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Uploaded by: Delegate Robbyn Lewis

Position: FAV

ROBBYN LEWIS
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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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7. Mapping Baltimore City Crashes

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Sponsor Testimony - HB 73

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

Dear Chair Smith and Honorable Members of the Senate Judicial Proceedings Committee,

House Bill 73 is a Baltimore city local bill that will direct automatic traffic camera citation revenues to the city's Complete Streets program and Safe Routes to School initiative, thereby creating safer, healthier, more walkable and livable, people-centered streets for everyone, in every neighborhood.

Right now, neither of these important efforts have any dedicated or reliable funding; this bill will fix that immediately. Revenues may be as much as a few million dollars or more per year, which would allow the city to construct and maintain people-centered walkways, ADA-compliant crosswalks, real-time signage, and clean bus stops in all neighborhoods.

This local bill is critically important for Baltimore's future. It demonstrates that Baltimore will commit its own resources toward its own transportation infrastructure. Setting up a dedicated revenue stream like this will help Baltimore city to successfully compete for infrastructure funding. For example, the Baltimore City Department of Transportation put up a \$10 million match in order to compete and qualify for the recently announced Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, which provides \$22 million federal dollars for an improved and equitable east-west transit corridor.

The bill before you has the support of both the Baltimore City House and Senate Delegations, the Administration of Mayor Brandon Scott, the Maryland Transit Caucus, Maryland Legislative Latino Caucus, and other groups. This bill has no fiscal note.

Some local advocates shared concerns 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 improvements. The reporting requirement in this bill supports that aim.

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 yourself, 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.

The General Assembly has passed legislation to create people-centered, complete streets. 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 also passed its own local Complete Streets ordinance later that year.

In 2021, the Baltimore City Department of Transportation adopted a Complete Streets Design Manual - the first in Maryland - which provides a road-map for creating people-centered streets in our city.

The biggest obstacle to creating pedestrian-friendly, walkable streets is the lack of funding for the city's Complete Streets program.

HB 73 fixes this problem. It will help fund our Complete Streets objectives and will also position the city to demonstrate competitiveness for future federal funding. As an added bonus, HB 73 highlights Safe Routes to School, and will help move that initiative forward as well.

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.



THE MARYLAND HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401

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"

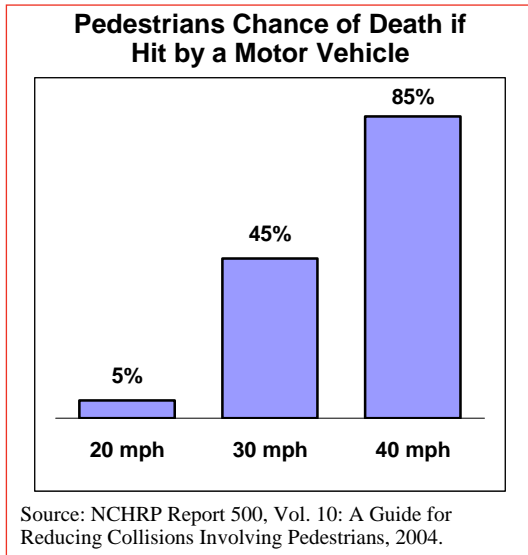
Complete Streets initiatives encourage local, regional, and state planning agencies to change policies and procedures so that non-auto forms of travel become a routine part of project development. Complete Streets can also address the needs of older drivers and pedestrians. Three basic planning and design 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

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.

What Are Complete Streets?

A Fact Sheet for Advocates and Community Members

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 *Completes 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.

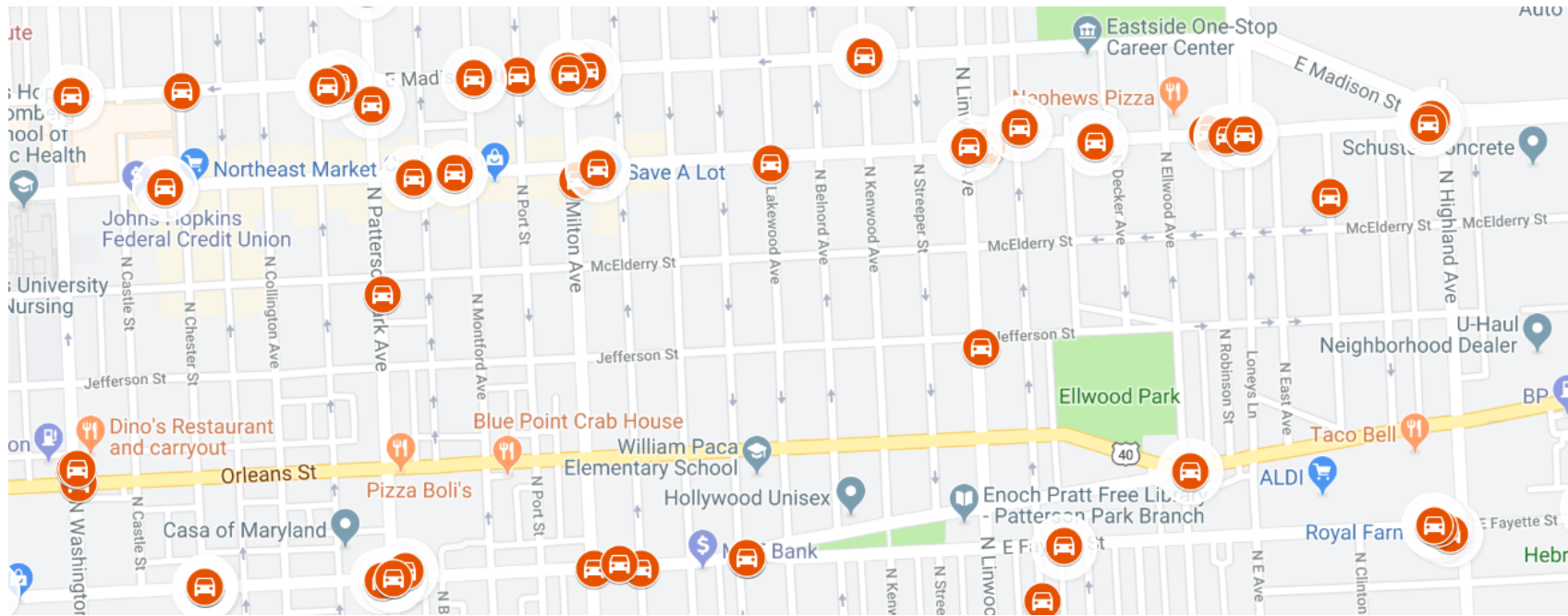
¹¹ Columbia, MO Code §105-247. Available at: www.gocolumbiamo.com/Council/Code_of_Ordinances_PDF/Street_Standards.

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

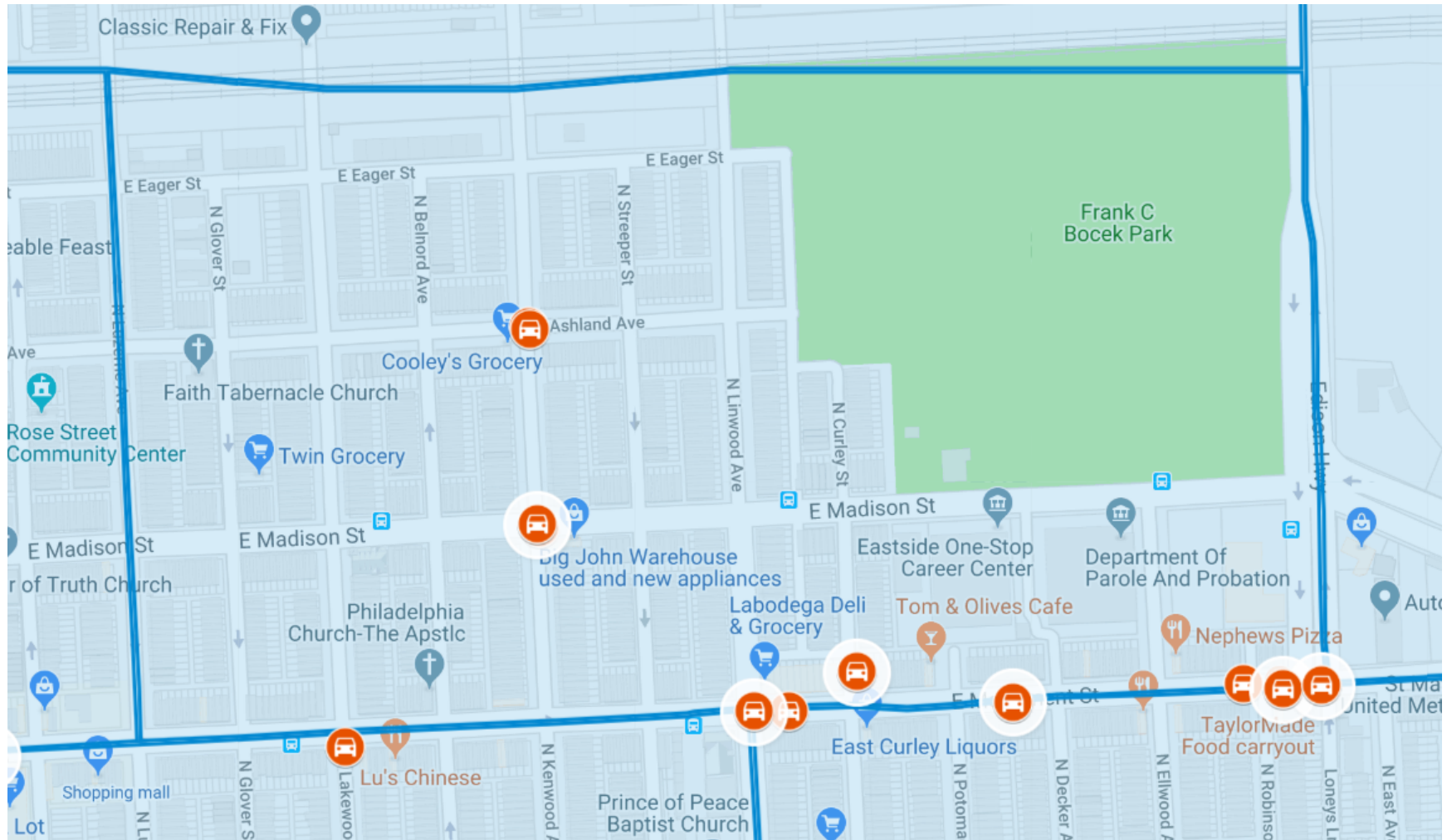


Note: Map does not include unreported crashes. The map creator makes no representation regarding the completeness, accuracy, or timeliness of any information and data in the map or that such information and data will be error-free.

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

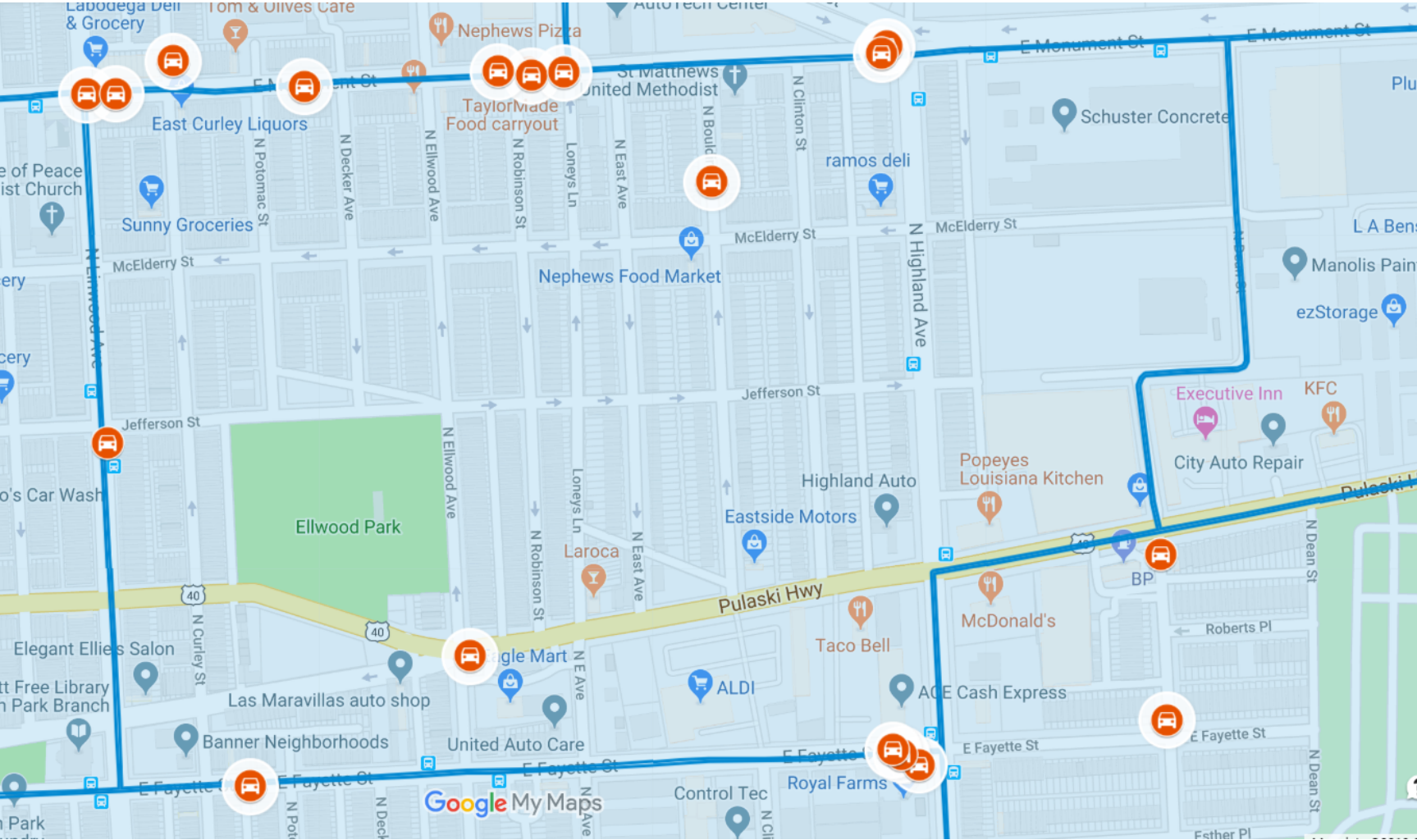


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ELLWOOD PARK

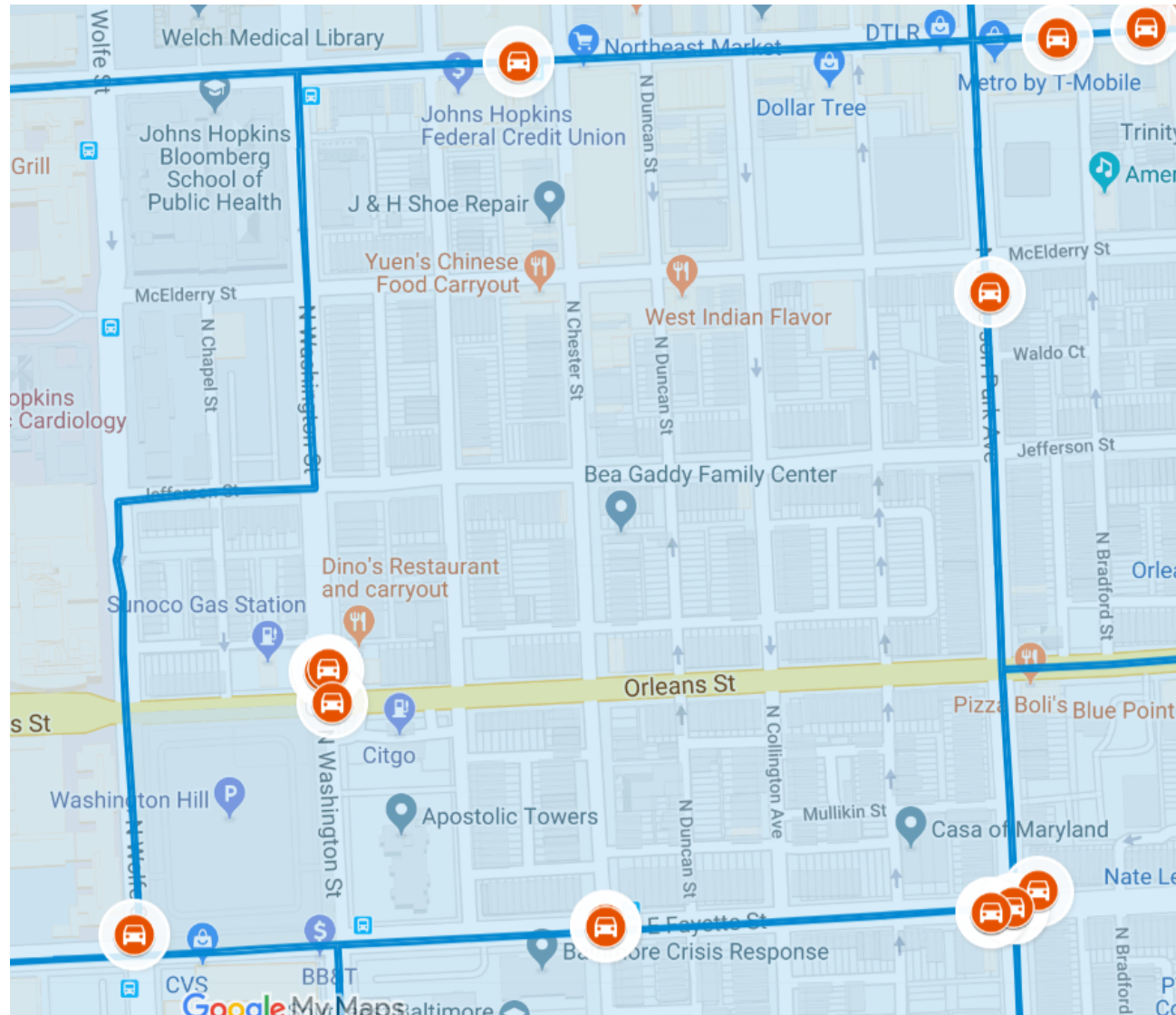


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CARE

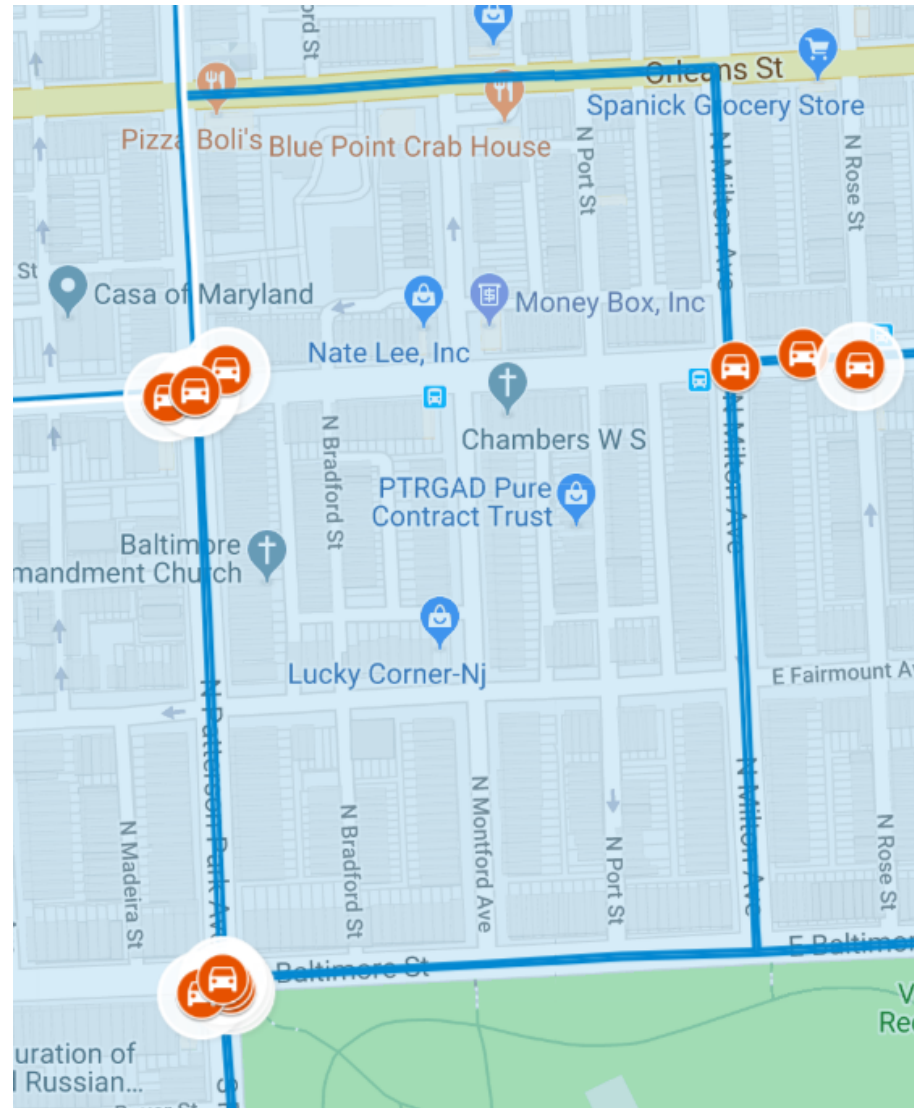


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PATTERSON PLACE

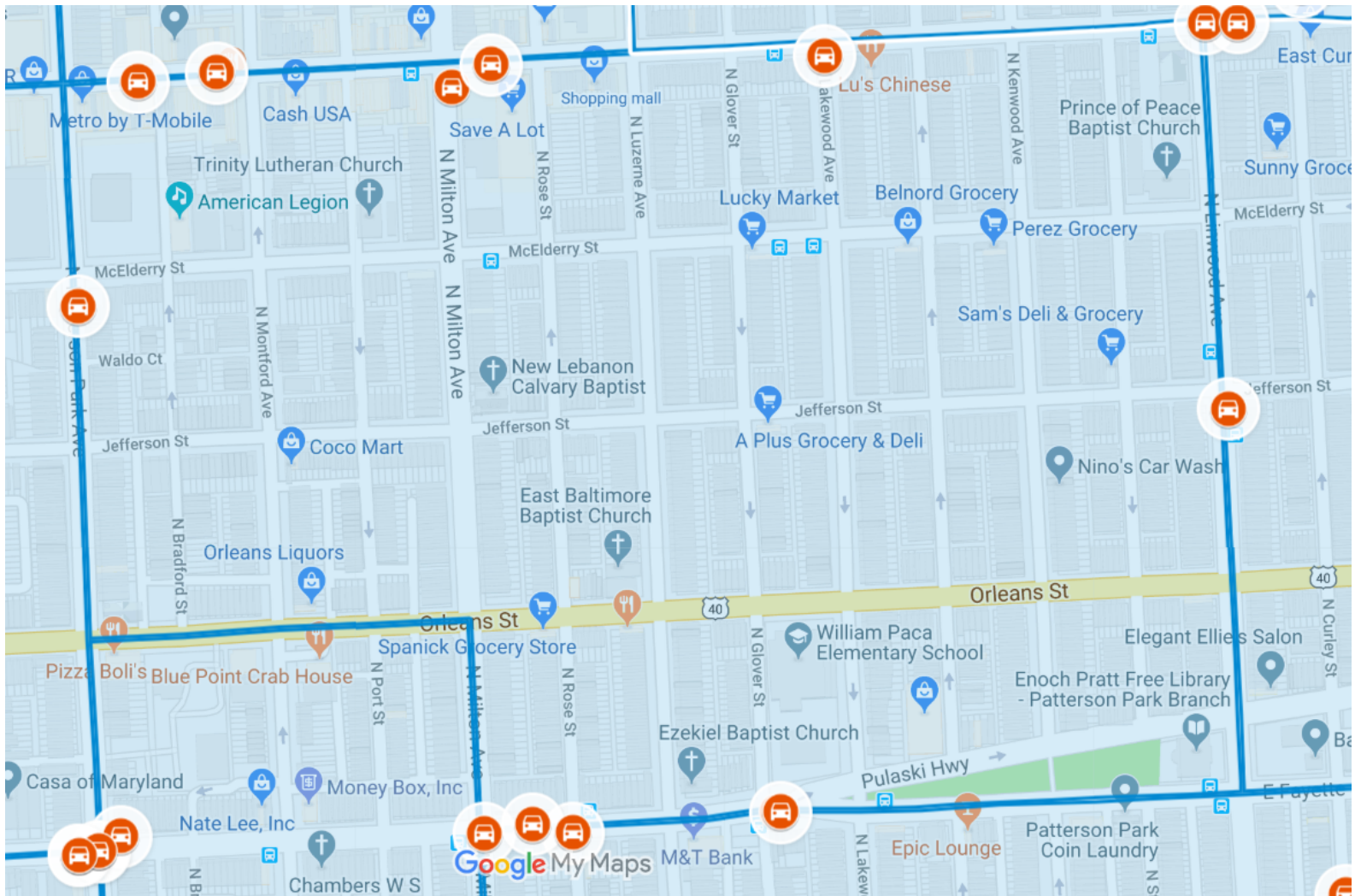


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MCELDERRY PARK



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HB 73 Baltimore City - Complete Streets and Safe R

Uploaded by: James Campbell

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**HB 73 Baltimore City - Complete Streets and Safe Routes to Schools - Funding
Senate Judicial Proceedings Committee
SUPPORT
March 29, 2022**

Good afternoon Chairman Smith and members of the Senate Judicial Proceedings Committee. I am Jim Campbell, state president of AARP Maryland. AARP Maryland has over 897,000 members in Maryland and its members overwhelmingly support HB 73 Baltimore City - Complete Streets Program Funding and Safe Routes to School Program. We thank Delegate Robbyn Lewis for sponsoring this bill.

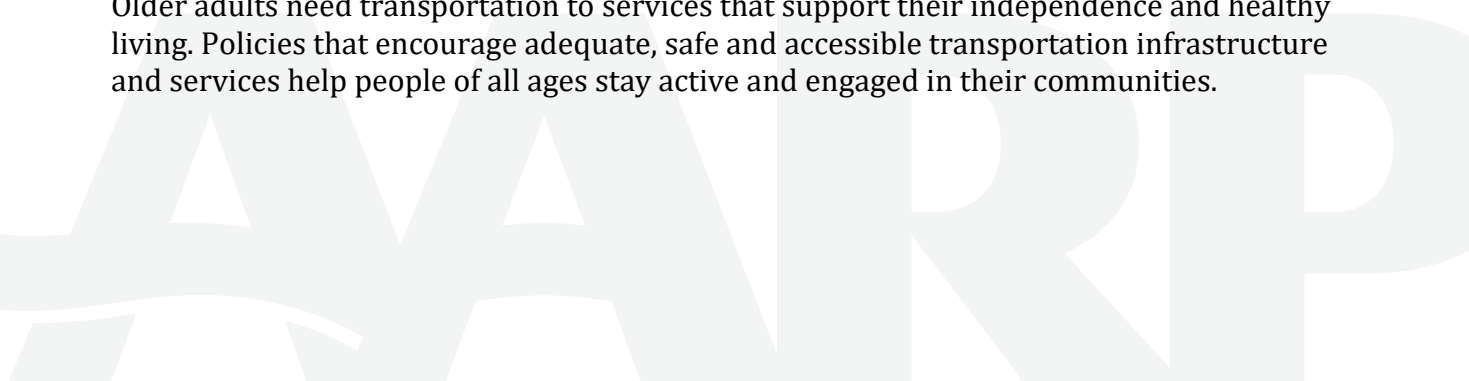
HB 73 establishes the Baltimore City Complete Streets Program and Safe Routes to School Funding Program, administered by the Baltimore City Department of Transportation. Any fines collected by a speed monitoring system, a school bus monitoring camera, or a vehicle height monitoring system shall be used to fund the Complete Streets Program Fund or the Safe Routes to School Program when applicable. The fund may be used only to advance the purpose and goals of the Complete Streets Program within Baltimore City. Expenditures from the fund may be made only in accordance with the State budget.

AARP especially likes that the bill addresses the issue of equity where it requires Complete Streets” policies to benefit” all users equitably, particularly the most underinvested and underserved communities. We also like this bill because it requires a funding stream for Complete Streets Projects.

Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or creeping traffic jams.

AARP seeks to improve older adults’ quality of life by promoting the development of safe, accessible and vibrant environments often called livable communities. Livable communities’ policies address issues such as land use, housing, access to fresh and available food, transportation and broadband — all of which facilitate aging in place.

Older adults need transportation to services that support their independence and healthy living. Policies that encourage adequate, safe and accessible transportation infrastructure and services help people of all ages stay active and engaged in their communities.



For these reason AARP supports HB 73 and respectfully requests a Favorable Report from the Committee. For questions please contact Tammy Bresnahan at tbresnahan@aarp.org.

HB0073 Testimony.docx.pdf

Uploaded by: Maryland Legislative Latino Caucus

Position: FAV



MARYLAND LEGISLATIVE LATINO CAUCUS

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TO: Senator William C. Smith, Jr., Chair
Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee Members

FROM: Maryland Legislative Latino Caucus (MLLC)

DATE: March 29, 2022

RE: HB0073 Baltimore City – Complete Streets and Safe Routes to School Programs – Funding

The MLLC supports HB0073 Baltimore City–Complete Streets and Safe Routes to School Programs – Funding

The MLLC is a bipartisan group of Senators and Delegates committed to supporting legislation that improves the lives of Latinos throughout our state. The MLLC is a crucial voice in the development of public policy that uplifts the Latino community and benefits the state of Maryland. Thank you for allowing us the opportunity to express our support of HB0073.

About 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. Poor bus service due to poor transportation infrastructure is a barrier to safety, and economic prosperity of communities of color. Improvement of transportation infrastructure will allow 30,000 Baltimore City Public School students who depend on the city’s public bus service to get to and from school every day without delays. Many children spend 90 minutes or more each way, every day, to get to school. Evidence suggests that these long bus commutes contribute to lateness, absenteeism and even truancy. Poor bus service is also a barrier to employment. According to the Regional Plan for Sustainable Development, only about 5% of jobs in the Baltimore region are reachable by transit trips of less than 90 minutes.

This bill will require Baltimore City to spend 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) in infrastructure and non-infrastructure improvements eligible for funding under the State Highway Administration’s Safe Routes to School to advance the purpose and goals of the Baltimore City Complete Streets Program Supports projects in Baltimore City. Funding provided by this will support the city’s efforts to improve public safety and transportation infrastructure. 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. Improvements in transportation infrastructure will also improve the efficiency of public transportation communities of color rely on to go to work and to attend school.

For these reasons, the Maryland Legislative Latino Caucus respectfully requests a favorable report on HB0073.

HB0073-JPR-FAV.pdf

Uploaded by: Natasha Mehu

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

HB 73

March 29, 2022

TO: Members of the Senate Judicial Proceedings Committee

FROM: Natasha Mehu, Director, Office of Government Relations

RE: House Bill 73 - Baltimore City – Complete Streets and Safe Routes to School Programs – Funding

POSITION: SUPPORT

Chair Smith, Vice Chair Waldstreicher, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 73.

HB 73 would require Baltimore City to spend revenues generated by traffic control, vehicle speed, school bus monitoring, and vehicle height monitoring camera systems on Safe Routes to Schools, public safety, or transportation purposes that are consistent with the State and local complete streets programs. The City would be permitted to first recoup the cost of installing and administering the camera systems. Importantly, it carves out the I-83 speed cameras which were authorized by the General Assembly in 2021 under strict considerations that the revenue generated goes towards I-83 improvements.

In 2018, Baltimore City passed one of the most thorough and forward-looking complete streets ordinances in the country. All transportation projects undertaken by the City must be evaluated through a complete streets lens and consider use by all types of road users – public transit, pedestrians, bicycles, and other transportation modes as well as cars. The BCA is in the process of completing the City’s Complete Streets Manual, which is set to be released in the Spring.

The BCA plans to invest millions into public education and public safety initiatives. This bill advances our goals of building a world-class complete streets transportation network in Baltimore City while preserving our financial flexibility to meet required and pressing needs.

For these reasons, the BCA respectfully requests a **favorable** report on HB 73.

HB73_IndivisibleHoCoMD_FAV_RichardDeutschmann.pdf

Uploaded by: Richard Deutschmann

Position: FAV



HB73 – Baltimore City – Complete Streets and Safe Routes to School Programs – Funding

Testimony before Senate Judicial Proceedings Committee

March 29, 2022

Position: Favorable

Dear Judicial Proceedings Committee Members,

My name is Richard Deutschmann, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today to support HB73, to provide a steady source of funding for the Baltimore Complete Streets and Safe Routes to School programs. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We are grateful for the leadership of Delegate Lewis for sponsoring this bill.

Many Baltimoreans need to walk or bike to get to jobs, stores, public transportation, school, places of worship, medical visits, and to see friends and family. In addition, many Baltimore students walk or ride their bike to schools. Walking and biking is a great option because it is beneficial for health and reduces reliance on fossil fuels. However, we need walking and biking to be safe. Sadly, pedestrian and bicyclist injuries and fatalities have risen in recent years. This bill invests in infrastructure to make Baltimore more pedestrian and bike friendly, and to provide a safer route for students to get to school.

As we work to build mitigation strategies for climate change, we need to change the ways that our city streets are laid out. Currently, many streets emphasize automobile traffic above all other forms of transportation. This needs to change, to make our cities more climate friendly, to increase non-polluting forms of transportation, to reduce harmful emissions and the associated health effects of air pollution, and most importantly to get our kids to and from school safely. The current Complete Streets and Safe Routes to School programs in Baltimore do just that, building infrastructure that emphasize these non-polluting forms of transportation, while creating pedestrian and bike routes for kids to safely get from home to school. However, a dedicated funding stream is needed for each of these programs. This legislation creates this dedicated source, which will fund these programs well into the future.

This legislation will save lives and promote health and the environment. Thank you for your consideration of this important legislation.

We respectfully urge a favorable report on this bill.

Richard Deutschmann
Columbia, MD 21045

HB 0073 AIAMD Ltr of Support to Senate.pdf

Uploaded by: Sandi Worthman

Position: FAV

28 March 2022

Senator William C. Smith, Jr.
Chair, Senate Judicial Proceedings Committee
2 East
Miller Senate Office Building
Annapolis, Maryland 21401

Re: Letter of Support for HB 073
Baltimore City - Complete Streets and Safe Routes to School Programs - Funding

Dear Chairman Smith and members of the Senate Judicial Proceedings Committee:

On behalf of AIA Maryland and the nearly 2,000 Architects we represent, we fully support sustainable strategies in the built environment as we collectively work to lessen our impact on the natural world. AIA Maryland sees HB 073 as an opportunity for improving the built environment in Baltimore City.

Streets are a vital part of livable, attractive communities. Every resident of this state deserves to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. In addition, streets are public spaces. They are extensions of our homes. Streets are where we meet our neighbors, go to work or shop.

Complete Streets is a transportation philosophy that calls for designing and building streets that are optimal for all road users regardless of age, ability, income, race, ethnicity, or chosen mode of travel. Similarly, the Safe Routes to School Program prioritizes improvements that will enable students to walk, bike, or roll to school on clean, safe, and well-maintained roadways and sidewalks. Many of the principles of Complete Streets are echoed in successful Safe Routes to School programs.

These policies generally support equitable urban transportation and development. A successful policy depends on the integration of Complete Streets and Safe Routes to School with other policy reforms, including improved alternative transportation offerings, urban infill development, adaptive reuse, zoning reform, smart growth/transit-oriented development, and parking and transportation demand management.

These policies can also address stormwater management and urban heat island mitigation. Applied city-wide, landscaping elements that help curb stormwater runoff – bioswales, planters, rain gardens, and street trees – are mutually beneficial for mobility and ecology. Such green elements are increasingly found to be important deterrents of crashes and injuries. Traffic-calming elements like chicanes, islands, and curb extensions – all design options in creating Complete Streets – provide site opportunities for bioswales, street trees, and rain gardens.

As architects, we know the tremendous value and benefits of an integrated design process. By employing such an approach, a design can be cost effective, provide added value and avoid expensive changes after construction has finished. The Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes of transportation, and support local land uses, economies, cultures, and natural environments. By looking at streets holistically, with Complete Streets and Safe Routes to School policies in place, there are many opportunities for benefits with no or minimal costs.

For these reasons, AIA Maryland supports the intent of HB 073, establishing the Baltimore City Complete Streets and Safe Routes to School Program Fund to provide a non-lapsing fund to be used to advance the purpose and goals of the Complete Streets and the Safe Routes to School Programs that will improve the design, construction, and safety of our streets. We are happy to provide testimony to describe the value of the Complete Streets program and how that benefits Baltimore City.

To access more information on Complete Streets, we suggest The National Complete Streets Coalition, which is part of Smart Growth America, 1152 15th St NW Suite 450 Washington, DC 20005 (202) 207-3355. The website is <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>.

Sincerely,

A handwritten signature in black ink, appearing to read 'JF', is positioned above the typed name.

Joel Fidler, AIA
Past President, AIA Maryland

HB0073_ Support with Amendments_ ComptrollerBillHen

Uploaded by: Bill Henry

Position: FWA



BILL HENRY
OFFICE OF THE COMPTROLLER

City Hall – Room 204
100 Holliday St Baltimore, MD 21202

March 26, 2022

The Honorable William C. Smith, Jr., Chairman
Judicial Proceedings Committee
Senate of Maryland
Miller Senate Office Building, 2 East Wing
11 Bladen Street
Annapolis MD 21401

Dear Chairman Smith:

I am writing in support of House Bill 73, “Complete Streets and Safe Routes to School Programs – Funding” and respectfully requesting that the Judicial Proceedings Committee pass HB 73 with the amendments proposed by Senator Charles Sydnor. HB 73 is a local bill, applicable only to Baltimore City. I commend Delegate Lewis for her leadership in sponsoring HB 73 and for her commitment to improving transportation infrastructure in Baltimore City, as she has done every year since the 2020 session.

As Comptroller of Baltimore City, I am charged with acting as the fiscal watchdog for the City’s resources. I know only too well how urgently the City requires upgrades to its transportation infrastructure including pedestrian, bicycle, and ADA improvements as well as roadway repairs. HB 73 will provide a dedicated revenue source for this purpose.

House Bill 73 largely accomplishes its intended purpose of dedicating camera revenue to safety enhancements - whether from red light cameras, speed cameras, school bus monitoring cameras, or vehicle height monitoring cameras - but the bill as originally drafted could be open to misinterpretation. That is why Senator Sydnor is introducing amendments at my request: to make explicit that such revenue is only to be used for infrastructure and other capital improvements, whether they are transportation-related or public safety-related. The amendments also specifically codify that funding for transportation infrastructure projects must conform to the criteria set forth in the City’s Complete Streets Law. In short, the amendments remove any ambiguity as to how the money can be used; it should expressly benefit the City residents and visitors who walk, bike, ride transit, and drive on City streets and sidewalks.

The Baltimore City Department of Transportation has an estimated \$1.5 billion in deferred maintenance needs. Since the City’s red light and speed camera program was established in 2017, it has generated over \$80 million for the City. In that same time period, Baltimore has paid over \$5 million in settlements resulting from improperly maintained transportation infrastructure.

Camera revenue should be fenced off and only used for public safety and transportation-related capital improvements. Unfortunately, in 2021 \$6.5 million from the revenue raised by traffic camera was transferred to the Baltimore Police Department to pay for overtime costs. In 2018, \$4 million in camera

The Hon. William C. Smith, Jr.
Page Two

revenue was transferred to the Baltimore City Fire Department. Backfilling budgets was not the purpose of the program. Instead, this revenue was always intended for projects that enhance access, mobility, economic development, attractive public spaces, health, and well-being for all those who live, work, play, study, or worship in Baltimore City.

I have already provided the text of the amendments to Senator Sydnor, but they are reproduced here for your reference:

On page 2, in line 24, strike “safety purposes” and insert “SAFETY-RELATED CAPITAL IMPROVEMENTS TO INFRASTRUCTURE”.

On page 3, in line 16, strike “SAFETY” and insert “SAFETY-RELATED CAPITAL IMPROVEMENTS TO INFRASTRUCTURE”.

On page 3, in line 19, after “AND” insert “IN ACCORDANCE WITH THE MODAL HIERARCHY DEFINED IN”

On page 4, in line 16, strike “SAFETY” and insert “SAFETY-RELATED CAPITAL IMPROVEMENTS TO INFRASTRUCTURE”.

On page 4, in line 19, after “AND” insert “IN ACCORDANCE WITH THE MODAL HIERARCHY DEFINED IN”.

For all these reasons, I respectfully request that the Committee grant HB 73 a favorable vote, with the amendments proposed by Senator Sydnor. If you have any questions, please feel free to contact me at 410-396-4577 or via email at comptroller@baltimorecity.gov.

Sincerely,



Bill Henry
Baltimore City Comptroller

CC: Members of the Baltimore City Senate Delegation