

**TRANSPORTATION 2030
COMMENTS ON DRAFT PREFERRED ALTERNATIVE AND BRTB RESPONSES**

Summary of Comment	Received From	BRTB Response
Need to address the needs of the disabled in T2030. Suggests a study of disabled riders and travel training at various locations throughout the region.	Nancie Etzel	Transportation 2030 is focused on planned capital improvements. However, the final Plan will discuss current services and future transit-related amenities for this special user group.
MD 32 widening is not necessary; a 4 lane road in western Howard County will create a superhighway in a rural area. Pursue other options, including a grass median and left turn lanes.	Marty Hays Rick Gezelle Dan Pontious, CPHA	This roadway is a high priority from a safety standpoint due to accidents and fatalities. Recommendations to resolve these safety issues will be sought expeditiously with phased-in improvements to address the capacity due mainly to through trips. MD 32 is a facility that currently facilitates trips over a 2 lane roadway designed for lower volumes, necessitating a widening. Without capacity expansion, traffic is increasingly diverting to small collector roads in existing communities.
If the Red line is the only transit in the next 25 years then spend the money wisely. Major parts of the system could be shut down if phasing is not considered.	Ed Cohen	The BRTB will share these concerns with the Maryland Transit Administration (MTA), Federal Railroad Administration (FRA), and Amtrak as project planning for the Red Line moves forward.
The Draft PA does provide multi-modal choices but still disappointed that Green Line was not included. TDM discussion good.	Dan Pontious, CPHA	The BRTB is committed to a multi-modal plan that provides transportation choices to residents in the region. BRTB members are also concerned that the Green Line was not included in the draft Preferred Alternative, however, federal regulations require a financially constrained plan. Although not in the Plan, the planning process for the Green Line will move forward with funds earmarked by the State.
Why was the Green line dropped from the Draft Preferred Alternative?	Patrick McMahon, Sierra Club	BRTB members are also concerned that the Green Line was not included in the draft Preferred Alternative, however, federal regulations require a financially constrained plan. Although not in the Plan, the planning process for the Green Line will continue with funds earmarked by the State.

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<p>Very upset by the lack of projects that concern pedestrian safety, bike safety, alternative commuting, etc. in her local area. Bike trails for RECREATION should not be funded before safety improvements for existing pedestrians and creation of commuter bike routes.</p>	<p>Jill Marquiss</p>	<p>The focus of Transportation 2030 is planned capital projects. Bike trails for commuter and utility trip purposes are given preference over recreational trails, however, recreational trails do begin to encourage people to use their bicycles for other trip purposes.</p> <p>Safety for all modes is a primary goal of Transportation 2030. Safety concerns are always included during project development and construction for all projects. Safety issues are also addressed through system preservation projects.</p> <p>In the meantime, jurisdictions in the metropolitan region continue to consider adding bike lanes while improving roadways; for example, the City will include a bike lane on the soon-to-be improved Potee Street Bridge – a key link to the City from points south. In addition Baltimore City is currently undertaking the development of a city-wide Bicycle Master Plan. The Plan goal is to asses existing conditions and to identify and prioritize the facilities needed for safe bicycling in Baltimore.</p>

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<p>Concerned that there are no projects for construction of bike commuter lanes on key city streets – which is a more pragmatic, low-cost approach to improving urban bicycling safety.</p> <ul style="list-style-type: none"> • Include streets as Charles Ave, Liberty Rd, Sinclair Rd., Eastern Ave, and other busy thoroughfares that bicyclists commuting into the city would use were they safer. • Create lanes around 4-6' wide, with clear markings and barriers to keep cars off of them. • A strategic network of commuter bike lanes would have bigger payoffs than building bicycle paths. 	<p>Michael J. McQuestion</p>	<p>A glance of the bicycle and pedestrian project list in the Draft Preferred Alternative shows more than 50% of the projects are indeed trails. While there are trails such as the Monocacy River Scenic Greenway in Carroll County which will offer a place of recreation, most of the trails will create a place for both recreation and transportation. For example, the Jones Falls Trail will offer a route parallel to and likely preferable to Falls Road.</p> <p>The Jones Falls facility will serve as a lynch pin to link on-road bike facilities like the Roland Avenue Bike Route, which is planned to be rehabilitated and will include bike lanes. On-road bike-lane implementation will be undertaken concurrently with roadway improvements; for example, the City will include a bike lane on the soon-to-be improved Potee Street Bridge – a key link to the City from points south. In addition, Baltimore City is currently undertaking the development of a city-wide Bicycle Master Plan. The goal is to asses existing conditions and to identify and prioritize the network of facilities needed to provide safe bicycling in Baltimore.</p>

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<ul style="list-style-type: none"> Expanding the divided-highway portion of Route 32 all the way to I-70 will open the floodgates to increased vehicular traffic in Howard County. Dramatically increasing the traffic flow through proposed expansion will exacerbate this gridlock to Capital Beltway proportions. Data provided from MDOT shows that the accident rate per vehicle miles traveled is below the average rate for similar roads around the state. Far less expensive safety options are available to make road safer. 	<p>Delegate Elizabeth Bobo</p> <p>Delegate Neil Quinter</p> <p>Howard County Councilman Ken Ulman</p>	<p>This roadway is a high priority from a safety standpoint due to accidents and fatalities. Recommendations to resolve these safety issues will be sought expeditiously with phased-in improvements; however, beyond short-term safety issues is the ability to address capacity due mainly to through trips. MD 32 is a facility that currently facilitates trips over a 2 lane roadway designed for lower volumes, and volumes are projected to increase well beyond capacity necessitating a widening. Without capacity expansion, traffic is increasingly diverting to small collector roads in existing communities.</p>
<p>Regarding Route 50 widening from 6-8 lanes (PG County to Bay Bridge by 2020) – Have many questions and concerns.</p> <p>One question, how does this expansion relate to a possible third Chesapeake Bay bridge crossing?</p>	<p>Senator John C. Astle</p> <p>Michael E. Busch, Speaker of the House</p> <p>Delegate Virginia P. Clagett</p>	<p>Due to well documented, recurring congestion, inclusion of this project in the Draft Preferred Alternative will lead to a study that will identify the causes of this congestion and subsequent project planning including NEPA documentation. Anne Arundel County has included this project in its Priority Needs letter to the State Highway Administration. Resolution of recurring congestion in this corridor will require additional lane capacity. In this case discussions with the Maryland Transportation Authority will be ongoing, specifically regarding the implementation of managed lanes.</p>

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<ul style="list-style-type: none"> • The model and forecast inputs used for Transportation 2030 significantly underestimate traffic and transit ridership toward the center of the region and also miss the benefits of walkable communities and transportation choices throughout the region. • Preferred Alternative runs counter to Vision 2030 in terms of land use, transportation investments, and outcomes. • Other regions are implementing long-range plans based on land use – this region needs to do the same. 	<p>Norm Marshall on behalf of the Baltimore Regional Partnership</p>	<ul style="list-style-type: none"> • BMC staff has begun research into the model inputs and outputs associated with these points. Staff has shared these comments with the Peer Review Team of the Travel Demand Model. Their meeting of September 23 and 24, 2004 proved beneficial. Their preliminary recommendations were to investigate opportunities to address these concerns. • The recommendations from Vision 2030 were used as a framework in the development of Transportation 2030. The outcomes of Vision 2030 were considered by numerous jurisdictions to develop a set of transportation investments that support their respective local General Development Plans. The growth management and land use strategies promoted through Vision 2030 have been employed by the region’s local jurisdictions and, thus, the BRTB believes the projects listed in the Draft Preferred Alternative do not run counter to the conclusions of Vision 2030. • Land use decisions are a product of a locally driven jurisdictional process.

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<ul style="list-style-type: none"> • Are all of the bike/ped improvements off road paths, or do they also include bike lanes? • I don't see any mention of intermodal planning and the improvements are very choppy - stopping and starting in unrelated ways. • All the highway improvements should, as a rule, include bike/ped accommodations including new bike lanes. • Set aside funds for education and training of both motorists and bicyclists including new signage and traffic calming near schools. Especially under the Safe Routes to School plan. 	<p>M. Gregory Cantori, One Less Car</p>	<p>The bicycle and pedestrian projects in the draft Preferred Alternative shows more than 50% of the projects are indeed trails. While there are trails such as the Monocacy River Scenic Greenway in Carroll County, which will offer a place of recreation, most of the trails will create a place for both recreation and transportation. For example, the Jones Falls trail will offer a route parallel to and likely preferable to Falls Road.</p> <p>The Jones Falls trail will serve as a lynch pin to link on-road bike facilities like the Roland Avenue Bike Route, which is planned to be rehabilitated and will include bike lanes. On-road bike-lane implementation will be undertaken concurrently with roadway improvements. As you know, the City will include a bike lane on the soon-to-be improved Potee Street Bridge – a key link to the City from points south. In addition, Baltimore City is currently undertaking the development of a city-wide Bicycle Master Plan. The goal is to asses existing conditions and to identify and prioritize the network of facilities needed to provide safe bicycling in Baltimore.</p> <p>While Transportation 2030 considers regional capital improvements, the BRTB recognizes the need for safe bicycle and pedestrian access to schools. As a result the Baltimore Metropolitan Council, in conjunction with the City and the Federal Highway Administration, recently sponsored a new Safe Routes to School [SR2S] training to facilitate access improvements on a local level. The workshop gathered renowned experts with federal, state and local professionals and advocates to develop strategies for improving school-zone safety. The BRTB will continue to facilitate these discussions in the future as federal funds are expected to be allocated for Safe Routes as a component to the soon-to-be reauthorized transportation bill.</p>

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<ul style="list-style-type: none"> • I noticed that the "Yellow Line" has been taken out of the project list and I strongly agree with this action. • Re: "bike/pedestrian path" work - crime on some paths can be a problem and thus would reduce the potential use by citizens. Be sure to evaluate safety and crime when these are built. • <i>TDM</i> - this section should address paratransit and the federal mandate facing the state today since the need will, like other issues, increase substantially by 2030 It is assumed that all pedestrian paths will be fully accessible and likewise, all physical construction will be fully ADA and such compliant. 	<p>Butch Arnold</p>	<ul style="list-style-type: none"> • The Yellow Line did not make it into the financially constrained draft Preferred Alternative; however, Anne Arundel County, MDOT and MTA will continue to pursue planning studies for this project. Please consider contacting the Anne Arundel representative to share your concerns with this project. • Safety issues are considered in the selection and development of all projects. The jurisdiction involved will keep safety and crime issues at the forefront during design. One of 5 goals for Transportation 2030 is "Accessibility and Safety Goal". It states that "Transportation 2030 shall strive to achieve a safe and balanced transportation system that is accessible, equitable, and reliable for all system users and that provides for enhanced connectivity between modes and destinations, ease of use, service proximity and availability, and user safety." • Inclusion of paratransit issues and services will be included in several places in the final Plan. The MTA has advised the BRTB that it will be fully compliant with the federal mandate for ADA accessibility in the next two years. Subsequently, all vehicles will be purchased in compliance with ADA requirements.