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**From:** stevelauria  
**Sent:** Friday, October 08, 2010 1:42 PM  
**To:** bherron; ddiquinzio; bryana; rail@getontrac.org;  
mhaines; judmalone; sstainman  
**Subject:** SAL Review of Revised Draft Goals for Plan It 2035  
**Attachments:** Responses to 2035 Goals and Strategies.doc

Dear P&L Subcommittee:

Please see attached review comments for Revised Draft Goals for Plan It 2035 due today.

feel free to adjust and forward to BTRB.

Thank you

Steve

Stephen A. Lauria, AIA, ASLA, LEED

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Date: Wed, 29 Sep 2010 17:15:38 -0400  
From: bherron@baltometro.org  
To: stevelauria@hotmail.com  
Subject: Open for Public Review: Revised Draft Goals for Plan It 2035, the Next Long-Range  
Transportation Plan



<b>Responses to “plan it 2035 Revised Draft Goals and Strategies”</b>		
	<i>GOAL</i>	<i>REVIEW COMMENT BY STEVE LAURIA BTRB CAC POLICY SUBCOMMITTEE</i>
<b>GENERAL</b>	<b>Please communicate on the final document, some basic information of how these goals and strategies will be used and how they fit into the overall planning process.</b>	
<b>I</b>	<b>I. Improve Transportation System Safety (INSERT)</b>	<b>INSERT: AND PUBLIC HEALTH</b>
<b>NEW</b>	<b>Do not compromise pedestrian and bicycle safety for the convenience of motorized vehicles</b>	
A	Adopt relevant state and local plans that seek to reduce transportation-related injuries and fatalities	
B	Improve traveler safety in all modes through traffic and transit system management and operations techniques	
C	Improve the ability of transportation and emergency service agencies to respond in a timely manner to emergency incidents	
D	Invest in cost-effective safety improvements to eliminate hazardous or substandard conditions in high crash locations and corridors (all modes)	
E	Improve safety for pedestrians and bicyclists of all levels of ability, including the improvement of conditions that result in safer interactions with users of other transportation modes	Provide specific accommodation for bicycles and pedestrians on all road improvement projects.
F	Provide increased redundancy in the overall system	Qualify this statement. Do all systems require redundancy?
G	Collect and analyze safety data for all modes for use in transportation planning applications	... and decision making
H	Increase public awareness of transportation safety issues in all modes through education campaigns and outreach programs	
<b>2</b>	<b>Preserve the Existing Infrastructure</b>	
<b>NEW</b>	<b>Adequately account for and disclose infrastructure life cycle maintenance costs in project planning of improvements</b>	
<b>NEW</b>	<b>Develop consistent standards for construction of facility and system types to achieve economies of scale, maintenance and operational efficiencies.</b>	
A	Make the necessary investments to continuously improve the condition of federal-aid eligible and local roadway systems (pavement, bridges, tunnels)	...with the use of updated components and systems with improved efficiencies and efficacy.
B	Make the necessary investments to replace aging traffic signals and ITS elements on a timely, systematic basis	...with the use of updated components and systems with improved efficiencies

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		and efficacy.
C	Make the necessary investments to replace aging transit vehicles on a timely, systematic basis	...with the use of updated components and systems with improved efficiencies and efficacy.
D	Make the necessary investments to continuously improve the condition of rail and bus infrastructure and stations/stops	...with the use of updated components and systems with improved efficiencies and efficacy.
E	Make the necessary investments to continuously improve the condition of pedestrian and bicycle facilities	...with the use of updated components and systems with improved efficiencies and efficacy.
F	Encourage local jurisdictions to develop comprehensive asset management programs to monitor the conditions of transportation assets and repair/replace those assets on a timely, systematic, cost-effective basis	
<b>3</b>	<b>Improve Accessibility</b>	
<b>NEW</b>	<b>Provide scalable, standardized solutions in order that capacities and efficiencies may be increased commensurate with future demands.</b>	
<b>NEW</b>	<b>Create walkable environments</b>	
A	Improve access to jobs and other necessities for all segments of the population, including disabled, elderly, minority, and low-income populations, through coordination (INSERT) and transportation investments	INSERT: of land use associated with
B	Encourage major employers to form partnerships with transportation service providers, communities, advocacy groups, and private organizations to provide alternative means for employees and potential employees to access jobs	
C	Increase transportation alternatives in all modes for all segments of the population	This is vague. Be more specific. Do we really need more alternatives to single use automobiles? Does Baltimore need yet another gauge of disconnected rail transit?
D	Provide strong funding commitment for building both pedestrian and bicycle facilities that establish linkages (INSERT) among activity centers and provide access to public transit	(INSERT) and interconnected systems
E	Integrate strategies identified through the Coordinated Public Transit – Human Services Transportation Plan into the regional planning and decision making process	
F	Ensure that ADA compliance is an integral part of the planning process for all transportation systems	
G	Encourage transportation programs and projects that take a comprehensive view of access issues and seek to enable seamless, safe movement among all areas and modes by travelers of all ages	Combine with ‘A’ above?

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	and abilities	
H	Improve system connectivity and continuity among all modes and across interjurisdictional and inter-regional boundaries	New projects that do not integrate with existing systems or future, broad based systems and networks shall not be undertaken.
<b>4</b>	<b>Increase Mobility</b>	
A	Continue to refine and implement a Congestion Management Process (CMP), incorporating the regional ITS architecture as well as transportation systems management and operations strategies	
B	Continue to integrate strategies identified through the CMP into the regional planning and decision making process	
C	Prepare congestion mitigation plans, including the consideration of congestion pricing, for corridors and locations experiencing recurring high congestion levels	
D	Encourage the use of modes other than single-occupant passenger vehicles through education campaigns and outreach programs	
E	Sustain and balance capacity in the highway, transit, and rail systems and pedestrian and bicycle networks	...among urban, suburban and rural areas
F	Increase mobility through traffic and transit system management and operations techniques	
G	Improve traffic and transit incident response and recovery through system management and operations techniques	
H	Improve transportation system reliability through broad-based information distribution for interstate highways, surface streets, and transit network	
<b>5</b>	<b>Preserve the (INSERT) Environment</b>	<b>INSERT: NATURAL</b>
NEW	<b>Eliminate projects with conflicting goals (e.g. do not fund inner city parking which encourages use of single-occupant passenger vehicles while seeking to expand mass transit use)</b>	
A	Improve air quality by developing programs to reduce congestion, reduce growth in mobile source emissions, and encourage emission reduction technologies	Reduce use of single-occupant passenger vehicles
B	Invest in transportation programs and projects that reduce surface runoff and protect water resources	
C	Provide alternatives to the use of single-occupant passenger vehicles through approaches such as Travel Demand Management	Please refer to; <a href="http://www.vtpi.org/tdm/index.php#TDM">http://www.vtpi.org/tdm/index.php#TDM</a>

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	<i>GOAL</i>	<i>REVIEW COMMENT BY STEVE LAURIA BTRB CAC POLICY SUBCOMMITTEE</i>
	(TDM) plans	
D	Promote efficient use of energy resources by supporting fuel efficient technologies and alternative fuel use	
E	Invest in transportation programs and projects that reduce greenhouse gas emissions in accordance with the Maryland Climate Change Action Plan and local sustainability and climate change initiatives	
F	Enhance the quality of human health by providing multimodal transportation infrastructure and services that support active living and physical activity and minimize transportation-related emissions	
G	Preserve and protect natural and cultural resources	
H	Increase public awareness of issues related to preservation of the natural and human environment through education campaigns and outreach programs	
<b>6</b>	<b>Improve Transportation System Security</b>	<b>Combine this section with #1 safety</b>
A	Continue to refine a regional emergency coordination and response plan to address large-scale, inter-jurisdictional emergency events, including evacuation routes and procedures	
B	Identify policies and procedures for communication, resource sharing, and cooperative response to emergencies among transportation and non-transportation response agencies	
C	Leverage transportation and security funds to implement regional priorities	
D	Improve the capabilities of the region to respond to and recover from emergencies, including security threats and natural disasters, through the use of traffic and transit system management and operations techniques	
E	Plan for the potential security implications of climate change (e.g., rising sea level, storm surges)	
F	Increase public awareness of transportation system security issues in all modes through education campaigns and outreach programs	
<b>7</b>	<b>Promote Prosperity and Economic Opportunity</b>	
<b>NEW</b>	<b>Compute the full and complete costs of projects when conducting comparative cost analysis. (e.g. life cycle costs for maintenance, costs for users of private vehicles, etc.)</b>	
A	Incorporate as appropriate into the region’s transportation programs and projects the six livability principles developed jointly by the US Department of Housing and Urban Development, US	

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	Department of Transportation, and US Environmental Protection Agency	
B	Coordinate transportation investments with state and local plans regarding growth and development	
C	Concentrate transportation investments within local- and state-designated growth areas to encourage prosperity in and revitalization of existing communities	This is very vague.
D	Improve transportation infrastructure (all modes) that provides access to and supports regional “economic engines”: major employment centers, major activity centers, ports (airports and harbors), freight intermodal facilities, freight corridors, BRAC opportunities	
E	Improve transportation infrastructure (all modes) that provides access to and supports existing communities and mixed-use in-fill development, including transit-oriented development	
F	Collaborate with the business and development communities to identify and build support for new approaches and public/private partnerships for funding improvements to transit, highway, and rail systems and pedestrian and bicycle networks	
G	Increase public awareness of issues related to responsible growth and economic development through education campaigns and outreach programs	
<b>8</b>	<b>Foster Participation and Cooperation among All Stakeholder Groups</b>	
A	(INSERT) Foster communication with and encourage input from all groups, public and private, with a stake in the performance of the region’s transportation system	INSERT: In planning and construction activities, ....
B	Ensure that all segments of the population, including members of disabled, elderly, minority, and low-income populations, have equal opportunities to participate in the regional planning and decision making process	
C	Leverage federal transportation funds to the greatest extent possible by encouraging matching contributions from entities that stand to benefit from transportation projects and programs: private organizations and companies as well as local communities	
D	Coordinate transportation planning and programs across all modes and among all government entities, transportation service providers, community groups, transportation advocacy groups, and private partners	
e	Encourage government entities, transportation service providers, community groups, transportation advocacy groups, and private organizations to communicate and collaborate with each other to address transportation issues and, as appropriate and feasible, to	

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	<i>GOAL</i>	<i>REVIEW COMMENT BY STEVE LAURIA BTRB CAC POLICY SUBCOMMITTEE</i>
	provide reliable, safe transportation alternatives	
<b>F</b>	Develop regional assessments of demographic, travel, land use, fiscal, and technology trends for use in all plans, programs, and projects	
<b>G</b>	To the greatest extent possible, work with planners and engineers in all jurisdictions to develop common policies and design strategies for transportation facilities	
<b>H</b>	Educate the public and elected officials to increase understanding of both the options and constraints of transportation alternatives	

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**From:** judy rose  
**Sent:** Friday, October 08, 2010 9:40 PM  
**To:** comments@baltometro.org  
**Subject:** Plan It 2035 Revised Draft Goals

The revised goals sound very good. Having stated that, how easy will it be to live up to them? Most often, all the great words ring hollow when it comes to implementation. Generally, the citizens are in agreement as to transportation needs although those who make the decisions have not typically been on the same page. Specific comments:

**"2. Preserve the Existing Infrastructure."**

All good strategies; however, the verbiage 'continuously improve' used in the first strategy may take on different meaning to others. I believe preservation generally means performing necessary maintenance to keep a failing system functioning at peak performance. To others, it could mean highway expansion and not just specifically maintenance of failing pavement, bridges and tunnels. I feel we want to get away from new highway construction and put the necessary funding and effort on transit systems in an effort to cut down on continuously maintaining overburdened existing systems.

**"8. Foster Participation and Cooperation Among All Stakeholder Groups"**

Suggest adding another bullet:

"Mandate and establish in-house transportation committees within the BMC region's seven counties/cities comprising representatives from community civic organizations, private citizens, business groups and a qualified transportation expert. Those committees would collect, review and compile data from within their communities which would be forwarded to a local county/city office for further review prior to forwarding to state transportation officials for final review and approval. All comments generated by the committees will be included as an appendix to the documentation forwarded to the State."

**Rationale:** There have been failures to institute proper public notification and awareness regarding upcoming significant transportation planning issues thereby limiting public participation. The requirement to establish continuously operating transportation committees should be of immense value in the formulation of the various transportation plans. No one knows their communities and their needs better than those who live and work within them. All documentation generated should be included as part of the record and reviewed by well-qualified transportation experts instead of being consolidated into general categories with limited value.

Judy Rose  
Joppa, MD