
From: asweatman
Sent: Wednesday, August 11, 2010 6:37 PM
To: Monica Haines Benkhedda
Subject: comments
Follow Up Flag: Follow up
Flag Status: Red

Monica

Further to our talk today.

A. Goals of Long Range Trans. Plan

-this all seems so broad and obvious and politically correct that no one could possibly object to any of it, but also so broad that it is not specific enough.

My eye was caught by Goal:Foster Inter-Jurisdictional Partic etc. I do see lack of cooperation across county borders as being a major obstacle to progress. The counties tend to blame the BRTB and vice versa.

Alan Sweatman

From: Ben Cohen
Sent: Friday, August 20, 2010 9:02 AM
To: comments@baltometro.org
Cc: Linda Greene; Tim Harrison
Subject: 2035
Follow Up Flag: Follow up
Flag Status: Red

Priorities should be:

- Investment in suburb to suburb transit. Decades ago, MTA built a city-centric system that funnels everything into downtown, while the shift in workforce/residential has grown almost exclusively outward to suburbs (CMRT/LOTS)
- Create viable working relationships with non-traditional entities (malls, churches etc.) to serve as ad-hoc Park/Ride lots around the region. It would be less costly than construction/maintenance/security at traditional P/R lots, which are filling to capacity fast.
- Understanding that getting vehicles off roads saves **tremendously** on road maintenance costs, fund Rideshare agencies as if they actually have \$ value, as compared to traditional funding priorities
- Invest in infrastructure maintenance on existing roads/bridges, understanding that there is little or no space/funds to build new road systems
- Invest in hybrid/electric transit vehicles through tax subsidies to MTA/LOTS
- Invest in security presence on transit/at transit parking facilities
- Invest in "last mile" shuttle service from existing transit hubs/P&R lots to large proximal employment centers around the region
- Identify a sustainable transit funding formula that does not rely on taxing car usage (gas, title). Every time a commuter opts out of SOV driving to use transit, it undermines transit funding (Orwellian)
- Continue to encourage more inter-jurisdictional cooperation (silo-crunching)

All of these strategies serve to decrease harmful emissions, assist people who can't afford the ever-growing cost of car ownership and save taxpayers in the long run.

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From: Gloria Moon
Sent: Saturday, August 21, 2010 8:27 AM
To: comments@baltometro.org
Subject: Plan It 2035

The goals sound wonderful. The reality is that most counties seem to want their roads widened or new roads knocked in. Mass transit is at the bottom of their lists. Environmental concerns rarely are a consideration in any Transportation Plan. The outlying Counties also seem to be in disagreement with BRTB's plans to set up enhanced transit options for the City of Baltimore.

I know County Plans mainly fund the road section and just write words about the other parts of their plan. We have yet to see a TOD zoning change here. Any transit options are all geared toward BRAC and the new people leaving the rest of the residents bereft of options.

About the only good news is the poor economy which has sidelined the destruction of our wetlands for an unneeded Park & Ride here in Harford. Perhaps your goals would be a bit more realistic if you assigned a dollar value to realizing each section. It would also be a good idea to encourage the legislative branches to join in.

Gloria Moon

What do you think about the draft goals for Plan It 2035?

- FAST AND FREQUENT TRAIN, TO WASHINGTON DC + Northern VA
- TO DO WHAT WE HAVE BETTER / DON'T SPREAD TOO THIN
- LESS BUS LINES - MORE FREQUENCY
- BETTER STATION DEVELOPMENT - HOT DOG CARTS / FLOWER VENDORS
- STATION CONDITION REPORT - IS THERE GRAFFITI? BATHROOMS IN GOOD REPAIR
- MAKE TRANSIT VIABLE FOR ~~WHEELCHAIR~~ CHOICE RIDERS
- MDT/MTA/BMC/ETC SHOULD COMMUTE BY TRANSIT
- ADD BILLYE INFRASTRUCTURE
- SPECIFY GOALS INTO PROJECTS
- ~~FREE~~ FREE TRANSIT FOR PUBLIC EMPLOYEES / CHARGE FOR PARKING TO PAY FOR IT

Was this informational meeting helpful? YES

Name: Jeff La Nave

Address: Baltimore, MD 21211

Phone: (____) _____

E-mail: _____

Would you like to be added to our mailing list? Yes No

Thank You!

For more information, visit
www.baltometro.org or contact
Monica Haines Benkhedda at
mhaines@baltometro.org
or 410-732-0500 x1047



What do you think about the draft goals for Plan It 2035?

- ① IMPROVE + EXTEND LOCAL TRANSIT SYSTEMS
- ② SUPPORT TRANSIT ADVOCACY.
- ③ DESIGN TRANSIT FOR PERFORMANCE, INFORMATION ACCESS, + RELIABILITY
- ④ MAKE MAKE THE BALTIMORE SYSTEM BETWEEN NEWARK, DE + NOVA.

Was this informational meeting helpful? Yes

Name: TIM LEANDS
Address: _____
Phone: (_____
E-mail: _____
Would you like to be added to our mailing list? Yes No

Thank You!



For more information, visit www.baltometro.org or contact Monica Haines Benkhedda at mhaines@baltometro.org or 410-732-0500 x1047



What do you think about the draft goals for Plan It 2035?

I need more time to go over it...
Educational
Jobs - for community / citizens / contractors

Was this informational meeting helpful? Yes

Name: MARY Alexander
Address: _____
Phone: _____
E-mail: _____
Would you like to be added to our mailing list? Yes X No _____



For more information, visit www.baltometro.org or contact Monica Haines Benkhedda at mhaines@baltometro.org or 410-732-0500 x1047



Draft Goals for Plan It 2035

Subject: Goals for Plan It 2035

Comments: – The goal of Intermodal Connectivity and Coordination is missing. Two examples: Bus stops and schedules should be coordinated with train and light rail systems. Bike lanes should be included when urban connector roads are widened.

– "Continuously improve" isn't a goal, it's whitewash. At a minimum, describe what it is you plan to improve for each item listed, and how decisions will be made to prioritize one mode of transportation (or one project) over the others. Example: Is it more important to reduce automobile congestion during rush hours than it is to expand hours of operation for buses so students can get tutoring after school, attend evening classes at community colleges, or use a library on weekends? Funding is limited, so what are the priorities?

– Add a goal to deny funding for projects and programs that encourage or support development sprawl while destroying the environment. The ICC and the Mattawoman area CC come to mind.

Pre-formatted comments:

Name: Morita Bruce

Agency/Organization:

Submitting for: Individual

Location: Fallston, MD

Date: August 31, 2010



Supporting Older Adults in Our Community

August 25, 2010

To Whom It May Concern:

Partners in Care, Inc. makes the following recommendations for goals to be considered for **Pian it 35**:

3. Improve Accessibility

- Provide funding for non-traditional forms of transportation, such as volunteer driver programs, which would make it possible for some populations, such as elderly and disabled to reach necessary destinations.

6. Improve Transportation System Security

- Increase awareness of transportation system security issues among elderly populations through education campaigns and outreach programs.

7. Promote Prosperity and Economic Opportunity

- Improve transportation infrastructure to support "Over 55" communities located in suburban areas, providing access to and connections among all modes.

We sincerely hope that you will consider these factors in your deliberations.

Sincerely,

A handwritten signature in blue ink that reads "Sandra Jackson".

Sandra Jackson
Transportation Coordinator