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General Comments

1	<ul style="list-style-type: none"> Why are the meetings being held in Baltimore when this concerns residents of Bel Air and surrounding areas? 	Anonymous	<ul style="list-style-type: none"> The BRTB held a public outreach meeting for <i>Transportation Outlook 2035</i> in each BRTB member's local jurisdiction. The meeting for Harford County was held on Tuesday, July 31, 2007 from 3 to 8 p.m. at the Harford County Administration Building in Bel Air.
2	<ul style="list-style-type: none"> Extend the time for public review and comment - too short. 	Irene Poulsen Edward Cohen Art Cohen Richard Chambers	<ul style="list-style-type: none"> The time allotted for public review and comment exceeded the requirements under the BRTB's Public Participation Plan. The current participation plan calls for 30-day public review period. The draft plan was released for nearly 60-day review period. This time allowance provided a reasonable period for public education and ample time for an appropriate BRTB response.
3	<ul style="list-style-type: none"> Where's the vision for our future? 	Irene Poulsen M. Gregory Cantori Mark Counselman Stu Sirota CAC One Less Car Ted Woods	<ul style="list-style-type: none"> The vision of <i>Transportation Outlook 2035</i> is a multi-modal transportation system recognizing the need for a comprehensive, efficient and high quality highway and transit, both rail and bus, network that accommodates the region's future growth and prosperity.
4	<ul style="list-style-type: none"> Where are the action strategies? Have the 2030 action strategy results been evaluated? 	Irene Poulsen	<ul style="list-style-type: none"> A set of goals were developed as an initial step in the Plan development process. The final document includes a menu of "action strategies" that are/will be implemented to facilitate the goals achievement.
5	<ul style="list-style-type: none"> Were the "key challenges" in the 2030 Plan addressed? 	Irene Poulsen	<ul style="list-style-type: none"> Key challenges include limited fiscal resources, future military base growth, aging existing infrastructure, transportation choices, socio-economic expansion, environmental stewardship, increase truck travel and sustainable communities.
6	<ul style="list-style-type: none"> Start over and invest in better transit, smarter land use, and walkable, bike friendly communities 	Mark Counselman Stu Sirota Little Gunpowder Improvement Assoc Mark Counselman	<ul style="list-style-type: none"> These concepts have and are always considered in our transportation planning process. The BRTB believes local land forecasts include this type of community development.
7	<ul style="list-style-type: none"> Request complete version of <i>Transportation Outlook 2035</i> plan. 	Edward Cohen Art Cohen Richard Chambers	<ul style="list-style-type: none"> A complete version of <i>Transportation Outlook 2035</i> will be available in the near future.
8	<ul style="list-style-type: none"> As a member of the Maryland Commission on Climate Change ... a transportation plan must explicitly consider the after effects of "peak oil", climate change and sprawl, and the associated challenges. As well as 	Brian Schwartz	<ul style="list-style-type: none"> The Plan strives to address and be consistent with the objectives of the Maryland Commission on Climate Change. Please note the Plan allocates fiscal resources (approximately \$500 million) to the implementation of

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	potential solutions: strong communities that are mixed use, locally-based, walkable and cyclable, and that are low energy, with strong public transportation and much less reliance on automobiles.		environmentally friendly transportation initiatives as alternatives to the private automobile and the efficient use of all energy resources.
9	<ul style="list-style-type: none"> Leaders should be developing a forward thinking, innovative framework that will foster real change rather than perpetuating it, and lead the region down a more sustainable path. 	Stuart Sirota	<ul style="list-style-type: none"> This innovative framework is reflected in local General Development Plans which serve as a major input for <i>Transportation Outlook 2035</i>.
10	<ul style="list-style-type: none"> Recommend considering a new direction that places transit policies above roadway expansion. Suggest addressing global warming and greenhouse gas concerns through short term solutions: increase existing bus routing and reliability, smart-card technology, new fees on single occupant transit, higher mileage vehicles, grants and stipends, and long-term strategies, such as expansion of existing rail transit to places like BWI, Columbia, Fort Meade, and along other major commuter routes in the region. 	Richard Deutschmann Mark Southerland Ned Tillman Lauri Lee (members of Howard Comm on Environment & Sustainability)	<ul style="list-style-type: none"> The BRTB is committed to the development of a balanced transportation system for the Baltimore region. The implementation of many of your recommendations will take some time; however the short term solutions you noted are being considered where appropriate. Technology can contribute to our efforts to reduce travel time and congestion.
11	<ul style="list-style-type: none"> Stuck in the past, absolutely no innovation. We need well considered, compressed development and related transportation. Isn't that what the Governor and the secretaries of planning and the environment are saying? 	Neil Curran	<ul style="list-style-type: none"> Although <i>Transportation Outlook 2035</i> does not appear to advocate an innovative approach to transportation, it includes the application of innovative concepts as related to land development, transportation choices and technology.
12	<ul style="list-style-type: none"> States the Plan contains 3 distinct omissions or flaws: <ol style="list-style-type: none"> Need for increased transit and omission of Green Line Project Growing need for significant improvements of MARC service (Baltimore –Harford Co and Baltimore – Washington) More prominent discussion of BRAC considerations necessary 	GBC	<ul style="list-style-type: none"> The Green Line Rail project currently is under consideration but is not ready for inclusion in the long range plan, although it has been listed as an illustrative project. The revised plan includes funds to expand the service currently offered by MARC. This change was in response to the BRTB's belief that MARC is a viable transportation strategy to address potential transportation impacts associated with BRAC.
13	<ul style="list-style-type: none"> States Plan lacks an optimistic vision, clear enough to establish goals, by which decisions can be measured. Find the money to create a future 	Jim Leanos	<ul style="list-style-type: none"> The Governor has introduced a revenue enhancement package that includes additional revenue to address statewide transportation needs. The BRTB will monitor this initiative to identify key investments that are currently unfunded but essential to create a balanced regional transportation system.
14	<ul style="list-style-type: none"> Goals: <ul style="list-style-type: none"> Fails to evaluate land use impacts and induced demand Project Selection: <ul style="list-style-type: none"> Needs a land use vision as basis for transportation planning Local policy scoring staples initiatives and does not result in a truly regional plan Greater penalty for projects outside of PFAs 	Sierra Club, Maryland Chapter	<ul style="list-style-type: none"> Local land use plans do generate travel trips which are included in the regional travel demand model. These trips are assigned to the anticipated regional transportation network, both highway and rail transit, to determine their impact on congestion. The "Preferred Alternative" does reduce regional congestion in the year 2035 as compared to "No-Build" option. The projects included in <i>Transportation Outlook 2035</i> support the vision of

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	<ul style="list-style-type: none"> Public Involvement: <ul style="list-style-type: none"> Process is a farce, due to selection process results are pre-determined Organizational Structure: <ul style="list-style-type: none"> 1 vote for 1 jurisdiction problematic 		<p>the local jurisdiction members of the BRTB.</p> <ul style="list-style-type: none"> The revised <i>Transportation Outlook 2035</i> is the direct result of an open and transparent public participation process. Decision makers listened to public comments and sentiment and responded accordingly.
15	<ul style="list-style-type: none"> Problems with travel model 	TRAC	<ul style="list-style-type: none"> The regional travel model has benefited from the review of a professional panel of transportation experts and includes the “state of the practice” tools in regional transportation planning. The application of the regional model for corridor level planning would benefit from additional inputs and a micro applications tool.
16	<ul style="list-style-type: none"> Lacks enthusiasm, needs to provide sense of urgency Need a full system that provides transportation alternatives 	Greater Baltimore Board of Realtors	<ul style="list-style-type: none"> <i>Transportation Outlook 2035</i> notes the need for the development of a full functioning transportation network given the urgency of BRAC, our aging existing infrastructure, and the fiscal limitations of the Maryland Trust Fund.
17	<ul style="list-style-type: none"> It was gratifying to hear that soon costs will be expressed not only in current dollars, but future dollars reflecting the diminishing buying power, thus “higher” costs, and the problems (fiscal) of delay. 	E. Lee Moser	<ul style="list-style-type: none"> This is in keeping with federal guidelines and to ascertain the magnitude of our fiscal condition.
18	<ul style="list-style-type: none"> Too much emphasis on highways/roads, not enough on ferries and rail 	E. Lee Moser	<ul style="list-style-type: none"> The BRTB believes that the development of a ferry system will not significantly offset the anticipated increase in travel demand. The opportunity to develop a rail system that assists in the collective approach to congestion mitigation is being explored.
19	<ul style="list-style-type: none"> Need a new plan Need coordinated land use to decrease VMT 	Jud Malone	<ul style="list-style-type: none"> The BRTB is committed to explore the opportunity to work collectively to develop a regional land use plan that attempts to reduce VMT.
20	<ul style="list-style-type: none"> Too much emphasis on roads Public comment makes no difference 	Paul Foer	<ul style="list-style-type: none"> <i>Transportation Outlook 2035</i> has been revised as a result of public comments and concerns. A key highlight was the deferral of six highway projects to provide additional funding for MARC transit service.
21	<ul style="list-style-type: none"> Study harbor rail freight tunnel Improvements to the planning process (4 steps) 	MOREtransit Jessica Weglein Carolyn Weglein Irene Poulsen	<ul style="list-style-type: none"> Regional rail freight is currently being considered by federal, state and regional transportation planners.
22	<ul style="list-style-type: none"> Need a freight tunnel now to replace Howard St. Tunnel Model des not accurately model transit routes 	Mt. Vernon-Belvedere Assoc.	<ul style="list-style-type: none"> The future use of the Howard Street Tunnel is currently under study by the Maryland Transit Administration (MTA). The regional travel model currently being used by the technical staff of the Baltimore Metropolitan Council (BMC) captures the overall number of regional transit trips to the best of its ability. Additional refinement, including the application of corridor level application tools and additional travel data are needed for the regional model to better predict potential ridership for new

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23	<ul style="list-style-type: none"> Such a pessimistic and even fatalistic view of the future of the Baltimore region, we must build smarter due to limited resources. Why are politicians showing us a bleak future, where Baltimore has been reduced to being just a roadblock of costly congestion and half-built promises between other cities that really matter? 	Gerald Neily	<p>rail transit investments. The BMC is assisting the MTA in this regard on the planning of the Red and Green Lines.</p> <ul style="list-style-type: none"> The BRTB does not believe <i>Transportation Outlook 2035</i> portrays a pessimistic view of the future of the Baltimore region. The Plan if implemented as outlined does reduce regional congestion as projected in 2035.
24	<ul style="list-style-type: none"> Document was far too brief, why was the planning document provided to the general public so incomplete? Congestion numbers were presented with no explanation of how the numbers were arrived at. Were any cost comparisons done between modes, a lane to I-95 between Havre de Grace and the Beltway or to add an additional track to Amtrak/CSX? Document claims employment will grow at a very high rate and the majority of the jobs will be in Anne Arundel and Harford counties. Little if any consideration for "Reverse" commuter and those traveling from the core areas to the more suburban areas. What if any analysis was done concerning the unemployed and underemployed to access these newer jobs. How was the imbalance of suburban jobs vs. urban employees addressed? How does this plan address persons who are unable to drive? Paratransit is extremely expensive, has this been considered? Has the BRTB done any transportation studies of persons who are unable to drive for whatever reason? How dealing with the rise in the number of accidents with more people driving? How addressing the increasing needs for people with significant disabilities to park when spaces are limited? One of the Plans Goals is to link land use and transportation. How are Smart Growth concepts expressed by state included in the transportation 	Robert Reuter	<ul style="list-style-type: none"> The document released for public review was offered as a briefing paper on the purpose, inputs and project recommendations of the proposed draft long range plan for the Baltimore region. The purpose of releasing the document was to gather public input, which was done throughout the comment period. The BRTB agrees that a more detailed explanation of the potential congestion problem for the region could have been proffered. Cost comparisons between modes and investment options were not conducted. Employment in both Anne Arundel (Fort Meade) and Harford (APG) counties is projected to grow at high levels due to the influence of BRAC related employment opportunities. Reverse commuting and access to suburban based employment is included in the recently developed Human Services Transportation Plan for the Baltimore region prepared by the MTA. The imbalance between jobs and labor is included in the Human Services Plan. Paratransit is not funded with capital dollars and therefore not included in <i>Transportation Outlook 2035</i>. The BRTB has commissioned studies on persons who are unable to drive. These studies have focused for the most part on the region's elderly and disabled populations. The BRTB considers safety as a top priority and goal for <i>Transportation Outlook 2035</i>. A number of BRTB work activities focus on driver safety and education. The principles of Smart Growth are included in the prioritization evaluation conducted for each project. Projects that did not conform to these guidelines were penalized in their overall prioritization score. All backup documentation and technical papers prepared during <i>Transportation Outlook 2035</i> are available for public review prior to the final approval. Please contact Mr. Harvey S. Bloom at 410-732-9566 to arrange such an opportunity.

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	<p>plan? It appears highway projects are front loaded and other projects deemed near-term have totally unrealistic dates, for example the Red Line project has a date of 2015, even with no EIS completed.</p> <ul style="list-style-type: none"> • Will there be an opportunity to examine the actual planning documents and the models used to create them? If so would additional time be available for comments, BEFORE approval/disapproval. • From 1988 study Baltimore to White Marsh corridor listed with a potential of 35,000 daily riders, why not included in this plan? . • Where are the 35,000 riders from that corridor now? • (1988) Why was corridor to Essex/Dundalk with 30,000 not included in this plan? • Where are these 30,000 riders today (Essex/Dundalk)? • Why is corridor between Dorsey Rd and downtown Glen Burnie not being studied for an extension of Light Rail? • Where are these 8,000 riders today? • Why has the Red Line been so delayed? • Where are the 30,000 riders today? • Why is this streetcar line to Towson not included in this plan? • Where are these 10,000 riders today? • What effect has not building these lines had on the highway congestion and demand in this Plan? • Would including these lines in the plan have the potential of reducing the highway demand sufficiently to probably pay for them? • Were any demand models run with these unbuilt but planned rail lines included? 		<ul style="list-style-type: none"> • Currently the 2002 Baltimore Region Rail System Plan serves as the framework for rail investments in the Baltimore region. Potentially, the Green Line as outlined in the 2002 Plan could extend to White Marsh. The BRTB has not evaluated the impact of the full implementation of the Rail Plan and its impact on regional congestion.
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• Transit Comments

25	<ul style="list-style-type: none"> • Would like to see Baltimore Green Line as a regionally significant project 	One Less Car Morgan State University	<ul style="list-style-type: none"> • The Green Line would qualify as a “regionally significant” transit project if it was included in the <i>Transportation Outlook 2035</i>.
26	<ul style="list-style-type: none"> • Add more elevated modes of travel, surface transport too slow. 	E. Lee Moser	<ul style="list-style-type: none"> • Elevated rail options are included in the project planning phase of project development.

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27	<ul style="list-style-type: none"> • Too much emphasis on highways/roads, not enough on transit. (Riders will use a more extensive system.) 	Heidi Herr Aisha Samples Vanessa Lowery Stu Sirota Jeanne Macneal One Less Car Little Gunpowder Improvement Assoc. Sierra Club Art Cohen Paul Foer Shamick Robinson	<ul style="list-style-type: none"> • The BRTB is committed to the development and maintenance of a balanced multi-modal transportation system. The BRTB values the transportation options provided through our regional and local transit choices.
28	<ul style="list-style-type: none"> • Include (DC) Green Line from College Park to BWI Airport. 	E. Lee Moser C. J. Furneaux Barker Much	<ul style="list-style-type: none"> • The Maryland Department of Transportation is currently investigating the feasibility of this new rail service.
29	<ul style="list-style-type: none"> • Would like to see a vision for rail from Annapolis to DC and to Baltimore. 	Vicky Owens Rose Z. Thorman Lorraine Chambers Ald. Julie Stankivic	<ul style="list-style-type: none"> • Currently, the 2002 Baltimore Region Rail System Plan is the framework for rail investments in the Baltimore region. A vision for rail service to Annapolis from Baltimore or Washington D.C. was not included in this plan.
30	<ul style="list-style-type: none"> • More transit internal to Annapolis area is needed 	Ald. Julie Stankivic	<ul style="list-style-type: none"> • The City of Annapolis is pursuing funding options for the expansion of the current Annapolis Transit system.
31	<ul style="list-style-type: none"> • Residents in the Annapolis area suffer from considerable through traffic, downtown being strangled. 	Vicky Owens	<ul style="list-style-type: none"> • The City of Annapolis is pursuing a menu of transportation choices to facilitate the transportation demands of residents, businesses and tourist.
32	<ul style="list-style-type: none"> • Take a look at possible use of an upgraded Jessup MARC stop as part of BRAC. 	John Eberhard	<ul style="list-style-type: none"> • Enhanced MARC service is part of the overall transportation reaction to BRAC.
	<ul style="list-style-type: none"> • Add public transportation within Harford County on weekends. 	Howard Newby Morita Bruce	<ul style="list-style-type: none"> • Harford Transit is reviewing this service opportunity.
33	<ul style="list-style-type: none"> • Add public transportation between Edgewood and Baltimore. Both train and bus. 	Howard Newby	<ul style="list-style-type: none"> • Harford County and MTA are discussing a wide range of service opportunities.
34	<ul style="list-style-type: none"> • More and better advertised public transit in Harford County. 	Gloria Moon P.M. Pallam Clarence Morey Carolyn Hicks Morita Bruce	<ul style="list-style-type: none"> • Harford Transit is reviewing this recommendation.

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35	<ul style="list-style-type: none"> • Study mass transit from MARC Edgewood to Bel Air 	Little Gunpowder Improvement Assoc.	<ul style="list-style-type: none"> • The demand for this rail improvement is currently not evident.
36	<ul style="list-style-type: none"> • Suggests monorails along MD 24 	Gloria Moon Little Gunpowder Improvement Assoc.	<ul style="list-style-type: none"> • The demand for this improvement is currently not evident.
37	<ul style="list-style-type: none"> • Stagger work hours at Aberdeen Proving Ground (APG) and provide continuous bus service from 6 A.M. to midnight with adequate parking along route with many stops. Try first before increasing road size. 	P.M. Pallam	<ul style="list-style-type: none"> • All options to address the potential access demands at APG will be reviewed. Expanding road access is one strategy that is part of the solution.
38	<ul style="list-style-type: none"> • Plan another road (or transit) for Harford Community College. 	P.M. Pallam Little Gunpowder Improvement Assoc. Yellow Shirts	<ul style="list-style-type: none"> • The demand for this improvement is currently not evident.
39	<ul style="list-style-type: none"> • Seniors may be the biggest segment of future public transportation needs. Buses into Annapolis would open up attendance at theaters and Main and West Street shopping. • Bay Woods is still eagerly awaiting bus service. • Would love to have the water taxi in season. 	Rose Z. Thorman	<ul style="list-style-type: none"> • The BRTB agrees that transportation services geared to the demands of our aging population present a big challenge today and in the future. The BRTB will continue to work with a wide array of stakeholders to address this population's needs.
40	<ul style="list-style-type: none"> • Instead of new/wider roads, why not a 15 min. frequency between Baltimore & DC with several new Park & Ride locations? 	C. J. Furneaux (Carroll)	<ul style="list-style-type: none"> • The MTA has recently released a new MARC plan that includes new service opportunities for MARC and a reduction in "headways" to increase capacity.
41	<ul style="list-style-type: none"> • Approach from a people first perspective emphasizing bus rapid transit / MARC / AMTRAK / Bus / park-&-ride, carpools, bike paths and walkways. • Retain or reduce the number of traffic lanes. 	M. Gregory Cantori	<ul style="list-style-type: none"> • The transportation assets and services noted all contribute to the transportation response outlined in <i>Transportation Outlook 2035</i>.
42	<ul style="list-style-type: none"> • Disappointed by plan's assumption that transit use will remain constant at about 8% of the population. That basically tells me that you plan to do nothing to increase transit use. 	Wojtek Sokolowski C Edward Walter	<ul style="list-style-type: none"> • The number of trips will increase by 15% by the year 2035. Transit trips will also increase by that same proportion, thereby increasing the absolute number of transit trips but not the share of transit trips.
43	<ul style="list-style-type: none"> • Increase parking at MARC Edgewood station, provide turn-around space for buses, and increase safety and security. • Increase park-and-rides located near highway intersections, and make them easily accessible for buses and car/vanpools. 	Morita Bruce	<ul style="list-style-type: none"> • A network of Park-N-Ride facilities is included in <i>Transportation Outlook 2035</i>.
44	<ul style="list-style-type: none"> • We in Carroll County vehemently oppose the MTA system. The MTA brings crime; we moved here in full cognition (and desiring) the complete absence of transit or commuter bus service in perpetuity. 	Mark Eisner	<ul style="list-style-type: none"> • Providing new or expanding existing transit service from Baltimore City to Carroll County is not included in <i>Transportation Outlook 2035</i>.

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45	<ul style="list-style-type: none"> • Commends the BRTB yet also need to balance highway and transit. Identify sustainable funding sources. • Support Red Line. • Support Green Line to MSU and beyond. 	Representative Elijah Cummings	<ul style="list-style-type: none"> • The Red Line is included in <i>Transportation Outlook 2035</i> as a “regionally significant” project. • The Green Line to Morgan State University from Johns Hopkins Hospital will be identified as an “Illustrative” project. If additional funds are available to support new transportation investments the Green Line would be a top priority.
46	<ul style="list-style-type: none"> • Invest in mass transit to promote quality communities. 	Laura Malick	<ul style="list-style-type: none"> • Transit oriented development opportunities are being explored in many of the region’s local jurisdictions. These land development initiatives also focus on opportunities afforded by the region’s existing transit network.
47	<ul style="list-style-type: none"> • Transit plan is missing • There are minimal resources for bicycles and walking. These resources will be wasted on bicycle paths on shoulders. • Adding at least twenty lanes of traffic to our existing roads, thus worsening the problem of non-resident traffic. Howard County has the most non-resident traffic in the region. Most of the congestion caused by non-resident traffic using Route 100 and Route 29 between I-95 and I-70. The badly designed ramps to I-70 make matters even worse. 	Lynn Bosco	<ul style="list-style-type: none"> • Transit investments as presently being planned by MTA are reflected in <i>Transportation Outlook 2035</i>. • Bike and pedestrian facilities are part of the transportation response to current and projected travel demands. • The BRTB is investigating non-resident traffic through Howard County specifically on I-95. The completion of this analysis may provide options for dealing with this situation.
48	<ul style="list-style-type: none"> • I am glad TO2035 includes upgrades to MARC commuter rail service and bicycle/pedestrian improvements, but I can't believe it adds only the Red Line as a new transit line! • Add Green Line and the beginning of the Yellow Line from downtown north to the JHU campus. 	Terry Dalsemer Joseph McNeely Daniel Fleisher Valerie Saint-Amand Jane Christie Marc Edwards Mary Kambic John Fitzgerald Ahmed Said Maureen Sweeney Rick Cramblitt Marilyn Carlisle Niki Amarantides Steve Caroli	<ul style="list-style-type: none"> • <i>Transportation Outlook 2035</i> reflects the project priorities of MTA. The Green Line and the Yellow Line are listed as “Illustrative” projects; therefore, if additional funds are available for new capital investments these facilities would be considered as regional priorities.

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49	<ul style="list-style-type: none"> • There should be a monorail system, like Seattle, crowded buses have to go, bigger double train busses, what is the problem? • The subway was built to benefit John Hopkins work crew, what about the rest of us. 	Linda Safley	<ul style="list-style-type: none"> • The extension to Johns Hopkins Hospital was constructed to address the demand for transportation service to the Hospital complex. The Hospital is one of the largest employment centers in the region and the State of Maryland without direct access to an Interstate link. Rail service to this activity center was the correct decision. Potentially the line will not stop at the Hospital.
50	<ul style="list-style-type: none"> • I realize budget constraints, but it is foolish to stint rail transit. It's faster, cleaner, probably cheaper, at least by the time you figure relative maintenance costs of rail lines and streets. • Plan comprehensively; don't just say this is all we can afford now. 	Katharine Rylaarsdam	<ul style="list-style-type: none"> • The reality of <i>Transportation Outlook 2035</i> is that it is financially constrained. The federal planning regulations restrict the plan's focus to only those investments that can be implemented by existing and projected fiscal resources. Transit investments may seem to be cheaper than alternative travel modes but do not discount the continuous operating expenses associated with transit.
51	<ul style="list-style-type: none"> • Need significant improvements to MARC 	GBC Barker Much One Less Car TRAC	<ul style="list-style-type: none"> • MTA has recently released a new vision for MARC service in Maryland. <i>Transportation Outlook 2035</i> supports the intent and service details of the new MARC Plan.
52	<ul style="list-style-type: none"> • Add MARC rail extension to Columbia as regionally significant project 	One Less Car	<ul style="list-style-type: none"> • The expansion of MARC service to Columbia is not included in the recently released MARC Vision. The BRTB will continue to monitor the demand for this type of service.
53	<ul style="list-style-type: none"> • Baltimore Green Line 	GBC Barker Much	<ul style="list-style-type: none"> • The Baltimore Green Line is listed as an "Illustrative" project in <i>Transportation Outlook 2035</i>. If additional transportation resources become available this project would be a top priority.
54	<ul style="list-style-type: none"> • Extend the Central Light Rail system to Pennsylvania • Red Line as Light Rail Transit or trolley to finish sooner and cost less, same with the Green Line 	Barker Much	<ul style="list-style-type: none"> • For a number of technical and financial reasons the BRTB does not support the extension of the Central Light Rail to Pennsylvania. • The decision of which transit mode will be built in the Red Corridor will be determined during project planning.
55	<ul style="list-style-type: none"> • Extend Red Line to Bayview Medical 	Barker Much	<ul style="list-style-type: none"> • This has been included in the revised <i>Transportation Outlook 2035</i> Plan.
56	<ul style="list-style-type: none"> • 50% of funds to transit • Great Circle Passenger Tunnel • Regional rapid transit system (2002 rail plan) as regionally significant • MARC Penn line improvements – (quadruple tracking) • MARC Camden line improvements 	MOREtransit Jessica Weglein Carolyn Weglein Irene Poulsen	<ul style="list-style-type: none"> • The BRTB is committed to the development of a multi-modal transportation system. The BRTB did consider shifting additional highway funds into expanded transit service but determined at this point in time the results would significantly impact the region's ability to manage the expected increase in vehicle miles of travel associated with the growth in employment and households. • MARC service enhancement to the Penn and Camden lines are included in <i>Transportation Outlook 2035</i>.

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57	<ul style="list-style-type: none"> • MARC Bayview station and Red Line extension to the campus (on to Dundalk and Turners Station) 	Bayview Medical Center Dundalk Ren Corp	<ul style="list-style-type: none"> • The expansion of the Red Line to Bayview is included in <i>Transportation Outlook 2035</i>, as is the MARC Bayview station.
58	<ul style="list-style-type: none"> • Poor transit for the transit dependent 	b'more mobile	<ul style="list-style-type: none"> • MTA is constantly pursuing opportunities to expand the service options for transit dependent populations.
59	<ul style="list-style-type: none"> • Need a better system to fund transportation improvements • Wants a pilot for mass transit • Expand MARC schedule 	Friends of Harford	<ul style="list-style-type: none"> • The Governor's revenue enhancement package will provide additional funds for transportation investments. It is possible that some of these resources will be used to expand and provide new transit choices.
60	<ul style="list-style-type: none"> • Create mobility zones in Baltimore & Annapolis where a car is not needed 	Ted Woods	<ul style="list-style-type: none"> • Both Baltimore City and Annapolis have and continue to explore "car-free" mobility zones.
61	<ul style="list-style-type: none"> • Green Line to MSU • Yellow Line from downtown to JHU Homewood • Support increased funding for rail from transportation revenue increase 	Citizens Planning & Housing	<ul style="list-style-type: none"> • The Green Line to Morgan State and the Yellow Line are included in the Plan as "Illustrative" projects. The Governor's revenue increase could be used to support additional transit opportunities in the Baltimore region.
62	<ul style="list-style-type: none"> • Parking for transit access to Harford Community College. • Advance date of MARC to Edgewood 	Little Gunpowder Improvement Assn.	<ul style="list-style-type: none"> • MARC service improvements are being developed to assist in the transportation response to BRAC.
63	<ul style="list-style-type: none"> • Replace Baltimore & Potomac tunnels • 4 tracks for Penn line • Extend Camden line through tunnel after freight leaves • Yellow line to Baltimore Museum of Art 	Mt. Vernon-Belvedere Assoc.	<ul style="list-style-type: none"> • MTA is working with various stakeholders to explore passenger/ freight service to the Baltimore region. These facilities are included in this analysis. • The Yellow Line is listed as an "Illustrative" project in the Plan. If additional transportation funds are available this project could be pursued as a regional priority.

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64	<ul style="list-style-type: none"> • Best you can do is build only one piece of one rapid transit line? • Eastern end of Red Line ludicrous should also support new growth in areas such as Canton Crossing, Brewers Hill and Bayview, ensuring transit-oriented design, rather than fully built-out Patterson Park. • Where are the connections to East Baltimore MARC to feed and distribute passengers? East Baltimore MARC must link directly with a line to downtown. • Need comprehensive network of transit hubs that serve the entire MTA bus and rail system. • MTA has simply ignored Maglev trains despite the fact that the study demonstrates real potential to generate more revenue than its operating cost, and thus attract major private investment. • We must envision a future where every component of the mass transit system is an integral and interlocking piece of a comprehensive whole, with a rational hierarchy that begins with quick local shuttles and extends to the fastest trains. 	Gerald Neily	<ul style="list-style-type: none"> • The extension of the Red Line to Bayview is included in <i>Transportation Outlook 2035</i>. This will allow for the potential connection to MARC and the region's extensive high quality highway network. • The BRTB supports the development of a multi-modal transit system that unites local service to vast regional network.

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65	<ul style="list-style-type: none"> • What methodology was used to determine the fact that transit usage would remain constant at 8%? • Why was the 8% still used when all data indicates that transit usage is in fact increasing. • Was any alternatives analysis done to compare transit usage vs. auto usage if transit especially fixed rail transit were significantly improved. • What alternatives analysis was done if transit alternatives were available? • Other than some minor station improvements there appears to be no utilization of the resource in the area known as MARC. • Why is significant expansion of the MARC system not in the long term plan? • Was Amtrak or CSX approached and asked what improvements to the Right of Way would permit significantly expanded MARC rail service? • Have you explored the potential use of Electric Trolley Bus as a means to reduce air pollution (not Hybrids) If not, why not? • Why is only one major transit project included in this plan? • Why is B&P tunnel improvements not included in plan? • Why has Baltimore ignored the mass transit plan from the early 70's? • Is the 77 mile mass transit plan even still considered active? Why not? • In the 1972 version of this plan, among the highway projects the only ones not completed appear to be the inner harbor section of the 3A interstate and a Northern Cross County highway. It is amazing that highway projects seem to get built but the transit projects never do. • Why is the transit modeling is so inaccurate? • Why should one think that this plan is any more accurate than the one from 1972? 	Robert Reuter	<ul style="list-style-type: none"> • The mode shares were determined from the application of the regional travel model. Transit scenarios were developed to determine potential ridership and the relationship to future congestion. • The Plan does include funds in support of the implementation of the new MARC vision released by MTA. MTA has been in contact with Amtrak and CSX regarding the new MARC service plan. • Alternative fueled transit facilities are included in the Plan. • The Plan only includes one major transit investment; however, additional transit scenarios have been included in the list of illustrative projects. • It is the BRTB's understanding that a plan for the B&P tunnels has not been finalized. • The framework for rail transit investments is the 2002 Baltimore Region Rail System Plan. • The transit modeling activities of the BMC have been calibrated to a 2000 baseline and have been validated against 2005 base ridership.

Greenhouse Gas Emissions

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66	<ul style="list-style-type: none"> Most large oil fields have already reached their peak and pumping capacity is sliding down the far side of the curve. So planning without considering this seems to be the height of ignorance. 	C. Edward Walter	<ul style="list-style-type: none"> In 2007, two specific initiatives took place in Maryland addressing climate change that should be noted here: (1) the Maryland General Assembly passed clean car legislation which, among other things, will require lower carbon dioxide emissions; and (2) Governor Martin O'Malley issued an Executive Order to create the Maryland Climate Change Commission. The Maryland Climate Change Commission is tasked with identifying ways to reduce greenhouse gas emissions, determining how to prepare for the impacts of climate change, as well as creating benchmarks and timetables for implementing the recommendations that result. The BRTB will be keeping up with the activities of the Maryland Climate Change Commission and awaiting their recommendations to the Governor in April 2008. Text in the plan does discuss GHG initiatives and efforts underway that reduce GHG emissions.
67	<ul style="list-style-type: none"> Need to address greenhouse gas emissions 	Jud Malone	
68	<ul style="list-style-type: none"> Plan does not address greenhouse gas emissions 	Mt. Vernon-Belvedere Assoc.	
69	<ul style="list-style-type: none"> No consideration of air pollution, global warming, peak oil and a large number of external influences that will inevitably affect the future of transportation. 	Robert Reuter	

Bike and Pedestrian Comments

70	<ul style="list-style-type: none"> Does this plan advance walking and biking? 	Paul Foer	<ul style="list-style-type: none"> <i>Transportation Outlook 2035</i> includes 29 bicycle and pedestrian facilities, the cost of which totals more than \$60M. <i>Transportation Outlook 2035</i> advances biking and walking in the same manner as most long range, MPO-level plans across the country – including the regions of Madison, WI and Seattle WA; large-scale capital improvements, off-road trails and greenways for the most part, are included in the long-range plan. Smaller-scale improvements, and in particular those of routine accommodation, are implemented through short-term and even project specific planning.
71	<ul style="list-style-type: none"> Increase investment in Greenway system for increased use by equestrians, hikers, and cyclists. Urge continued work with the East Coast Greenway Alliance Urban Trail System. 	E. Lee Moser	<ul style="list-style-type: none"> The Plan sets aside more than \$60M, most of which is designated for trail/greenway projects. The East Coast Greenway has identified two key routes in the region. The first route includes US 40 through Harford and Baltimore counties. Improvements along US 40 are planned/under construction. The second utilized the NCR and the Jones Falls trails to connect with the Gwynns Falls, WB&A/BWI and B&A trails in order to connect to Annapolis. Missing links on this route are either in development, or ROW is in public control.

#	Comment	Received From	Response
72	<ul style="list-style-type: none"> In Baltimore County, all road improvement projects should include bikeways as well as pedestrian & transit access considerations. 	Matt Fenton	<ul style="list-style-type: none"> The State of Maryland, the BRTB and a number of local jurisdictions have identified, through master planning processes that include public involvement, a network of bicycle and pedestrian priorities. These plans are designed to be used in conjunction with roadway improvement planning and design to implement the bicycle and pedestrian priorities in conjunction with short-term road improvement planning, design and construction activities. While the BRTB's Bicycle and Pedestrian Advisory Group reviews the regional short-range transportation plan – the Transportation Improvement Program (TIP) - there are no “complete streets” policies in place at the state, regional or local level that require all road improvements require bicycle, pedestrian or transit access improvements.
73	<ul style="list-style-type: none"> I support expansion of bikeways in Harford County. Expansions of MD 24 and US 1 need to consider bike traffic. Beyond the physical space for bikes, signage and road markings are very important. Cycling as a viable option for transportation in Harford County, it is extremely important. 	David C. Ter Borg	<ul style="list-style-type: none"> The Maryland Department of Transportation recognizes both US 1 and MD 24 as Tier 1 and Tier 2 priorities in Twenty Year Bicycle and Pedestrian Access Master Plan. Since the plan was adopted in October 2002, SHA has used the document to guide the improvement of more than 1000 miles of road. These facilities, as well as others, are identified in the BRTB's Action Plan 2001: A Plan for Bicycling and Walking in the Baltimore Region as well. <p>On a local level, Harford County serves as the Chair of the BRTB Bicycle and Pedestrian Advisory Group, and has been an active in improving conditions in the region and in Harford County. The County has been proactive in working to maintain and improve bicycle access in cooperation with the MdTA in planning and development of I-95, sections 100 and 200.</p>
74	<ul style="list-style-type: none"> Pleased with crucial bicycle/pedestrian improvements 	Citizens Planning & Housing	<ul style="list-style-type: none"> The crucial improvements listed in the plan serve as a foundation for continued bicycle and pedestrian improvements in the region.
75	<ul style="list-style-type: none"> Why is only one Bike/Ped project a high priority and all the rest are low priority? 	M. Gregory Cantori	<ul style="list-style-type: none"> Each jurisdiction had a limited number of high, medium and low projects to submit. Baltimore City had unlimited high projects and so was able to place a bike project in that category.

#	Comment	Received From	Response
76	<ul style="list-style-type: none"> Fund sidewalks and bike lanes, shouldn't be about speed only 	Yellow Shirts of Churchville	<ul style="list-style-type: none"> In all but the most unusual cases of special or environmental constraints, the planning for sidewalk and bike-lane improvements does not take place in the long-range planning process. These improvements are funded through short term processes, such as the regional Transportation Improvement Program and related local plans. While routine accommodation for bicycles and pedestrians as part of all construction activities, and while the BRTB's Bicycle and Pedestrian Advisory Group reviews the regional short-range transportation plan – the Transportation Improvement Program (TIP) - there are no “complete streets” policies in place at the state, regional or local level that require all road improvements require bicycle, pedestrian or transit access improvements.
77	<ul style="list-style-type: none"> HCT is particularly eager to support the proposed Patapsco Greenway Connector. The proposal to build a new shared-use trail from Oella to the Ilchester Road Bridge would enhance the Grist Mill Trail. If there is any way that the proposed trail could be fast-tracked to completion prior to 2014, so much the better! 	Howard County Tourism, Inc.	<ul style="list-style-type: none"> The BRTB appreciates your support of this project. Available funding and match have been taken into consideration when determining the date for this project.
78	<ul style="list-style-type: none"> Very excited about the Patapsco Greenway Connector. Would greatly enhance the already very popular Grist Mill Trail. Move this project to completion prior to the target date of 2014. 	Ellicott City Restoration Foundation	<ul style="list-style-type: none"> The BRTB appreciates your support of this project. Available funding and match have been taken into consideration when determining the date for this project.

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79	<ul style="list-style-type: none"> Require bike lanes along all new or expanded highways, and provide safe bike lanes across bridges and other constriction points that force bikes into high-speed traffic; also supply secure lockers for bikes within park-and-ride lot 	Morita Bruce	<ul style="list-style-type: none"> The State of Maryland, the BRTB and a number of local jurisdictions have identified, through master planning processes that include public involvement, a network of bicycle and pedestrian priorities. These plans are designed to be used in conjunction with roadway improvement planning and design to implement the bicycle and pedestrian priorities in conjunction with short-term road improvement planning, design and construction activities. While the BRTB's Bicycle and Pedestrian Advisory Group reviews the regional short-range transportation plan, or Transportation Improvement Program, (TIP) there are no "complete streets" policies in place at the state, regional or local level that require all road improvements require bicycle, pedestrian or transit access improvements. <p>MTA efforts to improve bicycle access are in progress. Planning to install bike carriers on all MTA busses is underway, and bicycle access to transit stations a paramount consideration for Maryland State Highway Administration planning. MTA, in conjunction with local jurisdiction has installed bicycle storage at select transit stations, though no rules, standards or guidelines dictate the kind, number and location of such storage.</p>
Highway Comments			
80	<ul style="list-style-type: none"> Oppose the widening of MD 152 from 2 lanes to 4; it is outside our designated growth area – contrary to the Joppa-Joppatowne Community Plan. 	Patricia Stilwell	<ul style="list-style-type: none"> MD 152 is not included in <i>Transportation Outlook 2035</i>
81	<ul style="list-style-type: none"> Delete MD 22: MD 543 to I-95 – outside development envelope 	Little Gunpowder Improvement Assoc. Yellow Shirts Jerry & Pat Welsh	<ul style="list-style-type: none"> The MD 22 widening is necessary due to the anticipated impacts from BRAC. It is the only east-west connection between the county's two primary activity and employment centers. In addition, MD 22 is not completely outside of the Priority Funding Area or Development Envelope.

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82	<ul style="list-style-type: none"> • Why widen US 50? It's already a parking lot and it's not going to get any better. Executive Leopold's request to possibly add another bridge expansion is probably the better way to go. If you can't do that, think about a tunnel. • Use private funds to fund transit options. Relying on an increase in the tax for gas will hurt constituents who are not going to be able to afford additional cost of fuel, especially for projects that they may feel aren't necessary. 	Ald. Julie Stankivic	<ul style="list-style-type: none"> • US 50/301 is currently congested and in need of relief. A large part of this is due to activity generated by the City of Annapolis and surrounding areas. The MD State Highway Administration's Traffic Volume Map for 2006 shows the annual average traffic volumes east of I-97 of over 153,000 vehicles a day. The volume tapers off in the vicinity of MD 2 to about 114,000 vehicles a day. This volume, however, is expected to reach about 160,000 vehicles a day by the year 2030. Weekend and summer beach traffic produce higher traffic volumes. Traffic volumes in the vicinity of Cape St. Claire, however, are only around 62,000 vehicles a day. This indicates that the traffic congestion is not due to traffic trying to traverse the Chesapeake Bay Bridge. <p>Appropriate studies which identify and quantify the impacts, benefits and costs of a crossing of the Chesapeake Bay at a location other than the current Bay Bridge crossing should be pursued prior to recommending any new crossing. However, the need to address the congestion on US 50/301 in the vicinity of the City of Annapolis remains an existing problem, regardless of the outcome of an additional crossing. Although <i>Transportation Outlook 2035</i> calls for a widening of US 50/301, other alternatives will be studied to address the congestion including the roadway network that serves the City of Annapolis and surrounding area.</p>
83	<ul style="list-style-type: none"> • No road widening outside the development envelope, i.e., MD 22 or Park-&-Ride outside the envelope. 	Gloria Moon	<ul style="list-style-type: none"> • The MD 22 widening is necessary due to the anticipated impacts from BRAC. It is the only east-west connection between the county's two primary activity and employment centers. In addition, MD 22 is not completely outside of the Priority Funding Area or Development Envelope.
84	<ul style="list-style-type: none"> • We need to stop the ICC 	M. Gregory Cantori	<ul style="list-style-type: none"> • The ICC is not within the purview of the BRTB.
85	<ul style="list-style-type: none"> • Need massive improvement on MD 24, MD 543, MD 22 (especially), MD 136, US 40, and Paradise Rd. • MD 22 must be widened with a bypass around Churchville. 	Larry Harris	<ul style="list-style-type: none"> • MD 543 intersection improvements are being looked at in relationship to I-95 Section 200 project. • US 40 intersection improvements are being looked at in the MD State Highway Administration's BRAC study. • A roundabout is in design for the intersection of Paradise Rd and MD 155.
86	<ul style="list-style-type: none"> • Extending the Hampstead Bypass and continuing it north on the west side of MD 30, connecting with MD 27 provides much better access for MD residents and allows both Manchester and Westminster residents to take advantage of the improved transportation corridor. 	Robert R. Ensor	<ul style="list-style-type: none"> • While this was the original alignment for this bypass and might be the ideal situation, this area has since been developed. This is why the Manchester Bypass will almost certainly have to proceed on the east side of Manchester.

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87	<ul style="list-style-type: none"> US 1 and MD 152 are short sighted in terms of the overall transportation requirements of Harford County now and in the future and should be revisited. 	Greater Fallston Association, Inc.	<ul style="list-style-type: none"> Harford County believes these projects are important to the development of a local and regional transportation system.
88	<ul style="list-style-type: none"> Delete I-95 (Baltimore to DC) project Delete US 50/301 project 	One Less Car	<ul style="list-style-type: none"> Alternatives to these projects will be determined during project planning. Given current and future travel demands these facilities are important in the development of our regional transportation network.
89	<ul style="list-style-type: none"> Delete roads that rank in lower percentile of congestion 	One Less Car	<ul style="list-style-type: none"> The highway projects deferred from the initial draft plan ranked in the lower percentile for congestion.
90	<ul style="list-style-type: none"> Delete any project not completely in a Priority Funding Area 	One Less Car	<ul style="list-style-type: none"> <i>Transportation Outlook 2035</i> is Smart Growth sensitive. Only 2 projects currently in the Plan are outside designated PFAs and a State waiver is expected for both.
91	<ul style="list-style-type: none"> Widen MD 32, call it I-297, and run it as a full limited-access multi-lane interstate from I-70 southeast to Millersville and the I-97/MD-3 junction. 	Mark Eisner	<ul style="list-style-type: none"> Carroll County is looking at widening MD 32, however making it a limited access route would be inconsistent with how the whole area has developed and could negatively impact economic development in the area. Millersville idea is not feasible.
92	<ul style="list-style-type: none"> Remove MD 22 from the project list because it is located in a rural area and will encourage development outside of Harford's Development Envelope, use the money to expand and improve US 40 to serve Harford's major employers. Also fund programmable stoplights on highways within the development envelope and use them to improve traffic flow. Reduce the number of stoplights on roads of 4 lanes or more. 	Morita Bruce	<ul style="list-style-type: none"> The MD 22 widening is necessary due to the anticipated impacts from BRAC. It is the only east-west connection between the county's two primary activity and employment centers. In addition, MD 22 is not completely outside of the Priority Funding Area or Development Envelope.
93	<ul style="list-style-type: none"> Allow wide shoulders on both sides of all roads (wide enough for tractor trailers with doors open) to avoid loss of life. 	Linda Kirhagis	<ul style="list-style-type: none"> The State and federal government are actively pursuing safe alternatives for trucks that are currently parking on highway shoulders. The presence of large vehicles on roadway shoulders regardless of width presents an ongoing safety problem. The BRTB and others are exploring safe and efficient alternatives to this practice.
94	<ul style="list-style-type: none"> Convert US 50 from DC beltway to Bay Bridge to toll lanes & transit corridor No new lanes in spirit of smart growth 	Ted Woods	<ul style="list-style-type: none"> Options of the type are considered in the project planning phase.

#	Comment	Received From	Response
95	<ul style="list-style-type: none"> • MD 715 and MD 22: Delete MD 715 and MD 22, too late for BRAC • Perryman West: Delete Perryman West (don't build across critical wetland areas) and instead build a service road from MD 715 along Aberdeen Proving Ground (APG) perimeter fence into the Perryman Peninsula toward Bush River. 	Little Gunpowder Improvement Assn.	<ul style="list-style-type: none"> • The MD 22 widening is necessary due to the anticipated impacts from BRAC. It is the only east-west connection between the county's two primary activity and employment centers. • Perryman West is part of the Perryman Plan. It will provide direct access to the residentially zoned areas and alleviate traffic on the peninsula. The "service road" connecting MD 715 to Chelsea Rd. along the APG fence currently has capital funding for segments. Developer contributions are required for the completion. It is not shown in the plan (2013-2035) because it is expected to be constructed by 2012.
96	<ul style="list-style-type: none"> • Cancel projects outside the PFAs • Delete highway due to transit improvements • Delete highway in lower congestion percentile • Delete highway that induces congestion 	MOREtransit Jessica Weglein Carolyn Weglein Irene Poulsen	<ul style="list-style-type: none"> • Only 2 projects included in <i>Transportation Outlook 2035</i> are outside designated PFAs. It is the BRTB's understanding that a State waiver maybe issued for both.
97	<ul style="list-style-type: none"> • Closure of St. Paul Street exit of I-83 	Mt. Vernon-Belvedere Assoc.	<ul style="list-style-type: none"> • A comprehensive traffic management and streetscape plan will be conducted for the mid-town area by Baltimore City DOT.
98	<ul style="list-style-type: none"> • How addressing water runoff absorption capacity for every 75,000 sq ft of new lane? • How has this loss of significant surface area been addressed in the need for sprawl to make up for the land lost to highway expansion? and lost to the tax rolls? • Why are highway projects front loaded? • Why aren't highway funds projected for distant years in this plan? • If highway long range plans are so accurate in being foreseen, and transit plans are so inaccurate what makes the BRTB so assured that the current model is any more accurate? 	Robert Reuter	<ul style="list-style-type: none"> • Environmental mitigation strategies will be noted in the final Plan. • Highway projects are not "front loaded". Many of these investments have been on the "drawing board" for a number of years but have not moved through the planning or have been delayed by limited financial resources.

MdTA Comments

#	Comment	Received From	Response
99	<p>MD 24:</p> <ul style="list-style-type: none"> • Don't widen MD 24; limit to work at MD 24/MD 924 interchange only. • Conduct feasibility study for operating a mass transit system along this route; Promote alternatives (bicycle/pedestrian paths, bus/vanpool service lanes, etc) in the meantime. <p>I-95, Section 200 + 300: Hold on Section 200 & 300 until effects of Section 100 understood</p>	Little Gunpowder Improvement Assoc.	<ul style="list-style-type: none"> • MD 24/MD 924 is an MdTA project and includes widening of MD 24 from 4 lanes to 6 lanes between MD 7 and Singer Rd. The MD 24 widening extends the MdTA project from Singer Rd. to Business US 1 linking the Town of Bel Air with I-95. • MdTA is considering an additional Park & Ride on MD 24 as part of the I-95 Section 200 project.
100	<ul style="list-style-type: none"> • Do not support toll lanes on I-95 	Carolyn Hicks	<ul style="list-style-type: none"> • Thank you for your comment.
101	<ul style="list-style-type: none"> • Charging for "express toll lanes" along widenings is nonsensical. Variable tolls are a great idea where they can actually discourage peak congestion and encourage mass transit use, but not simply as an excuse to build more highways. 	Gerald Neily	<ul style="list-style-type: none"> • The express toll lanes are new lanes and not take-away lanes. Take-away lanes have been used as an attempt to encourage alternative travel to the private automobile.

BRAC Comments

102	<ul style="list-style-type: none"> • BRAC transit center near Ft. Meade 	Ted Woods	<ul style="list-style-type: none"> • Transit service in this area is being explored as a part of the of the transportation impact associated with BRAC.
103	<ul style="list-style-type: none"> • More prominent discussion of BRAC 	GBC	<ul style="list-style-type: none"> • This will be included in the final <i>Transportation Outlook 2035</i> Plan document.
104	<ul style="list-style-type: none"> • Need a mobility guide for BRAC employees and their families. 	John Eberhard	<ul style="list-style-type: none"> • The State is working on activities of this type.
105	<ul style="list-style-type: none"> • The demands that BRAC will impose do need lots of new thinking 	C. J. Furneaux (Carroll)	<ul style="list-style-type: none"> • A comprehensive transportation response to BRAC is being developed.
106	<ul style="list-style-type: none"> • Seems unusual that few if any of the BRAC related improvements are expected to be public transport. • Do people being relocated for BRAC own autos or prefer to use public transport? • Assumption that most employment at the higher end of the pay scale, what analysis was done to also include the lower end of the pay scale, the service employees and/or the ancillary jobs that will likely be created in the food service and hostelry business? 	Robert Reuter	<ul style="list-style-type: none"> • MARC is public transit service. BRAC employees will pursue various transportation means to their work place. If efficient transit connections and service are available and can compete with the highway network, more workers will become involved. Given the wide spectrum of employees that will be associated with BRAC, a comprehensive package of transportation choices is being developed.

#	Comment	Received From	Response
System Preservation			
107	<ul style="list-style-type: none"> I propose that we ramp up the maintenance schedules for existing highways and structures and not build more of them. Invest in mass transit to promote quality communities. 	Laura Malick	<ul style="list-style-type: none"> Approximately 74% of all transportation resources are allocated to system maintenance and operations. New facilities regardless of mode type are needed to address the ever increasing demand for capacity and new service.
108	<ul style="list-style-type: none"> More to system preservation, spend our money wisely 	Carolyn Hicks	<ul style="list-style-type: none"> Spending more on system preservation will not mitigate the increasing demand for new capacity and service.
109	<ul style="list-style-type: none"> Need good data to make decisions for system preservation 	Friends of Gwynns Falls & Leakin Park	<ul style="list-style-type: none"> The modal administration of the MDOT and the local jurisdictions of the Baltimore region are constantly assessing the condition of existing transportation infrastructure. Safety and reliability are priority goals of the BRTB.
110	<ul style="list-style-type: none"> Fund system preservation out of existing money 	Carolyn Hicks	<ul style="list-style-type: none"> System preservation is funded from the Maryland Trust Fund which is the fund source for <i>Transportation Outlook 2035</i>.