

PUBLIC INVOLVEMENT REPORT

SEPTEMBER 2022

★ OPEN COMMENT PERIOD ★

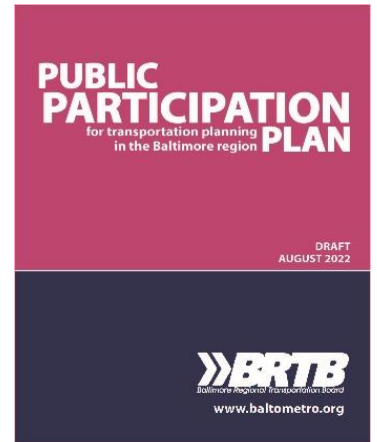
2022 PUBLIC PARTICIPATION PLAN UPDATE

The draft 2022 Public Participation Plan (PPP) is open for a 45-day comment period through **Friday, October 7**.

The Public Participation Plan serves as a guide for residents in the Baltimore region to navigate the regional transportation planning process. It also outlines the policies and procedures that the BRTB and staff follow while informing and engaging the public. Lastly, the Public Participation Plan includes a toolkit of public engagement practices and an evaluation process.

Comments are starting to come in on the draft PPP. To date there is support for virtual meeting options and general support for the changes to the PPP. There are some concerns being raised regarding sufficient time to comment and if the BRTB is meaningfully considering or incorporating public comments. Staff will continue to monitor comments and suggestions and share a record of all comments with the BRTB for their response. Comments to date can be viewed on the project website.

Visit publicinput.com/2022PPP to share a comment or watch a recorded overview.



★ BRTB INITIATIVES ★

RESILIENCE 2050 EDUCATIONAL WHITE PAPER SERIES CONTINUES

The sixth in a series of educational white papers and surveys has been released to share information on a range of topics related to the next long-range transportation plan, [*Resilience 2050: Adapting to the Challenges of Tomorrow*](#).

Along with each white paper, members of the public can share their thoughts through a project website at publicinput.com/resilience2050whitepapers.

The latest white paper looks at emerging technologies. Additional white papers will be released throughout the year, where we'll be exploring: the socioeconomic and demographic trends, active transportation; and more!

Resilience 2050
White Papers

**READ.
LEARN.
COMMENT.**

The BRTB is developing white papers on a range of topics included in the region's next long range transportation plan. Give the white paper a read and let us know what you think!

Resilience2050.com



[Learn more or read the white papers at Resilience2050.com](https://Resilience2050.com)

TRANSPORTATION CORE UPDATE



Thanks again to the BRTB and CORE members who attended the virtual launch of the Transportation CORE (Community Outreach and Regional Engagement) in August.

This month the CORE is focused on reviewing the 2022 Public Participation Plan. A number of CORE participants joined staff for the virtual public meeting on the 2022 PPP.

Members have also identified what they hope to get out of the Transportation CORE and what their interests are. Several members have also shared how they think transportation can be improved (attached). Staff are reviewing all comments and identifying future activities. Stay tuned for more updates!





How can we make transportation better in the Baltimore region?

I have a couple of thoughts. The biggest is to build greater awareness of the planning process and comment periods to the general public's attention. Additionally, one question that immediately occurred to me is do comments submitted, receive a response and is that noted in the process. I think that may help with the perception of transparency. My final suggestion is given that environmental impact is a major concern, a significant focus being placed on making public transportation more attractive to the youth and young people in the area could make a significant difference over the next few decades. That said, several changes regarding reliability, cost, routes and others will need to be considered. However, if riders can be hooked when young and find public transportation beneficial it has the capacity to change things in the long run.

one month ago

[1 Agree](#)

Have booths that have the estimated arrival time for buses. I know there is an app but everyone does not have access to a phone. I have seen this option in other parts of Maryland. That way people riding the bus or other forms of transportation can plan accordingly.

one month ago

[1 Agree](#)

Agreeing with Pavan Purswani's comment about "hooking" riders when they are young. Making Safe Routes to School a high priority in terms of infrastructure and education is a way to do this. Of course the infrastructure for walking and biking to school needs to be in place before there is a strong push to educate and encourage students to use active transportation. Building on this by providing infrastructure for places kids want to go - recreational areas & parks, libraries, connections between communities - expands their world and strengthens the idea that active transportation is a viable alternative to cars. The added bonus to this approach is that infrastructure is designed and built with children and teens in mind, that infrastructure will be truly accessible to the largest number of users.

15 days ago

Reliable EV charging infrastructure. Though we are doing well in building out the network and I know there are federal funds and programs coming to help with EV stations in key corridors, the stations themselves are often broken or inoperable. I would also like to see less of a focus on auto and a bigger focus on bike/ped infrastructure. If we can operate from a pedestrian/wheelchair standpoint then everyone is included and we can build out from there. Let's build less lanes since more lanes just results in more traffic and refocus on other modes of transportation instead. And those other modes need to be reliable and regular and safe. We also need to figure out how to change people's mindsets. Everyone was raised in a car culture and it can be very difficult to shift people's perspectives so we need to make other options easily accessible and feasible.

26 days ago