

I. Public Input – Values and Scenario Planning

The Baltimore Regional Transportation Board (BRTB), with Baltimore Metropolitan Council (BMC) staff assistance, conducted a major public outreach initiative from April through July of 2010 to initiate development of a regional vision, develop consensus on a preferred scenario for the vision, and begin to link this vision to the ongoing Long Range Transportation Plan (LRTP) update process. The BRTB reached out to hear what the public had to say about the future of transportation in the Baltimore region. The next step in the process will be to conduct technical analyses of the impacts of alternative transportation and land development scenarios using the input gained from the outreach initiative. The technical tool used for analysis of the values, land use, and transportation information is Index.

II. What We Learned from the Public – Main Points

Following are what we learned about what people want. These are based on input gathered through the Values Workshops held in April and May, the online values survey, and the scenario planning exercise conducted at Open House meetings in June. Additional details, analysis, and specific information about responses and comments are provided in sections IV and V.

Values Related to Our Transportation System (Main Points)

- From the Values Workshops, more comments (116 out of 262 total comments) were received related to easy access to different destinations through a variety of choices than for any other value. Comments related to transportation systems supporting economic opportunities accounted for 55 out of the 262 comments, followed closely by comments related to preserving the environment (52 comments).
- Nearly twice as many participants in the online values survey (190 to 97) chose easy access to destinations through a variety of transportation options as their top priority over the value with the second most top priority choices, preservation of the environment. The value receiving the third highest priority choices (50) was a safe and secure transportation system.
- From the values survey, the single statement with the highest number of responses (185) was “Our streams, rivers, and the Chesapeake Bay are clean and healthy.” The second highest number of responses (166) was for “Our region offers a variety of job opportunities.” Also receiving a large number of responses (160 responses each) were “I can get where I need to go regardless of my age or ability” and “I have a variety of transportation options to get me where I need to go.”

Values Related to Our Transportation System: Are People Optimistic?

The Future: When asked in the survey if they thought that things could be improved in the future, most people thought that things could be improved within 20 years. This is especially true for the accessibility and conservation categories. More than 300 respondents (out of a total of 442) either agree or strongly agree that accessibility in the region can be improved over

the next 20 years, while nearly 240 either agree or strongly agree that conservation efforts will result in improvements over the same time period. Respondents were less optimistic about the prospects of improving the region's prosperity and the cost effectiveness of transportation investments. Approximately 170 and 180 respondents either agree or strongly agree that things will improve in the areas of prosperity and cost effectiveness, respectively.

The Present: In general, respondents were not as optimistic about present conditions as they were about the prospects for future improvements, particularly when it comes to regional efforts. Conservation is the only area in which respondents thought values and efforts are present in the region to a greater extent than in their own neighborhoods. For every other area, respondents thought their own neighborhoods are faring better than the region as a whole. Regional cost effectiveness in particular fared poorly in the eyes of survey respondents. *More than six times as many respondents (126 to 19) either disagreed or strongly disagreed that transportation investments in the region have been made cost effectively as those that see evidence of cost effectiveness in the region.*

Land Use / Transportation System Scenario Exercise (Main Points)

- Most respondents (87.6%) would like to have new growth and redevelopment concentrated in already developed urban areas, town centers, and established suburban areas. Limiting growth outside the established Priority Funding Areas is important to these participants.
- Nearly three out of five respondents (58.2%) chose a land use / transportation combination that has new mixed-use growth and redevelopment concentrated in already developed urban areas and town centers, supported by a variety of transportation options and system connections within and among these urban areas and town centers.
- More than three-fourths of the respondents (75.3%), regardless of their land use preference, would like to have diverse, connected transportation facilities and services for getting around within their communities and for reaching other communities. Even most respondents favoring the Expanding Suburbs option (57.1%) prefer to have diverse, connected transportation facilities and services.

III. How We Got Public Input

1. Survey

Information on values was also gathered in the form of an online survey. This survey was designed to gain input from people around the region who did not attend the workshops. A total of 496 respondents of all ages provided input, either through assigning priorities to values or through providing written comments. Of the 496 people who participated, 442 provided input on at least one of the values they consider to be priorities.

2. Values Workshops

The second method was a series of workshops designed to gain stakeholder input on what people value when considering transportation systems. Interactive exercises in a group setting involved attendees discussing what currently does, and in the future will, make the Baltimore region a great place. Stakeholders identified values and priorities in six categories: (1) Easy

access to where you live work and play, (2) Preservation of environmental, cultural, and social resources, (3) Economic opportunities, (4) Modern and well maintained transportation system, (5) Fair and wise transportation investments, and (6) Safe and secure transportation.

Values Workshop schedule:

Monday, April 26 – 6 to 8 pm
 Pascal Senior Center
 125 Dorsey Road
 Glen Burnie, MD 21061

Wednesday, April 28 – 6 to 8 pm
 Westminster Senior Center
 125 Stoner Ave.
 Westminster, MD 21157

Thursday, April 29 – 6 to 8 pm
 Planning Board Meeting Room
 105 West Chesapeake Ave.
 Towson, MD 21204

Monday, May 3 – 6 to 8 pm
 State Center, Building 4
 201 W. Preston Street – Atrium
 Baltimore, MD 21201

Tuesday, May 4 – 7 to 9 pm
 Howard Community College
 Duncan Hall – Kittleman Room
 10901 Little Patuxent Parkway
 Columbia, MD 21044

Tuesday, May 11 – 6 to 8 pm
 County Administrative Building
 2nd Floor Conference Room
 220 South Main Street
 Bel Air, MD 21014

3. Scenario Development Open Houses

The third means of gathering input was a second phase of meetings designed as Open Houses to provide the BRTB *imagine 2060* team the opportunity to speak one on one with participants about the interaction between transportation and land use patterns. Participants were asked to choose scenarios of sustainable development and supporting transportation. The Index model was used to assess the impacts of transportation decisions. Attendees spoke with at least one representative from each jurisdiction or BMC staff member, and then the attendee participated in the Imagine exercise. This involved selecting a land use option and a transportation option, then learning about the potential consequences of these choices. Materials showing potential scenario results were available, and the participant was asked to complete a feedback form to document the participant’s vision for the region.

Open House schedule:

Wednesday, June 9 – 1 to 4 pm
 Brooklyn Library
 300 East Patapsco Ave
 Baltimore, MD 21225

Monday, June 14 – 4 to 7 pm
 North Point Library
 1716 Merritt Boulevard
 Baltimore, MD 21222

Tuesday, June 15 – 4 to 7 pm
 Eldersburg Library
 6400 West Hemlock Drive,
 Sykesville, MD 21784

Wednesday, June 16 – 4 to 7 pm
 Southeast Anchor Library
 3601 Eastern Avenue
 Baltimore, MD 21224

Thursday, June 17 – 4 to 7 pm
 West County Library
 1325 Annapolis Road
 Odenton MD 21113

Wednesday, June 23 – 4 to 7 pm
 Annapolis Area Library
 1410 West Street
 Annapolis, MD 21401

Monday, June 21 – 6 to 9 pm
 Columbia Central Branch
 10375 Little Patuxent Way
 Columbia, MD 21044

Thursday, June 24 – 4 to 7 pm
 Bel Air Library
 100 East Pennsylvania Avenue
 Bel Air, MD 21014

Tuesday, June 22 – 4 to 7 pm
 Catonsville Library
 1100 Frederick Road
 Catonsville, MD 21228

IV. Values: What Do People Say They Value?

Values Workshops

Below is information on the results of the Values Workshops held in April and May 2010 as well as input from the online values survey. Table 1 shows a breakdown of the 262 individual statements of preference made by participants in the workshops. Participants were asked for input in an open-ended manner, with no requirement to rank their preferences. This total includes multiple responses from some participants.

Table 1 – Priorities from Values Workshops

Participants' Choices of Priorities	Total Choices
Easy access to where you live, work, and play (Accessibility)	116
Economic opportunities (Prosperity)	55
Preservation of environmental, cultural, and social resources (Conservation)	52
Modern and well maintained system (Quality)	16
Fair and wise transportation investments (Cost Effectiveness)	13
Safe and secure transportation (Safety)	10
Total	262

Values Survey

For the online survey, participants were asked to rank their top three value preferences. Participants were not required to choose three values but instead could choose a single top priority, their top two priorities, or their top three priorities. Table 2 shows the number of top priority rankings for each of the values.

Table 2 – Priorities from Online Survey

Participants' Choices of Priorities – Survey	Top Priority (number)	Top Priority (%)
Easy access to where you live, work, and play (Accessibility)	190	43.0%
Preservation of environmental, cultural, and social resources (Conservation)	97	21.9%
Safe and secure transportation (Safety)	50	11.3%
Modern and well maintained system (Quality)	40	9.0%
Economic opportunities (Prosperity)	39	8.8%
Fair and wise transportation investments (Cost Effectiveness)	26	5.9%
Total	442	100%

Tables 3, 4, 5, and 6 show some additional data about survey respondents: where they live and work, gender, and age range.

Table 3 – Top 10 Zip Codes Where Respondents Live

Rank	Zip Code	# of Respondents *	Top Priority – Most Choices	Top Priority – Second Most Choices
1	21218 (Baltimore)	26	Accessibility – 7	Conservation – 6
2	21401 (Annapolis)	24	Accessibility – 9	Conservation – 8
3	21044 (Columbia)	21	Accessibility – 11	Conservation – 4
4	21045 (Columbia)	18	Accessibility – 9	Quality – 3
5	21212 (Baltimore)	14	Accessibility – 6	Conservation – 5
6	21210 (Baltimore)	13	Accessibility – 6	Conservation – 3
6	21228 (Catonsville)	13	Accessibility – 8	Safety – 2
8	21231 (Baltimore)	12	Accessibility – 5	Conservation, Prosperity, Cost Effectiveness – 2
10	21042 (Ellicott City)	10	Accessibility – 4	Conservation, Safety – 2
10	21157 (Westminster)	10	Conservation – 5	Accessibility – 2

* - 15 respondents left blank the field indicating the zip code where they live

Table 4 – Top 10 Zip Codes Where Respondents Work

Rank	Zip Code	# of Respondents *	Top Priority – Most Choices	Top Priority – Second Most Choices
1	21201 (Baltimore)	42	Accessibility – 16	Conservation – 12
1	21202 (Baltimore)	42	Accessibility – 16	Conservation, Safety – 6
3	21401 (Annapolis)	28	Accessibility – 13	Conservation – 6
4	21224 (Baltimore)	19	Accessibility – 6	Conservation – 5
5	21045 (Columbia)	14	Accessibility – 5	Safety – 3
5	21043 (Ellicott City)	14	Accessibility, Conservation – 5	Quality – 2
7	21204 (Towson)	13	Accessibility – 7	Quality – 4
8	21230 (Baltimore)	11	Conservation – 6	Accessibility, Safety – 2
10	21044 (Columbia)	11	Accessibility – 5	Conservation, Quality – 2
10	21122 (Pasadena)	10	Conservation – 4	Prosperity, Safety – 2

* - 41 respondents left blank the field indicating the zip code where they work

Table 5 – Top Priority Choices Based on Gender

Gender	# of Respondents *	Top Priority – Most Choices	Top Priority – Second Most Choices	Top Priority – Third Most Choices
Female	243	Accessibility – 94	Conservation – 60	Safety – 28
Male	235	Accessibility – 94	Conservation – 36	Prosperity – 25

* - 18 respondents left gender field blank

Table 6 – Top Priority Choices Based on Age Range

Age Range	# of Respondents *	Top Priority – Most Choices	Top Priority – Second Most Choices	Top Priority – Third Most Choices
Under 20	4	Accessibility, Conservation – 2		
20-34	83	Accessibility – 39	Conservation – 16	Prosperity, Quality – 8
35-44	70	Accessibility – 30	Conservation – 17	Safety – 8
45-64	178	Accessibility – 76	Conservation – 38	Safety – 24
Over 65	44	Accessibility – 19	Conservation – 7	Safety – 6

* - 117 respondents left age field blank

Easy access

The survey revealed that most respondents want to be able to have easy access to where they live, work, and play. In fact, this value received nearly twice as many top priority “votes” as the second most highly rated value (preservation of environmental, cultural, and social resources). Respondents indicated that they want:

- To get where they need to go regardless of age and ability (160 responses)
- A variety of transportation options get them where they need to go (160 responses)
- Transit services located where they serve the most people (154 responses)
- Consistent daily commute time (131 responses)

The respondents also want to have sidewalks and bicycles paths that are located where they serve the most people and connections between different types (or modes) of transportation.

The survey form allowed respondents to write-in comments. Comments can be viewed in Appendix 1. Overwhelmingly, respondents wrote that they wanted to have:

Transportation choices – multi-modal options; received over 250 written comments:

- Transit: Many stated that there is a need for improving transit quality; connectivity, reliability, viability, and cost effectiveness so that transit is a good alternative to cars.
- Increasing sidewalks and bike paths in the right places
- Reducing the need for cars and reducing congestion

Interconnection – received over 20 survey comments:

- Connectivity within and to other regions

Transportation located in the right places - received over 62 survey comments:

- Neighborhood connectivity
- Public transportation close to where people live
- Integrated transportation and land use

Values Workshop participants talked about the benefits of accessibility, the need for choices in transportation and the needs of each and every mode of transportation, including:

- Transit-oriented development
- Rail
- Regionally linked, interconnected, multi-modal transportation
- Public transportation access
- Reduce gridlock
- Streetcars
- Convenience
- Easy movement
- Greater neighborhood connectivity through bike paths
- Minimal transfers
- Transportation for seniors
- Commuter behavior, choices
- Bike/pedestrian networks
- Transportation choices

Preservation of Environmental, Cultural, and Social Resources

The survey revealed that the respondents want preservation of environmental, cultural, and social resources. They want:

- Streams, rivers and the Chesapeake Bay to be clean and healthy (185 responses) – this value received the highest number of responses
- Clean air (111 responses)
- To use minimal energy to move about the region (103 responses)
- To preserve open space (103 responses)

The respondents also want to preserve and enhance our towns and cities and to reduce greenhouse gas emissions.

The survey form allowed respondents to write-in comments. Comments can be viewed in Appendix 1. Overwhelmingly, respondents wrote that they want to:

Decrease energy consumption, particularly non-renewable resources – received over 43 survey comments:

- Smart growth
- Transit oriented development

Protect open space and farmland – received over 93 comments:

- Sustainable living

- Preserve the environment
- Encourage local food and agriculture

Improve air and water quality – received over 61 comments:

- Reduce pollution
- Clean air

Values Workshop participants talked about the benefits of preservation of the environment, cultural and social resources, including:

- Ecological development
- Empty nesters, cleaner-greener
- Enhanced environmental protection
- Greenway system
- Growth/land use
- Land conservation
- Managed growth
- Parking lots re-used for fun!
- Preservation of environment
- Sustainability
- Strong local agriculture
- Open space and rural preservation
- Development limits
- Resource preservation/nature
- Planned green growth
- Recreation
- Recreation and great sight-seeing
- Sustainable housing
- Simpler solutions – back to what was good
- Carbon-recycling engines
- Cars shared
- Civic and social services
- Clean energy provider
- Clean transport
- Historic preservation
- Reduced pollution
- Saving energy
- Silt – dispensed energy
- Clean air, clean water
- Affordability (housing, transportation)
- Healthy Bay
- Air quality improvement
- Sustainable local economy

Economic Opportunities

The survey revealed that respondents want economic opportunities. They want:

- A variety of job opportunities (166 responses)
- High employment (137 responses)
- Centers of employment where many jobs and businesses are concentrated (116 responses)
- Goods to move efficiently within and through the region (74 responses)

The survey form allowed respondents to write-in comments. Comments can be viewed in Appendix 1. Overwhelmingly, respondents wrote that they want:

Jobs concentrated in vibrant centers – received over 68 comments:

- Jobs and housing in proximity
- Vibrant city
- The Port treated as the Number 1 economic driver

Jobs and housing in balance – received over 83 comments:

- Livability
- Economic vitality
- Affordability
- People can easily get to jobs

Local communities are thriving places of cultural, social, and economic activity – received over 109 comments:

- Reinvestment in the City
- Compact city (greater density)
- Clustered commercial
- Neighborhood connectivity

Values Workshop participants talked about the benefits of economic opportunities:

- Baltimore and communities a destination
- Livability - Healthy-sustainable vibrant neighborhoods - community amenities, social involvement, natural beauty, and livable communities
- Compact development
- Diversity of economy, demographics, lifestyle, quality of life (all ages)
- Healthy economic stability and vitality, vital port, healthy productive workers/families, tech jobs, government, biotech, cultural jobs, regional defense industry hub for the US,
- Encourage diversity – social; housing; environmental; jobs; equity
- Family Friendly Communities
- Fresh food every neighborhood - walk to it
- Great dense places to support transit
- Live locally, people live near where they work, short commute patterns, work from home with no worry about getting to work
- Local amenities, more leisure

- Neighborhood character
- Neighbors/Neighborhoods come together for work & play
- People living/working in close proximity to needed services
- Well-planned & livable communities; healthy people, workplaces, and environment
- Presentation of “best places”
- Top choice region: energetic, creative, attracts young and old
- Unique Identity
- Worldly choice of goods

Safe and Secure Transportation

The survey revealed that the respondents want safety and security. They want:

- Transit stations and stops to have a sense of security (116 responses)
- Sidewalks instead of having to walk in the street (103 responses)
- Bicyclists to be safe when sharing the roads with motorists or traveling on separated paths (99 responses)
- Transit vehicles to have a sense of security (91 responses)
- People of all ages and abilities to be able to safely cross the street (85 responses)

The survey form allowed respondents to write in comments. Comments appear in Appendix 1. Overwhelmingly, respondents wrote that they want to:

Make roads and highways accommodating of all modes – received over 43 comments:

- Well designed facilities that are safe for everyone
- Bicycle and pedestrian facilities are designed for safety

Improve the real and perceived safety of transit– received over 39 comments:

- Enforcement
- Well maintained, clean, and safe

Create and improve sidewalks, bike paths, and crosswalks – received of 55 comments:

- Safe bicycle paths
- Walk safely to transit

Values Workshop participants talked about the benefits of safety and security. Emphasis was placed on having a safe, efficient, connected, and modern multi-modal system with rail/streetcar, heavy/light rail, and regional and local access.

Modern and Well Maintained Transportation System

The survey revealed that respondents want a modern and well maintained transportation system. They want:

- Roads, bridges, rails and tunnels in good condition (120 responses)
- Transit vehicles in good working order (99 responses)
- Sidewalks in good condition (94 responses)
- Bike lanes and paths that are well marked and in good condition (92 responses)

- Transit stations and stops to have clear signs and up-to-date information (76 responses)

The survey form allowed respondents to write-in comments. Comments can be viewed in Appendix 1. Over 78 comments were received. Overwhelmingly, respondents wrote that they want:

- Neighborhood connectivity
- Rail transportation system, including MARC, heavy rail, light rail, and trolley
- A safe, reliable, and accessible transportation system

Values Workshop participants talked about the benefits of quality in relation to the other values.

Fair and Wise Transportation Investments

The survey revealed that the respondents want a modern and well maintained transportation system. They want:

- Projects with the most merit to be funded (101 responses)
- Funding allocated so everyone gets the basic transportation services they need (100 responses)
- Projects selected competitively and in an open and transparent way (92 responses)
- Transportation issues of greatest concern to get the most funding (89 responses)
- Funding equitably distributed among modes (83 responses)
- Limited funds leveraged as much as possible (70 responses)

The survey form allowed respondents to write-in comments. Comments can be viewed in Appendix 1. Over 60 comments were received.

Scenario Development: What Do People Envision for Land Use and Transportation?

The attendees were introduced to four land use and four transportation scenarios that depicted a mix of development and supporting transportation choices that could possibly occur in 2060. The attendees then selected their choice of land use and transportation. There are 16 possible combinations:



1. Downtowns / Urban Multi-modal Transportation
2. Downtowns / Local and Regional Connections
3. Downtowns / Commuter Options
4. Downtowns / Expanding Roadways
5. Town and Village Centers / Urban Multi-modal Transportation
6. Town and Village Centers / Local and Regional Connections
7. Town and Village Centers / Commuter Options
8. Town and Village Centers / Expanding Roadways
9. Established Neighborhoods / Urban Multi-modal Transportation
10. Established Neighborhoods / Local and Regional Connections
11. Established Neighborhoods / Commuter Options
12. Established Neighborhoods / Expanding Roadways
13. Expanding Suburbs / Urban Multi-modal Transportation
14. Expanding Suburbs / Local and Regional Connections
15. Expanding Suburbs / Commuter Options
16. Expanding Suburbs / Expanding Roadways

A brief overview of the kinds of factors and investment levels involved in each of these choices follows:

Land Use Options

Downtowns

- New growth concentrated in downtown areas (urban and town/village centers, including Baltimore City)
- Mix of uses in these downtown areas (e.g., commercial, residential, civic)
- Limited new growth in established suburban residential areas and rural areas

Town and Village Centers

- New growth concentrated in town and village centers (not as much in Baltimore City)
- Mix of uses in these town and village centers (e.g., commercial, residential, civic)
- Limited new growth in established suburban residential areas and rural areas

Established Neighborhoods

- New growth concentrated in established suburban residential areas
- Mostly residential and supporting retail uses in these areas

- Limited new growth in downtown areas (including town and village centers) and in rural areas

Expanding Suburbs

- New growth concentrated in established suburban residential areas and in rural areas
- Mostly residential and supporting retail uses in these areas
- Limited new growth in downtown areas (including town and village centers)

Transportation Options

Urban Multi-modal Transportation

- Light rail / commuter rail service radiating from downtown Baltimore City
- Local bus service in urban core and inner suburbs
- Pedestrian and bicycle networks in downtown areas (including town/village centers)
- Increased capacity on major roadways serving high-density areas

Local and Regional Connections

- Light rail / commuter rail service radiating from downtown Baltimore City
- Express bus service from park-and-ride lots to employment centers
- Local transit service in downtown areas (including town/village centers)
- Pedestrian and bicycle networks in downtown areas (including town/village centers)
- Increased capacity on major roadways serving medium-density areas and Baltimore City

Commuter Options

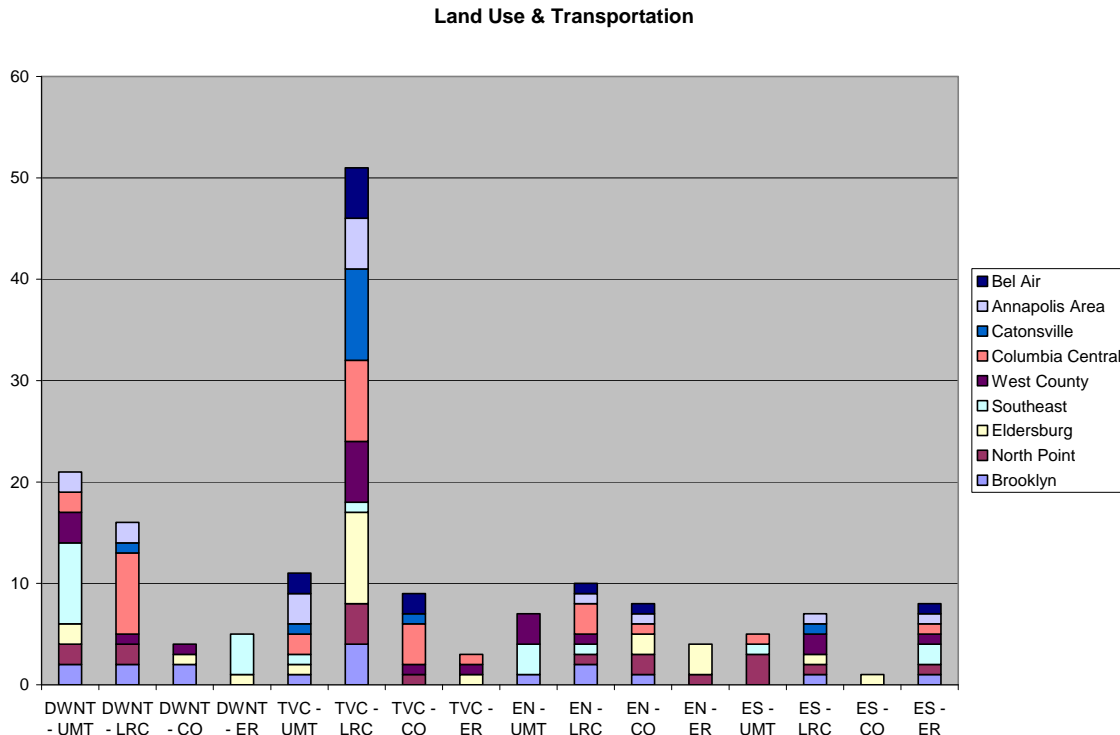
- Maintenance of existing light rail / commuter rail and bus service
- Express bus service from park-and-ride lots to employment centers
- Modest improvements in pedestrian and bicycle facilities
- Increased capacity on major roadways serving high-density and medium-density areas

Expanding Roadways

- Maintenance of existing light rail / commuter rail and bus service
- Maintenance of existing pedestrian and bicycle facilities
- Increased capacity on major roadways serving high-, medium-, and low-density areas

Results

Every one of the 16 possible land use / transportation combinations was chosen by at least one person. Out of 170 responses received in the scenario open house meetings, 51 (30%) preferred the Town and Village Centers / Local and Regional Connections combination (see following chart).



From a land use perspective, the Town and Village Centers / Local and Regional Connections combination concentrates new growth in town and village centers. From a transportation perspective, this combination provides additional transit options, including improved transit connections within and among town and village centers. It also includes improved pedestrian and bicycle networks in town and village centers as well as improved capacity on roadways serving Baltimore City and medium-density areas.

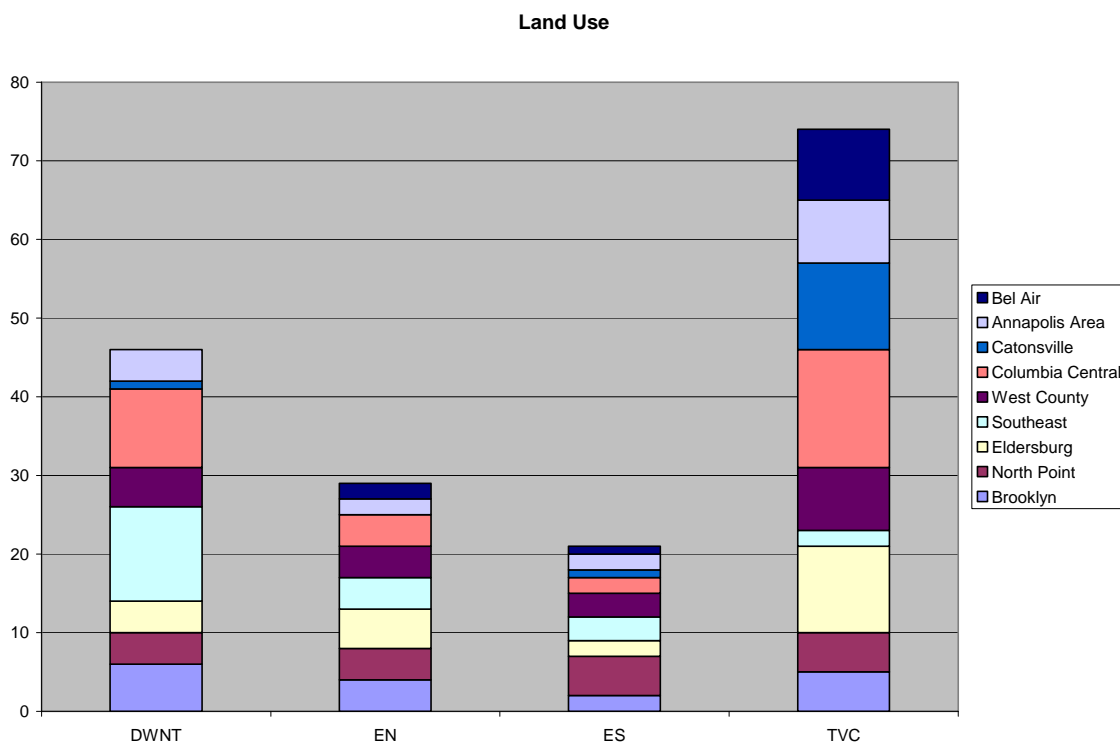
By concentrating new mixed-use growth and redevelopment in already developed town centers, this combination would promote population and employment growth in those areas. This combination also would provide a variety of transportation options and system connections within and among town centers, further encouraging town center activity and additional investment and development.

The Downtowns / Urban Multi-modal Transportation combination was the second most popular choice with 21 responses (12.4%). This combination would provide many of the same development and transportation benefits provided by the Town and Village Centers / Local and Regional Connections combination, but with more emphasis on Baltimore City's

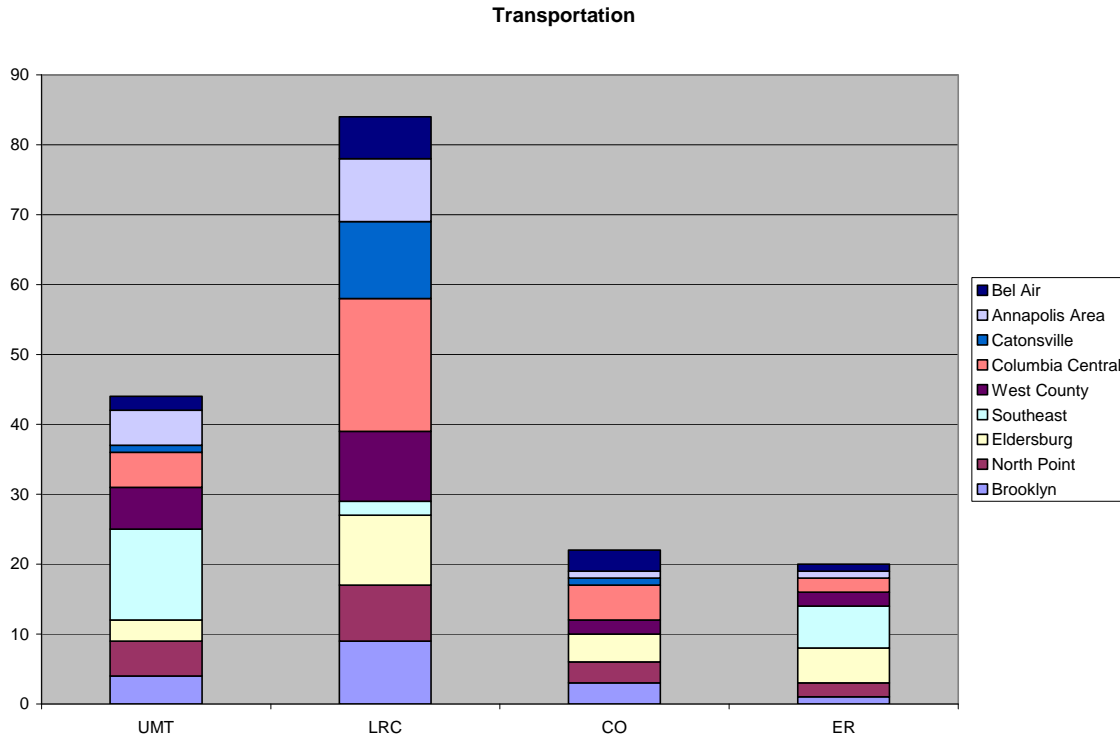
neighborhoods and with Baltimore City serving as the hub in a more hub-and-spokes type transportation system. The Expanding Suburbs / Commuter Options combination was the least popular choice with 1 response.

All together, the four combinations that include the Town and Village Centers and Downtowns land use options and the Local and Regional Connections and Urban Multi-modal transportation options account for 99 out of the 170 responses (58.2%). So well over half of the responses support development and transportation investments of this type. The types of choices and investments included in these four combinations make them more sustainable choices for the long term. This appears to reflect the type of region that most people who participated in the open house meetings would like to see by 2060.

Considering the land use choices individually, the Town and Village Centers option was the most popular with 74 total responses. Expanding Suburbs was the least preferred land use option with 21 responses (see following chart).



Local and Regional Connections was the most popular choice for transportation with 84 total responses. Expanding Roadways was the least favored transportation option with 20 responses (see following chart).



The results from the scenario open house meetings also tell us that people generally want better transit options and improved connections within and among communities regardless of which development / land use pattern they prefer. Following is the breakdown of responses showing a preference for either the Urban Multi-modal transportation option or the Local and Regional Connections transportation option:

Land Use Option Chosen	Total Responses	Total Choosing Urban Multi-modal or Local/Regional Connections	% Choosing Urban Multi-modal or Local/Regional Connections
Downtowns	46	37	80.4%
Town and Village Centers	74	62	83.8%
Established Neighborhoods	29	17	58.6%
Expanding Suburbs	21	12	57.1%
Totals	170	128	75.3%

As shown in this chart, more than three-fourths of all respondents support either the Urban Multi-modal option or Local and Regional Connections transportation option. This shows that, while respondents may want their choice of where to live and how development should occur, many of them also want diverse transportation facilities and services for getting around within their communities and for reaching other communities. Even most of the respondents favoring the Expanding Suburbs option (57.1%) prefer to have diverse, connected transportation facilities and services.

The following shows the top land use choice for each preferred transportation investment scenario:

- Urban Multi-modal Transportation: Downtowns (21 responses, 45.7%)
- Local and Regional Connections: Town and Village Centers (51 responses, 60.7%)
- Commuter Options: Town and Village Centers (9 responses, 40.9%)
- Expanding Roadways: Expanding Suburbs (8 responses, 40%)

The fairly strong connections shown in three of these combinations (Urban Multi-modal Transportation / Downtowns, Local and Regional Connections / Town and Village Centers, and Expanding Roadways / Expanding Suburbs) are not surprising. However, the results also show that more people who want investments to help commuters get to work also prefer development to be concentrated in town and village centers.

The following table shows the top land use and transportation choices for each meeting location:

Meeting Location	Total Responses	Top Land Use Choice	Top Transportation Choice
Brooklyn – 6/9/10	17	Downtowns (6)	Local and Regional Connections (9)
North Point – 6/14/10	18	Town & Village Centers (5), Expanding Suburbs (5)	Local and Regional Connections (8)
Eldersburg – 6/15/10	22	Town and Village Centers (11)	Local and Regional Connections (10)
Southeast – 6/16/10	21	Downtowns (12)	Urban Multi-modal Transportation (13)
West AA County – 6/17/10	20	Town and Village Centers (8)	Local and Regional Connections (10)
Columbia – 6/21/10	31	Town and Village Centers (15)	Local and Regional Connections (19)
Catonsville – 6/22/10	13	Town and Village Centers (11)	Local and Regional Connections (11)
Annapolis – 6/23/10	16	Town and Village Centers (8)	Local and Regional Connections (9)
Bel Air – 6/24/10	12	Town and Village Centers (9)	Local and Regional Connections (6)
Total	170		

Again, there is a strong preference for a land use option that concentrates new growth in urban areas and in town and village centers. Similarly, responses show a strong preference for a transportation option that provides better transit options and improved connections within and among communities.

Individual Comments from Scenario Open House Meetings

Following are comments received either verbally or in writing from participants in the scenario planning open house meetings:

Transit – Favorable

- Several people stated that transit options and connections are very important.
- Need connections to jobs for disabled persons and cross-jurisdictional travel.
- Want to take transit *if* it is reliable, safe and convenient
- Need more regional rail. This should include elevated or underground monorails. Also helpful for commuters would be snacks and TV screens displaying news programs.
- Need strong regional rail connections to Washington, DC; northern Virginia, and Cecil County / Delaware.
- Expanding the public transit system would help relieve congestion. Transit options are important.
- Baltimore City needs more reliable transit. I want to be able to live in Baltimore City without my car.
- Intra-regional links
- A predictable schedule (transit) for transportation at convenient locations (1 -3 miles absolutely).
- Being able to commute to DC from Columbia by transit would be nice. Too many connecting/drop-off points.
- Most important to emphasize public/mass transit and increase its share versus the private automobile.
- Suggestion for weekend transportation options and shuttles to/from garages.
- How about a light rail / circulator bus system for Fort Meade? Linking the Camden and Penn lines on the old railroad grade to keep traffic off MD32 and MD175?

Transit – Unfavorable

- Transit is not an option and is a big problem.
- Public transportation is dangerous, time consuming, unsanitary, [and] unhealthy. Waiting outside, traveling with people in different states of health and mentality and all those stops consume time and add to stress.

Pedestrian/Bicycle Facilities

- Would greatly like to see citizens on bikes more often. Tax credits, reductions in medical premiums should be established. Safe places to park and to ride to work, to play and to shop. It is important that more people bike.

- Need more investment in bicycle and pedestrian infrastructure in communities. Without these connections, people won't be able to opt for biking or walking.
- Need to include more biking and walking options along with public transit. This will help with the obesity epidemic and improve the quality of life.
- Crosswalks need to be improved in the Bolton Hill neighborhood; restriped and the crosswalk signals need to allow more time for people to cross.
- Politically the car is king. Connecting important bicycle routes may alleviate some problems.

Personal Mobility

- I want to drive my own car

Expanding Roadway Capacity

- Wider roads would lead to less congestion.

Safety

- Putting right and left shoulders on both sides of an interstate highway is very important for safety. Also, these shoulders should be wide enough for the widest fire engine with its doors open and enough room for people to walk next to the open door.

Quality / Maintenance

- Many roads are in dire need of full repair; not just filling in potholes.

Improving Vehicle Technology

- A couple of people noted that improved vehicle technology and fuel efficiency will ease traffic congestion, make parking simpler, and improve air quality.
- People should use small engine / electric commuter cars ... to get to work with licensing and registration optional – registration mandatory.... We could also charge a \$10 per month road charge like in Singapore using an EZ pass method of collection.

Managing Growth

- Revitalize and infill, re-use existing infrastructure
- It is important to have concentrated growth patterns rather than dispersed to avoid suburban sprawl.
- Unfortunately transportation is not always the primary factor in choosing where to live for the modern 2-income family household. Schools and housing price usually trump.
- Development should be concentrated within established neighborhoods and should be limited outside of those neighborhoods.
- Want growth in the region *to the extent it is reasonable*
- Several people mentioned the importance of concentrating development within urban areas and established suburbs.

- A couple of people stated that they favor smart planning that includes redevelopment of depressed retail sites, brownfield sites, etc., but they don't think we need higher-density development in urban areas and established suburbs.
- Stop suburban growth, stop cutting down trees and taking over the natural environment; it's not sustainable and wastes money on infrastructure (roads and sewer).
- Opposition to "sprawl."
- If other regions are able to expand for Baltimore's growth then it would open more jobs/transportation.
- Several people mentioned that they moved to Carroll County to get away from some of the perceived negatives related to urban living: crime, poor schools, environmental concerns.
- External growth is inevitable as long as gasoline is inexpensive.
- People generally should be able to live wherever they want to live. However, it's also important for everyone to have additional transit options.

Supporting Employment Opportunities / Promoting Economic Development

- Live close to jobs more important than live close to shopping.
- I would like to see better visioning of combining transportation with economic development.
- People without jobs are stranded in Baltimore City – there isn't any jobs close by and no viable transportation to get to them. Everything keeps moving father out; away from the city. Too many jobs have left the city and cannot be reached by the people who need them.
- Maryland Legislative District 6 is relatively disconnected from major economic areas like Towson, Hunt Valley, and Owings Mills. Because our area is devastated by job loss, this disconnection is doubly harmful. Families are affected by hours-long commutes and our citizens are not transportationally connected to economic opportunity.

Social Equity / Environmental Justice

- More choices for low-income and housing redevelopment and the transit that connects to it. Currently the development patterns appear discriminatory.
- Social equity should be a larger component to the transportation planning process. It is important to incorporate those with lower incomes into the planning process because they rely on transit.

Financing Transportation Improvements

- Concern for money for maintenance.
- Ranking the transportation goals requires cost consideration.

Other

- Options for cross-Bay transportation should be explored for commuters, recreation, and freight mobility.

- The Washington DC and Baltimore regions should be considered as a single entity when studying transportation options and planning for the future of the transportation system.
- A couple of people mentioned telecommuting: one as an option to be explored more fully, with the possibility of establishing telecommuting centers, and one interested in seeing statistics on the growth of telecommuting.