

Workshop Highlights Possible Projects Through 2030

On Wednesday, May 12, the Baltimore Regional Transportation Board (BRTB) hosted a workshop on the prioritization of candidate projects for *Transportation 2030* – the Baltimore metropolitan area’s long-range plan for transportation.

Prioritization is the process of looking at and rating individual transportation projects for the next 20 years or more. The information gathered in the prioritization process will help the BRTB choose projects to include in *Transportation 2030*.

The workshop’s format was similar to the Open House in July 2003, when the new plan was first initiated. Attendees viewed several posters with information on the steps to complete this long-range plan.

At the workshop, participants were able to view lists of proposed projects, sorted by type (mode) of travel—bicycle/pedestrian, highway/interchange, and transit. For each mode, a map of the projects and a chart explaining how they scored in the prioritization process was available for attendees to view.

Out of a total of 114 projects submitted, the breakdown was:

- Bicycle/Pedestrian: 37 projects were scored
- Highway/Interchange: 71 projects were scored
- Transit: 6 projects were scored

Pete Gutwald, Chair of the BRTB, gave an overview of *Transportation 2030*. He was followed by Paul Agnello, Baltimore Metropolitan Council (BMC) staff, who gave an overview of the prioritization process. Participants were also given some time to ask questions and note their comments and concerns.

What’s Next?

At the conclusion of the comment period, the BRTB will consider comments received and then move to develop what is called the “*draft preferred alternative*.” This preferred



Paul Agnello explains the technical analysis for proposed highway projects.

alternative will be constrained by financial resources available, will be tested against several performance measures, and will also be tested to see if it meets air quality standards. Examples of air quality performance measures include: congested vehicle miles of travel, transit mode share, vehicle hours of delay, congested speed, and environmental justice impacts.

This draft preferred alternative will be presented to several communities around the region to allow citizens a chance to see what projects are included and learn the results of the different air quality performance measures. A comment period will allow citizens to weigh in on the draft before the final preferred alternative is circulated for the last comment period. A vote on the final preferred alternative is scheduled for the December 2004 BRTB meeting.

If you would like to be informed about upcoming public involvement opportunities related to *Transportation 2030* or if your organization would like to include a *Transportation 2030* presentation at one of its meetings, please contact Monica Haines at 410-732-0500, x1047 or send an e-mail to mhaines@baltometro.org.

Information from this workshop and general *Transportation 2030* information can be found at www.baltometro.org.

How the prioritization scoring works:

- 60 percent of the score = Policy (submitted by state and local sponsors based on regional goals)
- 40 percent of the score = Technical (i.e., how crowded a road is, the number of crashes on a road, the number of potential users for transit, etc.)

Note: some projects that meet certain conditions are allowed to skip this process because they are of higher importance to the region.

Region Faces Challenge with Elderly Transportation Needs

Over 90 percent of the area’s elderly have retired in homes they moved into decades ago. This trend, called “in-place” aging, is expected to become even more common as Baby Boomers reach retirement age.

Based on findings from the 1999 Baltimore Region Elderly Travel Study, BMC is doing a follow-up study using Census 2000 data to look at the distribution of the elderly population (age 65+) throughout the region. A focus of this study is locating concentrations of elderly residents in areas known as “NORCs” or Naturally Occurring Retirement Communities (NORC).

Study shows need for elderly travel options

Based on the preliminary findings, the region faces significant long-term challenges in meeting growing elderly travel needs. A key finding is that 63 percent of the elderly live in low intensity NORC areas (0-249 elderly residents). These areas are spread throughout the region, with many areas in the suburbs *beyond the practical reach of fixed route public transportation and conventional paratransit service*. Further, some 55 percent of the oldest elderly population (age 80+) live in low intensity NORC areas. This is a particularly disturbing finding because it is these elderly residents who

have or could soon have travel disabilities that require affordable door-to-door travel options that are currently in short supply or do not exist.

Travel and the elderly

As the ability to drive or travel independently becomes restricted by age-related physical and cognitive disabilities, many elderly will look to other sources of travel. Without viable travel options, the ability of the region’s growing elderly population to live independently and maintain their quality of life could be significantly restricted.

Two recent examples of volunteer community-based transportation services that seek to address this issue are here in this region. The Ride Partners program in Anne Arundel County is currently underway and there is a Neighbor Ride program in Howard County that is under development.

In the coming year, based on these two examples and using the findings of the NORC study, the BMC plans to partner with BRTB members to explore alternative elderly travel strategies, and to begin to identify community organizations and faith-based groups that may be able to provide volunteer community-based transportation services for nearby ambulatory elderly residents who are not served by transit and paratransit services.

WE WELCOME YOUR COMMENTS!

Final TIP and Air Quality Conformity Determination reports are available for review June 1st through June 30.

All comments are due by close of business on July 2, 2004

A Public Meeting will be held on June 28, 2004, at 5:30pm at BMC offices.

Timeline for Transportation 2030



Pushing Pedaling: Over 300 Riders at 5th Annual Bike-to-Work Day Rallies



On Friday, May 7th, bicycle commuters of all ages from the Baltimore area kicked off Clean Commute Month by pedaling to work. More than 300 commuters joined rallies in Baltimore City, Annapolis, Bel Air, and Towson to celebrate the benefits of bicycle commuting.

The fifth annual event featured a new official rally point in Towson, which

drew more than 50 riders. In addition, workplace participation grew this year, with satellite rallies at the Applied Physics Lab, Johns Hopkins University, and Aberdeen Proving Ground.

Registered riders were given on-the-go snacks, coffee, a commemorative T-shirt and the chance to win commuter cycling gear – including a brand new Gary Fisher Tiburon commuter bicycle.

Elected and appointed officials from across the region attended, and offered the same message: *Bicycling improves air quality, reduces traffic congestion, improves personal health, reduces travel costs, and is FUN.* At War Memorial Plaza, Baltimore City Director of Transportation Al Foxx talked about new projects, such as the new Bicycle Master Plan and the rehabilitation of the Roland Avenue Bike Route, aimed to further accommodate bicyclists in the City. City Council President Sheila Dixon stated, “Riding here today, I could see we have a long way to go. But I know we *will get there.*”

Bike-to-Work Day was also an excellent example of partnership at its best. The Clean Commute Partnership thanks the following organizers and sponsors: The City of Baltimore, Baltimore County, Harford County, City of Annapolis, Annapolis Regional Transportation Management Association, Baltimore Metropolitan Council, Maryland Department of the Environment, Baltimore Bicycle Club, Clean Air Partners, One Less Car, Struever Brothers, Eccles & Rouse, Mayor’s Bike Advisory Group,

Light Street Cycles, REI, Fleet Street Cycles, On Guard Locks, Caribou Coffee, Whole Foods, Baltimore County Employees Federal Credit Union, X-Treme Skooters, WAWA, Capital Cycles, and the Hard Bean Coffee and Book Shop.



Clean Commuters Receive Well-Deserved Thanks

On May 26, carpool and transit riders at the White Marsh Park and Ride were greeted with a commuter care packet and a personal “Thank You” from Clean Commute volunteers. Bags containing maps, commuter information, *The Sun* newspaper, snacks and juice were distributed to more than 300 commuters as part of Clean Commute Month activities. Volunteers braved dark skies and buzzing cicadas at 5 a.m. to thank commuters for choosing an alternative to driving to work alone. Clean Commute Partnership volunteers from the BMC and Maryland Department of the Environment, along with RideShare coordinators from Baltimore, Carroll, Howard, and Harford counties, rose before dawn to greet groggy commuters from as far away as Delaware and as nearby as the development next-door.

Reaction from riders ranged from appreciation for the recognition to wary surprise at the unexpected excitement. Riders appreciated the chance to offer feedback on their commutes almost as much as they did their goodie bags. Even bus drivers appreciated the welcome their riders got and received a morning paper, courtesy of the *The Sun*, for their smiles.

The White Marsh Park and Ride lot is one of approximately 100 in the Baltimore region that supports transit riders and carpoolers. The lot has space for 450 cars and, on this Wednesday morning, it was nearly filled by 8:30 a.m. when the team ran out of supplies. Commuter buses coming from Harford County and Baltimore City vie for space with the regular fixed-route transit buses serving the east to west Baltimore City – Baltimore County corridor. While data from the 2000 Census indicates transit riders account for 6 percent of commuters, the mix at the Park and Ride was about 50/50 transit/carpoolers. The transit riders who were greeted that morning appeared seasoned as they formed orderly lines while awaiting the arrival of their bus.

Among the trinkets filling their goodie bags, riders found a short survey. As an enticement to return the survey, the Clean Commute Partnership offered a free Clean Commute Ruler to every respondent, and a chance to win a Clean Commute Prize Pack for one lucky commuter. The survey achieved a ten percent response rate within 24 hours. Results showed that over 90 percent of those surveyed are aware of our region’s “Code Red Bad Air Days” and 70 percent of those surveyed are aware of their employers’ transit benefit offerings.

While the volunteers enjoyed the morning adventure in White Marsh, there seemed to be consensus that next time the team would thank riders in the PM!



A Clean Commute goodie bag, a complimentary copy of The Sun and breakfast greeted early morning commuters.

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Transit riders account for 6 percent of commuters
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BMC Volunteer Jamie Bridges (l.) helped distribute goodie bags and breakfast to hundreds of commuters at the White Marsh Park and Ride “Commuter Thank You.”

Setting Sail for the 21st Century Workplace

Being able to *sail* through the commute, forgoing the frustrations of daily rush hour traffic, sounds far too good to be true. However, because of today's powerful computers and high-speed communications links, more and more of our region's workers are doing just that. They are completing their tasks electronically and remotely. They are teleworking.

Teleworking offers tremendous advantages to both employers and their employees. The former usually sees an increase in both productivity and morale after a teleworking program is established. Employees find themselves dealing with less stress and an enhanced quality of life. Society benefits from less congestion and cleaner air, making telework a true win-win situation.

To help area employers better understand the advantages of telework, the **Clean Commute Partnership**, the **Mid-Atlantic Telework Advisory Council (MATAC)**, and such private-

sector sponsors as **Accelera Solutions**, **American Telecom Solutions**, **Comcast**, **Nortel Networks**, and **Telecommuting, Inc** sponsored a networking cruise aboard the tall ship *Clipper City* on the afternoon of May 21st. About 40 participants, mostly Human Resources executives from mid-to-large size organizations, were aboard the ship as it sailed through Baltimore's harbor. During the cruise, they were able to learn about the finer points of teleworking from a number of experts, including rep-

resentatives of BMC, MDOT, and MATAAC, as well as several of the sponsoring organizations.

A highlight of the cruise was the announcement of a new website, *Teleworkbaltimore.com*, which will provide a clearinghouse of resources for teleworking in the Baltimore region.

For more information, visit *Teleworkbaltimore.com*. To learn more about the Clean Commute Partnership and Clean Commute Month, visit *Cleancommute.com*.



All Hands on Deck! Participants in the Sail through the Commute event enjoy an afternoon cruise on the Clipper City while learning about the advantages of teleworking in the 21st century workplace.



WHAT'S GOING ON...

JUNE 2004

Travel Analysis Advisory Group: June 15, 9:30 a.m.
Baltimore Regional Transportation Board: June 15, 5:00 p.m.
Citizens Advisory Committee: June 16, 4:00 p.m.
Transportation Equity Task Force: June 17, 1:00 p.m.
@ Greater Baltimore Urban League
Final Draft TIP and Air Quality Conformity Meeting: June 28, 5:30 p.m.

JULY 2004

Technical Committee: July 6, 9:30 a.m.
Interagency Consultation Group: July 14, 8:30 a.m.
Transportation Equity Task Force: July 14, 2:00 p.m.
@ Sojourner Douglass College
Citizens Advisory Committee: July 21, 4:00 p.m.
Cooperative Forecasting Group: July 21, 10:00 a.m.
Baltimore Regional Transportation Board: July 27, 9:00 a.m.
Baltimore Regional Operations Coordination Committee: July 28, 10:00 a.m. @ SOC

2003 METROPOLITAN BUILDING ACTIVITY REPORT SHOWS GROWTH THROUGHOUT THE REGION

In 2003, jurisdictions in the Baltimore region issued permits for a total of 10,900 new residential units, about the same as in 2002. Among them, 7,690 units were issued for single-family homes, dropping 12.5 percent from 2002. Anne Arundel County led the region with 2,158 new single-family units permitted. At the regional planning district (RPD) level, Edgewood/Joppa in Harford County led all RPDs in the region by permitting 831 new single-family units. New multi-family homes accounted for 3,210 units in 2003 for the region, registering a significant 61.6 percent increase from 2002. Baltimore City made a noteworthy move, jumping from 102 units issued in 2002 to 600 units in 2003. [see Map A]

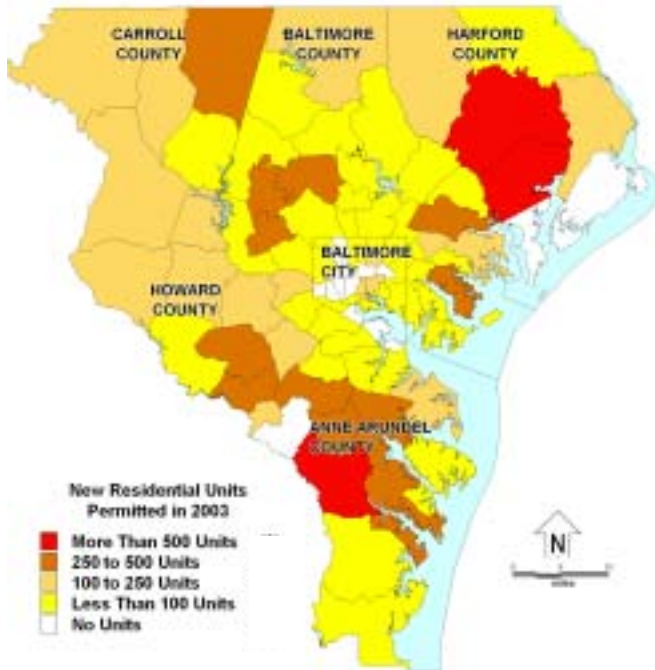
New non-residential construction gained a strong 33.5 percent to \$767.5 million in 2003 compared with 2002. Baltimore City was the absolute regional leader in this category with \$310.8 million permitted, a strong increase of 69 percent from a year ago. In terms of construction by type, new school construction surpassed commercial construction to become the number one permit type in the new non-residential market in terms of dollars spent, reaching a total of \$165.2 million in 2003. Investments for health related projects (including hospitals, group homes and senior centers) had the strongest growth rate (more than tripled) among all new non-residential types in 2003, reaching \$162 million in total. [see Map B]

On the remodeling side, the residential remodeling market continued at a strong and growing pace, totaling \$416 million for the region in 2003 in terms of dollars spent, rising 22.3 percent compared with 2002. Anne Arundel County led the region with \$110 million worth of permits issued. Meanwhile, Baltimore City continued its robust upward move in 2003, adding an additional \$27 million investment in the city's occupied residential homes. The non-residential remodeling market was over the \$1 billion mark in 2003, up 5.4 percent from the 2002 level. Baltimore City again led the region with \$331.3 million permitted in this category; however, it was down 8.7 percent as compared to a year ago.

The full report is available from the Regional Information Center, (410)732-9570 or ric@baltometro.org. For more information about this report, please contact Tianjin Luo at (410)732-0500 ext. 1026 or ltianjin@baltometro.org

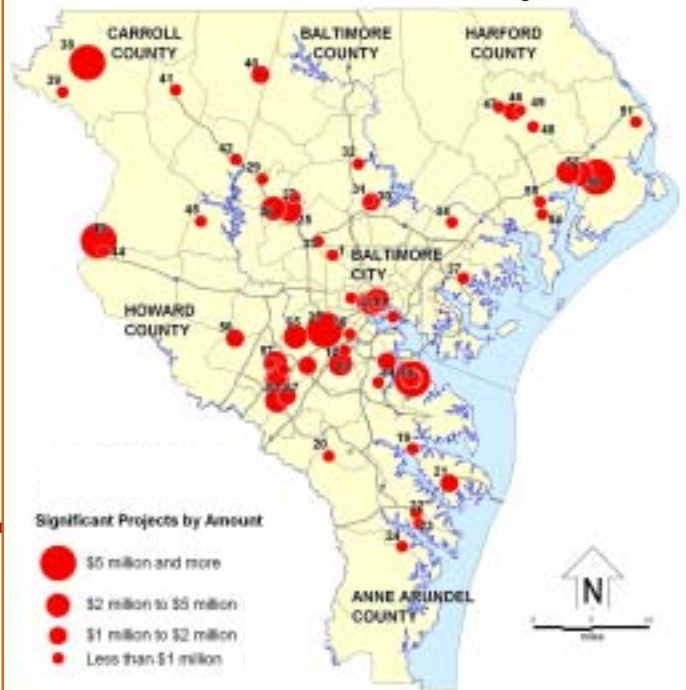
Map A

Total Number of New Residential Units by RPD in 2003, Baltimore Region



Map B

New Non-Residential Projects Valued Over \$250,000 Fourth Quarter 2003, Baltimore Region



BRTB Highlights Progress

At the April 27th BRTB meeting, the Board approved Resolution #04-16 in support of an updated Public Involvement Plan. The BRTB also approved Resolutions #04-17 and #04-18 in support of regional planning certificates for 5310 grant applications and to promote May as Clean Commute Month. The BRTB Chair appointed a nominating committee for new BRTB officers, consisting of Baltimore County, Carroll County and the Maryland Department of Transportation (MDOT). BMC staff briefed the BRTB on progress with Transportation 2030, including a Traffic Incident Management Coordination Field Guide, a Contingency Transportation Emergency Management Plan, and Regional Protective Action Plan. Additionally, BMC staff briefed the BRTB on analysis of critical freight movement intersections and on an upcoming forum for transit operators.

At the May 25th BRTB meeting, the nominating committee presented recommendations for new officers, including Howard County for Chair and Anne Arundel County as Vice Chair. BMC staff reported a successful Prioritization Workshop on May 12th, where participants expressed keen interest in the evaluation process and next steps. BMC staff also reported on a survey of area employers to determine the level of support and awareness of alternate commuting options; a report on results from the 2001 Baltimore Regional Household Travel Survey; and, on key products from a range of development monitoring activities. Finally, a representative of the Maryland Transportation Authority (MdTA) presented a status report on project planning activities for I-95 between I-895 and White Marsh Blvd.



Speak Out on Transportation Issues!

Morgan State University, the **Greater Baltimore Urban League** and the **Baltimore Metropolitan Council** have joined together to find out what you think about transportation issues in your community.

We want to know what you think the transportation problems are and, more importantly, what the solutions might be. Come to one of our **Listening Sessions** and tell us what you think.

We can't promise that we have all of the answers, but we can promise that we will listen to your comments and suggestions. After the scheduled **Listening Sessions**, we will host a **community dialogue** to share what others had to say.

Let us know what we should pass on about how to fix transportation and environmental justice problems in the Baltimore region.

COME TO ONE of these Listening Sessions

June 9, 2004, at 6:00PM
Columbia Central Library
10375 Little Patuxent
Parkway
Columbia, MD 21045

June 10, 2004, at 7:00PM
Rising Sun 1st Baptist
Church
2211 St. Luke's Lane
Woodlawn, MD 21207

June 12, 2004, at 10:00AM
Cherry Hill Library
606 Cherry Hill Road
Baltimore, MD 21225

June 23, 2004, at 6:00PM
North Point Library
Wise Avenue & Merritt
Boulevard
Dundalk, MD 21222

June 30, 2004, at 6:00PM
Empowerment Temple -
AME
4217 Primrose Avenue
Baltimore, MD 21215

**For more information
call 443-885-1039 or visit
www.brejtp.org.**



Together We Can Do Better.
Baltimore Region Environmental Justice and Transportation Project

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Let's Hear From You!
Send your comments to
BRTBNotesEditor@baltometro.org
or call 410-732-0500 ext.1047.

We're on the Web! Visit www.baltometro.org

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Baltimore Regional Transportation Board

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Hon. Janet S. Owens, Anne Arundel County	Harvey Gold ...	410-222-7434
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