TRANSIT CHOICES

Transit Choices Meeting Summary

June 26, 2019
8:00 AM – 9:30 AM

Impact Hub Baltimore
10 E. North Avenue
Baltimore, Maryland 21202

Attendees:

David Benn (**Quinn Evans Architects**), Father Michael Bishop (**Public Transit Rider**), Laura Bristow (**Action In Maturity**), Robin Budish (**Transit Choices**), Sue Carlin (**City Center Residents Association Board**), Art Cohen (**b'more mobile**), Mark Cohen (**Annapolis Bus**), Kyle Davis (**Maryland Transit Administration**), Peter Duvall (**Strong City Baltimore**), Laurie Feinberg (**Baltimore City DOT**), Josh Greenfeld (**Maryland Builders**), Ben Groff (**Tidemore Group**), Taffy Gwitira (**Impact Hub Baltimore**), Mark Heishman (**Annapolis Bus**), Greg Hinchcliffe (**Bicycle Advocate**), Frank Murphy (**Baltimore City DOT**), Theo Ngongang (**Baltimore City DOT**), Klaus Philipsen (**ArchPlan, Inc.**), Jimmy Rouse (**Transit Choices**), Tommy Rouse (**Transit Advocate**), Ren Southard (**Associate - American Institute of Architects**), Sandy Sparks (**Baltimore Transit Campaign**), Kristin Speaker (**Charles Street Development Corporation**), Susan Sperry (**Transit Advocate**), Riley Sullivan (**Transit Advocate**), Yolanda Takesian (**Kittelson & Associates, Inc.**), Raven Thompson (**Baltimore Development Corporation**), Jed Weeks (**Bikemore**), Graham Young, (**Baltimore City DOT**), Mikah Zaslow, (**Baltimore City DOT**)

Guest Moderator: Laura Bristow, Executive Director | **Action In Maturity** welcomed everyone to the meeting and thanked the attendees for coming. Laura then introduced the first guest speaker:

Graham Young, Complete Streets Manager - Baltimore City Department of Transportation
Presentation: **"Overview of Complete Streets"**

Presentation highlights:
- **Complete Streets Advisory Committee Meeting #2** – February 14, 2019
- **Community Engagement Plan**
- **Complete Streets Manual Scope**
  - ➢ What is required per the Complete Streets Ordinance?
  - ➢ What should be included per best practices in the transportation industry?
  - ➢ How can this manual address issues specific to Baltimore?
  - ➢ How can this manual involve all City Agencies that work within the Right of Way?
- **Complete Streets Ordinance Requirements**
  - ➢ Modal Hierarchy
  - ➢ Street Typologies
  - ➢ Project Prioritization Process
  - ➢ a) Including Equity Assessment

- ➢ Community Engagement Policies
- **Street Typologies**
- **Project Prioritization Process** - How do we select projects in a transparent way?
    - ➢ Develop a ranking system that considers multiple factors:
      Adoption of approved plan
        - Proximity to Transit
        - Historically Disadvantaged Area
        - Unemployment Rates
        - Access to Healthy Food Options
        - Roadway/Infrastructure Condition
        - Transportation Safety
        - Pedestrian Comfort
        - Priority Development Areas
        - Approved Plans from Other City Agencies
- **Collect Best Available Information**
    - ➢ Transportation Plans
    - ➢ Design Standards
    - ➢ Street Inventories
    - ➢ Land Use / Zoning
    - ➢ Streetscapes
    - ➢ Neighborhood Contexts
- **Progressive Cities Now Focus on:**
    - ➢ Best use of transportation
    - ➢ ROW (right-of-way) for all modes
- **Modal Priorities:**
    - ➢ Planning / Policy
    - ➢ Operations
    - ➢ Design
    - ➢ Curbspace?
    - ➢ Maintenance
- **Develop Performance Measures and Reporting Framework** - Establish trackable measures of effectiveness relating to:
    - ➢ Safety
    - ➢ Accessibility
    - ➢ Mobility
    - ➢ Livability
    - ➢ Economic development goals
    - ➢ Equity
- **Project Delivery Process** – From Conception to Construction
    - ➢ Problem Screening Phase
    - ➢ Concept Development Phase
    - ➢ Preliminary Engineering Phase
    - ➢ Final Design Phase
    - ➢ Construction Phase
- **Community Engagement Policies** - How and When Do we Engage the Public?
    - ➢ Going beyond Title 6 requirements
    - ➢ How and where do we reach people that typically don't come out to community meetings?
    - ➢ How can we build consensus?
    - ➢ At which stages in the project delivery process do we engage the public?

Additional Comments:

- Baltimore City Department of Transportation (BCDOT) is developing a Complete Streets manual and is working for its implementation.
- Designing urban Main Streets it is not a "one size fits all" approach; rather it is a ranking system that prioritizes pedestrians, cyclists, and transit riders.
- Traffic safety is a component in the prioritization process, as is equity assessment and increased transit accessibility.
- Complete Streets and transit go hand in hand.
- The Complete Streets manual will follow Title VI requirements. Title VI prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance.
- The Baltimore Green Network Plan, a collective vision to strengthen communities by creating an interconnected network of greenspaces throughout the City.
- Best practice design criteria will be applied as the new standard.
- BCDOT has created a project management checklist with the goal of following the Complete Streets manual.
- The Complete Streets legislation is clear on what agencies need to be at the table. BCDOT is working collaboratively with the planning department who also serve on the advisory committee.
- Transit Choices meeting attendees were asked to push for Complete Streets and support community engagement.

Second Guest Speaker:

Renata (Ren) Southard, Associate AIA - Co-Chair Urban Design Committee and **Klaus Philipsen, President - ArchPlan Inc**.
Presentation: **"The Autonomous Vehicle is here. Will we hand over our cities once more?"**

Presentation highlights:
Report of the Transit Choices Autonomous Vehicles/AV Workgroup **(**Renata (Ren) Southard, Klaus Philipsen, Brian Seel, Cole McCarren, Tim Wilke)
- **Future Mobility: Handing Cities over to the car for a second time?**
- **Content**
  1. The transportation problems
  2. Current programs and solutions
  3. Definitions
  4. Technology
  5. AV uncertainties
  6. Priority strategies
  7. AV Potential
     - AV Transit
     - Mobility as a service
     - Ridesharing
     - Restrictions
     - Parking
     - Environment
  8. Scenarios & Strategies
- **Problems from the first handover**
  - Low transit ridership
  - Rising VMT
  - Low job access rate via transit resulting in inequities
  - High cost of owning a car
  - High levels of congestion
  - Much public space devoted to vehicle storage

- ➢ High air pollution levels from transportation
- ➢ High fatality and injury rates
- **"Autonomous" or "Connected"?**
  - ➢ **"**Autonomous" - needs just the car to be smart
  - ➢ "Connected" - needs the car and the setting to be smart. It needs a lot of new infrastructure for sensors and communication
- **AV Applications**
  - ➢ Autonomous Shuttle
  - ➢ Autonomous Car
  - ➢ Autonomous Bus
  - ➢ Autonomous Truck
  - ➢ Delivery Robots
- **Promises**
  - ➢ Affordable: Access to housing and jobs
  - ➢ Connected: Integration with Transit
  - ➢ Diverse: Provide additional Equity
  - ➢ Healthy: Vision Zero
  - ➢ Vibrant: A New deal for Mobility
- **Risk Strategies** - Jeff Speck, <u>Ten rules for cities about automated vehicles</u>, Oct 2017, CNU
  - ➢ Be afraid
  - ➢ Be realistic
  - ➢ Decide how much traffic you want
  - ➢ Plan for more sprawl pressure
  - ➢ Understand transit geometry
  - ➢ Don't rob transit
  - ➢ Own the streets and own the data
  - ➢ Don't buy any urban vision that forgets urbanism
  - ➢ Unify around a set of policy demands
  - ➢ Invest in the current technological revolution
- **Opportunities I Risks I Strategies**
  - ➢ Land Use
  - ➢ Transit
  - ➢ Equity
  - ➢ Safety
  - ➢ Economy
  - ➢ Cost
  - ➢ Environment

<u>Additional Comments</u>:

- - The Autonomous Vehicle/AV is here. AVs already navigate US highways and those of many other nations and cities around the world.
- - A **Level 3 vehicle** is capable of taking full control and operating during select parts of a journey when certain operating conditions are met. For example, a vehicle that is capable of managing itself on a freeway journey, excluding on- and off-ramps and city driving, might be considered Level 3 automated.
- - **A Level 5 vehicle** is Full Automation.
- - **Connected vehicle** technologies allow vehicles to talk to each other and to the infrastructure around them.
- - Autonomous Vehicles are not just cars - they can be shuttles, vans and trucks.

- A transportation network company (**TNC***)*, sometimes known as a mobility service provider (MSP) is a company that matches passengers with vehicles. Uber and Lyft are examples of a TNC.

Other Business:

Jimmy Rouse, on behalf of Transit Choices acknowledged and thanked both guest speakers for their relevant and informative presentations. He also thanked the meeting attendees for their continued interest and participation. The Transit Choices meetings provide an important forum for the exchange of ideas and information regarding public transit in Baltimore.

- The Transit Choices North Avenue Rising standing committee has organized a Stakeholders meeting on June 27, 2019. Councilman Leon Pinkett and Councilman Robert Stokes will lead the charge to leverage North Avenue Rising's transportation investment for equitable development along North Avenue. The meeting agenda topics for discussion are as follows:
  1. Go beyond Phase 1 of the project
  2. Create a vision for economic and transit development along the corridor
  3. Work for its implementation
  Mr. Rouse stated that he and others have always had a dream of putting a modern streetcar along the corridor to connect east & west Baltimore.
- Jimmy Rouse and Robin Budish will be meeting with MDOT Secretary Pete Rahn on July 12, 2019. The purpose of the meeting is to discuss the development of a Regional Transit Plan that promotes a multi-modal transit system for both the region and Baltimore City.
- The BaltimoreLink Bus Rider Survey project conducted by OpinionWorks based in Annapolis, Maryland has concluded. The survey was designed to gather feedback from Baltimore City bus riders about their experience with the BaltimoreLink Bus system. Transit Choices will provide recommendations to the MTA based on the data collected.
- Upcoming Transit Choices meetings will include:
  - Regional Transportation Plan (RTP) Update – Holly Arnold, Director of Planning and Programming at MTA.
  - North Avenue Rising Update – Patrick McMahon, Senior Lead Environmental Specialist/Senior Planner at MTA.
  - Amtrak Penn Station Redevelopment – Michael Beatty, Beatty Development
- Laura Bristow spoke briefly about the Transportation Association of Maryland (TAM) - a statewide organization that is dedicated to improving mobility for all of Maryland's citizens. For more information attendees were encouraged to visit: www.taminc.org