

## Appendix A. Lexington Market Area HIA Recommendations

	Mixed Income	Mixed Use	Complete Streets
<b>Economic Opportunities</b>  (“Dev” = Developers)	<ul style="list-style-type: none"> <li>• Dev – Incentivize commercial tenants to invest in employee training and provide wages/benefits that amount to self-sufficiency wages.</li> <li>• City - Implement policies to encourage local hiring. Expand on the Economic Inclusionary Plan to include all of the Lexington Market area, and include “<i>permanent local jobs</i>” in its language.</li> <li>• City - Design incentives, such as through procurement policy, that will encourage companies to practice sustainable supply chain management strategies.</li> </ul>	<ul style="list-style-type: none"> <li>• City - Put a moratorium on any new first floor or surface parking lots.</li> <li>• City - Encourage the use of adaptive reuse strategies for the first floors of existing parking garages (e.g., child and elderly care, fitness clubs, health screening services, or specialized training centers).</li> <li>• Dev - Orient new homes and apartment entrances towards main streets.</li> <li>• City - Continue the Live Near Your Work program to support local home ownership.</li> </ul>	<ul style="list-style-type: none"> <li>• City - Dedicate priority pedestrian and bike (Class 1) corridors (see Appendix C, Map 1).</li> <li>• City - Monitor and report on changes in biking and pedestrian behaviors for use in economic impact studies. Publish in Baltimore Sun or neighborhood newsletters.</li> <li>• City - Regarding strategic planning for legal vendors, recognize their potential value as a community amenity in terms of the variety of goods they offer, the jobs they create, and the security that they can provide for pedestrians in otherwise inactive streets.</li> </ul>
<b>Multimodal</b>	<ul style="list-style-type: none"> <li>• Dev – Design apartment building developments to include secure, covered parking for bikes (good for LEED credits).</li> <li>• Dev – Include building design features that promote physical</li> </ul>	<ul style="list-style-type: none"> <li>• Dev - Commercial or institutional buildings should provide secure bicycle storage and shower / changing facilities (good for LEED credits) for both employee and customer</li> </ul>	<b>Phase 1.</b> <ul style="list-style-type: none"> <li>• City – Begin by designating and pooling resources for one N/S, and one E/W clean and safe pedestrian corridor.</li> <li>• City – On said corridors, use pedestrian-oriented lighting,</li> </ul>

	<p>activity like an open staircase design. For larger buildings, consider locating principal lobby functions on the 2<sup>nd</sup> floor, accessible an open staircase.</p> <ul style="list-style-type: none"> <li>• Dev - Orient primary building entrances toward the street's sidewalks instead of alleys and parking garages to encourage residents to walk.</li> <li>• City - Support programs that help introduce bicycling to low SES neighborhoods by providing space, advertising, and funding opportunities to ensure staffing.</li> <li>• City - Improve the conditions and connectivity of bus stops and train stations, which are the primary mode of commuting for workers from low SES communities.</li> </ul>	<p>needs.</p> <ul style="list-style-type: none"> <li>• Dev - Build narrow 18' – 20' windowed storefronts to enhance the walkability.</li> <li>• City - Unbundle the cost of parking requirements from development fees to remove the burden of cost from households that don't own automobiles.</li> </ul>	<p>stripe the intersections, remove barriers to wheelchairs, and steam clean the sidewalks once a week.</p> <ul style="list-style-type: none"> <li>• City – On said corridors, provide community ambassadors to promote safe and clean streets.</li> </ul> <p><b>Phase Two (on said corridors ...)</b></p> <ul style="list-style-type: none"> <li>• City - Infill with late-night services and food kiosks.</li> <li>• City - Encourage walk-up food windows with outdoor seating</li> </ul> <p><b>Phase Three</b></p> <ul style="list-style-type: none"> <li>• City – beautify said corridors with fenestration, façade improvements</li> <li>• City - Consider installing raised landscaped medians</li> <li>• City - Replant or replace the trees on 500 N. Eutaw in front of Lex Market from the middle of sidewalk to the curb edge to encourage pedestrian flow.</li> </ul> <p><b>Phase Four.</b></p> <p>City - Create a multimodal facility to centralize transportation mode changes.</p>
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<b>Personal Security/ Social Cohesion</b>	<ul style="list-style-type: none"> <li>• Dev - Developers should target home-ownership across different income groups. (e.g., HUDs 203k Loans).</li> <li>• Dev - Design new apartments with unit entrances on the building exterior and oriented towards the main street on each floor (i.e., front catwalks and exterior stairs).</li> <li>• Dev - Common lounges, courtyards, and stairwells for facilitating opportunities for social interaction between neighbors.</li> <li>• City - Incorporate multiple uses for different demographics into open space planning to create a sustainable, dynamic environment.</li> <li>• City – Place small tables outside Lexington Market during warmer months (e.g., Mt. Vernon Square Park).</li> <li>• City - Educate new residents about the neighborhood’s existing social services and available support services.</li> <li>• City - Create and promote a 2-way, 24 hr communication pipeline linking the local police, social services, and the community.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>(see Multimodal Strategies). Strategies that support an increase in pedestrian activity will have the added benefit of improving personal security by increasing “eyes on the street”, or witnesses to deter crime.</i></li> </ul>
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# Appendix A. Lexington Market Area HIA Monitoring Indicators

	safe (complete streets)	practical (mixed use)	for everyone (mixed income)
Economic Opportunities	<p>Goal: Improve walkable / bikeable environment to expand the pedestrian and bike market areas for local businesses. <u>Measure ped environment quality by readministering the PEQI (area-wide).</u> Report changes in mode share to encourage investors to tap in to local market.</p>	<p>Goal: Put community design features before regional design features. <u>Measure number of healthy retail and public services (daycare, gyms, etc) within 1/4 mile of study area.</u> Refer to SFPHES Neighborhood Completeness Indicators for details (see SFPHES)).</p>	<p>Goal: Provide a range of housing opportunities across socio-economic groups. Close job skill gap (increase training opps; increase entry level jobs to match low skill workforce; and increase ma &amp; pa's and other businesses that utilize local supply chain, which ultimately creates more local jobs). <u>Track racial, HHI disparities. Measure and compare percent of study area jobs defined as requiring low education workers to the percent of low education residents in workforce citywide - that's the gap.</u> <u>Measure number of new jobs for local businesses.</u> (Source, Census-LEHD for area jobs; American Community Survey).</p>
Multi-modal Access	<p>Goal: Leverage resources to create safe corridors through study area that will serve as starting points for attracting investment. <u>Measure ped environment quality by readministering the PEQI (safe corridors); ped / bike accident decrease.</u></p>	<p>Goal: Increase public and private bike and pedestrian amenities; reduction in dedicated auto space (peds reclaim space). Parking is no longer best and highest use for land. <u>Measure decrease in parking / resident ratio.</u> (Source, Mayor's Office of Information Technology).</p>	<p>Goal: Racial and SES diversity of peds, transit users, and bikers. <u>Measure increase in mode share citywide, especially across different SESs, ages, and races.</u> (Source, American Community Survey).</p>
Social Cohesion	<p>Goal: Crime reduction; decrease in blight; increase in CPTED devices. <u>Measure reductions in violent crime in the study area.</u> (Source, Baltimore City Police Dept).</p>	<p>Goal: Increase opportunities for positive social interactions between different resident types. <u>Measure sq ft of dedicated informal and formal meeting space.</u> (Source, MOIT).</p>	<p>Goal: Create mechanisms for avoiding negative social interactions and increasing positive social interactions. Educate about need for social services; effective and efficient resources for dealing with social disturbances. <u>Measure public disturbance calls (expect spike then decrease).</u> <u>Monitor growth in local public services (esp. substance treatment facilities).</u> (Source, BC Police, 311, MOIT for facility count).</p>



## Appendix B. Triple Bottom Line Sustainable Procurement Model

As a primary and dependable employee in many cities and regions, city contracts are frequently sought after by private businesses and non-profits alike. Thus, requirements for contracting with the city can have significant impacts on the culture and behavior of area vendors. Some cities are leveraging this power to encourage companies to be more sustainable. This does not just stop with “going green”, but includes triple bottom line sustainability, which refers to a good business model that treads lightly on the environment and serves the broader needs of its employees and community. Several organizations are popping up across the country with tools to measure an organization’s triple bottom line sustainability, and to measure the long term benefits of triple bottom line sustainability. Cities like Cleveland, OH are taking notice. The City of Cleveland recognizes that through its procurement process, it can create an economic market for sustainability.

Here is a link to the company, Green Plus, that the City of Cleveland uses to certify its vendors:

<http://gogreenplus.org/latest-news/green-plus-gives-businesses-edge-under-in-city-of-cleveland-local-sustainable-bidders-preference/>

Below is the language that the City of Cleveland has adopted in its Code of Ordinances to reward sustainable vendors:

### **§ 187A.02 Preference for Local Producers, Local- Food Purchasers, and Local Sustainable Businesses**

(a) *Application of Bid Discount* – A Contracting Department shall apply a Bid Discount of two percent (2%) to a bid received from a Local Producer; two percent (2%) to a bid received from a Local Sustainable Business; and two percent (2%) to a bid received from a Local-Food Purchaser; provided that the maximum total Bid Discount applied under this division (a) shall not exceed four percent (4%). Bid Discounts applied under this division (a) shall be in addition to any Bid Discount applied under Sections [187.03](#) and [187.05](#). The maximum amount of any Bid Discounts applied to a bid under this division (a) shall not exceed fifty thousand dollars (\$50,000.00), provided, however, that the maximum cumulative amount of all Bid Discounts applied to the bid under this division (a) and under Sections [187.03](#) and [187.05](#) shall not exceed seventy- five thousand dollars (\$75,000.00).

(b) *Application of Evaluation Credit* – A Contracting Department shall apply an Evaluation Credit of two percent (2%) of the total points awarded for a proposal received from a Local Producer, two percent (2%) of the total points awarded for a proposal received from a Local Sustainable Business, and two percent (2%) of the total points awarded for a proposal received from a Local-Food Purchaser; provided that the maximum total Evaluation Credit applied under this division (b) shall not exceed four percent (4%).

(Ord. No. 1660-A-09. Passed 3-29-10, eff. 5-30-10)

# Appendix C. Scoping Pathways Methodology and Results

Day 2 of the Scoping Workshops involved breaking the participant group down into small groups categorized by the four broad redevelopment strategies: Mixed Income, Mixed-Use, Complete Streets, and Demolition. The purpose of the exercise was to have the stakeholders work with one another to generate causal models linking the broad redevelopment strategies to Healthy Baltimore 2015 priority areas. The process used a structured approach, defined below, to ensure that each group could finish the task. Participants in this exercise were strongly encouraged to attend the Day 1 Workshop, which included an HIA training overview, a Healthy Baltimore 2015 presentation, and a tour of the Downtown-Westside structured around the four redevelopment strategies. In order to get the number of participants that we had for two days, we were forced to use time constraints in running this exercise. Some participants said that they felt rushed, but everyone completed the task. The setting was the 2<sup>nd</sup> Floor Conference Room of the Lexington Market, right in the heart of the Study Area.

1. Materials. Each group had a small-group facilitator to guide them through three exercise steps, and to record responses. Each setting had a blank pathways template, a “parking lot” sheet to record disputes, and a pack of post-it notes. Participant responses were recorded on post-it notes so as to avoid time consuming verbal responses (lesson learned in rehearsal with HIA Advisory Team and Facilitator).

2. Participants were allowed to self-select their group. Originally, there was a Facades Improvements group, but there was little interest in studying it as unique to the other strategies, so the number of groups was reduced to four.

3. Step 1. Small groups were asked to answer the following questions, and were given 5 minutes per question to answer. They answered by recording responses, or indicators, on the post it sheets and putting them on the under the corresponding column. For the sake of avoiding confusion, they were asked to refer to the positive form of the indicator. So, they would record “crime – free” or “secure” rather than “crime”. This caused some confusion initially, but aided in future steps, and in the post analysis.

- a. Physical Environment. What are the defining principles or characteristics of this policy objective?

- b. Social Determinants of Health. What changes would you expect to observe on a whole community scale? These changes might be best described as systems changes – not the behavior changes themselves, but the things that directly affect people’s behaviors

- c. Proximal Determinants of Health. What changes would you expect to observe on an individual scale? (Behavioral Response).

- d. Health Impacts: What Healthy Baltimore 2015 goals would be impacted? Other health concerns?

4. Step 2. Return to Column a) Physical Environment, and draw links to Column b) SDOH to create hypothetical relationships. Complete for column b) and c), and column c) and d).

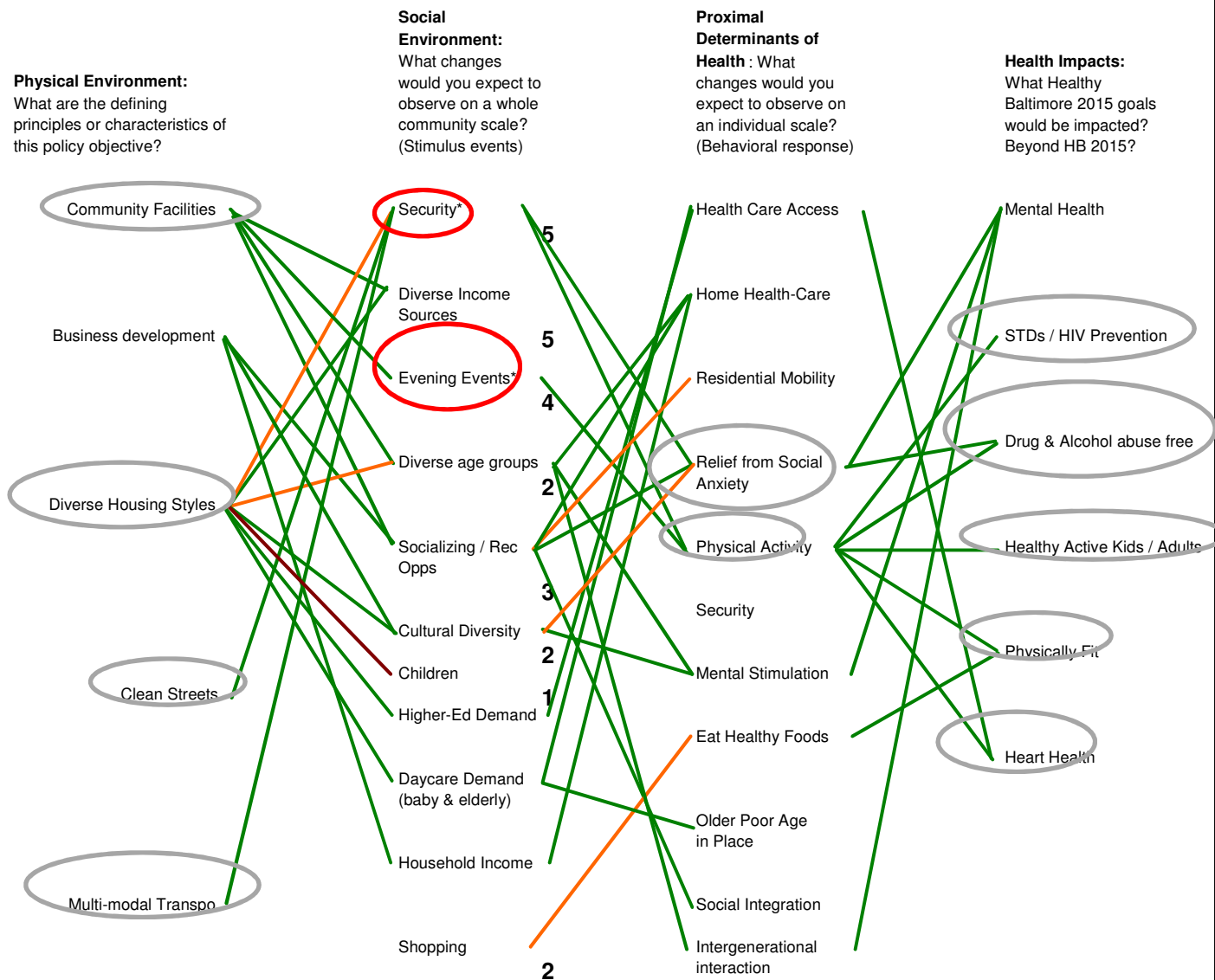
5. Step 3. Return to the first set of pathways. Use colored markers to determine the expected direction (increase = green, decrease = red, depends = orange) of the causal relationship. Orange “dependent” pathways were also recorded on the “parking lot” sheet

to keep the exercise going. In most cases, their “dependency” stemmed from an equity issue, so the added information was very helpful for guiding research later in the HIA.

2. Small groups disbanded after electing a presenter, who then presents pathways model and “parking lot” issues to the workshop.

3. Workshop participants were given a set of stickers to place on the social determinants of health (2<sup>nd</sup> column) that they felt most strongly about, after hearing everyone’s presentation.

4. The results were tallied up by the HIA Advisory Team, and the priority determinants of health were chosen from this vote. The pathways, vote counts, and notes from the presentations are presented below:



### Mixed Income.

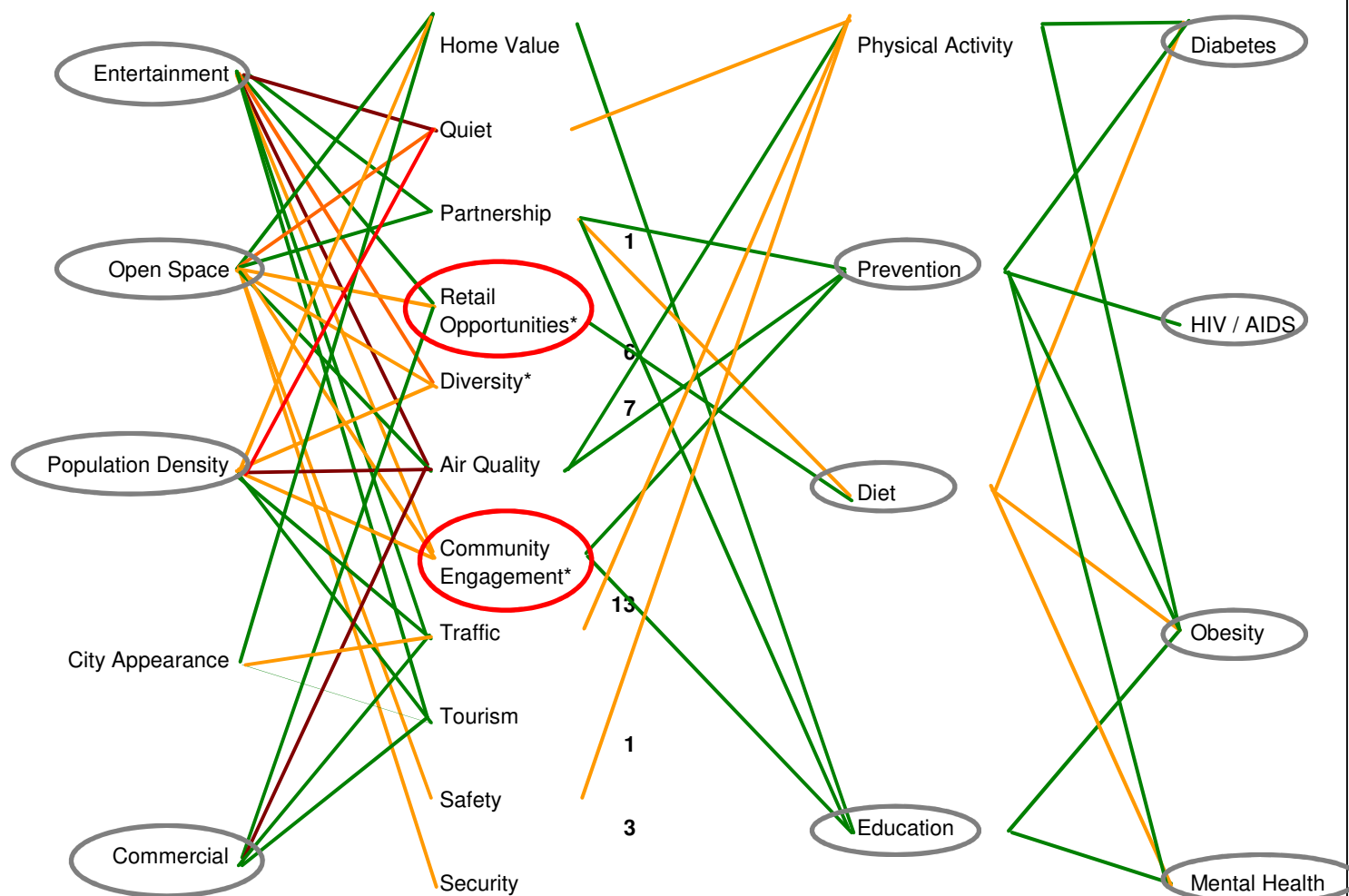
“Diverse income sources” and “Security” received the top votes, but because the “diverse income sources” pathway was not completed, “Evening events” was looked at more closely in the Assessment Phase. One of the recommendations that was influenced by this chart came from the “Diverse Housing Style – Security” relationship. Research supported this relationship, and one author recommended using similar façade styles in mixed income neighborhoods to avoid feelings of isolation and to promote social cohesion. Follow up discussion talked about the cycle and impact of short tenures, creating opportunities for multi-generational housing, and designing buildings and their entrances to face the street so as to deter crime (CPTED).

**Physical Environment:**  
What are the defining principles or characteristics of

**Social Environment:**  
What changes would you expect to observe on a whole

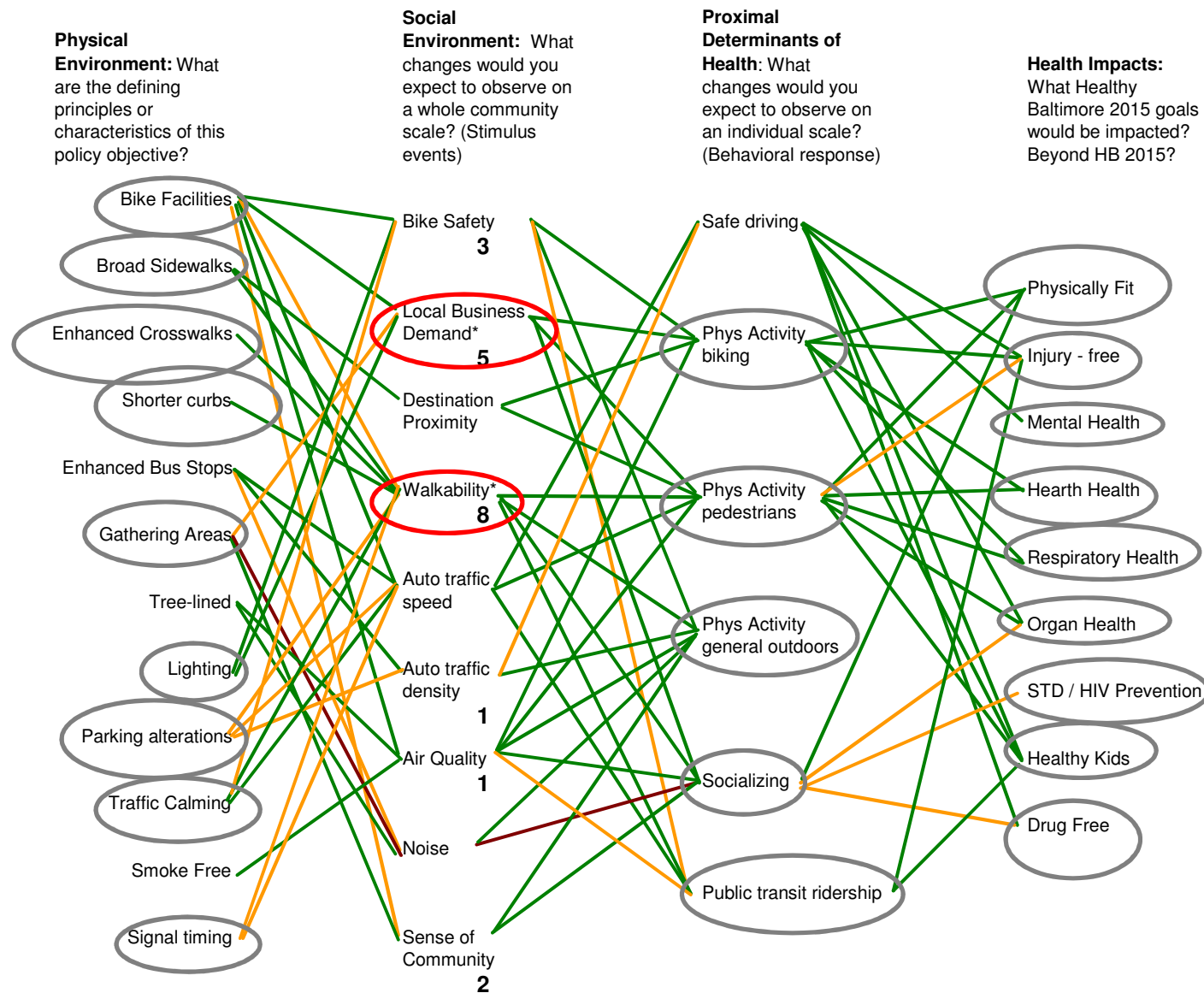
**Proximal Determinants of Health:** What changes would you expect to

**Health Impacts:** What Healthy Baltimore 2015 goals would be impacted? Beyond HB 2015?



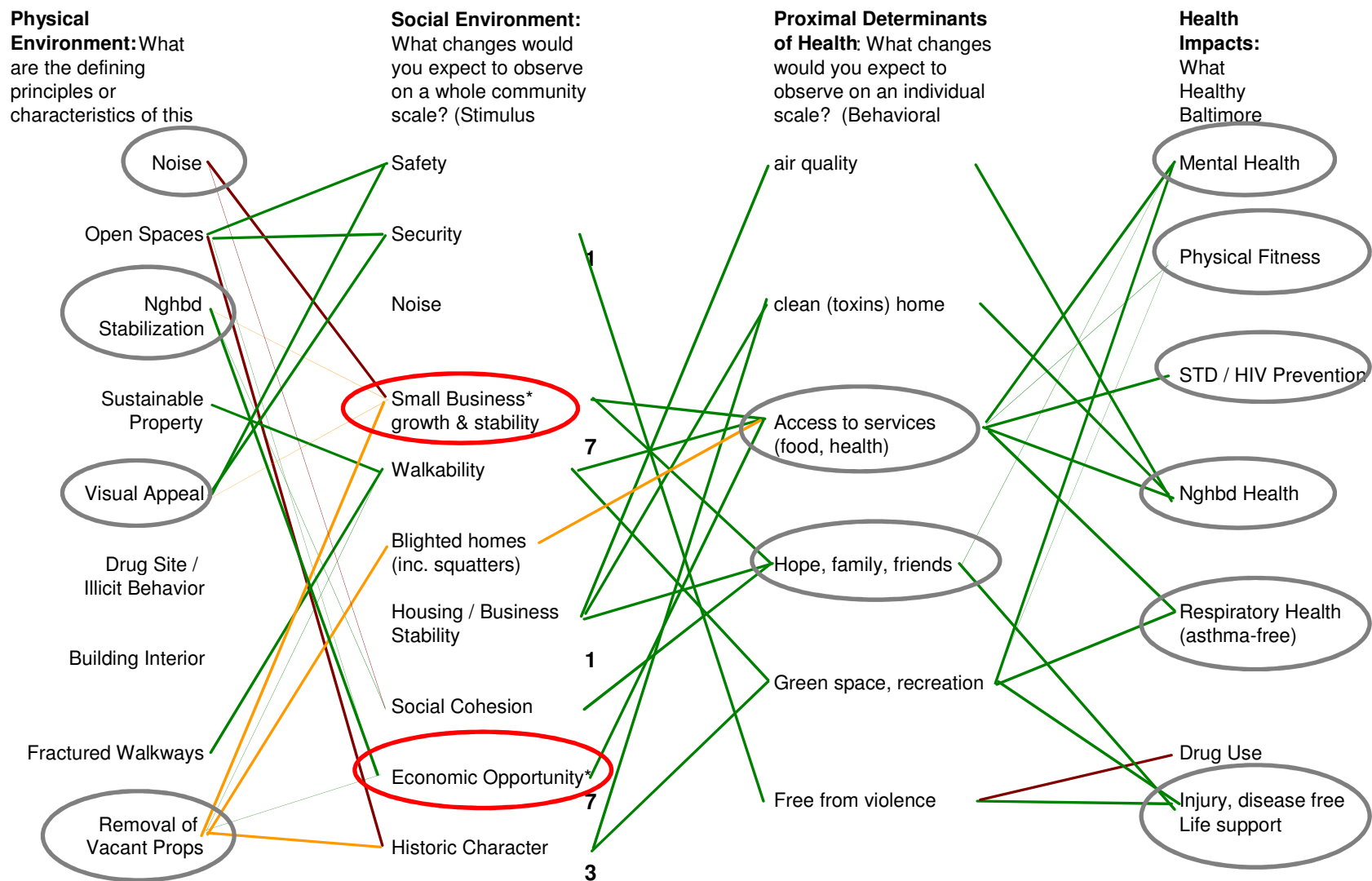
### Mixed-Use.

Pathways through “Retail Opportunities” and “Community Engagement” received the most votes at the Workshop. There was also concern regarding the impact of density on “Air quality”, as indicated by the red lines. The orange lines leading to “Community Engagement” were expressions that the changes in use and density may upset tradition. This is consistent with the on-going discussions between the City and the Preservation League of Baltimore. Discussion was aimed at commercial gentrification and the potential underpricing and displacement of “Ma & Pa” stores by big box stores. There was also concern regarding open space plans and how the area would be used.



## Complete Streets.

Under the complete streets initiative to improve street and sidewalk conditions for all, “Local business demand” and “Walkability” were the highest vote getters. As determinants of health, workshop participants thought that they affected all of the Healthy Baltimore 2015 priority health outcomes. Again, concern was expressed regarding the benefits and disadvantages of open space in this area, given the prevalence of substance abuse.



**Demolition.** The act of demolition and the result of demolition were considered here. “Small Business growth and stability” and “Economic opportunity” were voted to be the primary catalysts of ensuring demolition and urban renewal projects protect the community’s public health. Discussion points included questions about the transitional use of the vacant land as well as the “vacant” building’s illegal occupants. These determinants of health were included in the analysis, but were absorbed into other chapters because of their similarities.



# Appendix D. Community Survey Questionnaire

## BALTIMORE CITY HEALTH DEPARTMENT

### LEXINGTON MARKET AREA SURVEY

The Mayor's Office is currently working on a redevelopment plan for the area surrounding Lexington Market.

To ensure that community health is considered in the redevelopment, the Health Department is working with several other city agencies and community organizations to conduct a health impact assessment (HIA). HIA is a process that considers the health impacts of non-health policies or projects.

We are conducting this survey because we want to hear about your needs and concerns. The survey should take about 10 minutes, and your responses are confidential. The survey results will help the City decide what areas to prioritize in the proposed redevelopment. We will share the results of the survey and our health impact assessment at a community meeting this August.

If you have questions, you are welcome to contact Keith Davis, the HIA Planning Coordinator for the Health Department: [keithf.davis@baltimorecity.gov](mailto:keithf.davis@baltimorecity.gov) or 410-396-1164

Thank you for your participation, and we look forward to working with you to make Baltimore City a healthier place to live!





## **LEXINGTON MARKET AREA SURVEY**

Please take time to read each question and mark your answer. Your responses are confidential.

### **Introduction**

1. What brings you to the neighborhood today? Please check all that apply.

- ☐ Shopping
- ☐ Meet with family/friends
- ☐ Visiting/tourism
- ☐ I work here
- ☐ I live here
- ☐ I go to school at the University of Maryland
- ☐ Other: \_\_\_\_\_

2. For a redevelopment project, what key issues should be addressed? **Please check 3.**

- ☐ Affordable housing
- ☐ Jobs & economic development
- ☐ Public transportation
- ☐ Parks, green space, and recreation
- ☐ Pedestrian safety
- ☐ Access to retail stores & public services
- ☐ Crime prevention

### **Lexington Market**

1. How often do you go inside the Lexington Market? Please check one.

- ☐ A couple times a week
- ☐ Once a week
- ☐ Once a month
- ☐ A couple times a year
- ☐ Rarely

2. What would make you go inside the Lexington Market more often? Please check all that apply.

- ☐ Healthier food choices
- ☐ Safer neighborhood
- ☐ More open spaces to socialize
- ☐ Easier to get to
- ☐ Other: \_\_\_\_\_

3. How do you **usually** get to the Lexington Market? Please check one.

- ☐ Drive
- ☐ Bus
- ☐ Metro
- ☐ Light Rail
- ☐ Bike
- ☐ Taxi
- ☐ Carpool or dropped off by family/friends
- ☐ Walk

#### **Access to Goods & Services**

1. Which of the following **public services** would you like to be **more accessible** in this community? Please check all that apply

- ☐ Childcare centers
- ☐ Employment & job training services
- ☐ Parks & recreation facilities
- ☐ Affordable healthcare facilities
- ☐ Libraries
- ☐ Community centers, youth centers, senior centers
- ☐ Other: \_\_\_\_\_

2. Which of the following **retail services** would you like to be **more accessible** in this community? **Please check all that apply.**

- ☐ Grocery stores/supermarkets
- ☐ Healthy & affordable restaurants
- ☐ Banks
- ☐ Pharmacies
- ☐ Movie theaters
- ☐ Arts centers
- ☐ Other: \_\_\_\_\_

### **Community**

1. How safe do you feel in this neighborhood during the daytime? Please check one.

- ☐ Very safe
- ☐ Somewhat safe
- ☐ Not safe at all

2. How safe do you feel in this neighborhood at night? Please check one.

- ☐ Very safe
- ☐ Somewhat safe
- ☐ Not safe at all

3. Do you attend public events and community meetings in this neighborhood? Please check one.

- ☐ Yes
- ☐ No

### **Housing**

1. Do you rent or own your house/apartment? Please check one.

☐ Rent

☐ Own

2. Do you consider this a nice neighborhood to live in? Please check one, and tell us why.

☐ Yes, because: \_\_\_\_\_

☐ No, because: \_\_\_\_\_

3. Do you consider this an affordable neighborhood? Please check one.

☐ Yes

☐ No

### **Health**

1. Do you or does anyone in your family have? Please check all that apply.

☐ Asthma or respiratory conditions

☐ Injury from an accident involving a car in the last 5 years

☐ Injury or assault from crime in the last 5 years

☐ Overweight or diabetes

☐ Depression or anxiety

☐ Cancer

☐ Other serious medical condition: \_\_\_\_\_

2. Do you have health insurance through a job (your job, a spouse's job, or a parent's job)?

Please check one.

☐ Yes

☐ No

3. How often do you exercise? Please check one.

☐ Every day

☐ 2 to 6 days a week

☐ Once a week

☐ Rarely

4. How often do you eat fresh fruits and vegetables (not frozen or canned)? Please check one.

- ☐ Every day
- ☐ 2 to 6 days a week
- ☐ Once a week
- ☐ Rarely

### **Demographics**

1. What is your age? Please check one.

- ☐ 18-24
- ☐ 25-44
- ☐ 45-64
- ☐ 65+

2. What is your race/ethnicity? Please check one.

- ☐ African American or Black
- ☐ White
- ☐ Asian
- ☐ Hispanic
- ☐ Other: \_\_\_\_\_

3. Which category best describes you? Please check one.

- ☐ Lexington Market shopper
- ☐ Lexington Market vendor/business owner
- ☐ University of Maryland student, staff, faculty
- ☐ Local resident
- ☐ Local business owner/employee (other than at Lexington Market)
- ☐ Tourist

4. What is your household income? Please check one.

☐ Less than \$25,000

☐ \$25,000-\$40,000

☐ \$40,000-\$55,000

☐ \$55,000-\$75,000

☐ More than \$75,000

5. Please share any other comments you have about the neighborhood and/or the redevelopment:

If you feel comfortable, please provide your contact information so we can keep you informed about this project:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

**Thank you for sharing your opinions with us!**

# Appendix E. Pedestrian Environmental Quality Index (PEQI). Scoring Sheet

(developed by the San Francisco Department of Public Health, 2008).

Team (names):		Date:				
Intersection ID: _____						
This is the intersection of : _____ and _____ Street 1 Street 2						
		0 directions	1 directions	2 directions	3 directions	4+ directions
1. Crosswalks						
2. Ladder crosswalks						
3. Pedestrian signals	a. WITH countdowns					
	b. NO countdowns					
4. Stop signs						
5. No Turn On Red signals/signs						
6. Curb cuts at pedestrian crossings						
7. Signal at intersection		<input type="checkbox"/> yes <input type="checkbox"/> no → if no, skip to item 8				
<p>Cross street <u>ONLY</u> with a green light or walk signal. Measure across larger street.</p> <p>a. Crossing time: Measure crossing time (in seconds): _____ seconds</p> <p>b. Crossing distance: Measure crossing distance (in paces): _____ paces</p> <p>Length of my stride: _____ feet in my stride</p>						
8. Crosswalk scramble		<input type="checkbox"/> yes <input type="checkbox"/> no				
9. Intersection Traffic Calming Features  <i>Indicate if any of the following are present</i>		Yes   No <input type="checkbox"/> <input type="checkbox"/> pavement treatments <input type="checkbox"/> <input type="checkbox"/> median or middle-divider <input type="checkbox"/> <input type="checkbox"/> mini-circles or roundabouts <input type="checkbox"/> <input type="checkbox"/> speed tables, speed humps or speed bumps <input type="checkbox"/> <input type="checkbox"/> bike lane at intersection <input type="checkbox"/> <input type="checkbox"/> partial closures <input type="checkbox"/> <input type="checkbox"/> drains, dips or other unintentional features that slow traffic				

	<input type="checkbox"/> <input type="checkbox"/> curb extensions/bulb-outs <input type="checkbox"/> <input type="checkbox"/> lights set in crosswalk <input type="checkbox"/> other (explain: _____)
10. Additional signs for pedestrians	<input type="checkbox"/> yes <input type="checkbox"/> no



**PEQI: Segment Form** *(sample only- download original form from website)*

Team (names): \_\_\_\_\_

Date: \_\_\_\_\_

Segment ID: \_\_\_\_\_

This street is \_\_\_\_\_  
Name of this streetBetween: \_\_\_\_\_ and \_\_\_\_\_  
Cross Street 1 Cross Street 2**Vehicle Traffic****11. Number of lanes***Do not include turn only lanes*

- ☐ 4 or more lanes  
☐ 3 lanes  
☐ 2 lanes  
☐ 1 lane  
☐ no lanes

**12. Two-way traffic**

- ☐ yes ☐ no

**13. Vehicle Speed /  
Posted Speed Limit**

- |                                     |                                 |                                  |
|-------------------------------------|---------------------------------|----------------------------------|
| <input type="checkbox"/> not posted | <input type="checkbox"/> 10 mph | <input type="checkbox"/> 35 mph  |
|                                     | <input type="checkbox"/> 15 mph | <input type="checkbox"/> 40 mph  |
|                                     | <input type="checkbox"/> 20 mph | <input type="checkbox"/> 45 mph  |
|                                     | <input type="checkbox"/> 25 mph | <input type="checkbox"/> 50 mph  |
|                                     | <input type="checkbox"/> 30 mph | <input type="checkbox"/> 55+ mph |

**14. Street Traffic  
Calming Features***Indicate if any of the  
following are present*

- | Yes                      | No                       |  |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | street median  |
| <input type="checkbox"/> | <input type="checkbox"/> | speed tables, speed humps or speed bumps                       |
| <input type="checkbox"/> | <input type="checkbox"/> | drains, dips or other unintentional features that slow traffic |
| <input type="checkbox"/> | <input type="checkbox"/> | chicanes   |
| <input type="checkbox"/> | <input type="checkbox"/> | rumble strips  |
| <input type="checkbox"/> | <input type="checkbox"/> | speed limit enforcements                                       |
| <input type="checkbox"/> |                          | other (explain: _____)   |

**Sidewalks****15. Width of sidewalk**

- ☐ no sidewalk  
☐ less than 5 feet  
☐ 5 feet – 7 feet 11 inches  
☐ 8 feet – 11 feet 11 inches  
☐ 12 feet or more

<b>16. Sidewalk <u>surface</u> condition--</b> <i>An impediment is anything which poses a tripping hazard or interrupts the smooth surface of the sidewalk.</i> <i>Choose only one option from the right</i>	<input type="checkbox"/> no sidewalk <input type="checkbox"/> significant impediments in surface <input type="checkbox"/> few impediments in surface <input type="checkbox"/> no impediments in surface
<b>17. Large sidewalk <u>obstructions</u></b> <i>An obstruction is any object which reduces the width of the sidewalk or hangs low so that people must duck to pass under while on the sidewalk.</i> <i>Choose only one option from the right.</i>	<input type="checkbox"/> no sidewalk <input type="checkbox"/> permanent obstructions <input type="checkbox"/> temporary obstructions <input type="checkbox"/> <u>both</u> permanent and temporary obstructions <input type="checkbox"/> no obstructions
<b>18. Presence of curb</b>	<input type="checkbox"/> yes <input type="checkbox"/> no
<b>19. Driveway cuts</b> <i>how many present</i>	_____ driveway cuts
<b>20. Trees</b> <i>Choose the one that best describes this street</i>	<input type="checkbox"/> continuously lined <input type="checkbox"/> a few trees; sporadically lined <input type="checkbox"/> no trees
<b>21. Planters/gardens</b> <i>public and private</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
<b>22. Public seating</b> <i>including bus stops</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
<b>23. Presence of buffers</b>  <i>Indicate if any of the following are present</i>	Yes   No <input type="checkbox"/> <input type="checkbox"/> bike lane <input type="checkbox"/> <input type="checkbox"/> parallel street parking—not time-restricted <input type="checkbox"/> <input type="checkbox"/> parallel street parking—time-restricted <input type="checkbox"/> <input type="checkbox"/> grassy or paved margin
<b>Land Use</b>	
<b>24. Storefront/retail use</b> <i>Count the number of stores</i>	_____ shops or businesses of any type
<b>25. Public art/historical sites</b>	<input type="checkbox"/> yes <input type="checkbox"/> no
<b>Safety and aesthetic qualities</b>	
<b>26. Illegal graffiti</b>	<input type="checkbox"/> Major graffiti <input type="checkbox"/> Little or no graffiti
<b>27. Litter</b>	<input type="checkbox"/> yes <input type="checkbox"/> no

<b>28. Pedestrian-scale street lighting</b> <i>Choose only one option from the right.</i>	<input type="checkbox"/> yes, private <input type="checkbox"/> yes, public <input type="checkbox"/> yes, both private and public <input type="checkbox"/> no pedestrian-scale street lighting																				
<b>29. Construction Sites</b>	<input type="checkbox"/> yes <input type="checkbox"/> no																				
<b>30. Abandoned/boarded up buildings</b>	<input type="checkbox"/> yes <input type="checkbox"/> no																				
<b>31. Vacant Lots</b>	<input type="checkbox"/> yes <input type="checkbox"/> no																				
<b>32. Bike rack(s) present on this street segment</b>	<input type="checkbox"/> yes <input type="checkbox"/> no																				
<b>Perceived Walkability: Please circle the number that your team thinks best describe this street segment.</b>																					
<b>33. Street segment is visually attractive for walking.</b>	<table> <tr> <td>Strongly Agree</td> <td>Agree</td> <td>Disagree</td> <td>Strongly Disagree</td> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> </table>	Strongly Agree	Agree	Disagree	Strongly Disagree	1	2	3	4												
Strongly Agree	Agree	Disagree	Strongly Disagree																		
1	2	3	4																		
<b>34. Street segment feels safe for walking.</b>	<table> <tr> <td>Strongly Agree</td> <td>Agree</td> <td>Disagree</td> <td>Strongly Disagree</td> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> </table>	Strongly Agree	Agree	Disagree	Strongly Disagree	1	2	3	4												
Strongly Agree	Agree	Disagree	Strongly Disagree																		
1	2	3	4																		
<b>35. Are there obvious strong odors anywhere on this street segment (e.g., vehicle exhaust, urine stench, rotting garbage, etc)?</b>	<table> <tr> <td>No Odors</td> <td>A Little Odor</td> <td>Some Odors</td> <td>A lot of Odors</td> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> </table>	No Odors	A Little Odor	Some Odors	A lot of Odors	1	2	3	4												
No Odors	A Little Odor	Some Odors	A lot of Odors																		
1	2	3	4																		
<b>36. How noisy do you find this street segment?</b>	<table> <tr> <td>No Noise</td> <td>Little Noise</td> <td>Some Noise</td> <td>A lot of Noise</td> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> </table>	No Noise	Little Noise	Some Noise	A lot of Noise	1	2	3	4												
No Noise	Little Noise	Some Noise	A lot of Noise																		
1	2	3	4																		
<b>37. On a scale of 1 to 10, how walkable do you find this street segment?</b>	<table> <tr> <td colspan="7">Not Walkable</td> <td colspan="3">Very Walkable</td> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> </tr> </table>	Not Walkable							Very Walkable			1	2	3	4	5	6	7	8	9	10
Not Walkable							Very Walkable														
1	2	3	4	5	6	7	8	9	10												

# Appendix F. Maps Gallery

## 1. Title: **Pedestrian & Bike Priority Corridors, West Side Neighborhood**

Overlays: Population density (Census 2010), Major employers (InfoUSA, # of employees), Existing bike infrastructure (Baltimore City DOT), Baltimore City Public Schools, Downtown Westside Study Area, Proposed corridors for immediate pedestrian and bike improvements (as referred to on p. , under Complete Streets – Multi-modal Communities).

Summary: The Downtown-Westside is currently lacking explicit pedestrian and bike corridors. By concentrating improvements on 1 or 2 north – south corridors, and 1 or 2 east – west corridors, pedestrians and bicyclists will congregate, creating safe corridors. This map proposes these routes because they connect residences with employment centers.

## 2. Title: **Lexington Market Area's Walkability Determines Perceived Distance Between Destinations**

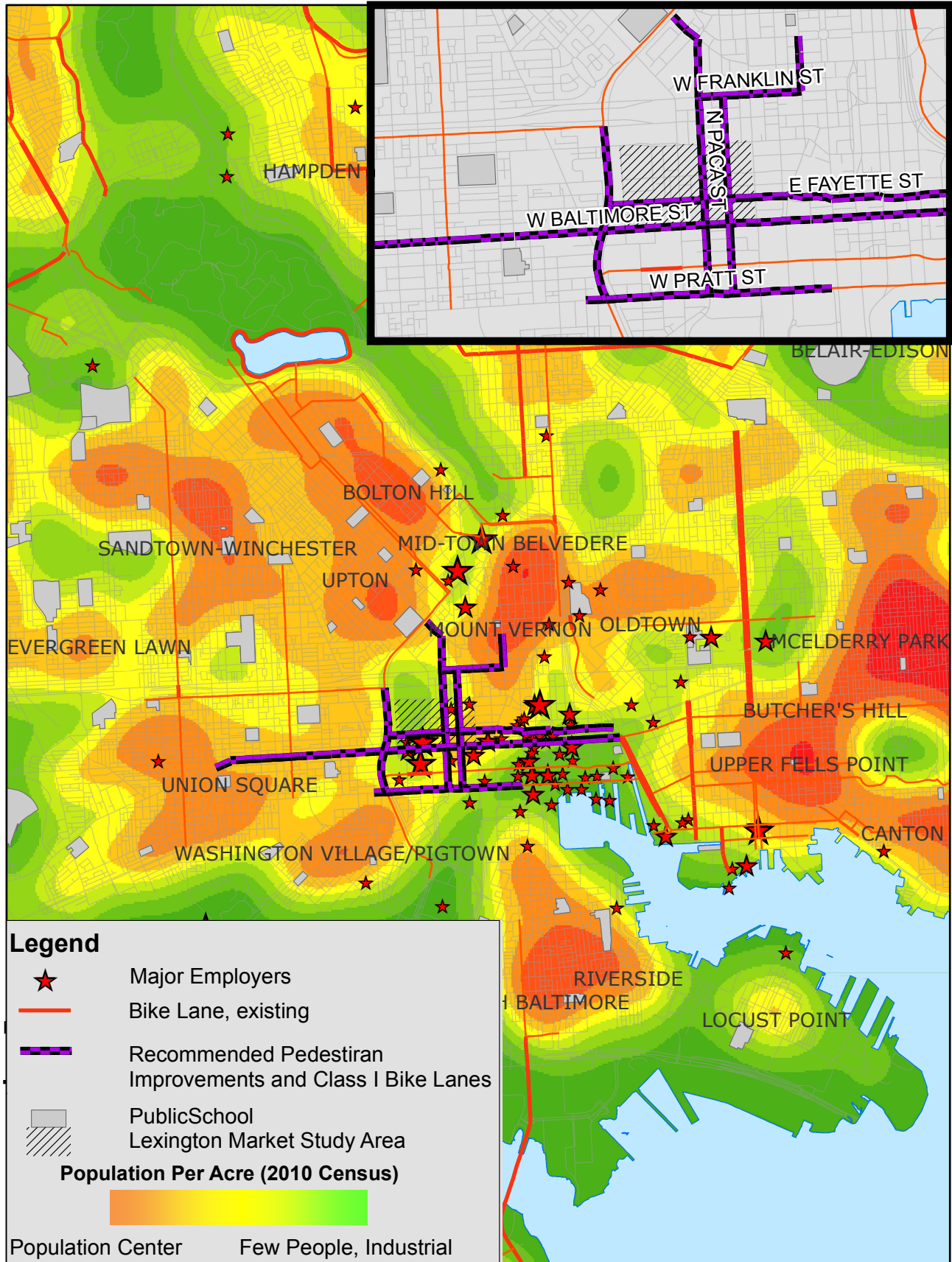
Overlays: Aerial photography of downtown Baltimore (Baltimore City MOIT), Downtown-Westside Study Area, Quarter Mile by-the-street buffer around the Study Area, Half Mile by-the-street buffer around the Study Area (Baltimore City DOT), Points of Interest.

Summary: The distance pedestrians are willing to walk before opting to drive depends on a lot of factors. Some theorize that it is a quarter mile, some that it is a half mile. This map shows how close the Lexington Market is to several of Baltimore's popular sites. It poses the question, is the Lexington Market and the Downtown-Westside sufficiently capturing foot traffic and disposable income from these places?

## 3. **Baltimore City Ethnicity Distribution, 2010.** Source. U.S. Census Bureau, 2010. Summary File 1 – Maryland/ Prepared by the U.S. Census Bureau. 2011

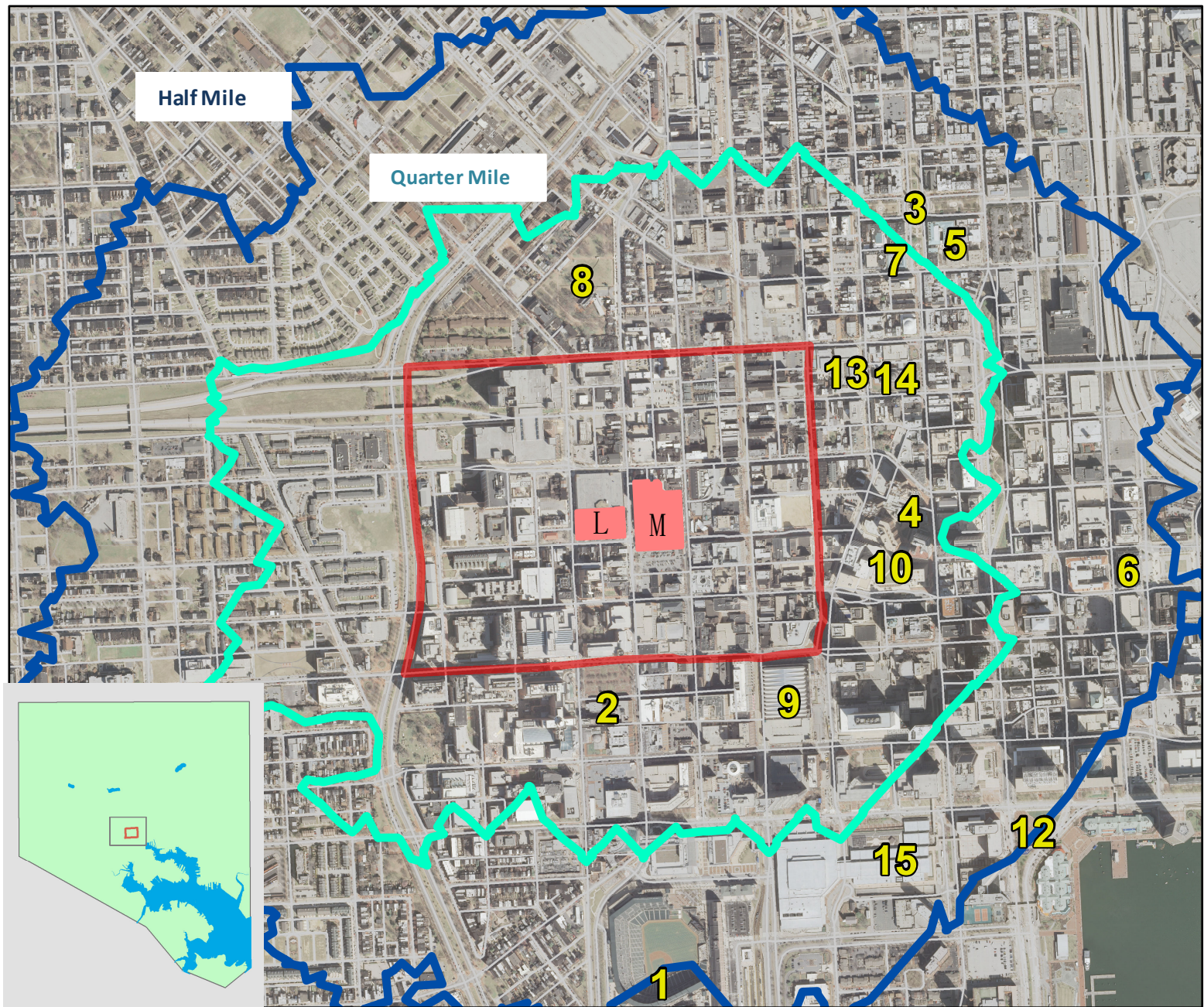
4a, 4b. **Baltimore City Crime Trends, 2007-2012;** Violent crime counts refer to the total number of rapes, homicides, car jackings, robberies, shootings, and aggregated assaults for that census block group, for 2012 as of July, compared to the other census block groups citywide. 'Property crime counts' uses the same methodology, but refer to arsons, auto thefts, burglaries, and larcenies. Crime trends were calculated by taking each year's total number of property and violent crimes (2012 crimes were projected through to the end of 2012), and calculating the trend using the slope intercept formula ( $y = mx + b$ ). On each map, the West Side Neighborhood CBGs are highlighted for reference.

# Proposed Pedestrian and Bike Priority Corridors, Downtown-Westside





# Lexington Market Area's Walkability Determines Perceived Distance Between Destinations



## Choice Destinations Within Walking Distance

Quarter Mile  
(about 3 full blocks)

- 2. University Park
- 4. Fresh Green Supermarket
- 7. John Walter Museum
- 8. St. Mary's Park
- 9. First Mariner Arena
- 10. Charles Center Plaza
- 13. Enoch Pratt Library
- 14. Baltimore Basilica

Half Mile  
(about 6 full blocks)

- 1. Camden Yards
- 3. Monument Square
- 5. Peabody Concert Hall
- 6. City Hall
- 12. Inner Harbor
- 15. Convention Center

## Legend

Lexington Market Study Area

Quarter Mile

Half Mile

Point of Interest

Lexington Market



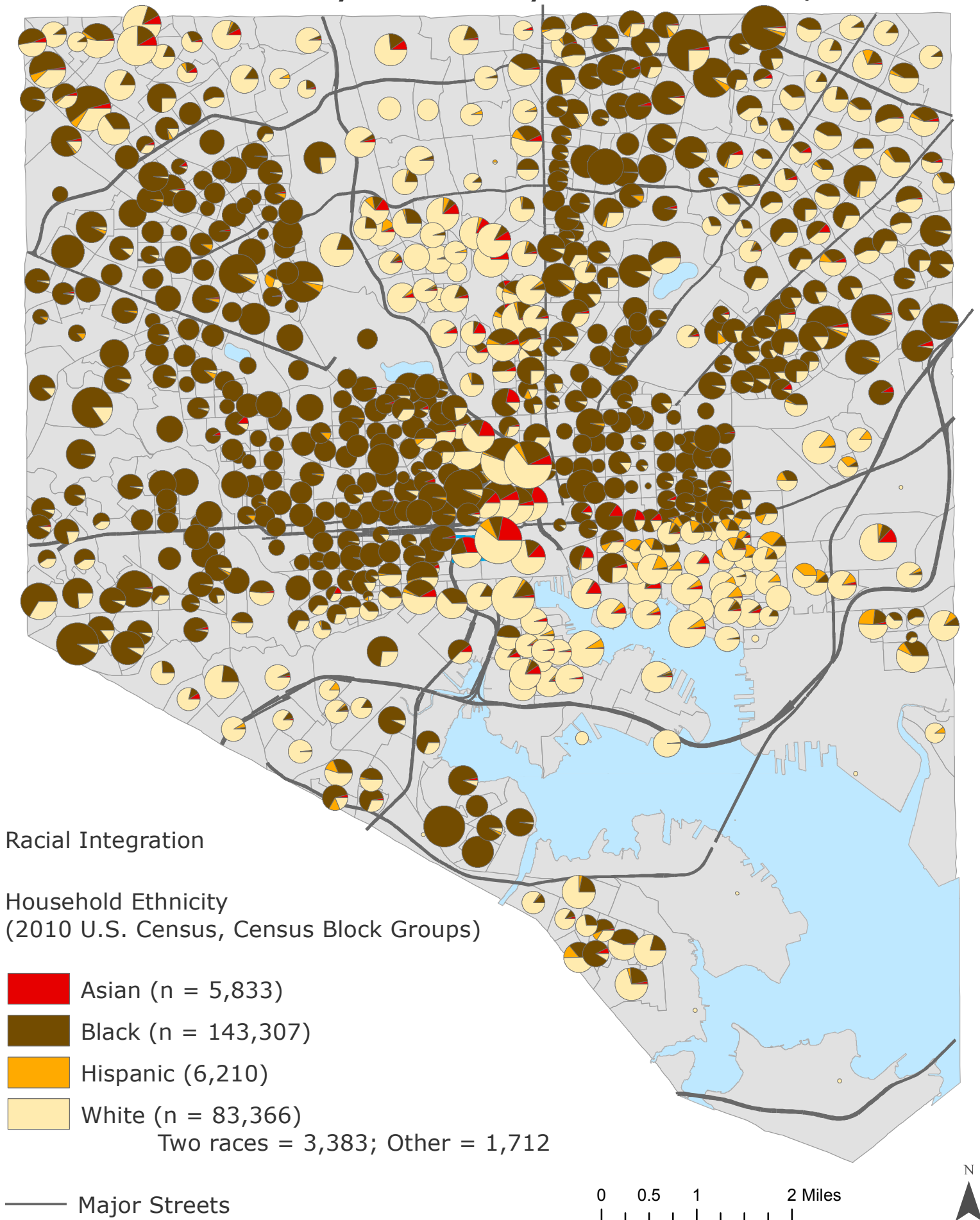
0 2.5 5 10 Miles

N

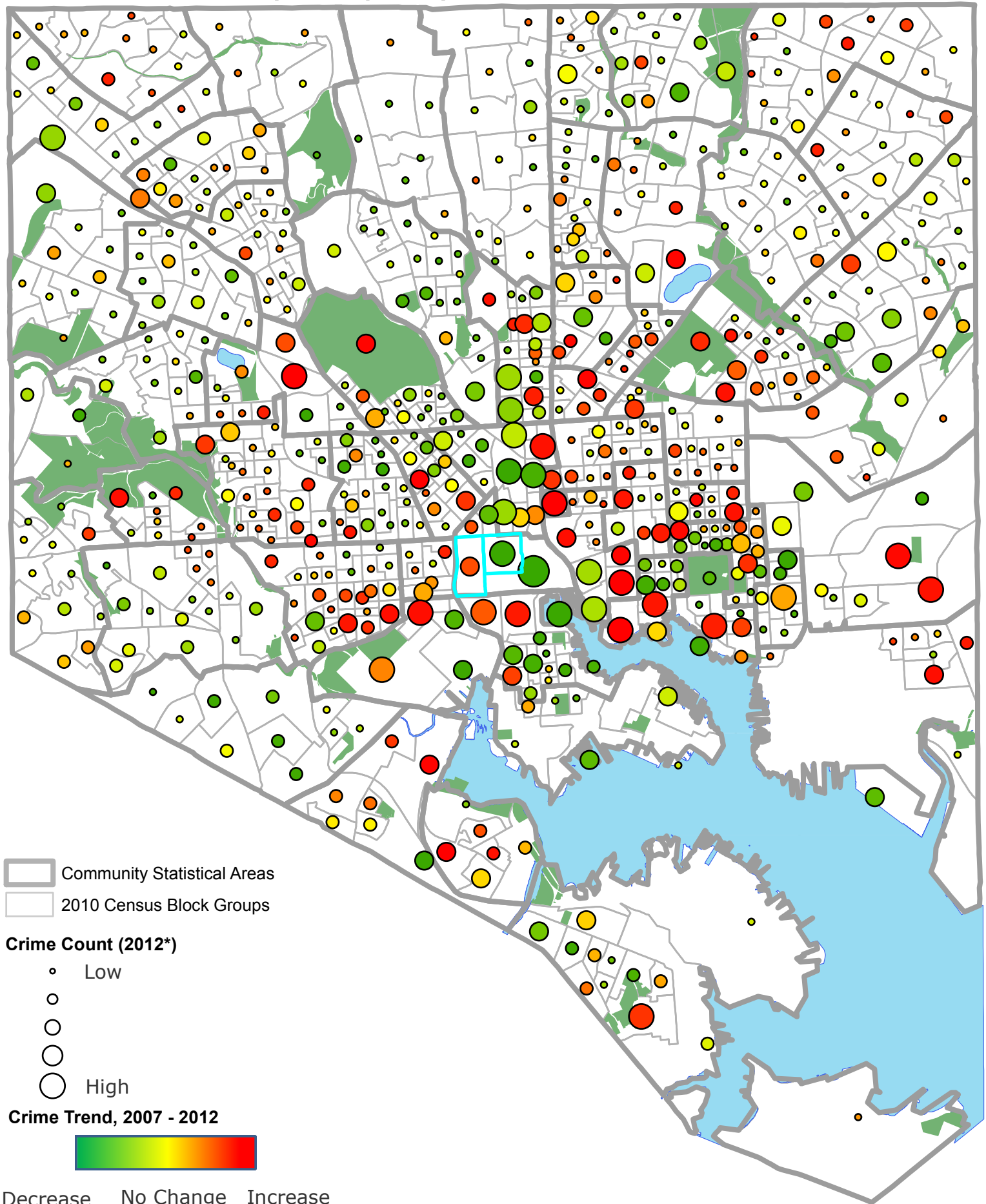




# Baltimore City Ethnicity Distribution, 2010



# Baltimore City Property Crimes, 2007-2012 Trends



\*Data obtained from Baltimore City P.D. Data aggregated to 2010 Census Block Group, for the dates between 1/1/07 - 7/7/12. Property crimes are arson, auto theft, burglary, larceny, and car larceny.



# Baltimore City Violent Crimes, 2007-2012 Trends

