

Group	Source	Statement
Accessibility	Workshop	Transit oriented development
Accessibility	Workshop	TOD Corridors – Clusters
Accessibility	Workshop	Greater investment in Heavy rail: Speed; Connectivity in dense areas; Less auto-centric planning (focus more on walking, biking, etc planning); Affordability
Accessibility	Workshop	High Speed rail to beyond the region
Accessibility	Workshop	Less cars in city
Accessibility	Workshop	Modal interconnectivity
Accessibility	Workshop	Multi-modal
Accessibility	Workshop	Multimodal (competitive efficient, automated, integrated rail/transit options)
Accessibility	Workshop	Multimodal viable /attractive/safe options – human-powered transportation – health
Accessibility	Workshop	One or no car needed
Accessibility	Workshop	Seamless inter-modal connections locally and regionally
Accessibility	Workshop	Transportation/transit system serving everyone (not dependent on auto)
Accessibility	Workshop	Interconnected Multi-Modal Transportation
Accessibility	Workshop	Public transportation access
Accessibility	Workshop	Multi-modal linkages
Accessibility	Workshop	Regionally linked modes of transportation
Accessibility	Workshop	Intermodal hubs
Accessibility	Workshop	Mass transit available
Accessibility	Workshop	Transit access
Accessibility	Workshop	Multimodal
Accessibility	Workshop	People prefer transit
Accessibility	Workshop	Bay huge pull – multimodes – more bikes & walking
Accessibility	Workshop	Develop a transit system that will make cars needless
Accessibility	Workshop	Reduce Gridlock
Accessibility	Workshop	Street Cars
Accessibility	Workshop	Alternative transportation
Accessibility	Workshop	Backbone of integrated
Accessibility	Workshop	Connectivity between modes
Accessibility	Workshop	Convenience
Accessibility	Workshop	Easy movement
Accessibility	Workshop	Greater neighborhood connectivity through bike paths
Accessibility	Workshop	Minimal transfers
Accessibility	Workshop	Transportation for seniors
Accessibility	Workshop	Commuter behavior, choices
Accessibility	Workshop	Bike/Ped networks
Accessibility	Workshop	Accessible – wherever, whenever, whoever
Accessibility	Workshop	Non-motorized connection
Accessibility	Workshop	More non-motorized downtown core
Accessibility	Workshop	More bikeable communities
Accessibility	Workshop	All transportation modes
Accessibility	Workshop	Variety of choices

Accessibility	Workshop	Transportation choices
Accessibility	Workshop	Isolated to dense development
Accessibility	Workshop	Higher density corridor redevelopment
Accessibility	Workshop	Independence for people
Accessibility	Workshop	Mobility
Accessibility	Workshop	24/7 all inclusive
Accessibility	Workshop	Accessibility
Accessibility	Workshop	All in city
Accessibility	Workshop	Also emphasis on local connectivity
Accessibility	Workshop	Better accessibility for disabled
Accessibility	Workshop	Better accessibility to outline counties
Accessibility	Workshop	Connections
Accessibility	Workshop	Connections to other regions
Accessibility	Workshop	Connectivity
Accessibility	Workshop	Connectivity from region to region (Balt/DC/Philly)
Accessibility	Workshop	Geography dictates transportation & transportation = land use
Accessibility	Workshop	Greater accessibility to BWI airport
Accessibility	Workshop	Local assets
Accessibility	Workshop	Rural areas transportation (door to door)
Accessibility	Workshop	Vendors at your door;
Accessibility	Workshop	Web of connected transportation
Accessibility	Workshop	Land use variety – jobs and housing proximity
Accessibility	Workshop	Regional coordination
Accessibility	Workshop	Inter city
Accessibility	Workshop	Intra city
Accessibility	Workshop	Region wide mixed development
Accessibility	Workshop	Connectivity with region
Accessibility	Workshop	Live where you work
Accessibility	Workshop	Connected/on-time
Accessibility	Workshop	Reasonable passes
Accessibility	Workshop	Roads should accommodate all modes of transportation
Accessibility	Workshop	Pedestrian access to everything
Accessibility	Workshop	Quality of life: Walkable streets/neighborhoods; Public access to the bay; Complete streets
Accessibility	Workshop	Walkable
Accessibility	Workshop	More walkable communities
Accessibility	Workshop	Fresh food every neighborhood walk to it
Accessibility	Workshop	Great dense places to support transit
Accessibility	Workshop	Healthy, walkable!
Accessibility	Workshop	It's all in your neighborhood
Accessibility	Workshop	Local amenities
Accessibility	Workshop	No worry getting to live & work
Accessibility	Workshop	Walkable communities
Accessibility	Workshop	Where do people live?
Accessibility	Workshop	Work at home
Accessibility	Workshop	Work from home, live where you work
Accessibility	Workshop	Compact city

Accessibility	Workshop	Short commute patterns-people live near where they work
Accessibility	Workshop	Live locally
Accessibility	Workshop	People living/working in close proximity to needed services
Accessibility	Workshop	Well-planned & livable communities
Accessibility	Workshop	Compact development
Accessibility	Workshop	Do more within your community
Accessibility	Workshop	Excellent public transit
Accessibility	Workshop	Mixing choices
Accessibility	Workshop	Regular, reliable service transit options
Accessibility	Workshop	Reliable public transportation
Accessibility	Workshop	Shared vehicles (cars/bikes) with ancillary facilities (lodes etc.)
Accessibility	Workshop	Smart cars, highways
Accessibility	Workshop	Efficient transportation system: Direct transit routes; vehicles; roads; more w/ less
Accessibility	Workshop	Awesome transit
Accessibility	Workshop	Bus & rail connections throughout region and external adjacent areas (Washington)
Accessibility	Workshop	Diverse/integrated transportation options
Accessibility	Workshop	Bike-ped environment
Accessibility	Workshop	Improved existing infrastructure
Accessibility	Workshop	Reduced congestion
Accessibility	Workshop	Regional/local time perfect
Accessibility	Workshop	Reliability
Accessibility	Workshop	Speed
Accessibility	Workshop	Reduced congestion
Accessibility	Workshop	Give more row to others reduced congestion
Accessibility	Workshop	Small electric cars, shared
Accessibility	Workshop	Transit is like personal vehicle, same values, clean, calm, comfortable
Accessibility	Workshop	Transport across the bay (regional links)
Accessibility	Workshop	Integrated infrastructure and land use
Accessibility	Workshop	Free streets for people/bikes
Conservation	Workshop	No cars! Open space
Conservation	Workshop	Carbon neutral environmental transit
Conservation	Workshop	Car free
Conservation	Workshop	Ecological development
Conservation	Workshop	Empty nesters, cleaner-greener
Conservation	Workshop	Enhanced environmental protection
Conservation	Workshop	Environment
Conservation	Workshop	Environmental
Conservation	Workshop	Greenway system
Conservation	Workshop	Growth/land use
Conservation	Workshop	Land conservation
Conservation	Workshop	Managed growth
Conservation	Workshop	More local farming
Conservation	Workshop	Nature Open space
Conservation	Workshop	Parking lots re-used for fun!

Conservation	Workshop	Preservation of environment
Conservation	Workshop	Preserve Environment
Conservation	Workshop	Quality open space created by greater density
Conservation	Workshop	Redevelop to preserve open space
Conservation	Workshop	Sustainability
Conservation	Workshop	Strong local agriculture
Conservation	Workshop	Open Space
Conservation	Workshop	Nature: open space; livable; access
Conservation	Workshop	Open space and rural preservation
Conservation	Workshop	Development limits
Conservation	Workshop	Resource preservation/nature
Conservation	Workshop	Agriculture/food
Conservation	Workshop	Planned green growth
Conservation	Workshop	Environmentally friendly
Conservation	Workshop	Recreation
Conservation	Workshop	Recreation and great sight-seeing
Conservation	Workshop	Sustainable housing
Conservation	Workshop	Local food
Conservation	Workshop	Simpler solutions – back to what was good
Conservation	Workshop	Carbon-recycling engines
Conservation	Workshop	Cars shared
Conservation	Workshop	Civic and social services
Conservation	Workshop	Clean air! Water
Conservation	Workshop	Clean energy provider
Conservation	Workshop	Clean transport
Conservation	Workshop	Heed thy water supply
Conservation	Workshop	Historic preservation
Conservation	Workshop	Reduced emissions
Conservation	Workshop	Reduced pollution
Conservation	Workshop	Saving energy
Conservation	Workshop	Silt – dispensed energy
Conservation	Workshop	Clean air, Clean Water
Conservation	Workshop	Healthy bay
Conservation	Workshop	Air quality improvement
Conservation	Workshop	Community amenities/natural beauty/and livable communities
Conservation	Workshop	Healthy-sustainable neighborhoods
Conservation	Workshop	Productive bay
Cost Effectiveness	Workshop	Region-wide planning & zoning
Cost Effectiveness	Workshop	Regional food planning
Cost Effectiveness	Workshop	Equity of cost
Cost Effectiveness	Workshop	Self organizing
Cost Effectiveness	Workshop	Money spent more wisely
Cost Effectiveness	Workshop	Pay for what you use
Cost Effectiveness	Workshop	Percentage of income tax to support transportation
Cost Effectiveness	Workshop	Well-funded
Cost Effectiveness	Workshop	Affordability
Cost Effectiveness	Workshop	Region coordination

Cost Effectiveness	Workshop	Regional cooperation
Cost Effectiveness	Workshop	Affordability
Cost Effectiveness	Workshop	Equity
Prosperity	Workshop	Global orientation
Prosperity	Workshop	Affordability (Housing, Transportation)
Prosperity	Workshop	Sustainable local economy
Prosperity	Workshop	Presentation of “best places”
Prosperity	Workshop	More people working from home
Prosperity	Workshop	Neighborhood character
Prosperity	Workshop	Neighbors/Neighborhoods come together for work & play
Prosperity	Workshop	Person-centered community – healthy people, workplaces, and environment
Prosperity	Workshop	Resources are here
Prosperity	Workshop	Vibrant centers, industrial base to maintain creative use of spaces
Prosperity	Workshop	Vibrant city
Prosperity	Workshop	Vibrant Core – Howard Street
Prosperity	Workshop	Vibrant housing and neighborhoods
Prosperity	Workshop	Healthy vibrant neighborhoods
Prosperity	Workshop	Family Friendly Communities
Prosperity	Workshop	Baltimore a destination
Prosperity	Workshop	Diversity of economy, demographics, lifestyle
Prosperity	Workshop	Encourage diversity – social; housing; environmental; jobs
Prosperity	Workshop	Livability
Prosperity	Workshop	Livability
Prosperity	Workshop	Quality of Life
Prosperity	Workshop	Social involvement
Prosperity	Workshop	Top choice region: energetic, creative, attracts young and old
Prosperity	Workshop	Unique Identity
Prosperity	Workshop	Vibrant life
Prosperity	Workshop	Worldly choice of goods
Prosperity	Workshop	Livable
Prosperity	Workshop	Diversity
Prosperity	Workshop	Quality of life: maintain it; define it
Prosperity	Workshop	Diversity quality of life (all ages)
Prosperity	Workshop	Tech jobs
Prosperity	Workshop	Communities as destinations
Prosperity	Workshop	More leisure
Prosperity	Workshop	More leisure
Prosperity	Workshop	Economic
Prosperity	Workshop	Economic bases
Prosperity	Workshop	Economic Vitality
Prosperity	Workshop	Economy
Prosperity	Workshop	Government, biotech, cultural jobs
Prosperity	Workshop	Healthy productive workers/families
Prosperity	Workshop	Healthy economy
Prosperity	Workshop	Economically vital port
Prosperity	Workshop	Regional defense industry hub for the US

Prosperity	Workshop	Economic stability
Prosperity	Workshop	Strong workforce
Prosperity	Workshop	Economic opportunity tied to mobility
Prosperity	Workshop	Economic opportunities that brings remote/telework jobs
Prosperity	Workshop	High tech employment
Prosperity	Workshop	Telecommuting
Prosperity	Workshop	Integrated planning across modes (consider freight/ports) – transportation planning driving land use – geography
Prosperity	Workshop	Efficient freight movements
Prosperity	Workshop	Harbor/port
Prosperity	Workshop	Higher value life because of transport
Prosperity	Workshop	MD beyond Rush – 2060
Prosperity	Workshop	Viable/versatile ports
Quality	Workshop	Tech driven quality of life vibrant/livable city
Quality	Workshop	Technological mass transit
Quality	Workshop	Point 2 Point automated transit
Quality	Workshop	Quiet multi-modal transportation
Quality	Workshop	Capitalize on technology
Quality	Workshop	Efficient
Quality	Workshop	Efficient planning
Quality	Workshop	Technology
Quality	Workshop	Technology
Quality	Workshop	Technology
Quality	Workshop	Technology to connect people and connect places and reduce traffic
Quality	Workshop	Technology
Quality	Workshop	Technological advances
Quality	Workshop	Maximize technology to serve community needs
Quality	Workshop	Manage with technology
Quality	Workshop	Transit state of the art and automated connected
Safety	Workshop	No rails in roads
Safety	Workshop	Radial lines built only if grade-separated
Safety	Workshop	Safe, efficient, connected multimodal rail/streetcar, heavy/light, modern regional & local access (it's all right here)
Safety	Workshop	Reliable/safe transit and access to it
Safety	Workshop	Better real time communication by users
Safety	Workshop	Front seat for passengers
Safety	Workshop	Safety improvements
Safety	Workshop	Safety, efficiency and accessibility
Safety	Workshop	Safety
Safety	Workshop	Safe transportation
Accessibility	Survey	Land use (i.e. density) should be coordinated with the transportation network, meaning greater density around rail stations.
Accessibility	Survey	Need redundancy in road networks. With more density, goal is to get more transit service.
Accessibility	Survey	Need to develop more transit oriented destinations. Use of light rail, even the use of street cars through out the corridors from the

		City out to the County.
Accessibility	Survey	Reducing sprawl, investing in public rail, urban reinvestment.
Accessibility	Survey	This region's focus on redundant highways and car-oriented land use reduces access to jobs and housing for me directly.
Accessibility	Survey	Transit plans should be well coordinated with land use plans, allowing transit to follow development.
Accessibility	Survey	Accessibility is closely tied to both transportation & land use. We need the transportation facilities to provide multiple viable mobility options to people and the land use density and diversity so that most needs can be met with short trips. Most important is schools, providing high quality schools within walking and bicycling distance of neighborhoods.
Accessibility	Survey	Baltimore City can be connected to the Eastern Shore via a ferry system and towns on the Eastern Shore can be developed within walking & biking distance to ferry terminals, Towns can be designed to be high quality and density similar to Annapolis and Chestertown
Accessibility	Survey	Have automakers start automating cars with electronic collision avoidance systems. The goal should be to totally automate the transportation system.
Accessibility	Survey	Howard County is growing in population; however the RELIABLE and ACCESSIBLE transportation methods have not grown equally.
Accessibility	Survey	Access means No Gridlock for cars. Access means swift point to point travel for public transit.
Accessibility	Survey	Accessibility to adequate transportation in areas where it's minimal and/or non existent. Access to services would reduce the number of cars travelling south on Perring Parkway, Loch Raven Blvd, and the Alameda to downtown, etc.
Accessibility	Survey	Accessibility is an issue of justice as well as health. Regarding health, the population of our region needs to become more physically active, meaning bike & pedestrian facilities are crucial and transit services are important (walking 4 blocks to the bus every morning is more exercise than walking 10 feet to the car). As far as justice, the transit services community talks about transit dependent/captive riders and choice riders. When will everyone, regardless of age, income, ability/disability or ethnic or racial background have equal access and choice in transportation? For example, transit dependent riders who can walk or use a wheelchair could get around by sidewalk too, if there was one!
Accessibility	Survey	Additional multi-modal transportation links are needed to move away from private automobiles and single drivers that necessitate constant road investment. Public transport has to be convenient and affordable - private vehicles need to be less affordable (higher gas prices/taxes) for people to accept inconvenience.
Accessibility	Survey	Baltimore/Washington and in between needs to have reliable affordable transportation options to reduce the need to drive and improve environment not pollute with too many cars.

Accessibility	Survey	Can we provide more bus routes, bus stops, trains, stations, bike routes, sidewalks? If so - then we can improve accessibility.
Accessibility	Survey	Having been an advocate for public transportation in Ho. Co. and the region (including Md. suburbs and DC, has shown that personal involvement is part of only the smallest, painstaking improvement of accessibility. Very frustrating especially since local planners seem not to accept the importance of doing transit planning and local land use planning in a joint (with the state and other regional parties), comprehensive approach.
Accessibility	Survey	Having the Light Rail actually go from Hunt Valley to Penn Station without changing light rail trains.
Accessibility	Survey	Hopeless as long as we focus on cars and congestion
Accessibility	Survey	Hugely inaccessible, except by car. Need sidewalks big time, just for safety's sake.
Accessibility	Survey	I appreciate access to bus, light rail, designated bike paths in my neighborhood and would like to see more people use them.
Accessibility	Survey	I can walk to the light rail station in Lutherville and we use it occasionally to go downtown for an event like Artscape when we know the parking will be crazy. Normally it's faster to drive. So we do. There need to be more connections to other transit service from Downtown. The new free Downtown bus service is a great idea. Will test put this summer
Accessibility	Survey	I hope Annapolis Transit gets a makeover, or is merged with a county wide transit agency.
Accessibility	Survey	I live only 6 miles from my workplace, but I have to drive every day because there is no direct way to get there on public transportation. I can either drive 20 minutes out of the way to get the light rail or take a bus & make 1 or 2 transfers. Both options would take much longer than driving (straight down Harford Rd, left on Broadway & I'm there) and are not worth the \$ I would save by taking public transportation. Time & proximity are the two main things keeping me from using public transportation. I live the perfect distance to bike to work, but a
Accessibility	Survey	I would like to see increased light rail or bus routes into northern Baltimore county.
Accessibility	Survey	I would like to see more rail transportation, more bike paths/trails for easy commuting. A strong campaign for walkable communities.
Accessibility	Survey	In 10 years, the baby boomers will all be retired. I will be 74 then, and would love to go places without needing a car. I don't want to be a prisoner in my house.
Accessibility	Survey	Many people who need public transportation the most can't use it here because of cost or accessibility
Accessibility	Survey	More and more frequent public transportation
Accessibility	Survey	More light rail, better service to DC and College Park at a greater variety of times. More light rail throughout the city. Go forward with the red line.
Accessibility	Survey	Public transportation reaches close to where I live, so if I use it, I can choose not to use my car at all.

Accessibility	Survey	Regionwide access puts jobs in reach of job-seekers and puts employees in reach of employers. Auto-based systems cannot mathematically keep up with demand; autos only transportation destroys access.
Accessibility	Survey	Sidewalks should be built in older neighborhoods to increase accessibility to bus stops, retail destinations, and safe access to schools.
Accessibility	Survey	Streamline the bus service so the routes with the highest usage offer high-frequency service (a bus every 5-8 minutes) with a minimal number of stops. For example, offer a "Quickbus" on the #3 route that make a stop every half mile (or so) in order to provide frequent, fast, and dependable service. Also, focus efforts on improving MARC train service. Expand service to the weekend, use federal/state money to upgrade tunnels in Baltimore, all toward the goal of offering six "express" (Baltimore to D.C. in 30m) trains per day by 2016, instead of just the one that exists now.
Accessibility	Survey	The Baltimore region will suffer extraordinarily without smart transit investments connecting the urban areas of our city. We need to do this with rail service as opposed to bus service, which will likely never attract choice riders in our city. It's abysmal that Towson has no rail access. Commuter rail should run to Hunt Valley, Frederick, and DC 7 days a week, and Light Rail and Subway hours should be expanded dramatically. We should focus on expanding the green line to Morgan State and re-evaluate the Red Line as a best option when short spurs to Bayview and West Baltimore MARC might prove more useful.
Accessibility	Survey	The number one priority for the Baltimore region should be on the creation and expansion of a true fixed rail transit network that is robust. Now it's a couple of transit lines that don't go to many places that people want to get to.
Accessibility	Survey	The roads in Maryland are tremendous. The roads I drive on every day are better planned and maintained (by far) than roads in PA, Delaware, Virginia, or DC. BUT--you can't live without a car. There is not enough public transportation.
Accessibility	Survey	the transportation system allows me to get to where I want and need to go
Accessibility	Survey	The use of public transportation would be used more if more accessible.
Accessibility	Survey	To conserve resources, it is important that teenagers, parents with young children, and seniors be able to go to libraries, colleges, health clinics, and other services as directly as possible from high-population neighborhoods with public transportation.
Accessibility	Survey	Transit is accessible, but not reliable

Accessibility	Survey	transportation modes need to be connected - long distant travel modes - airports, Amtrak, greyhound need to have stops that connect to regional and local transportation modes - commuter buses, county bus service, light rail, and city buses. These services must be interconnected and schedules for the various modes of public transportation must be available at each station to make transfers less confusing. At this point there is no easy way to take public transportation from Washington DC (national capital) to Annapolis (state capital) - it is a four block (.3 miles) walk from Union Station (Amtrak & metro) to the Annapolis bus to commuter parking lot. The city bus service does not go to the park and ride lot and there is no information on how to connect to the city buses or their schedules at the park and ride - to connect to the city bus one must walk .15 miles crossing a major 4 lane road (Riva road) without sidewalks and crosswalks. The schedules do not coordinate. If no regional or local transit is available
Accessibility	Survey	Travel in the region REQUIRES a car. That is not accessibility. Transit options can only improve with political will. We have not had a leader at the city or state level willing to be a champion for transit in 30 years.
Accessibility	Survey	We currently have accessibility here in the county, but it is limited for those with disabilities and the elderly. Also the only form of transport currently is the road system. We need wider pathways to encourage community via bicycle and, as Columbia is redeveloped, we will need mass transit options. For the region, mass transit needs to be improved.
Accessibility	Survey	We need better integration between travel modes and the information on how to access and move between them to be readily accessible. This includes least cost and least time options. It's not necessary to serve every individual by every travel mode, but if we don't improve the means for alternatives and reduce the number of vehicles on the road it really won't matter how accessible it is if no one can get where they want to go in a timely fashion.
Accessibility	Survey	We need more capital investment in rail transit as well as steps to make buses and the light rail more efficient. Consolidating stops, dedicated lanes, signal prioritization, and the conversion of the CSX tunnel to light rail use are a good start. Charles Street or St. Paul/Light or Greenmount could be closed to car traffic and serve as a bike/bus only street, consolidating bus routes that run through the "trunk" of the city to use the traffic-free route and provide more options to people waiting for a bus.
Accessibility	Survey	We need more efficient and cost effective public transportation!! I live in an established neighborhood close to the Marc train. When I worked in Baltimore I wanted to use the Marc train but the Marc only runs to Penn station from Martin at 7:00 am and returns at 5:30 pm (for a person commuting to work). In order to use the Marc I would have had to invest the majority of my day in that choice, plus pay a cost greater than the cost of commuting by car (and parking).

Accessibility	Survey	We need more light rail and subway services. When traveling throughout the Balto. Metro area, the 1st thought should not be "car," but public transportation. The priority should not be what is good for cars, but for public transportation.
Accessibility	Survey	When I moved to my place of residence, one of the attractions was transportation accessibility. It was advertised on a card that was publicized. When applying for residence, I was told that the transportation accessibility was being worked out and would be soon available. I was not driving due to medical reasons at the time. But the available transportation was for medical appointments only. It turned out that the neighborhood did not want busses passing through the community. I fought for the residents to have access to transportation for necessity, as well as, for recreation. After one year, the transportation was made available to us but only when signing up in advance because we are competing with the residents in seven other senior citizen residences.
Accessibility	Survey	Accessibility need to shaped by the need of the individual community for example downtown Columbia needs to be more accessible via various types of transportation that a more rural area. There may not be a need in a rural area for all types of transportation
Accessibility	Survey	As a child in Baltimore City, I could walk with my sisters and friends anywhere we wanted to go: the park, the library, stores, school, friends' houses, etc., even miles away on the sidewalks. The addition of bike lanes in Baltimore would allow people to commute more safely on bicycles. In my current community of Eldersburg there are very few sidewalks and there are no bike lanes. This makes it unsafe to go anywhere without my car. My family and I would get more exercise and use less fuel if streets were made safe for pedestrians and bicycles. This would also increase the independence of people who don't drive, like teenagers and the elderly, especially in areas where public transportation is limited.
Accessibility	Survey	Bicycle and walking paths are numerous and a routine part of new roads and developments
Accessibility	Survey	I can identify my travel options easily.
Accessibility	Survey	I guess I could walk or bike more, but there are time, distance, and safety issues.
Accessibility	Survey	I live in Carroll County. A car is needed to access anything from where I live.
Accessibility	Survey	invest biking and walking as options
Accessibility	Survey	Like to see more bike lanes/paths thru the region that can be used for transportation.
Accessibility	Survey	long term parking to reach transportation options
Accessibility	Survey	Need improvements to pedestrian and bike facilities
Accessibility	Survey	Need more public vans to transport elderly & disabled to shopping and doctors and senior centers etc.
Accessibility	Survey	People with various abilities/disabilities should be able to access transportation options.

Accessibility	Survey	Roads need to be wide enough to be maintained and parking is still available during snow storms.
Accessibility	Survey	Sidewalks, bike paths, and transit services are located throughout the region; all three are put in place simultaneously with new development; and bike and pedestrian facilities are retrofitted to all existing neighborhoods in suburban and urban areas.
Accessibility	Survey	The question is open for interpretation, but I am interpreting accessibility to mean that I and my family have access to Biking and Walking Paths
Accessibility	Survey	Transportation and space should be designed around the person. Not around a car.
Accessibility	Survey	Transportation money for transit should go to the most flexible modes. i.e. modes where routes can be easily modified to accommodate the largest population who use it.
Accessibility	Survey	Unsafe to bike or walk in large portions of the area.
Accessibility	Survey	We need a variety of routes that serve a variety of people, but especially those without other options.
Accessibility	Survey	We need more access to non-motorized transportation options.
Accessibility	Survey	We need more bike and walking paths from suburban communities to shopping and services.
Accessibility	Survey	Accessibility needs to accommodate all modes
Accessibility	Survey	Accessibility is proportional to growth. Growth should be minimized with the goal of sustaining what we have right now and downsizing where possible.
Accessibility	Survey	Accessibility is the measure of freedom. Without it, we don't have access to jobs, education, and cultural resources.
Accessibility	Survey	Assess where greatest needs and impacts to environment are fund to serve needs and reduce environmental impacts.
Accessibility	Survey	land use patterns facilitate accessibility
Accessibility	Survey	"I can get to where I need to go" is different from "I can get where I need to go regardless of my age and ability." I choose both
Accessibility	Survey	accessibility equals time spent reaching a destination which affect quality of life
Accessibility	Survey	As a landscape architect I can improve accessibility, I doubt that the average person can
Accessibility	Survey	Easier access for the aged so that they can age in place.
Accessibility	Survey	I don't know enough about it.
Accessibility	Survey	I would recommend against using the term "Accessibility" in this way, as it has come to be largely associated with compliance with the ADA and ABA in most built contexts. I've seen how form-based code and other initiatives have improved alternative means of transportation, and how they have given locations an inviting and appealing look at the same time.
Accessibility	Survey	If there is the political will.
Accessibility	Survey	Let's stop talking about transportation improvements and DO things to improve transportation in the region.

Accessibility	Survey	Look to other areas such as Canada, Oregon, and Europe to see how they have been successful designing transportation systems that are successful and accessible.
Accessibility	Survey	Lowest cost options with the least tax subsidy that offer safety and maximize mobility
Accessibility	Survey	My commute is hassle free, not "consistent" "consistent can be consistently bad
Accessibility	Survey	This is a tough issue to address fairly.
Accessibility	Survey	Transportation is on time!!!!
Accessibility	Survey	I can get to where I need to go fast if I want to.
Accessibility	Survey	Access to transit is of no use when one feels unsafe or unwelcome, or uncomfortable on transit. Aggressive, loud, and inappropriate behavior should be dealt with more immediately.
Accessibility	Survey	Accessibility allows people of all abilities to be employed, which is good for their lives and for our economy.
Accessibility	Survey	Accessibility for the work force is paramount.
Accessibility	Survey	Baltimore lacks good connections to Downtown DC.
Accessibility	Survey	Clustering commercial uses as well as residential uses would help to provide more options for transit, better accessibility, and mobility. Strip commercial is a major impediment to moving traffic.
Accessibility	Survey	Commuter bus options are only as good as the amount of time it takes to transfer from the primary mode to a secondary mode (e.g. zip car, local shuttle). This involves reliable coordination with local jurisdictions to provide seamless, timely schedules that coincide with State commuter bus schedules.
Accessibility	Survey	Current barriers to accessibility include poor or lacking connectivity; inaccessible routes to existing transit facilities and services; arbitrary and inconvenient time restrictions associated with fare card purchases.
Accessibility	Survey	General knowledge of bike routes is nonexistent. Too many bus routes serve something closer to walking-sheds rather than transportation corridors
Accessibility	Survey	I would be willing to give up some personal time associated with my commute to be more conservation minded. My work requires me to use my car to get to clients offices
Accessibility	Survey	I would hate to see Columbia linked up with any metro system...be it Baltimore or DC Metro
Accessibility	Survey	I would like to have easy commute to BWI from Owings Mills and vice versa
Accessibility	Survey	It seems that there are a limited number of major corridors that link Baltimore and Washington (95, 295, rt1). All of them are consistently backed up every morning and evening. There are limited ways to move between them and the secondary roads to decrease travel time.
Accessibility	Survey	Minimizing the time required to travel. For example, in Howard County, it takes an hour to go 6 miles from Gateway to the Mall. Can almost walk that fast.

Accessibility	Survey	Need to recognize that Baltimore City is not the center of the state. Need to abandon the wheel spokes all leading into Baltimore City as the hub as a guiding structure for transportation design. Instead, need to exchange it for more east west routes for travel between county communities.
Accessibility	Survey	No metro wanted out here.
Accessibility	Survey	People need to be able to walk to "regular" destinations, like lunch places, drugstores, cleaners, schools, day cares, and other everyday trip locations.
Accessibility	Survey	People use what's convenient. If it isn't convenient, they won't use it.
Accessibility	Survey	Public transportation in Annapolis is unreliable for getting to/from work. It is not an attractive option for going out for recreation.
Accessibility	Survey	The biggest problem with accessibility in 21218 is crossing the street where cars will not stop for you even though any intersection is a legal crosswalk. These cars want to get out of the city as fast as possible and they make what should be a very accessible neighborhood sometimes difficult to cross the street.
Accessibility	Survey	The neighborhood where I live is generally accessible; however, there are many other neighborhoods throughout the region that have poor accessibility, some of which could be addressed fairly easily and inexpensively.
Accessibility	Survey	There are direct routes to where I need to go without long waits for transfers.
Accessibility	Survey	Time should be a factor in consideration of planning for accessibility to nearby businesses and shopping and medical facilities.
Accessibility	Survey	Transportation must be affordable and accessible. How much does it cost, and how high a priority is it for Baltimore?
Accessibility	Survey	We need better connections to downtown from Northeast Baltimore/Harford County similar to people in Hunt Valley with the Light Rail and Owings Mills with the Metro. Penn Station must be more accessible.
Accessibility	Survey	We need diagonal transportation corridors -- i.e. northwest to southeast, southwest to northeast.
Accessibility	Survey	While transportation and transit services are present in my neighborhood, there are places that are essentially inaccessible via transit from my location - for example my work place in Locust Point

Accessibility	Survey	<p>2060 is a long way in the future, but in some ways it's not going to be all that different. Looking back 50 years to 1960, the basic transportation technology has not changed dramatically. However, what did change in those 50 years was which technologies got used most. Rail and Light Rail (i.e., Trolleys) got pushed aside in favor of personal automobiles. This went hand in hand with an explosion of suburban development which sprawled out from our cities. While (usually) benefiting from economic stability of increased home ownership, today we suffer from the effects of this shift in terms of long commutes, high energy costs, and loss of natural space. Fifty years from now, we'll have hopefully completed a new shift in the technology and density of our transportation architecture. The internal combustion engine should be museum display, but people will still want and have their personal transports, but hopefully running on clean energy. Communities will hopefully coalesce around mixed used shopping and</p>
Accessibility	Survey	<p>Chesapeake Bay Ad Hoc High Speed Ferry Committee Report to Governor Martin O'Malley Rationale for a Chesapeake Bay Passenger Ferry System Final Ad Hoc High Speed Ferry Committee: Craig Purcell, Chair Pro Tem, AIA, LEED, Matrix Settles, Principal Mr. .Ken Addison, Transportation Engineer (retired) Mr. Alan Gray, President, MetroMarine, Incorporated Mr. William Hockberger, Ferry Consultant Dr. Bruce Johnson, Emeritus Professor of Naval Architecture, USNA Mr. Mark Rice, P.E., President, Maritime Applied Physics Corporation Mr. Chuck Weikel, City of Annapolis Transportation Board 7 November 2007 Chesapeake Bay Ad Hoc High Speed Ferry Committee Executive Summary The Chesapeake Bay is an underutilized transportation resource. Unlike other forms of mass transit, the right of way is free and requires environmental stewardship but no active maintenance. The recommended Ferry System would connect the Western Shore to the Eastern Shore in a broadly distributed way, following Smart Growth principles.</p>
Accessibility	Survey	<p>We desperately need an expansion of the subway network of the city! That way people will actually walk in the streets. The city will be more lively and vibrant. Shops will stay in business. People will be healthy and active. The city will be green and gas emissions will be dramatically reduced. Please, please please!!!</p>
Accessibility	Survey	<p>33% of residents of the city do not have access to vehicles. The only other cities with statistics like that have MASSIVE and COMPREHENSIVE public transportation systems. They have Heavy Rail, Light Rail, Trolleys/Streetcars, Bus Rapid Transit, and significant investments in Bike infrastructure. If we were to invest heavily in smart and audacious transportation solutions, this city would thrive. PLEASE be audacious and imagine 2020, not 2060. Other cities are doing it, and we can too.</p>

Accessibility	Survey	A transportation system including public transit as well as roads which has been planned and implemented as an integral part of land use planning at all stages and levels. (And, conversely, land use planning which is done as an integral part of transportation planning at all stages and levels.) Though prime responsibility for land use lies with local jurisdictions and for "transportation" planning lies with the State and BMC, entities at both levels need to "get over it" about turf, funding, and other issues and figure out how to do planning for both things comprehensively and as integrally related.
Accessibility	Survey	As earlier, too much is being invested in highways e.g. ICC, I-95 corridor Incentives should be provided to carpoolers (e.g. dedicated lanes during rush hour) "Smart growth" should be practiced via mass transit oriented development.
Accessibility	Survey	Gridlock avoidance. A cars only transit system requires one additional lane mile of capacity for each hundred to two hundred new commuters who move into the area. Add a million commuters and a metro area requires five to ten thousand additional lane miles of capacity. Mostly on existing highways. This is inherently impossible, and because capacity additions for cars can never keep up with demand growth, the only system response is intensifying gridlock. This produces a negative feedback loop. The slower cars go, the longer they stay in the system; the longer they stay on the road, the greater the demand; the greater the demand, the more slowly the system moves cars. Design for gridlock avoidance is my number one priority, and it needs to be metrowide. I think the only transit solution that fully succeeds would be point to point automated guideway transit, with all stations off-line, and small automated cars that carry passengers non-stop from their origin stations to their destination stations.
Accessibility	Survey	How transit will be more connected in the near future to provide similar transportation mode choices like we see in Europe or DC.
Accessibility	Survey	I want more express rail service to Washington and back. Penn Station to Union Station in 25 minutes or less non-stop. This is the best investment for downtown Baltimore. Please upgrade station facilities. The bathrooms in Union station are worse than a grimy gas station. For roads- spend more money on local roads, not roads to expand the reach of metropolitan areas. Give transit a modern and professional makeover. Access for everyone, but suited for professionals.
Accessibility	Survey	I want more focus on transit, pedestrians, and biking. These are the modes that have to play catch up in the country and will be important in the future. We need to make these modes safer, easier to use, more attractive for reasons of the environment and public health.

Accessibility	Survey	I would like to see more bicycle lanes and sidewalks included as new roads are developed and old ones are refinished. When I lived in the city as a child, my sisters and I could walk to the library, stores, and our friend's houses. Now that I live in Eldersburg, I find that there is no safe way to walk or ride a bike to places that are only a mile away. Therefore my family gets less exercise and expends more fuel driving everywhere we want to go, no matter how close.
Accessibility	Survey	Need to better address commuting options. This is especially true when you consider that many in the Baltimore Region commute to the Washington region and vice versa. Cecil County is part of the Philadelphia SMSA. We need to thinking about inter-regional transportation issues as well as intra-regional issues. Housing prices also impact transportation. As more people have moved to PA because of lower housing cost traffic on MD 140, I-795 and I-695 has increased. What about addressing a part of our transportation needs through "live where you work" type programs?
Accessibility	Survey	Prioritization should also be based on Effective Speed - that is the speed that the average person travels based on the time it takes to 'earn' the ability to use that mode. Using that metric, bicycles, pedestrians, and transit are equal to or faster than motorized modes and they provide greater overall benefits to the users and communities.
Accessibility	Survey	Public transportation is quick and efficient
Accessibility	Survey	There are many improvements to roadways and railways that could reduce overall travel time between certain locations. Currently there are limited options traveling from the 95 to the western side of Baltimore. Similarly, a larger rail presence could alleviate many of the travel issues within the region.
Accessibility	Survey	In the future more people maybe using other transportation modes such as Segways or the Segway's P.U.M.A. (Personal Urban Mobility & Accessibility). Having roadways or sidewalks wide enough for this type of transportation will be important in the future.
Accessibility	Survey	Transportation and affordable housing go hand-in-hand. Public access to services for children, youth, the work force, and the aging are vital to a healthy larger community.
Conservation	Survey	I think we can accomplish most of the aspects of conservation by investing more in public transportation, i.e., light rail, metro, bike sharing. Adding more road and lanes to existing roads increases pollution from automobiles and takes away precious open space. Greater public transportation use would help reduce pollutants in the air and water as well.
Conservation	Survey	Sprawl reduction and city reinvestment will concentrate human environmental impact, reuse land, infrastructure, and materials and enhance mass transit.
Conservation	Survey	Develop Chesapeake Bay High Speed Ferry System and get cars off the road, reduce sprawl and don't build a third Bay Bridge

Conservation	Survey	Land use designations that promote compact development and transportation options that are sensitive to these land uses
Conservation	Survey	If bike and walking paths were part of every new road improvement and development, preservation of environment, cultural and social resources would naturally improve without any additional investment over and above the cost to add biking and walking paths
Conservation	Survey	Take fund away from car/individual transportation and beef up public transportation and transportation waiting stations.
Conservation	Survey	Conservation is not just for tree-huggers! It makes our cities, towns, and rural areas more attractive places to live and invest.
Conservation	Survey	Conserving many things would make the situation worse - the overall benefit of replacing some single family detached housing with a more dense and mixed land use pattern might have a net benefit to society, though it is not conservation.
Conservation	Survey	Development will always win out over conservation in our region. It is a losing battle.
Conservation	Survey	Farmland, parks, and open space are and will be needed in the future. It brings peace and harmony to a region.
Conservation	Survey	For the most part "the cat has been out of the bag" for over 100 years. You have to go to the Adirondacks or Smokies to get to extensive open space...even West VA is broken up with towns. On the Coast are there any really undeveloped areas? Maybe northern Maine, Nova Scotia, a few parts of South Carolina?
Conservation	Survey	I don't foresee a good future for this region if we ignore our assets such as the Chesapeake Bay, reservoirs, open space, farms, towns, and cities.
Conservation	Survey	I think we need to put a moratorium on demolition. Developers demolish affordable apartments and houses to build lower density luxury condos or leave them vacant lots when they run out of money. The city demolishes vacant houses rather than give them to low-income people. The city is shrinking because planners are only interested in gentrification and adding new people and buildings, not keeping those which are already here.
Conservation	Survey	It is critical to preserve rural land for agriculture and recreational use versus further development.
Conservation	Survey	Lead the world in sustainable living.
Conservation	Survey	Market choices have rejected smart growth, and are concentrating employment and population growth outside of developed areas. This leads to sprawl, runoff pollution, air pollution from cars, which have and will have an increasingly dominant share of transportation trips. "Ideal" transportation visions that fail to take these market choices into account will fail.
Conservation	Survey	Maryland is rich with great rivers, the bay, ocean access, mountains, historic horse farms, and excellent agricultural production. These elements distinguish us among our fellow states. Our future is also our past, but can be achieved only if we are responsible and conservation is a priority.

Conservation	Survey	Need to make it more difficult for developers to continue to turn open space and farmland into housing developments.
Conservation	Survey	NO gov't funding for any private land acquisition (Land conservation groups with TAX breaks can BUY land!)
Conservation	Survey	Our region has relatively high job growth compared to many parts of the country. This demand has driven up housing costs, which has fueled ever increasing sprawl into rural areas and longer commutes. How do we encourage people to WANT to move into more compact, less auto dependent, mixed-use communities, whether they are existing or new?
Conservation	Survey	Our smart growth strategies have focused more on land preservation than encouraging good development in existing communities. By prioritizing transportation investments to serve our existing areas we can better support infill development and minimize the distances for trips.
Conservation	Survey	Our transportation system is essential to promoting conservation of environmental, cultural, and social resources. During the economic downturn, we need to focus our efforts on improving the existing transportation network rather than planning new transportation projects.
Conservation	Survey	Reduce runoff; preserve open space.
Conservation	Survey	Save the trees! We need the oxygen.
Conservation	Survey	smart growth / adaptive reuse of vacant developed sites / mixed use developments
Conservation	Survey	Stop allowing "green field" development. There are plenty of places within the existing urban and suburban infrastructure to build any new development that we need in Maryland.
Conservation	Survey	Sustainability--Our lives, including transportation, housing, purchasing, social activities, and jobs, have minimal or no impact on the environment (air, water, land)
Conservation	Survey	This region has and will continue to grow more rapidly than most of the country. This has resulted in high housing prices which drives ever increasing sprawl that gobbles up rural farms and forests and requires long job commutes How do we promote interest in more compact mixed use development in either existing communities or new ones?
Conservation	Survey	Until we make it harder for people to buy and develop open space and farmland all of your plans will go nowhere. Until we bring homes in Baltimore City up to 21st century standards your plans will go nowhere. Until we bring the schools in Baltimore City up to 21st century standards your plans will go nowhere. Until we make Baltimore City THE destination to live and get people out of the counties and farmlands, you will never get the mass support that you need to improve transportation systems. The demand isn't there. The bellyaching over traffic, well people will put up with that for many more decades instead of giving up their vehicle keys.

Conservation	Survey	We are joking around and failing to leave future generations the real value of this area, which is not cars or roads, but the bay and the nature. If people worship pavement let them move to the Midwest and pave it! We are squandering a great natural system here.
Conservation	Survey	We preserve trees, greenways, parks
Conservation	Survey	We should create forest preserves wherever possible.
Conservation	Survey	With a growing population we need to take strong proactive steps to manage our growth. Failure to do so will result in degradation of the ecosystems and our communities, reducing the quality of our lives and that of our children and grandchildren.
Conservation	Survey	A better animal control shelter. A quote from Gandhi says it all: "The greatness of a nation and its moral progress can be judged by the way in which it treats its animals."
Conservation	Survey	All of the above
Conservation	Survey	All of the above are important to me
Conservation	Survey	All of the above listed "aspects" are, of course, important and inter-related. Our overall quality of life as well as resulting economic growth can be enhanced if Conservation is understood and promoted as an integral part of overall transportation planning.
Conservation	Survey	All of these aspects are highly important
Conservation	Survey	Conservation efforts can be improved in the future-but probably won't keep up with the increasing population.
Conservation	Survey	Conservation has no purview in any government level or form. Conservation should ONLY come from motivated private sources for saving farms or open space!!!
Conservation	Survey	Conservation is a private and public responsibility; however public conservation can be practiced at a larger scale than is possible privately.
Conservation	Survey	I believe conservation / preservation will have to be mandated; people will not do it voluntarily.
Conservation	Survey	I know of Conservation efforts happening in HC but those efforts seem far removed from my neighborhood and my daily life.
Conservation	Survey	Not enough is being done! So many people are too lazy to put their trash out correctly.
Conservation	Survey	Private industry won't take action on their own without government mandates and incentive programs
Conservation	Survey	Quality of life in its most basic and holistic form should be our goal. The earliest environmental movement knew that the key to our issues, in general, is ZERO POPULATION GROWTH. ZPG is still the key to solving many of our social and environmental problems but because of religious intervention, this base key to success has been dropped from consideration. If you're serious about your work, this should be a part of any recommendations to the governor.
Conservation	Survey	The biggest single step toward conservation in the long run would be to stop population growth.
Conservation	Survey	The efforts can be improved IF there is a political will to do so.

Conservation	Survey	Were getting no where
Conservation	Survey	Current budgets will impact efforts.
Conservation	Survey	Stop allowing environmental waivers.
Conservation	Survey	Too many of our transportation choices are dictated by political favors to donors and developers, at the expense of our environment and communities.
Conservation	Survey	Conservation will help not only our air and water but also our overall quality of life and economic stability.
Conservation	Survey	Cycling consideration help preserve the environment not "destroy" it. We need roads widened and trails in buffer areas.
Conservation	Survey	I like the fact that with all the vacancies in office buildings, etc. that efforts are made to fill them so that we do not have slash and burn building construction.
Conservation	Survey	If we don't conserve our environment we'll be left with sub-par air meaning more sick people, less money, and people will move out of the area. If Baltimore took a step towards being a "green city" it would help build our reputation nationally by being known as forward-thinking and modern.
Conservation	Survey	If we enhance our transportation systems with a commitment to the environment from the beginning, then the cost will be lower over time.
Conservation	Survey	Our current transportation system is ridiculously wasteful. It does not take 2 tons of toxic metal, vinyl, plastic, oil, heavy metals to transport a 150 pound human being, which is the ratio we use most of the time. Some basic sense in how we use our resources will result in immediate paradigm shifts in our transportation design.
Conservation	Survey	Social equity; do this for all people not just rich ones.
Conservation	Survey	Water and Air Quality are most important to livability.
Conservation	Survey	We encourage community gardens; great resource is Extension Services at University of Maryland and preservation of trees in communities. People move in and cut down trees that are absolutely healthy!
Conservation	Survey	We have to have access to these resources; this includes preserved sight lines. The buildings on the south side of the Harbor are a travesty of greed and destruction of hundred's of people's access, visually and physically, to the waterfront.
Conservation	Survey	We need to make it easier for people to recycle and create more incentives. People shouldn't have to look at it as a chore.
Conservation	Survey	We need to stop building roads, which increase impervious surfaces and cause pollution to trail to our rivers and streams. Stop building!
Conservation	Survey	1. Protect the environment. 2. Give citizens non-auto-dependent transport options. 3. Don't put transport in position of serving development--reverse that order and limit development to what can be served by transport.

Conservation	Survey	The rampant increase in impervious surfaces (and resulting flooding conditions) as well as the loss of farmland and open space (outside the development envelope) will continue to harm our quality of life if we don't take immediate steps to address these problems. Although "prosperity" is needed, Transportation GROWTH (for those who think it means more roads and quicker travel) can easily destroy what we now have. Hopefully this and other surveys will allow and promote more open thought and understanding about our Transportation needs (visions/dreams) for those who make these decisions for Harford County. In reality, the population growth here and throughout the state is going to cause a tremendous impact on our region. We cannot solve the problem with more roads and highways. We need to re-think and promote the importance of mass transit - whether it be a solar-powered electric bus system throughout the county or the possible use of a modern mono-rail system that runs directly down the middle of I-
Conservation	Survey	It is important that we stop building roads. There will be more people, more cars and many people will say that we need more roads, but we need to stop building roads. We are paving the environment and breaking up ecosystems. Every time a road is built it means more pollution. We need to use the roads we have more efficiently. We need to be able to take bicycles on roads.
Conservation	Survey	Above all, I value a healthy environment with clean air, water and a healthy ecosystem with a diversity of plant and animal life. We have enough roads and transportation pathways now - no new roads - let's use what we have in the best way possible.
Conservation	Survey	Somehow we have to get back to basics and treat our earth with respect--we have only a finite amount of air, water, and land. We need to follow practices that help keep these precious resources for generations to come.
Conservation	Survey	Shift to renewable energy sources. Reduce vehicle miles traveled. Use excess highway lanes for more sustainable modes.
Cost Effectiveness	Survey	Raise the gas tax. Stop allowing new housing where the only transportation option is driving a car.
Cost Effectiveness	Survey	It may be cost effective to walk or bike or take the bus, but it's not time effective.
Cost Effectiveness	Survey	Any definition of cost-effectiveness would rank public transportation above roads due to their carrying capacity. We need to leverage the considerable transit investments already made, build the Purple line, not the ICC.
Cost Effectiveness	Survey	Continued investment in road infrastructure to try and avoid gridlock only exacerbates it and increases sprawl development and more need for roads.
Cost Effectiveness	Survey	Cost effectiveness needs to be measured over the long term, since road upgrades and expansions tend to be incremental but transit projects are more all-or-nothing, but they bring great benefits to a region or at least a transit corridor

Cost Effectiveness	Survey	Cost effectiveness takes into account the cost of personal ownership, maintenance, insurance, and licensing. Single Occupancy Vehicles are cost-ineffective. Transit vehicles give riders the freedom to focus on a book or other task while traveling.
Cost Effectiveness	Survey	Cost effectiveness? How about charging those who create pollution by driving more in order to fund public transportation? Car and truck owners are not paying the true cost of their choice.
Cost Effectiveness	Survey	I bike, take the MARC train, and drive rarely. My bike is responsible for very little road wear, no congestion, no traffic jams, no pollution. When I drive, I am. Cost-Effective is lengthening the life of our transportation system by encouraging transportation modes that keep it in better shape and don't incur negative externalities (pollution, congestion, traffic deaths)
Cost Effectiveness	Survey	Improve public transportation; more sidewalks and bike paths; charge higher fees for roads, bridges, and parking.
Cost Effectiveness	Survey	Improving transportation routes increases population on the route. Building roads does not reduce congestion, it increases development and time and distance of commutes. We need to break the link between gas taxes and the presumed primacy of roads for cars over mass transit. Mass transit and even bikes on roads are not second class citizens to cars just because of the gas tax, which does not pay the full cost of car transportation in any case.
Cost Effectiveness	Survey	Invest in alternatives to automobile in light of 21st century challenges
Cost Effectiveness	Survey	Make us less dependent upon cars! Improve transit options and reach.
Cost Effectiveness	Survey	Mass transit should take high priority over highways
Cost Effectiveness	Survey	No free lunch for drivers. All road construction costs should be paid through tolls or gas taxes. Car culture increases pollution, hurts quality of life and causes economic damage (through congestion, etc.) The least we can do is stop subsidizing drivers.
Cost Effectiveness	Survey	No more roads
Cost Effectiveness	Survey	non-motorized transportation is favored, and an aggressive network constructed
Cost Effectiveness	Survey	Over the next 20 to 50 years equity must come to mean funding for public transit to a level of providing transit service of a quality that will attract middle income and professional wage earners in large numbers as well as more transportation dependent persons and families.
Cost Effectiveness	Survey	Projects with the most competition to complete them should be those where there is an inherent demand for that project. In other words, if there are reliable ways to ascertain that transit demand is high, then high volume, rail transit should always be considered, even if current ridership levels are low on the current rail systems. Remember, low ridership levels are, in part, a reflection upon the current systems accessibility and functionality and does not represent the actual (underlying) demand for a better system.
Cost Effectiveness	Survey	PUBLIC transportation issues of greatest concern should get the

Cost Effectiveness	Survey	funding. Public transit should have highest priority since it benefits everyone. Pedestrians should be next highest priority for safety and public health (e.g. make it easy for people to walk and cut down on obesity!). Roads are the 3rd priority as they benefit cars and bikes.
Cost Effectiveness	Survey	Public transit will enhance real estate values and ensure a healthy economic future for Baltimore; first is has to be built
Cost Effectiveness	Survey	Rideshare supports transit and preserves roads
Cost Effectiveness	Survey	Sane transportation infrastructure design. Sane meaning it has to make sense. Our current autocentric transportation infrastructure makes no sense in urban environments!
Cost Effectiveness	Survey	STOP investing disproportionately on highways that serve only to move people farther away from their jobs and other activities. Invest in Transit. Fuel prices will continue to rise... you can not build your way out of congestion, and we can not drive our own private cars on the way to the future.
Cost Effectiveness	Survey	The overall cost/benefit of mode to our region is taken into account - pedestrians and bicycles reduce congestion, deaths, pollution and obesity whereas cars do not....they are the number one killer of our young.
Cost Effectiveness	Survey	The ratio of transit funding to highway funding is prohibitively too low. If we are to provide a first class transportation system we must invest in it accordingly. I would like to see alternative transit funding strategies that are independent of gas tax revenue. This not a sustainable financing model.
Cost Effectiveness	Survey	There are attempts to transform transportation funding at both the state and federal level, but true reform is likely to take a long time. The Baltimore region has a lot of potential for improvement in the transportation network and I hope that we will come together to advocate for policy changes that will enable a much more effective regional transportation network that considers MARC service, commuter bus, freight movement, local transit interconnections between the light rail and metro systems, and improving bike / ped access around transit stations.
Cost Effectiveness	Survey	There are near term issues and longer term issues. The longer term issues should include mass transit systems however we have the short term problem of traffic congestion. Can we do some park and rides in Howard County along congested routes to get buses moving people? Can we convince people going to Ft Meade to take a bus?
Cost Effectiveness	Survey	There is very limited mass transportation Or Park and Ride convenient and accessible in the NE corridor, York Road to the west, Perring Parkway to the East, specifically travelling south from the county line in Towson (York Road
Cost Effectiveness	Survey	too little money is being invested in mass transit, too much in highways (witness ICC)
Cost Effectiveness	Survey	Transit > Roads
Cost Effectiveness	Survey	Transit funding should be increased to offset the decades of Automobile-centric funding

Cost Effectiveness	Survey	Transit has been under funded for a long time, and should get greater priority. We need an alternate source of funding for transit, since it always loses out in the competition for scarce dollars with highway projects. There also needs to be consideration about the most cost effective strategies. Heavy and light rail are very expensive, Where can streetcars or BRT be effective as short term solutions to build transit ridership. Maybe if ridership builds up in the future it would be possible to justify rail, but not in the foreseeable future. Could the Red-line be a streetcar?? This would save \$\$\$ to be reallocated for another priority transit line. We need connectivity ASAP.
Cost Effectiveness	Survey	Transit should have funding priority over roads in an area where more roads are frankly expensive and unlikely to be built without massive spending. We need more, better transit. And we have 33% of our city residents without vehicles, who depend on transit daily.
Cost Effectiveness	Survey	Try more incentives - e.g., give (tax and other) credit to people who use public transport, carpool and drive cars that get 30 mpg on average.
Cost Effectiveness	Survey	We should stop investing in auto-centric infrastructure. Half the city doesn't own cars, and most of the other half doesn't really need them. Road maintenance costs the city money to facilitate commuting for people who don't even live here. We need more heavy rail mass transit lines.
Cost Effectiveness	Survey	You don't get it. Fair and wise means long-term viability for the most people. Transit from renewable sources is the cost-effective investment. Revenue from roads should fund rail transit. Use bus rapid transit if you need to transition, but do it right. Don't just fund another bus route; dedicate the guideway to BRT.
Cost Effectiveness	Survey	Bike accommodations are not being done because they are too cheap to compete with other projects in TIP and too expensive to be done without Federal Aid. We MUST follow Federal policy in funding on-road bike/ped projects.
Cost Effectiveness	Survey	Funds are allocated with a specific long-term objective in mind. Current usage numbers for various transportation options (bikes, buses, etc.) may not be the metric we are trying to attain.
Cost Effectiveness	Survey	Get rid of the MdTA and stop wasting money.
Cost Effectiveness	Survey	I am a bit unclear how one defines or measures "cost effectiveness" in transportation alternatives.
Cost Effectiveness	Survey	I will do something to create cost effectiveness and that is never to vote for an incumbent. Get rid of the corruption in Annapolis would help. Make state workers work instead of one working and six watching.
Cost Effectiveness	Survey	Establishing new, innovate revenue streams to fund transportation equitably. The Gas tax is not a sustainable transportation funding source.
Cost Effectiveness	Survey	existing infrastructure is maintained

Cost Effectiveness	Survey	F rated intersections are not addressed and are ignored in density approvals. Adequate facilities for existing traffic is not addressed. Existing roadways are poorly maintained.
Cost Effectiveness	Survey	funding is often a trade off, and requires forward thinking
Cost Effectiveness	Survey	I'm less concerned with fair investments and more concerned with wise investments. I believe Maryland has a disjointed approach currently. We need better traffic management. If this state ever encounters a serious disaster you might as well tell people via the radio to lean over and kiss their a-- goodbye.
Cost Effectiveness	Survey	It's an important issue yet reality delegates this to those in office (power and money). Large companies do the work - it costs a lot - politicians who "promise" to promote those projects will get the most funding for their future campaigns.
Cost Effectiveness	Survey	Need to use Transportation Trust Fund for infrastructure and NOT to balance the budget.
Cost Effectiveness	Survey	Needs based on equality and fairness? This is the hardest issue to deal with.
Cost Effectiveness	Survey	People who need more costly infrastructure pay for it (heavy cars over long distances)
Cost Effectiveness	Survey	prioritized by the benefit/cost - to reduce traffic congestion
Cost Effectiveness	Survey	Spending money on things like cutting down the trees on Charles street so that we can put in new brick sidewalks and saplings is inefficient and tacky. That money could've been spent on bus shelters or bike lanes. All that was accomplished was making Charles street look like Hunt Valley Towne Centre.
Cost Effectiveness	Survey	The projects that are approved by a vote by the public get funded.
Cost Effectiveness	Survey	Too much bureaucracy in planning and designing projects. Use of design-build with general engineering consultants can stifle creativity and limit value engineering efforts, as well as lower the incentive for consultants to hire the best designers.
Cost Effectiveness	Survey	Transit busses now run nearly empty, as does the light rail, not cost effective
Cost Effectiveness	Survey	We need to get our priorities in order.
Cost Effectiveness	Survey	With limited future funding, stimulus funds should not be considered in future budgets, MVR funds should be distributed more to local counties rather than large state projects that take money from local jurisdictions like the ICC.
Cost Effectiveness	Survey	With limited transportation funding, we need to maximize our investments. The ability of the MdTA to operate outside of the regional funding process complicates this effort, as does the fact that only the implementing agencies are able to propose projects for funding.
Cost Effectiveness	Survey	Funding is equitably distributed among modes based on usage (persons per mile, etc).
Cost Effectiveness	Survey	funds are distributed based on mode share goals

Cost Effectiveness	Survey	With the funds we currently spend, we can improve our current roads. If Oak Cliff can spend less than \$1000 to do this, I can't imagine why it should be too costly for the city to block off some road lanes for safe bike travel. <a href="http://bikefriendlyoc.wordpress.com/2010/04/08/video-on-the-elements-needed-for-a-better-block-in-oak-cliff/">http://bikefriendlyoc.wordpress.com/2010/04/08/video-on-the-elements-needed-for-a-better-block-in-oak-cliff/</a>
Cost Effectiveness	Survey	Baltimore mass transit consists of poorly thought out and planned rail. Buses stop too frequently and have safety issues.
Cost Effectiveness	Survey	City layouts live for decades, even centuries. You have to have the right long term design, or you're wasting money.
Cost Effectiveness	Survey	Funding is allocated to minimize energy use.
Cost Effectiveness	Survey	Funding is allocated/distributed to create the least pollution and reduce energy use.
Cost Effectiveness	Survey	It is a personal & regional waste of time & money to have long backups at the Rte 50/301 Chesapeake Bay bridge, and it is environmentally degrading.
Cost Effectiveness	Survey	Jobs for local residents should be a priority when possible.
Cost Effectiveness	Survey	less wealthy in region have full access to employment & education opportunities via the transportation system
Cost Effectiveness	Survey	Many investments encourage sprawl, with is not cost effective. Urban centers should receive top priority investments.
Cost Effectiveness	Survey	Priority funding is made based on population density, e.g., cities and towns first.
Cost Effectiveness	Survey	Traffic between New Jersey/New England and Virginia/Florida should not be channeled through Annapolis, and Baltimore, DC & No. VA traffic should not have to go through Annapolis to get to the Eastern Shore.
Cost Effectiveness	Survey	Transportation investments are made to support the desired regional land use and aren't just the next thing in line for funding.
Cost Effectiveness	Survey	Transportation systems are designed to connect places that people want to go.
Cost Effectiveness	Survey	Whatever moves the most people where (or near) they want to go is prime. Things like the connector expressway is NOT one of those things. It's solely for car drivers.
Other	Survey	Less government. In my entire lifetime the Chesapeake Bay Foundation has taken in many millions of dollars yet each year the Bay's health remains the same. Just like any good business model, if nothing is improving, the concept/model is flawed and should be dramatically altered, or terminated. Government must stop spending on anything not related directly to security, infrastructure, roads, sewages, water. Not a dime of taxpayer money should be spent on or for land preservation. Land is protected and an individual right and entities outside of private individuals should NOT be supported by taxpayer funding.

Other	Survey	We need to recognize the importance of animal control in our city. Baltimore has a major reputation for dog fighting, and we need to educate children on how asinine that is. Balt City government needs to understand that if they continue to ignore the importance of animals in the city people will think it's okay to do things like let their pets go on the streets when they're no longer wanted and pretty soon we'll be overrun with strays. Baltimore will never get rid of its "ghetto" reputation as long as our government keeps acting like it's 1977.
Other	Survey	Land use planning should play a greater role in transportation decision making. Land use and transportation have a symbiotic relationship that should not be ignored. Planning land use and transportation together can holistically address many of the issues discussed throughout this survey.
Prosperity	Survey	Transit Oriented Development There is a wealth of existing transit infrastructure in our region that is underutilized due to antiquated planning and land use policies. Targeted investment in and around these existing facilities as part of a larger economic development strategy needs to be a high priority.
Prosperity	Survey	Keeping Baltimore affordable and unique! We need to stop tearing down parts of the city, shuffling around renters, and pushing out local businesses. The Baltimore Development Corporation needs to focus on helping renters buy their buildings through limited-equity cooperatives and encourage the residents of the neighborhood to start businesses through a venture capital fund and other assistance. Presently, the city is constantly being demolished/converted/rebuilt for a hypothetical upper-middle class and corporate retail, rather than improving life for the ACTUAL RESIDENTS. Realize your assets Baltimore! Instead of competing with the suburbs as a place to buy a property as a good investment, compete with other cities in terms of affordability and quality of life. The amazing art and music scene that makes us the envy of other cities won't be here for long if rents keep rising and every warehouse loft in the city is converted into luxury condos. Get housing out of the hands of slumlords with eminent domain and
Prosperity	Survey	Meaningful employment whatever the age! Meaning jobs for all teenagers every summer. Every job should provide an opportunity for each young person to do at least one hour of community service each week!
Prosperity	Survey	Smart Growth
Prosperity	Survey	Why would you say on the first page that land use is a local decision and then have a question about concentrating jobs and businesses? Either you recognize your need to influence and role in shaping land use or you avoid it. I would prefer that you do your part in encouraging sustainable development patterns by creating transit corridors responsibly and intelligently.
Prosperity	Survey	Smart Growth; improved density; developers (including property owners) need to pay their fair share.

Prosperity	Survey	Maryland is fortunate to be close to DC and Federal related jobs/economy. Maryland must fast the future where the government may need to shrink due to its vast deficits. Furthermore, the days of relatively cheap energy are over. How Maryland decides to meet its future basic energy needs will either place it in a relatively advantageous position to its neighbor or make it very non-competitive. Transportation energy use account for about 30% of Maryland energy use. More importantly, over 50% of Maryland energy use is for electricity generation. Any investments in transportation would need to reflect increasing energy costs. The best strategies involve simple strategies such as increasing telecommunications opportunities and commuter bus systems. These are relatively inexpensive options.
Prosperity	Survey	People without cars need transportation to get where jobs are in outlying areas.
Prosperity	Survey	there is ideally close proximity between jobs and worker's neighborhoods OR good transit option to get to work in a reasonable time at a reasonable cost
Prosperity	Survey	This makes us able to afford transportation costs and enjoy the cleaner environment we hope to achieve through improved mass transit systems.
Prosperity	Survey	Government can do far more to promote prosperity by lessening corporate taxes and making Maryland an attractive business environment.
Prosperity	Survey	I don't know enough about how prosperous any neighborhood is.
Prosperity	Survey	I don't think "growth" is an end in itself.
Prosperity	Survey	I would select all of these if I could but the 5 I chose are the most important together
Prosperity	Survey	Less government
Prosperity	Survey	less govt. jobs
Prosperity	Survey	Look at Detroit, Cleveland, etc....once you fall behind the reputation is tough to overcome. Thank God for DC burbs!
Prosperity	Survey	Lower city property taxes. More services for those who pay taxes.
Prosperity	Survey	MD is a wealthy State but taxed very highly. A single party government is not healthy.
Prosperity	Survey	None at this time
Prosperity	Survey	Obama is killing the US and its economy. our children will not ever equal the opportunities we had if you are over 40
Prosperity	Survey	Our region has strong DBE/MBE/WBE participation in public contracts
Prosperity	Survey	our region population grows - sustainably (within areas already built up)
Prosperity	Survey	Our region's population shrinks.
Prosperity	Survey	Prosperity comes with investment, tax breaks and benefits for small business producers ONLY. Focus gov't help on THOSE THAT PRODUCE.
Prosperity	Survey	Prosperity is the foundation for anything else
Prosperity	Survey	the region has fair tax base

Prosperity	Survey	too much corruption in the city and residents who pay taxes are constantly punished, there is no incentive to live in the city
Prosperity	Survey	We need to have safety net programs for those in need but we also need to work to make people as self-sufficient as possible.
Prosperity	Survey	We need to increase tourism in the Baltimore area to attract out of state revenue.
Prosperity	Survey	Contracts need to be awarded on cost and quality, not cronyism or political favor.
Prosperity	Survey	2) jobs that provide fair wages and treatment for employees; 3) self-employment/entrepreneurship is a viable option for those who are entrepreneurial and/or need to be financially self-sufficient
Prosperity	Survey	A healthy, small business friendly State Economy; less red tape
Prosperity	Survey	As long as ALL citizens of Harford County move up with the rising tide of prosperity, we have good chance of overall improvement in our quality of life here. However, increased crime will result if we allow blighted areas and lack of community services to encourage growth of those who live in poverty.
Prosperity	Survey	Baltimore city government needs to create policy to attract more middle and upper class tax payers. It needs people with discretionary income to lift the local economy. It needs to be friendly to businesses, not just corporations. Developing a middle and business class as well as safety should be the city's top three priorities. Without a tax base, there is little money for anything else.
Prosperity	Survey	better access to jobs is critical for many people, particularly those in poorer city neighborhoods
Prosperity	Survey	Continual and very active business recruiting of latest commercial and industrial manufacturing
Prosperity	Survey	Crime and transportation problems will push people and jobs away from the region; to PA, DE and the Eastern Shore.
Prosperity	Survey	Economic development is about more than just building high-end housing and offices on the waterfront.
Prosperity	Survey	Economic opportunities will come by providing a convenient and efficient transportation systems and building neighborhoods and communities worth living in, not suburban tract homes. Business will follow people.
Prosperity	Survey	Economic Opportunities will fund all of the other values that are important to our community. Those parts of our communities doing well, have access to such opportunities; those which are not, do not.
Prosperity	Survey	Everyone has a decent standard of living including a home, access to healthy food, and access to basic necessities.
Prosperity	Survey	Good jobs and income means we can have better transportation through taxes or fees/tolls.
Prosperity	Survey	Huh? Nothing about helping those who weren't born middle class or rich.
Prosperity	Survey	If people don't prosper, the local businesses will not be able to operate and we will not be able to attract more large companies.

Prosperity	Survey	If we shift the things we value to things like health and happiness, sustainability and balance, then we can grow prosperity. With the creativity we have in human design and engineering, I am positive we can create greater prosperity in our region and neighborhoods.
Prosperity	Survey	Infrastructure from sewer, roads to schools, and emergency services for homes has more tax & funding impacts than businesses. Commercial and industrial businesses are the engines that drive the need for housing, retail business, and government employment.
Prosperity	Survey	Job and housing need to be located in closer proximity to provide access to those needing jobs, but lacking cars, as well as to reduce commuting time for those with cars...
Prosperity	Survey	Job centers are easily accessed by transit and are nearby supportive housing and commercial uses.
Prosperity	Survey	Local land use planning has been dispersing jobs throughout the region, moving them from areas well served by transit to areas without good transit service.
Prosperity	Survey	Lots of mom and pop businesses!
Prosperity	Survey	Maintain existing facilities. Stop allowing additional density without adequate facilities.
Prosperity	Survey	Meaningful employment for seniors with a reasonable pay rate, not \$4.00 an hour!
Prosperity	Survey	More mixed use areas in the development envelopment can improve the employment opportunities as well as retail/commercial growth and the need for nearby housing.
Prosperity	Survey	Opportunity and wealth should be spread among income categories - social AND economic equity
Prosperity	Survey	Our region maintains a healthy environment to prosper in - top priority!
Prosperity	Survey	our region offers affordable and accessible training for jobs
Prosperity	Survey	Our region offers vibrant regional centers with employment, commercial and housing opportunities
Prosperity	Survey	People can make a good living and support their families
Prosperity	Survey	Prosperity is present throughout the region, but in pockets. The wealth distribution in Baltimore is actually very close to that in the third world. My neighborhood is blue collar & on the borderline, many small businesses, but lots have closed with this recession.
Prosperity	Survey	Prosperity is the inverse of isolation. Access relates strongly to transportation and education. Access to jobs and education are foundations of prosperity.
Prosperity	Survey	Shop local stores. Live in urban areas. Walk to everyday needs.
Prosperity	Survey	Strategic investment in underserved communities is vital to the long-term health and prosperity of the region. We are only as strong as our weakest communities.
Prosperity	Survey	The Port is the #1 economic engine in Baltimore and should be treated as such
Prosperity	Survey	There is a mismatch between the growing, high prosperity jobs and the skills and location of the poor.

Prosperity	Survey	There seem to be a lot of adults without jobs in my neighborhood. To quote Kunstler from "The City in Mind" -- "Baltimore is a flyblown carcass" It has been emptied out by bad land use policies focusing on road development as tied to politics and access. We must redevelop and find a new vision for a de-industrialized Charm City.
Prosperity	Survey	
Prosperity	Survey	Transportation needs to be designed to link job opportunity and housing opportunity. Currently jobs are growing outside of population areas and the poor are stuck in low opportunity areas with access to neither employment or housing opportunity.
Prosperity	Survey	We need to stop thinking about "prosperity" in quantitative terms and think in qualitative terms. Many would prefer to work for less money in better conditions at local businesses than in corporate service industry jobs if goods and housing were more affordable. Instead of importing high-end jobs and high-end housing stock, Baltimore should focus on building a local economy that suits the needs and skills of its citizens. Micro-financing could create more creative, fun, or stress-free jobs at local businesses than large-scale biotech parks and suburban-style shopping centers that are largely subsidized by the tax dollars of the workers that will someday be priced out or exploited by those places.
Prosperity	Survey	With strong employment and prosperity, other issues can occur with good leadership.
Quality	Survey	I learned my public transportation values and appreciation while stationed in Germany for two tours. That system had enforcement for those trying to ride free, litter the stations and trains, and/or behaving poorly. Such fair and balanced actions contribute directly to safety, comfort, and timeliness of the systems.
Quality	Survey	We should begin to educate our community (teenager specially) about using the public transportation as they did in Washington DC, if is prohibited to eat, drink or play music without earphones, we need to enforce the rules and ask the people to cooperate with this for cleaner environment... also we should penalize those that urinate at the stairs in the stations (clear example at Owings Mills south stairs)
Quality	Survey	Transit oriented areas or hubs create excellent opportunities for quality living, working, playing environment for its citizens.
Quality	Survey	State and County Government have deferred public transportation investments, damaging the future of Maryland and AA County.
Quality	Survey	#1 reliable public transit; #2 real time transit information; #3 more & better transit connections
Quality	Survey	1) bikes and pedestrians have easy access to go from place to place (e.g. sidewalks, pedestrian bridges, etc), 2) well connected transit system so it does not take 2 hours to get someplace that is 20 minutes away, 3) public transportation that runs often enough to be reliable to use on a regular basis
Quality	Survey	A modern system must include a transit system with connections and multiple lines. NOT what we currently have.

Quality	Survey	A modern transportation system in the region would provide services 24 hrs a day 7 days a week with strong connectivity between the various modes. Headways between buses on major routes are too long, particularly during peak AM/PM travel times. This often results in overcrowding and inaccessibility (bus drivers don't stop). Our region's ability to provide high quality, convenient, safe, transit services will impact our ability to attract and retain the 25-45 year old demographic. We sorely need this population for neighborhood stabilization and long-term sustainability.
Quality	Survey	All transit facilities and vehicles are clean, comfortable, and SAFE. Multi-modal usage of all roadways from this day forward.
Quality	Survey	An ongoing effort exists to explore and fund new and alternative transportation options (i.e. rapid rail on RT 50).
Quality	Survey	Anne Arundel County has terrible transit. DC, NoVa and Baltimore have decent transit. Los Angeles has excellent transit. New York has excellent transit.
Quality	Survey	better bus system--on time, free transfers to all modes
Quality	Survey	Bike and Walking Paths need to be part of any new road plan, improvement and/or any new development. I can envision a Harford County where most citizens can ride a bike or walk to shop, go to work, library, etc. and our health care costs would go down, our pollution would go down, it would improve economics family time together, and our quality of life.
Quality	Survey	charm city circulator and other very frequently scheduled services
Quality	Survey	Complete Streets that do not forgo any of the above, but accommodate all of the above
Quality	Survey	Easy access to all modes of transportation for all age levels including seniors and the disabled to take care of their needs and accomplish various missions.
Quality	Survey	Having an accessible MARC station to travel to DC from my neighborhood is a definite plus (even though I don't use it).
Quality	Survey	I envision rail as the major mover with bus providing local links.
Quality	Survey	Light and heavy rail. Spend more money on efficient mass transit than freeway and road development
Quality	Survey	Living and working close to transportation makes it extremely effective and eliminates the need for a car. However, the jobs have to be what people need and the homes have to be what people want to buy, otherwise transportation won't be successful.
Quality	Survey	Living in areas like Chicago and the City (S.F.) you come here to Balto area and wow! How bad it is...roads, transit etc. Not even very good commuter rail, especially to west of city.
Quality	Survey	More investment in passenger rail, bike infrastructure, paving city streets (less money on gigantic highway and interchange projects)
Quality	Survey	Most bus stops in Annapolis do not have accurate signage. Large portion of major streets lack safe sidewalks. Few bike routes/lanes in city.
Quality	Survey	My suburban neighborhood was design for cars. Cost effective public transport in low density neighborhoods is impossible

Quality	Survey	Need regional rail system
Quality	Survey	Need wider lanes or 4' shoulders for major/minor arterials frequented by bikes
Quality	Survey	Quality as used by state/local planners and other policy and budget decision makers should apply equally to public transit as to roads. If public transit services/facilities are not modern and well maintained, persons who can afford car(s) will not be persuaded to use public transit.
Quality	Survey	Roads are fine, and are adequate for those with cars and money. Public transportation is 3rd-world, grossly inadequate for the non-retired and those with limited income. Transit doesn't support workers, students who attend HCC, HEAT or other training facilities in the evenings or weekends, or families going shopping, because hours are limited, connections need improvement, and concerns about personal safety while waiting for the bus or train.
Quality	Survey	The development and good management of a fully-functioning public transit system is critical to the health of the Baltimore region in the 21st. Century.
Quality	Survey	The focus should be "quality PUBLIC transportation."
Quality	Survey	These are not mutually exclusive choices... they are minimum standards: good working order, clean, comfortable, and up to date information. People likely will not use public transportation otherwise.
Quality	Survey	Transit (i.e. buses? monorail systems, etc. - ENERGY EFFICIENT!)
Quality	Survey	Transit is available to communities
Quality	Survey	Transit services is reliable and frequent (short headways between vehicles)
Quality	Survey	Transit vehicles should be well-maintained, with real-time information, transit signal priority, and shelters with information at high-volume stops.
Quality	Survey	Volume has a quality all its own. We need a mix of short range/County shuttle buses, longer range buses between key nodes, rail/trolley where at all feasible, bikeways adjacent to all major road construction or renovation projects. Use of handheld devices/technology (Blackberry, iphone, etc) to help with routing and schedules of sequential transportation options.
Quality	Survey	We need a real transit system (ala the DC system) that you can actually use to get to a variety of places within the city and the region. Ideally the Baltimore metro system would connect with the DC system beyond the MARC (night and weekend service).
Quality	Survey	We need convenient, well planned regional transportation, less autocentric living.
Quality	Survey	We need HEAVY RAIL. A new subway should be built from Towson, under York Road/Greenmount, switching to Charles Street at 33rd Street and continuing south to Federal Hill and a new park and ride where the South Baltimore Wal Mart is now. Also, dedicated bike and bus lanes with signal prioritization for the light rail and busses.
Quality	Survey	We need more light rail, mono-rail transit systems.

Quality	Survey	We need more rail transit for dense neighborhoods and a hierarchical transit system which integrates a fast rail system with buses. The Red and Yellow lines are important to this but ONLY IF THEY CONNECT to each other, Light Rail and Metro Subway.
Quality	Survey	With so many jobs and opportunities within a dense area, public mass transit and rail should and could be easily accessible to the majority of workers. there should be a way to link Baltimore and Washington mass transit with more than MARC and AMTRACK and the occasional bus route
Quality	Survey	Your last question is silly. The only thing I can do to improve the quality of transportation is to patronize it after it is built. You have to give us a system first.
Quality	Survey	A easily accessible and readily available and affordable Public Transportation System will have beneficial side effects such as economic development and reduction in pollution
Quality	Survey	Need good transportation opportunities from PA to Baltimore and from Baltimore to Washington D.C. Areas to remove more cars off the roads.
Quality	Survey	Transit vehicles are clean and comfortable and SAFE
Quality	Survey	All highly important
Quality	Survey	All of the above are important.
Quality	Survey	All the above should hold equal importance.
Quality	Survey	All the transit choices above would be my 3rd option
Quality	Survey	Current traffic information streamed continuously. On the 5's on WBAL is helpful, but not always accurate or as timely as a dedicated system approach would be.
Quality	Survey	do not defer maintenance, it will cost more in the future
Quality	Survey	Do we have the will?
Quality	Survey	Fare Boxes and clever devices never work. If you just fixed that, we'd have a higher recovery rate and maybe not have to raise fares. Also, nextbus for phones and at stops is the norm at many agencies, we should implement it.
Quality	Survey	If I had to take the MTA to work (less than 5 miles) from Cockeysville to Towson it would 1 and 1/2 hours taking two buses! Not a good system.
Quality	Survey	Metro and the three DOT's cannot effectively do their jobs given 1) the amount of funding provided to Metro by VA and MD and 2) the way the TIP projects are prioritized. If we continue to waste billions on the ICC, we will not have funding for the basics.
Quality	Survey	Need to have a public transportation system with a separate first class vehicle or private portion of a vehicle available for charge.
Quality	Survey	No Crowds to compete with in order to travel or enjoy activities
Quality	Survey	Not sure how I can help improve the quality of transportation apart from being vocal to city council and other advocacy groups how important it is to have bike and pedestrian friendly areas.
Quality	Survey	Raise the gas tax.

Quality	Survey	Rte 50/301 upgrade 20 years ago was done well, but the Chesapeake Bay bridge repair has been a waste of time, money and safety. The root cause of the problem was foreseen but unheeded.
Quality	Survey	Safety is a major factor
Quality	Survey	Safety requires Quality or it will not be Safe.
Quality	Survey	Traveling Baltimore City's roads takes twice the time compared to Baltimore County roads.
Quality	Survey	Use Maryland gas tax for roads instead of the rising and unnecessary budget.
Quality	Survey	We need to automate cars by incorporating electronic collision avoidance systems with the goal of automating the automotive transportation system.
Quality	Survey	On MANY occasions, I have missed class at college, and had to find a ride to work because the bus has broken down. In addition, they have come very late, or early instead of the scheduled time, and sometimes they pass right by the bus stop if you are sitting inside on the bench.
Quality	Survey	Deteriorated roadways reconstructed or resurfaced
Quality	Survey	Quality transportation means choice, safety, reliability, and accessibility. Choice is the #1 thing lacking.
Quality	Survey	Since the Maryland counties let land use become a problem and the bay is killed by developments, roads and better transportation is needed.
Quality	Survey	You only have to look at the current peak traffic conditions to know that we need improvement now and every day going forward. We need a dedicated approach at the state level to assist travelers with hazards, backups, alternates, costs, integration between systems and anything that impacts travel, including a dedicated weather prediction source. These need to be able to be streamed via the web, kiosks and other current and future means of information dissemination.
Quality	Survey	Roads that are able to handle traffic during rush hour.
Quality	Survey	A system that blends well with a healthy environment and keeps pollution to a minimum.
Quality	Survey	Have one fully integrated system like any other major metropolitan city in the U.S.
Quality	Survey	I pass a broken down city bus almost every single day.
Quality	Survey	Maintaining personal safety on transit is key to maintaining quality transit.
Quality	Survey	there have to be ways for commuters north of the middle branch, and south of North Ave.; east of Caton Ave, and west of Patterson Park Ave. to commute easily within this area
Quality	Survey	Well integrated system as opposed to multiple disjointed systems
Quality	Survey	Need to focus on identifying and encouraging the use of vehicles (public and private) that are energy efficient.
Quality	Survey	Too many of these responses could apply to buses. Buses are not a modern transit system. Modern is powered by renewable sources like hydrogen and green-sourced electricity, fast, and

quiet. Well-maintained is safe and clean.

Quality	Survey	Transit stations and stops should be seen as primary marketing touchpoints to promote transit. They are not treated that way. MTA needs a branding upgrade also. Right now, in the Baltimore region, transit users are seen primarily as people who are poor, people of color, who can't afford cars. It is not seen as a viable option for choice users.
Safety	Survey	We need to provide more options to the car, but people need predictability and timeliness, as well as a sense of safety in order to encourage transit use. Bicycle trails and pedestrian connections need to be safer. This means that several trips a day on a very predictable schedule should be offered for transit services and pedestrian and bikeways need to be patrolled regularly. This is costly and may not be attainable. Our goal should be to provide an efficient, economical transit system as they do in Europe.
Safety	Survey	Safety - that any mode of transportation--feet, bike, wheel chair, scooter, car, delivery truck, can be placed on well-engineered roads that promote the safety of all users, not just the ones encased in metal. This is especially important for neighborhoods. Connections - I should be able to walk to my bike, bike to my local transit option, take my local transit option to my intercity transit option with as much ease as possible. Everything must connect so that people can consider using more transportation modes. Cost Effectiveness - If my decisions are costly to our infrastructure I should pay for it. If they are costly to the environment I should remediate it.
Safety	Survey	A safe, designated place to house victims of storms, terrorist attacks in each community; education made possible through police outreach to community associations.
Safety	Survey	All hazmats are relegated to travel at off-peak hours.
Safety	Survey	I believe David Letterman once said, An armed society is a polite society. If security cannot be provided to members of the community, they will have to provide it for themselves by packing weapons. That just seems impractical. Isn't providing security to non-bullies from predators why we have government?
Safety	Survey	I can work to shed light on needed safety improvements.
Safety	Survey	I would like you do something about high school students at 4.00 p.m. @ the Shot Tower station, they behave with too much violence between each other and last time they had a fight (pulling hairs and everything) and used pepper spray which is not safe for people with Asthma
Safety	Survey	more regional, local and state funded safe routes to school programs
Safety	Survey	Not much political support for better traffic safety
Safety	Survey	Raise the gas tax.
Safety	Survey	Reduce Rte 50/301 traffic with 2 new Chesapeake bridges at Baltimore & Cambridge

Safety	Survey	Safe transportation is essential to maintaining a good quality of life.
Safety	Survey	Skilled drivers
Safety	Survey	Thinking about safety within our region's future from a blind perspective must also include the safety of service animals.
Safety	Survey	We need to start by helping those in need.
Safety	Survey	When the police are called regarding a concern, the police should not inform the persons in question the address of the person that called them. Puts the caller in danger and keeps people from reporting.
Safety	Survey	Not specifically a Safety issue (although it factors in Safety and others), it's essential to have an interconnected transportation network, with good street connectivity (not just on arterial roadways) and good connections between different modes. Providing this type of redundancy/connectedness allows pedestrians & cyclists to travel on lower volume/speed roads and minimizes the traffic impact on individual streets. I'm also disappointed that this whole process seems so focused on prioritizing vague, "motherhood & apple pie" statements instead of providing more clear guidance by using maps to focus improvements, asking users the ideal regional mode share and proportion of funding that should be spent by mode, how development should occur, how much additional land should be consumed by development over the next 50 years, and other things that would provide more clear guidance to the BRTB as it develops the next LRTP.
Safety	Survey	A hierarchy of vulnerability is created putting pedestrians at the top, bicycles next, transit users and lastly car drivers
Safety	Survey	Bike racks at station stops that are on camera and secure from theft.
Safety	Survey	Bridges can withstand today's traffic loads.
Safety	Survey	Cleanliness is probably the first step to safety. I would like to see litterers get stiff penalties.
Safety	Survey	Complex intersections can be straightened Better signage, warnings & lights at intersections 2 new Chesapeake bridges are needed as mentioned above
Safety	Survey	Continual education to drivers within their controlled atmosphere vehicles about safety, driver respect, and courtesy toward pedestrians, bikers, and others who are out in the weather be it cold, wet, or sunny hot. One way to do this is to require drivers to renew their drivers license with a drivers exam and driving test every ten (10) or fifteen (15) years.
Safety	Survey	Crime control and prevention programs. Increased Police manpower. Revisions of Court procedures and processes.
Safety	Survey	Fix the most dangerous/most highly used problems first. As funding allows, incorporate some changes across all aspects above.
Safety	Survey	Fund complete streets fully.
Safety	Survey	Having a safe and secure system adds stability to the region by making people feel confident about their ability to live, work and

		play here.
Safety	Survey	high standards in the maintenance of transit vehicles and systems
Safety	Survey	I don't have to be concerned about being hassled/mugged.
Safety	Survey	I think we need bike/bus lanes and narrower streets. Medians are a huge planning mistake for cities. They encourage traffic to move faster and make the distance from sidewalk to sidewalk larger. We should take out medians, move cars closer together so they drive more slowly and extend the sidewalk to accommodate bike paths and more pedestrian space. I also think the CSX tunnel under Howard Street should be converted for the light rail so it doesn't have to contend with pedestrians, cars, etc and can actually go faster than walking speed in the city.
Safety	Survey	I would like for myself and community members to be able to safely transport from home to work or stores or school, etc. without having to use a car - like in Europe.
Safety	Survey	If more of us walked, biked and took transit, it would improve the sense of safety.
Safety	Survey	If people don't feel safe, they will not use public transportation.
Safety	Survey	If safety is an issue, people will not want to move here to work or play.
Safety	Survey	If you build a SAFE system, people will come.
Safety	Survey	In order to feel safe after dark on public transportation, waiting at stops and shelters need to be safe
Safety	Survey	Interested citizens need a way to seriously propose "fixes" for hazardous transit situations. The column in the SUN is a good idea, but probably one in 50 of the hazards people write in about is chosen to address in the column.
Safety	Survey	Maintain roadways, enforce speed limits, provide adequate roadways for existing volumes.
Safety	Survey	more bike ped safety infrastructure especially for schools
Safety	Survey	Need 4' shoulders for designated bike routes. Need to encourage bike users to use roads without shoulders
Safety	Survey	People are afraid to use the MTA Light Rail system because it's antiquated. Need more rail or bus transportation shuttles for local trips.
Safety	Survey	People have to get up very, very early to get public transportation (MTA buses) which can be dark in the winter which discourages usage.
Safety	Survey	People with disabilities need Curb Ramps and proper Sidewalk Transitions. Sideways should be maintained for safety so people do not travel in wheelchairs on the street instead of on the sidewalks.
Safety	Survey	Perception of using transit as a clean, safe, pleasant experience

Safety	Survey	Probably impossible to ever make our roadways 100% safe - especially for bicyclists. Guidelines for using roadways and interacting with others needs to be a constant "public service announcement" as there are many citizens who drive, bike, and walk who haven't got a clue. Education is the key along with enforcement of rules/laws that allow all citizens to participate and share in the various venues available.
Safety	Survey	public transportation will become a more viable option when it is convenient, safe, and affordable
Safety	Survey	Reputation as an unsafe environment prevents economic growth, tourism and worry free travel.
Safety	Survey	Roads are free of hazards for motorcycles - potholes, unmarked curbs and medians
Safety	Survey	Roads are safe, well maintained and adequate for the traffic volume with laws in place to protect drivers from others making poor choices
Safety	Survey	Speed limitations are strictly enforced - i.e. more cameras. SAFETY results from driving at a SAFE speed.
Safety	Survey	The transportation culture needs to stop being a automobile culture and give preference to non-motorized transportation
Safety	Survey	There is NO good excuse for not proving safely designed & constructed roadways that currently allow law abiding pedestrians and bikers getting injured or killed by vehicles. As the population grows toward 2060, multi-modal usage of roadways becomes more important.
Safety	Survey	traffic signs and signals maintain relevancy & ease of use for people from out of town (I am looking at you airport rent a car facility)
Safety	Survey	Transit employees are well trained and periodically retrained
Safety	Survey	Transit riders are monitored for safe behavior
Safety	Survey	Transit vehicles and stations should provide users with actual security, not just a sense of it.
Safety	Survey	Two reasons I avoid city buses: 1-the series of beatings by juveniles in 2008, 2-the bus stop rapes in 2009. The commuter buses from the counties are safe, but I would literally fear for my life getting on a bus within the city & unfortunately I live & work within the city. Safety is also a big reason I don't bike to work. I'm only 6 miles away & it's a straight shot, but goes through several questionable neighborhoods. I've heard reports of coworkers being harassed on bike-things thrown at them, someone opened a car door so the rider would flip over it (had to go to hospital), and one person beaten with a baseball bat. My husband will not let me ride a bike or scooter to work for these reasons. A safer Baltimore would be a greener Baltimore!
Safety	Survey	All of the above are important. An additional consideration is personal safety and security related to crime when people are on foot or on bikes.
Safety	Survey	Roads are still designed, maintained and managed for cars and in maximizing their speeds.