Streets for People:

Using Data to Plan Baltimore’s Slow Streets
What you will learn

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<th>Focus</th>
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<td>Introductions and framing the discussion of Slow Streets in Baltimore</td>
<td>Session Moderator</td>
<td>Yolanda Takesian</td>
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<td>Introduction to Slow Streets and peer city examples with focus on Oakland, CA</td>
<td>Their Value and Current Practice</td>
<td>Carol Kachadoorian</td>
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<td>The evolution of and opportunities for Slow Streets in Baltimore City</td>
<td>Baltimore City Program</td>
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<td>Goals, criteria and data for assessing Slow Streets candidates</td>
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<td>Discussion of data, selection criteria and future possibilities</td>
<td>Participant Discussion</td>
<td>Liz Gordon</td>
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More people out walking and bicycling
Pedestrians and bicyclists on Castellana Avenue, which was closed to vehicles, in downtown Madrid on May 10. CESAR LUIS DE LUCA/PICTURE-ALLIANCE/DPA/AP IMAGES
One response: Slow Streets

- Provide room for physical activity, while respecting social distancing
- Temporary neighborhood street closure to through traffic

What it’s not:
- Quick build for a bike network
- Not community event space
Allow for freight and delivery, emergency services

St. Paul, MN, Walker Consultants
Are older adults remaining active?

Survey: March 31 to April 7, May 4 to 17

- 94% to 96%
- 45% 3 to 5 days a week
- 55% to 65% same or more activity
Are more people cycling?

Older adults
- 6% cycling again
- 47.2% cycling more often

Bike shop observation:
- More people who haven’t ridden in 10 or 20+ years buying bikes
- Buy basic bike at the start of the pandemic; now upgrading
- More immigrants and people of color
Common experiences and case study
### Highlights

**Goals**
- Clear safety and health impact goals
- Further equity efforts
- Reflect delivery and emergency access needs
- Target miles, geographic balance

**Processes and logistics**
- Leverage active transportation network
- Community volunteers maintain
- Coordinate with agencies; support goals
- Identify staffing and financial resources

**Equity actions**
- Community engagement and on-going dialogue
- Cultivate community paid liaison for outreach and engagement
- Adjust program for equity needs
Oakland, CA
APRIL 11
Slow Streets

MAY 22
Essential Places

JUNE 19
Flex Streets Initiative

JULY +
Evaluate and plan

OAKLAND SLOW STREETS
CALLES LENTAS
慢行路

#OaklandSlowStreets
tinyurl.com/oaklandslowstreets

Oakland 311 to report issues
✓ Community engagement
✓ Agency consultation
✓ Stakeholder consultation
Community engagement
Agency consultation
Stakeholder consultation

Bike plan was the wrong model
✓ Community engagement
✓ Agency consultation
✓ Stakeholder consultation

Bike plan was the wrong model
Greater concern for traffic violence
Community engagement
Agency consultation
Stakeholder consultation

Bike plan was the wrong model
Greater concern for traffic violence
Insufficient equity considerations
Community engagement
Agency consultation
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→ A different tack
Beyond the Bike Plan

- Community engagement
- Agency consultation
- Stakeholder consultation

Bike plan was the wrong model

Greater concern for traffic violence

Insufficient equity considerations

→ A different tack
Community feedback

- Online survey skewed wealthier, whiter neighborhoods
- More and different engagement approach needed
Slow Streets evolution

Essential Places
Beyond the Bike Plan

Oakland Slow Streets Program Feedback Form

Thank you for providing feedback on your use and your views on the Oakland Slow Streets Program below. If you have a location-specific issue, please instead report it to OAK 311 (https://www.oaklandca.gov/services/oak311).

Gracias por darnos su opinión sobre su utilización y sus puntos de vista sobre el Programa Slow Streets de Oakland. Si tiene un problema específico a una ubicación, por favor reportélo a OAK 311 (https://www.oaklandca.gov/services/oak311).

謝謝您在下面針對「緩慢 (奧克蘭) 市慢行街道」計劃提供使用經驗和看法。如果您有關於特定路線的問題，請向 OAK 311 反饋 (https://www.oaklandca.gov/services/oak311).

Volunteer Sign-Up to Help Seniors, low-income families and other vulnerable populations in Oakland!!

Please fill this form out if you are able to help Oakland respond to COVID-19 (e.g. posting signs for slow streets, distribute food to seniors or call them and other vulnerable populations (undocumented, LGBTQ+))

* Required

Name (First & Last) *

Your answer

Email address *
What's next?

- Leveraging bicycle and pedestrian master plans
- Evaluating program
- Revamped community engagement for Phase 2 (next 1-2 years)
  - Use when restrictions lifted
  - Responding to traffic violence concerns
Thank you
Carol Kachadoorian
carol@dblTildeCollaborative.com
Neighbors in East Baltimore are organizing around the concept of Livable Streets

- 27,400 residents
- Close to half of households do not have access to a vehicle

While major commuter routes are a critical focus, Slow Streets have helped to start the conversation.

Data Source: 2018 American Community Survey US Census

Household Vehicle Availability and Transit Options

Percent 65+ Year Old by Census Tract

*City Average: 28.9%
Baltimore Slow Streets Program: Data and Feedback
The City of Baltimore recognized

- **A need** to provide residents with more space to be outside and maintain social distance in response to COVID-19 pandemic

- **An opportunity** to respond to safety concerns on City streets with this new program
  - Traffic volumes are down but speeding is up
  - Treatments can help reduce traffic conflicts especially in areas with more people now walking and biking
Implemented Example: Druid Hill Park and Lake Montebello

- Park visitors are not always leaving physical distance
- This can be improved both through communication and providing more space
- Previous treatments at Lake Montebello and Druid Hill Park
- Newest installation on Linwood Street at Patterson Park
- City Council Bill passed – 25 miles required city wide
DOT implemented a slow streets pilot in Patterson Park on South Linwood Avenue:

- Boundaries are from East Baltimore Street to Eastern Avenue and on Lombard and Pratt to Ellwood.

- All residents and park users have access to the park, and cut-through traffic is greatly diminished.

- These are not road closures

- Parking is not reduced

- Vehicles still have SLOW access to the roadway (5 MPH)
Implemented Examples: Patterson Park Area
City DOT is tasked with implementing a slow streets program as required by Council Bill 20-0532:

- CB 20-0532 was introduced on May 11th and advanced 3rd reader for final passage on May 18th
- Bill mandates that DOT implement a minimum of 25 miles of Slow Streets within 14 days of being enacted (from July 13th)
- Each Council District to receive a minimum of 1 mile
- No Council District to receive more than 15% of Slow Streets total mileage
- DOT must implement without significant agency resources
Implementing the Program

Requirements:

- 25 miles required city wide
- Minimum of one mile per district
- **Two weeks to implement once signed (July 27!)**
- Simple & efficient barrier production & signage
- Selection to be based on DOT and resident recommendations
- Councilmember coordination + outreach
DOT selection considerations

- Preference for residential streets and long stretches (may be prone to cut-through traffic)
- Preference to connect neighborhoods to parks
- Will consider adopted bike and other plans
- Will attempt to avoid truck routes and routes with frequent bus service

Councilmember and BCDOT Coordination for

- Neighborhood and business outreach and engagement
- Councilmember sponsorship
Consideration criteria

- Community support
- Park or trail connection
- Residential use
- Multiple block segments
- Functional Classification is Collector or Lower order traffic function

Communication and Process

DOT has added an FAQ webpage to the agency’s website providing residents information on the program.
Communication and Process

The program’s webpage includes a link for residents to submit applications for Slow Streets implementation in their neighborhood.
Decision Framework

Corridor is Proposed

- By DOT
- By Residents

Corridor is Evaluated and Sponsored

- Evaluated by DOT based on technical data
- Sponsored by Council Member (based on constituent process)

Corridor is Installed, Deferred or Denied

- Installed if all criteria is met
- Deferred or denied based on technical/community issues
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### Mobility Data Specification

The Mobility Data Specification (MDS) is the Application Program Interface (API) that conveys trip data from dockless vehicles to BCDOT. The data contents, format, and coding are standardized so that each company, as well as cities across the nation, can collect, analyze, and share comparable data. The data are conveyed through an API or link that contains real-time data conveyed at least every 30 seconds.

MDS was developed by the City of Los Angeles and, recently, stewardship was transferred to the Open Mobility Foundation. Baltimore participates in conversations with other cities and national groups about how the format serves the monitoring that Baltimore needs to perform for the permit program. MDS is a powerful tool that is still being refined to strike the balance between delivering useful data and protecting personal and proprietary information. More information can be found at:

https://github.com/openmobilityfoundation/mobility-data-specification
**E-scooter trip data**: Covington Street Case Study

In late November, Covington Street in Federal Hill became a low stress bike connection with DOT installing a cycle track and other treatments. Dockless data shows use growing on Covington street and reduced on adjacent Key Highway.

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**Percentage of Parallel Trips - Location 1**

- Nov 3-9 Trips
- Dec 8-14 Trips
- Jan 2-8 Trips

**Percentage of Parallel Trips - Location 2**

- Nov 3-9 Trips
- Dec 8-14 Trips
- Jan 2-8 Trips
## Discussion: Evaluation Criteria

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Thank You!
Matthew Hendrickson
DOT Lead Bike Planner
Matthew.Hendrickson@baltimorecity.gov
443-401-4520
Discussion: Where to go from here

Are there other data sources and resources DOT should consider, especially to improve equity in project selection?

How can ongoing evaluation and iteration be used to help the program be responsive to residents’ needs?

What possibilities do you see this program opening for the future?

What's next for use of Baltimore’s rights-of-way?

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Thank you!