- The General Assembly established the Complete Streets Program in 2018 to provide at least \$1 million in state funds each year for local projects that promote livable streets.
- Revenue collected under HB73 will supplement funds already allocated to the Complete Streets Program.
- Baltimore City already uses automatic cameras to enforce traffic safety laws. HB73 takes the revenue generated from these cameras to fund projects that protect people who are most impacted by unsafe drivers: youth, city residents, public transit users, bikers and pedestrians.

Components of a Complete Street



NYC: Before and After Complete Streets



First Avenue Improvements, New York City

Examples of Dangerous Baltimore City Intersections



Baltimore City Complete Streets Improvements





City Council Passes Complete Streets and Affordable Housing Legislation

NOVEMBER 08, 2018Z

BY: GREGORY FRIEDMAN



We applaud the City Council for passing [two important bills](#) that will make our City more livable and affordable.

The first bill is [comprehensive complete streets legislation](#). The idea behind complete streets is that planners should design roadways for everyone that uses them. This includes transit vehicles, cyclists, and pedestrians. The bill just passed, mandates that the City Department of Transportation adopt guidelines that take into consideration the needs of those mentioned above. Cities across the country have passed similar bills.

But what makes Baltimore's proposed Complete Streets policy truly unique is its [focus on racial equity](#). In a section of the bill titled "equity lens," the Department of Transportation, when writing its annual report on the law must include data by population area such as census tract and also conduct separate reporting by race, income, and vehicle access. Additionally, the Director of Transportation is required to submit a report within 60 days of the ordinance's passage that describes what methods of community engagement they will use to obtain public input. This must include ways of overcoming barriers to participation with regards to race, income, age, disability, English language proficiency, and vehicle ownership status.

The passage of the Complete Streets was supported by a broad and diverse [coalition of organizations](#) that included [AARP](#), [Transit Choices](#), [Central Maryland Transportation](#)

[Alliance](#), [No Boundaries Coalition](#), [Downtown Partnership of Baltimore](#), and many others. [Bikemore](#) and [Councilman Ryan Dorsey](#), in particular, are to be given credit for their leadership in developing the bill and ensuring its passage.

At the same session, the City Council passed legislation funding affordable housing. In 2016, City voters approved a charter amendment creating an [Affordable Housing Trust Fund](#) but did not include any money for it. The bill just passed provides a dedicated source of revenue for the fund through an increase in the City's transfer and recordation tax for properties assessed at over \$1 million. One way to use this funding could be through [Community Land Trusts](#).

This legislation does not include any improvements to the City's [failed inclusionary housing law](#) nor does it create a comprehensive plan for how to address the City massive affordable housing crisis.

Credit for this bill goes to the [United Workers](#), [Baltimore Housing Roundtable](#), and the [Public Justice Center](#).

Planning Complete Streets for an Aging America

America needs streets designed to be safe and convenient for travel by automobile, foot, bicycle and transit regardless of age or ability. As the nation ages, Complete Streets planning presents an opportunity to increase the safety and availability of older adults' travel options.

More than 80 states and localities have adopted Complete Streets policies. But, less than one-third of these explicitly address the needs of older road users. Road design consistent with a Complete Streets approach can help planners and engineers balance the sometimes conflicting needs of older drivers and pedestrians.

Safety on America's Streets is a Major Concern for Older Adults

In a poll conducted for this study, 40 percent of adults age 50 and older reported inadequate sidewalks in their neighborhoods. More sobering, nearly 50 percent reported they cannot cross main roads close to their home safely. Half of those who reported such problems said they would walk, bicycle, or take the bus more if these problems were fixed.¹

These concerns are borne out by statistics showing older adults are more likely to be victims in both motor vehicle and pedestrian fatalities.

Roads Built Today Need to Serve Tomorrow's Needs

By 2025, one in four U.S. drivers will be age 65 and older. Surveys show today's generation of older Americans drive farther and more often, but the aging process makes driving safely more difficult for some. At the same time, increasing frailty puts older road users at greater risk of serious injury and death. Proper road design can make roads

safer for users of all ages. Because of the time it takes to plan, design, fund, and build capital projects, communities need to begin retrofitting their infrastructure now to be ready for the age wave.

Do planners and engineers consider the needs of older road users?

Since the conclusion of World War II, transportation planning has emphasized vehicular mobility, often without attention to the needs of those traveling by foot, bicycle, or public transportation, or those experiencing reduced function due to age.

An online survey conducted for this study of more than 1,000 transportation planners and engineers revealed that nearly two-thirds have not yet begun considering the needs of older users in their multi-modal planning.

Complete Streets Help to "Right the Balance"

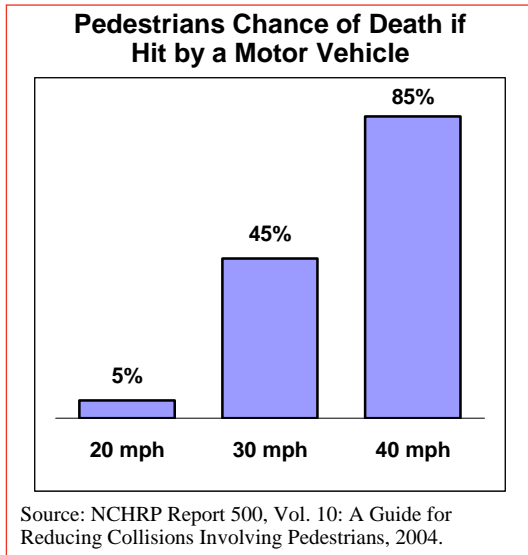
Complete Streets initiatives encourage local, regional, and state planning agencies to change policies and procedures so that non-auto forms of travel become a routine part of project development. Complete Streets can also address the needs of older drivers and pedestrians. Three basic planning and design principles can simplify the road environment and increase its safety for all users:

Slow Down

Reduce vehicle travel speeds in areas where vehicles and pedestrians interact and where older drivers and pedestrians need more time to make decisions and execute changes.

Speed matters. This is especially true at intersections where vehicles and pedestrians

¹ Laura Skufca. *Is the Cost of Gas Leading Americans to Use Alternative Transportation?* AARP Knowledge Management, August 2008.



interact and where older drivers need more time to react to traffic and execute turns. Half of all older driver deaths occur at intersections.² Roads can be engineered for slower speeds through changes to curb radii, lane widths, or replacement of typical intersections with roundabouts.

Make It Easy

Make the physical layout of transportation systems easy to navigate for older drivers and pedestrians who have lost some of their dexterity.

Intersections can be improved by providing travelers with a connected network of streets with lower-speed routes that are easier to maneuver. This type of network spreads traffic across many streets rather than channeling it on to just a few arteries. Protected left turn lanes with green arrows can cut left turn crashes in half.³ They should be used where pedestrians are present and in areas of high traffic volume.

Enjoy The View

Make it easy for older drivers and pedestrians to notice, read, understand, and respond to visual cues and information.

Design improvements can make roads easier to navigate, including: reduction in sign

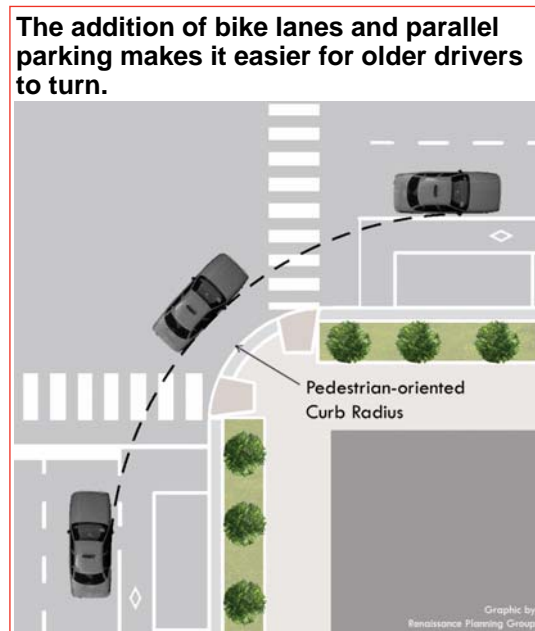
² TRIP, 2003

³ USDOT FHWA and ITE, *Toolbox of Countermeasures and Their Potential Effectiveness to Make Intersections Safer*, April 2004.

clutter; better placement of driveways and medians; use of larger sign fonts; reflective signs and pavement markings; and improvements to landscaping and lighting.

Balance Competing Needs

Application of these design principles often requires that engineers balance the competing needs of different road users. While older drivers benefit from a rounded curb, it increases turning speeds and pedestrian crossing distance. One way to address this is to provide bike lanes and parallel parking. This increases the effective turning radius without reducing the safety and comfort of pedestrians. The figure below provides an example of how road designers can balance the needs of older drivers and pedestrians using a Complete Streets approach.



In Brief 167, May 2009

This In Brief is a synopsis of the AARP Public Policy Institute Research Report of the same title, 2009-02, by Jana Lynott, et al., AARP Public Policy Institute, 601 E Street, NW, Washington, DC 20049 www.aarp.org/ppi. 202-434-3890, ppi@aarp.org © 2009, AARP. Reprinting with permission only.



Photos by Lydia Daniller

What Are Complete Streets? A Fact Sheet for Advocates and Community Members

Complete streets allow people to get around safely on foot, bicycle, or public transportation. By providing safe and convenient travel for everyone—including children, families, older adults, and people with disabilities—complete streets not only help people stay active and healthy but also reduce traffic and pollution.

Streets are key public spaces that often make up much of the land in a town or city. But across America, streets are frequently built for cars, with few features like sidewalks to make them safe and pleasant places to walk or bike. Conventional street design promotes traffic congestion, pollution, and collision injuries,^{1,2,3} and discourages physical activity.

Regular physical activity is critical to preventing obesity and its related illnesses, such as diabetes and heart disease. But American youth fail to get the recommended levels of daily exercise.^{4,5} Many schools have eliminated or reduced physical education, and in the last 30 years, the number of children walking or biking to school has dropped from 42 percent to a mere 16 percent. Young people living in low-income communities and youth of color get even less physical activity and have higher rates of obesity.⁶



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NATIONAL POLICY & LEGAL ANALYSIS NETWORK
TO PREVENT CHILDHOOD OBESITY

Complete Streets Encourage Physical Activity

Research shows that the way streets, sidewalks, and transportation networks are designed affects the amount of regular physical activity that children and adults get.

Complete streets promote:

- **Lower obesity rates.** A study of Atlanta residents found that people who lived in the most walkable neighborhoods were 35 percent less likely to be obese than those living in the least walkable areas.⁷
- **Physical activity for children.** In a review of 33 studies, researchers found that sidewalks and destinations within walking distance were linked with greater physical activity among children, while traffic hazards and unsafe intersections were linked with lower levels of physical activity.⁸
- **Physical activity for teens.** A study of teenagers in San Diego found that for both Mexican American and white teens, those who lived in walkable neighborhoods were more physically active than those in less walkable neighborhoods.⁹
- **Active travel.** More children walk to school when there are sidewalks along main roads.¹⁰

Policies to Create Complete Streets

Local and state governments have the power to make communities healthier by implementing laws and policies that support complete streets. Complete streets policies change how streets are designed and built, so that residents of all ages and abilities can travel easily and safely along community streets, whether they are walking, biking, or riding the bus.

Each street doesn't require the same features to be safe for active travel. A low design speed may be enough to make some streets safe; other streets may require elements such as frequent crosswalks, accessible transit stops and pedestrian signals, median islands, sidewalks, and bicycle lanes. Because complete streets features are only required when streets are newly built or reconstructed, their cost is incorporated into budgeted transportation projects.

To date, more than 100 jurisdictions – state, local, and regional – have adopted complete streets policies. For example:

- In Columbia, Missouri, the city enacted an ordinance providing for new street design standards along with narrower streets, wider sidewalks, and bike lanes or wide shared-use travel lanes.¹¹
- Seattle's complete streets ordinance requires new transportation projects to accommodate all users.¹²
- A resolution by the South Carolina Department of Transportation affirmed that provisions for biking and walking should be a routine part of the department's planning and programming.¹³
- Oregon's "Bike Bill," enacted in 1971, requires local governments to include walkways and bikeways whenever a road, street, or highway is built or rebuilt.¹⁴

Complete streets policies provide the infrastructure to make streets more child-friendly and increase opportunities for children and families to lead more active lives. By implementing complete streets policies, communities can make it safer for residents to get regular exercise through daily activities.

For NPLAN's products on complete streets, visit www.nplan.org:

- Model Local Resolutions on Complete Streets - Introductory & Advanced
- Model State/Regional Resolutions on Complete Streets - Introductory & Advanced
- Model Local Ordinance on Complete Streets
- Model State Statute on Complete Streets
- Model Comprehensive Plan Language on Complete Streets
- Findings for Complete Streets Laws and Resolutions

The National Policy & Legal Analysis Network to Prevent Childhood Obesity (NPLAN) is a project of ChangeLab Solutions. ChangeLab Solutions is a nonprofit organization that provides legal information on matters relating to public health. The legal information in this document does not constitute legal advice or legal representation. For legal advice, readers should consult a lawyer in their state.

Support for this document was provided by a grant from the Robert Wood Johnson Foundation.

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¹ See *Complete Streets Improve Safety for Everyone*. Washington DC: The National Complete Streets Coalition. Available at: www.completestreets.org/webdocs/factsheets/cs-safety.pdf.

² See *Complete Streets Fight Climate Change!* Washington DC: The National Complete Streets Coalition. Available at: www.completestreets.org/webdocs/factsheets/cs-climate.pdf.

³ See *Costs of Complete Streets*. Washington DC: The National Complete Streets Coalition. Available at: www.completestreets.org/webdocs/factsheets/cs-costs.pdf.

⁴ Centers for Disease Control and Prevention, Division of Nutrition, Physical Activity, and Obesity, National Center for Chronic Disease Prevention and Health Promotion. *Physical Activity for Everyone*. Atlanta: Centers for Disease Control and Prevention, 2008. Available at: www.cdc.gov/physicalactivity/everyone/guidelines/children.html.

⁵ Levi J, Vinter S, Richardson L, et al. *F as in Fat: How Obesity Policies are Failing in America 2009*. Trust for America's Health, 2009, p 24. Available at: <http://healthyamericans.org/reports/obesity2009/Obesity2009Report.pdf>.

⁶ Kerr J. *Designing for Active Living Among Children*. Active Living Research. 2007.

⁷ Frank LD, Andresen MA, Schmid TL. Obesity relationships with Community design, physical activity, and time spent in cars. *American Journal of Preventative Medicine*, 27:87-96, 2004.

⁸ *The Surgeon General's call to action to prevent and decrease overweight and obesity*. Rockville, MD: US Department of Health and Human Services, Public Health Service, Office of the Surgeon General, 2001.

⁹ Kligerman M, Salis JF, Ryan S, et al. "Association of neighborhood design and recreation environment variables with physical activity and body mass index in adolescents." *American Journal of Health Promotion*, 21(4): 274-277, 2007.

¹⁰ Ewing R, Schroer W, and Greene W. "School Location and Student Travel: Analysis of Factors Affecting mode Choice." *Transportation Research Record: Journal of the Transportation Research Board*, 1895:55-63, 2004.

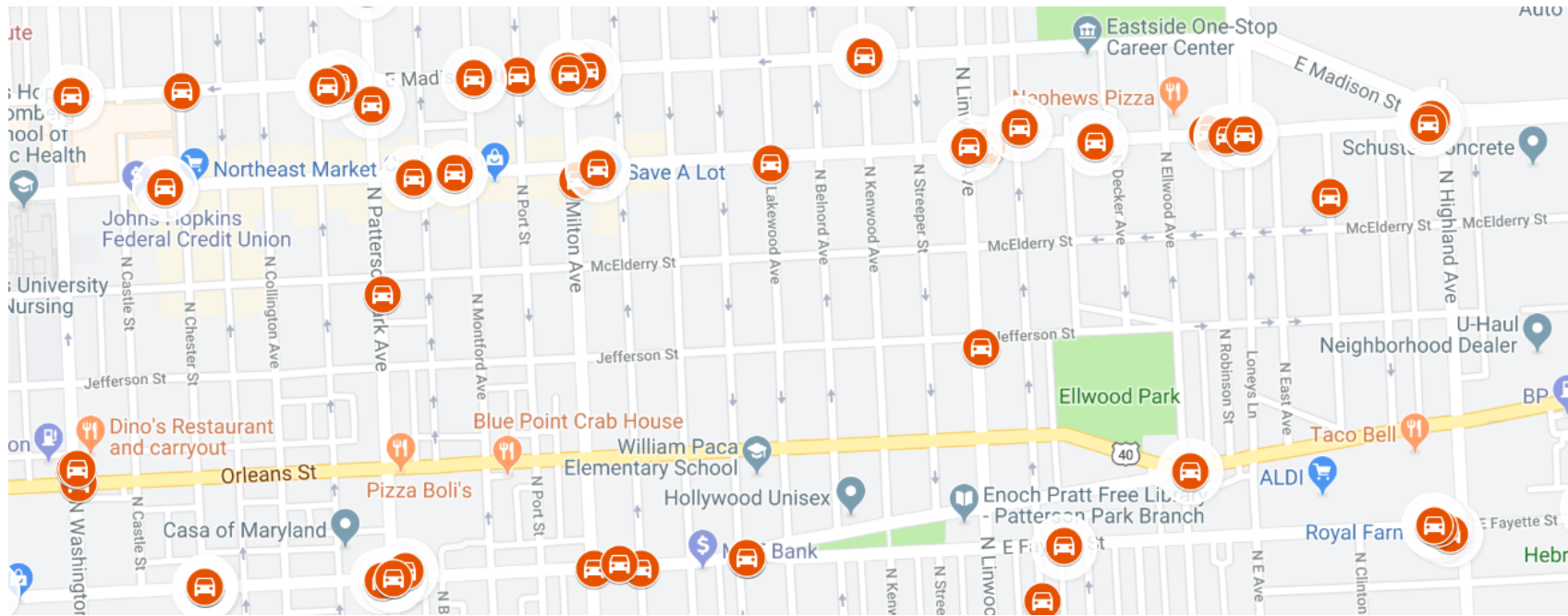
¹¹ Columbia, MO Code §105-247. Available at: www.gocolumbiamo.com/Council/Code_of_Ordinances_PDF/Street_Standards.

¹² Seattle, WA Ordinance No. 122386.

¹³ Available at: www.scdot.org/getting/pdfs/bike_resolution.pdf.

¹⁴ Oregon Rev. Stat. §366.514.

SITE BOUNDARY

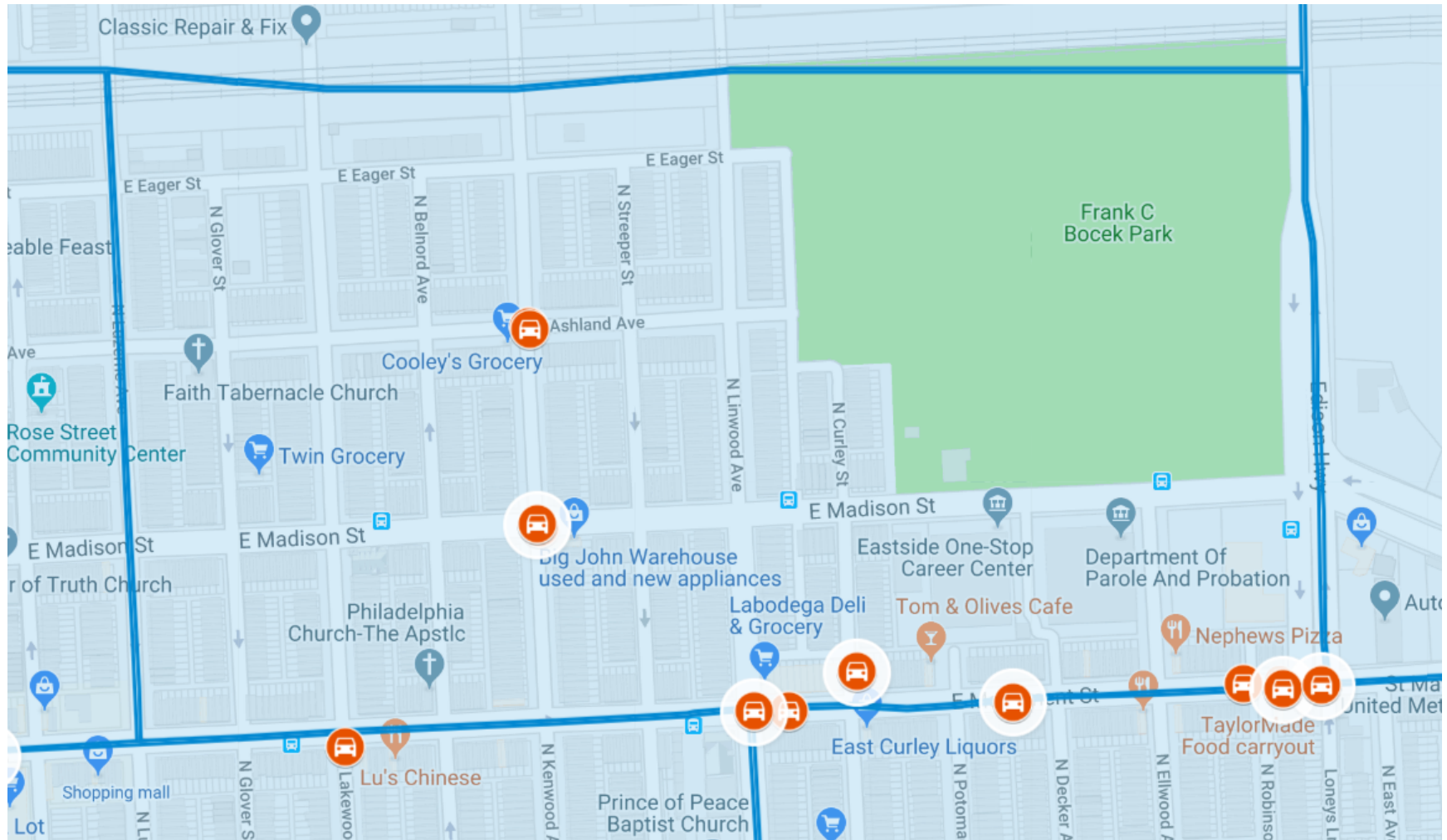


Note: Map does not include unreported crashes. The map creator makes no representation regarding the completeness, accuracy, or timeliness of any information and data in the map or that such information and data will be error-free.

Map Creator: Anikwenze Ogbue Created: October 2019

Sources: Maryland Statewide Vehicle Crashes, <https://data.maryland.gov> 2017Q1 -2018Q3; Baltimore Community Statistical Areas <https://data.baltimorecity.gov/Neighborhoods/Community-Statistical-Area-KMZ/m5yw-hcns>

MADISON-EASTEND

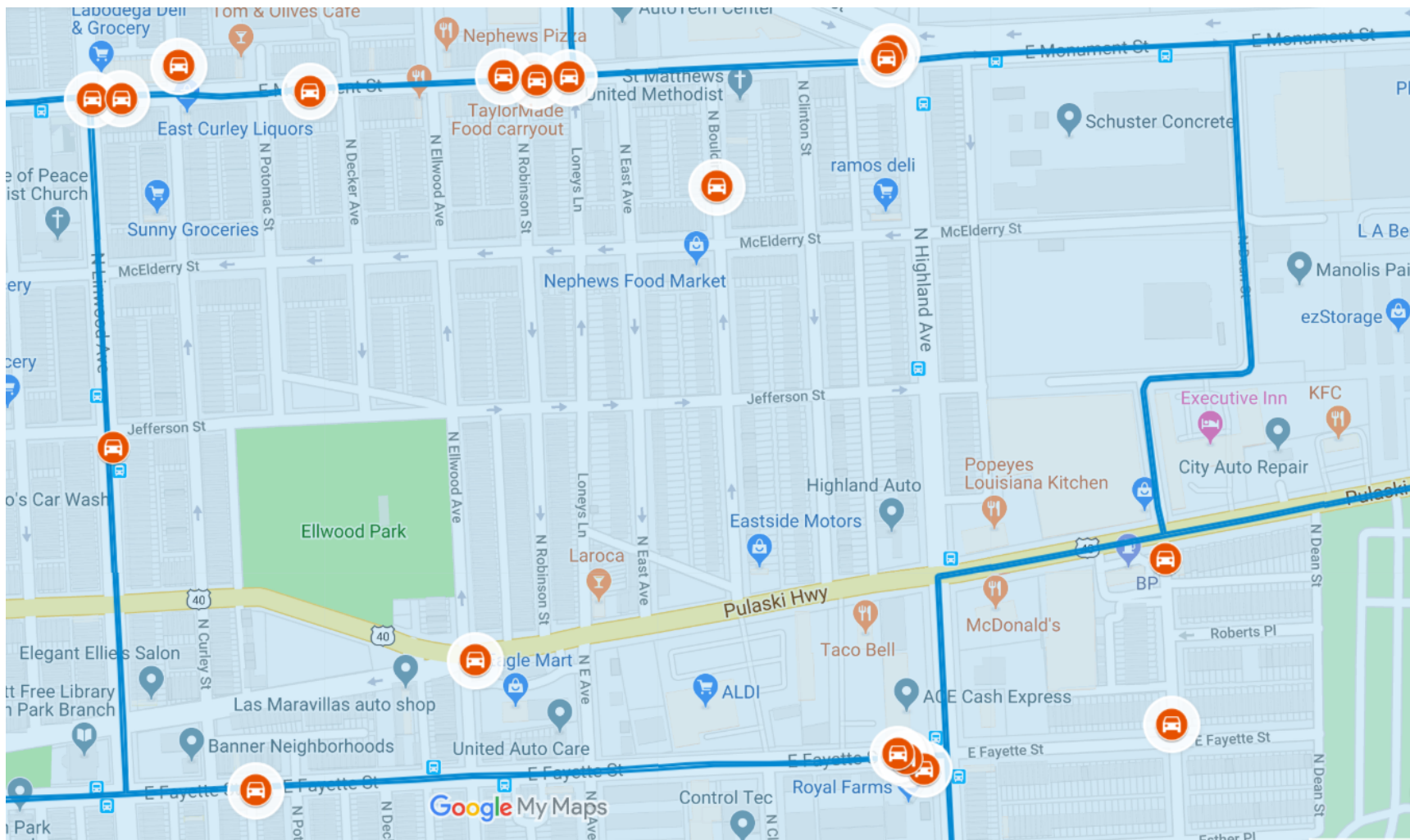


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ELLWOOD PARK

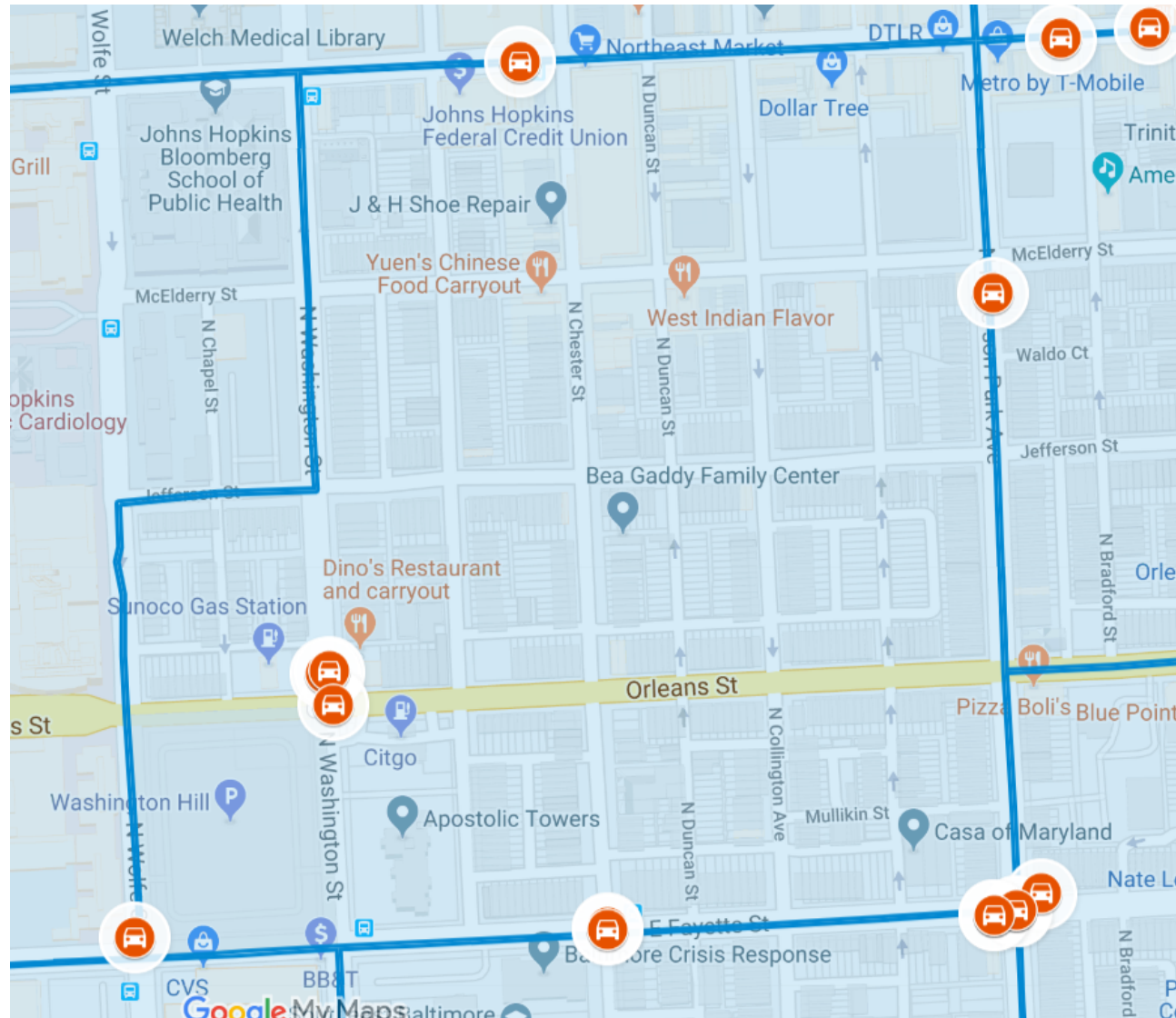


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CARE

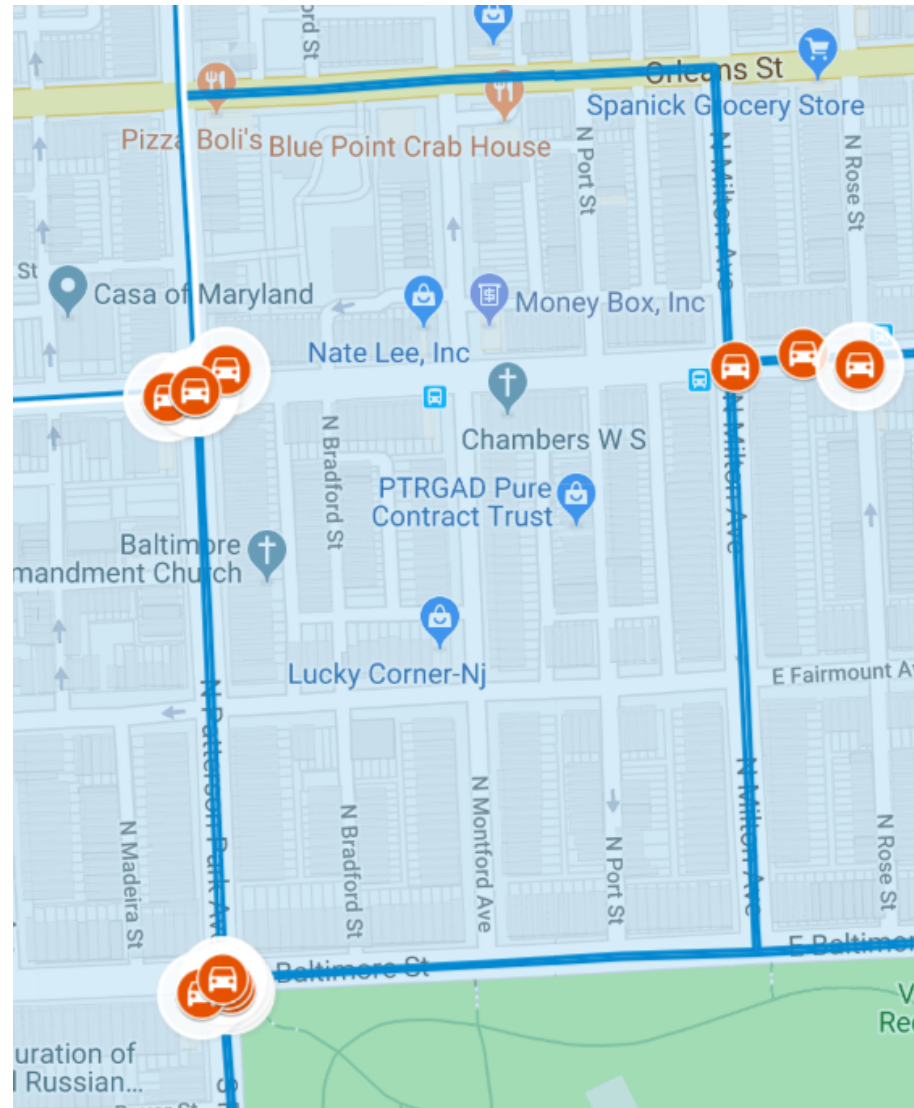


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PATTERSON PLACE

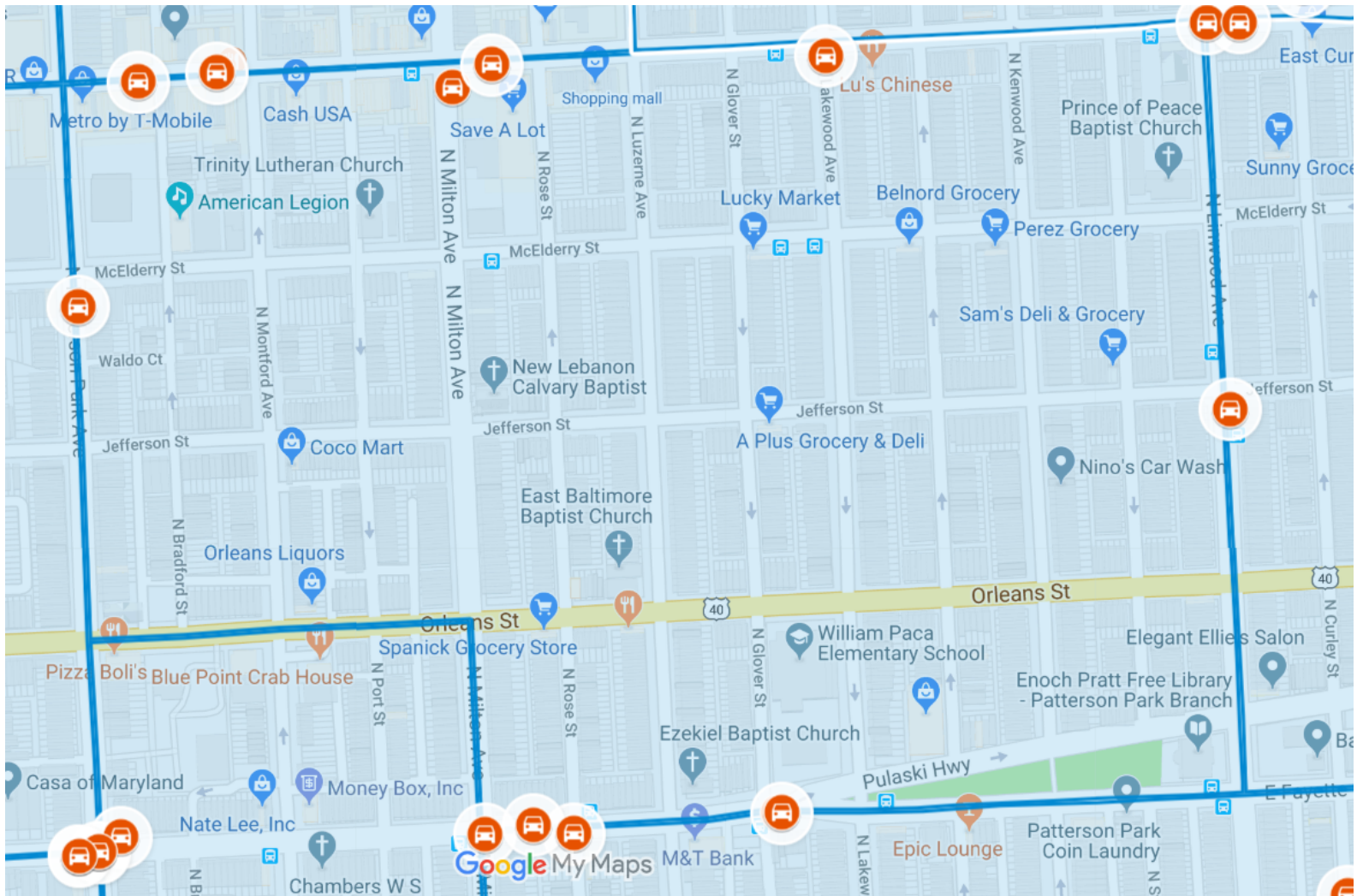


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MCELDERRY PARK



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