

#	Comment	Received From	Response
<b>General Comments</b>			
1	Provide in the final document some basic information about how these goals and strategies will be used and how they fit into the overall planning process.	Steve Lauria, Baltimore City Citizen	The final long-range transportation plan will include specific programs and projects intended to further the goals and strategies in the region.
2	Revised goals sound very good. That being said, how easy will it be for the region to achieve them?	Judy Rose, Harford County Citizen	Achieving these goals will not be easy and will likely be addressed in an incremental approach over time. To begin, the Baltimore Regional Transportation Board (BRTB) has requested that BMC staff develop some specific performance measures and targets for <i>Plan It 2035</i> . These measures and targets will enable the region to assess how well projects approved for the final plan achieve the results intended in the goals and strategies. Staff members are currently working with the BRTB's Technical Committee to develop and refine effective performance measures and targets for each of the goals.
<b>Comments Related to Improving Transportation System Safety</b>			
3	Add text to this goal: "Improve Transportation System Safety <b>and Public Health.</b> "	Steve Lauria, Baltimore City Citizen	Improving public health is addressed in a proposed strategy under the "Preserve the Environment" goal: "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."
4	Add a new strategy: "Do not compromise pedestrian and bicycle safety for the convenience of motorized vehicles."	Steve Lauria, Baltimore City Citizen	The intent of this strategy is addressed by two existing proposed strategies: (1) "Invest in cost-effective safety improvements to eliminate hazardous or substandard conditions in high crash locations and corridors (all modes)" and (2) "Improve conditions to enable pedestrians and bicyclists to interact more safely with users of other transportation modes."
5	Add text to this strategy: "Improve conditions to enable pedestrians and bicyclists to interact more safely with users of other transportation modes. <b>Provide specific accommodation for bicycles and pedestrians on all road improvement projects.</b> "	Steve Lauria, Baltimore City Citizen	The Federal Highway Administration has a policy recommending that all roadway projects routinely provide safe, accessible accommodations for pedestrians and bicyclists. The exceptions are interstate highways or other roadways where specific safety-related or topographic conditions preclude these accommodations. All agencies and jurisdictions receiving

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			federal funding for transportation projects adhere to this policy. In addition, the Maryland State Highway Administration has its own policy addressing this issue.
6	Add text to this strategy: "Collect and analyze safety data for all modes for use in transportation planning applications <b>and decision making.</b> "	Steve Lauria, Baltimore City Citizen	We have changed this strategy to reflect your suggestion.

### Comments Related to Preserving Existing Infrastructure

7	All good strategies. However, the phrase "continuously improve" could be interpreted to mean highway expansion.	Judy Rose, Harford County Citizen	The phrase "continuously improve" is used strictly in the context of preserving and replacing transportation assets as needed. We have reworded these strategies to make them simpler and clearer.
8	Add a strategy: "Adequately account for and disclose infrastructure life cycle maintenance costs in project planning of improvements."	Steve Lauria, Baltimore City Citizen	The Maryland State Highway Administration and the Maryland Transit Administration use asset management systems for preserving and replacing transportation assets as needed on a cost-effective basis. These systems provide estimates related to life cycle maintenance costs for maintenance programs and projects. Cost estimates for these programs are included in the long-range plan.
9	Add a strategy: "Develop consistent standards for construction of facility and system types to achieve economies of scale, maintenance, and operational efficiencies."	Steve Lauria, Baltimore City Citizen	State agencies and local public works departments follow engineering standards when designing and constructing transportation projects. This ensures consistency and quality. One of the proposed strategies under the Participation and Cooperation goal addresses this: "To the greatest extent possible, work with planners and engineers in all jurisdictions to develop common policies and design strategies for transportation facilities."
10	Add text to every strategy addressing preservation/replacement of specific types of transportation assets: "with the use of updated components and systems with improved efficiencies and efficacy."	Steve Lauria, Baltimore City Citizen	The agencies and public works departments responsible for preserving and replacing transportation assets in the region use updated components and systems to the greatest extent possible given budgetary constraints.

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<b>Comments Related to Improving Accessibility</b>			
11	Add a strategy: "Provide scalable, standardized solutions in order that capacities and efficiencies may be increased commensurate with future demands."	Steve Lauria, Baltimore City Citizen	One of the proposed strategies under the Participation and Cooperation goal addresses the advisability of standardizing as appropriate and feasible: "To the greatest extent possible, work with planners and engineers in all jurisdictions to develop common policies and design strategies for transportation facilities."
12	Add a strategy: "Create walkable environments."	Steve Lauria, Baltimore City Citizen	This recommendation is consistent with several proposed strategies. For example, under the Safety goal: "Improve conditions to enable pedestrians and bicyclists to interact more safely with users of other transportation modes." Under Accessibility: (1) "Increase transportation alternatives in all modes for all segments of the population," (2) "Provide strong funding commitment for building both pedestrian and bicycle facilities that establish linkages among activity centers and provide access to public transit," and (3) "Improve system connectivity and continuity among all modes. . . ." Also, under the Environment goal: "Enhance the quality of human health by providing multimodal transportation infrastructure and services that support active living and physical activity. . . ."
13	Add text to this strategy: "Improve access to jobs and other necessities for all segments of the population, including disabled, elderly, minority, and low-income populations, through coordination of <b>land use associated with</b> transportation investments."	Steve Lauria, Baltimore City Citizen	We have added this text addressing the land use connection to this strategy.
14	The strategy "Increase transportation alternatives in all modes for all segments of the population" is vague. Be more specific.	Steve Lauria, Baltimore City Citizen	This strategy is intended to provide a general policy statement related to the region's commitment to increasing choices in all transportation modes for all people. Other strategies support this general commitment with concepts related to specific modes or populations.
15	Add text to this strategy: "Provide strong funding commitment for building both pedestrian and bicycle facilities that establish linkages <b>and interconnected systems</b> among activity centers and provide access to public transit."	Steve Lauria, Baltimore City Citizen	"Linkages" includes interconnected systems.

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16	Combine these strategies: (1) “Improve access to jobs and other necessities for all segments of the population, including disabled, elderly, minority, and low-income populations, through coordination of land use associated with transportation investments” and (2) “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 and abilities.”	Steve Lauria, Baltimore City Citizen	For the purpose of avoiding duplication, we have deleted the second strategy. Other proposed strategies address its intent.
17	Add text to this strategy: “Improve system connectivity and continuity among all modes and across inter-jurisdictional and inter-regional boundaries. <b>New projects that do not integrate with existing systems or future, broad-based systems and networks shall not be undertaken.</b> ”	Steve Lauria, Baltimore City Citizen	The sentiment expressed in the proposed sentence is, we believe, contained in the goals without being expressed as a negative statement.

### Comments Related to Increasing Mobility

18	Add text to this strategy: “Sustain and balance capacity in the highway, transit, and rail systems and pedestrian and bicycle networks <b>among urban, suburban, and rural areas.</b> ”	Steve Lauria, Baltimore City Citizen	This strategy is intended to provide a balanced system with respect to capacity throughout the region to the greatest extent possible. However, funding constraints and local preferences may preclude providing choices in all modes in all geographic areas.
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### Comments Related to Preserving the Environment

19	Add text to this goal: Preserve the <b>Natural</b> Environment”	Steve Lauria, Baltimore City Citizen	This goal is intended to address not only the natural environment but the human environment (e.g., cultural and historic resources) as well. Keeping the wording general meets this intent.
20	Add a strategy: “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).”	Steve Lauria, Baltimore City Citizen	We understand the point of this recommendation. The proposed goals and strategies are intended to encourage agencies and jurisdictions to consider how their projects fit into the overall regional system and are consistent with regional goals. However, parking or other vehicle-oriented projects that are funded entirely with local funds are not required to be included in the long-range plan or the short-range Transportation

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			Improvement Program (TIP), unless they would affect the region's ability to comply with federally mandated air quality standards.
21	Add text to this strategy: "Ensure that the region conforms to the applicable state air quality plan by developing programs to reduce congestion, reduce growth in mobile source emissions, and encourage emission reduction technologies. <b>Reduce use of single-occupant passenger vehicles.</b> "	Steve Lauria, Baltimore City Citizen	We have combined this strategy with another one to address this: "Ensure that the region conforms to the applicable state air quality plan by developing programs to reduce congestion ( <b>e.g., provide alternatives to the use of single-occupant passenger vehicles through Travel Demand Management (TDM) techniques</b> ), reduce growth in mobile source emissions, and encourage emission reduction technologies

### Comments Related to Improving Security

22	Combine this goal with the goal addressing Improving Safety.	Steve Lauria, Baltimore City Citizen	These are two separate goals in the current long-range plan ( <i>Transportation Outlook 2035</i> ), and we propose to keep them separate goals. This is consistent with the federal government's separation of these two concepts into two separate goals as expressed in the US DOT planning factors in the existing transportation law (SAFETEA-LU).
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### Comments Related to Promoting Prosperity

23	Add a strategy: "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.)"	Steve Lauria, Baltimore City Citizen	Project sponsors follow a cost estimation methodology that is accepted for plan level analysis. This may not, however, be at a level you are suggestion (i.e. "Full and complete"). This methodology does allow for comparisons against competing projects.
24	The strategy "Concentrate transportation investments within local- and state-designated growth areas to encourage prosperity in and revitalization of existing communities" is vague.	Steve Lauria, Baltimore City Citizen	This strategy is consistent with both Maryland's Smart Growth law that encourages development within designated Priority Funding Areas and the Livability Principles developed jointly by the US Department of Housing and Urban Development, US Department of Transportation, and US Environmental Protection Agency. The intent is to concentrate development within areas that have the transportation and other infrastructure in place to support such development. This concentrated development can encourage prosperity in and revitalization of existing communities.

## Comments Related to Cooperation Among All Stakeholders

25	Add text to this strategy: “ <b><i>In planning and construction activities</i></b> , [f]oster communication with and encourage input from all groups, public and private, with a stake in the performance of the region’s transportation system	Steve Lauria, Baltimore City Citizen	The purview of the BRTB and the long-range transportation plan does not extend to construction activities and so it will not be addressed in these goals. However, once project sponsors reach detailed project planning, they do include the public and other stakeholders in the process leading to construction.
26	Add a new strategy: “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.”	Judy Rose, Harford County Citizen	<p>The existing advisory committees such as the Citizens Advisory Committee, the Bicycle and Pedestrian Advisory Group, and the Freight Movement Task Force provide some of these functions. These groups include citizens and advocates that provide input and, in some cases, technical expertise related to various issues, with recommendations to state and local governments. The BRTB is not going to mandate that each of its members initiate a required local committee. However, the suggestion that local committees provide review and comment that is shared with the state, will be shared with each member for their consideration.</p> <p>To address communication and collaboration among parties that traditionally have not participated to a great extent in the transportation planning process, we have proposed this strategy: “Coordinate transportation planning and programs across all modes and among all government entities, transportation service providers, community groups, transportation advocacy groups, and private partners, including collaboration as appropriate and feasible to provide affordable, reliable, safe transportation alternatives.”</p>