

PUBLIC INVOLVEMENT REPORT

NOVEMBER 2022

★ OPEN COMMENT PERIODS ★

BICYCLE AND PEDESTRIAN IMPROVEMENTS IN HARFORD COUNTY

Baltimore Metropolitan Council (BMC), in partnership with Harford County, is developing a concept plan for bicycle and pedestrian improvements along a stretch of US 40 in Harford County. A public comment period on the plan will close on **November 27, 2022**.



As part of the process to develop this concept plan, three potential options have been developed.

Members of the public can comment on the three proposed options. Comments will be reviewed by BMC staff and a stakeholder advisory committee, and will help shape the final concept plan which will be released for comment in 2023.

[Learn more at publicinput.com/us40bikeped](https://publicinput.com/us40bikeped)

Spanish language version: publicinput.com/us40bikeped-espanol

TRANSPORTATION ISSUES IN HISTORIC TOWN CENTERS

Baltimore Metropolitan Council, on behalf of the Baltimore Regional Transportation Board, Howard County and Baltimore County, is conducting a multimodal transportation study for Ellicott City in Howard County and Oella in Baltimore County to address parking, wayfinding, and multimodal access.



You're invited to help shape the future of transportation in historic Ellicott City and Oella on **Thursday, December 8** from 6 to 7:30 p.m. at the Roger Carter Center (3000 Milltowne Dr. Ellicott City, MD 21043) for a public meeting on the Transportation in Historic Town Centers project.

As part of the process to develop this study, the project team has developed reports on existing conditions and an analysis of initial recommendations. The public meeting will feature an open house format with lots of ways to share comments.

[Learn more at publicinput.com/historictowncenters](https://publicinput.com/historictowncenters)

★ CLOSED COMMENT PERIOD ★

2022 PUBLIC PARTICIPATION PLAN UPDATE

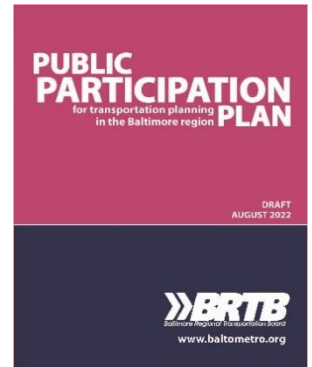
The 45-day comment period on the draft 2022 Public Participation Plan (PPP) closed on Friday, October 7.

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 were received from 65 participants who shared 29 comments. Gleaned from a PPP survey, there is general support for the proposed changes, including a move to virtual/hybrid meetings and updating the accessibility statement. A concern was raised regarding sufficient time to comment as well as if the BRTB is meaningfully considering or incorporating public comments into documents such as the TIP.

Based on public feedback, staff are developing a set of recommended changes which will be shared with the Technical Committee and BRTB in December.

Comments can be viewed on the project website at publicinput.com/2022PPP.



★ BRTB INITIATIVES ★

TRANSPORTATION CORE UPDATE

This month the CORE focused on generating ideas for the FY 2024 UPWP. CORE members submitted over a dozen ideas on topics such as:

- electric vehicle infrastructure
- bus stop accessibility
- streamlining project development process
- exploring local processes for identifying and making pedestrian improvements
- identifying measures for providing free or low cost transit access for area college students
- a study to develop creative ways to decrease peak hour traffic
- gathering and analyzing data to determine trends in the various modes of transportation



★ BRTB INITIATIVES ★

RESILIENCE 2050 EDUCATIONAL WHITE PAPER SERIES CONTINUES



The eight 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](#).

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

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

To date, we have had over 2,800 visitors to the project page and 41 participants have shared over 50 comments. Below is a comment from our traffic safety white paper survey:



"I live in the county but wanted to share this story to help improve traffic safety. Recently I witnessed the aftermath of a cyclist being hit outside the Halethorpe Marc Station on Route 1. The location of the accident indicated that they were using the established bike lane.

Something to note however is that the bike lane there is essentially integrated with the road with nothing separating the two besides roughly 4 inches of a painted white line. **There is no buffering space to protect cyclists, no pole road markers, nothing, and cars travel down this road 40mph minimum, it's entirely unsafe as cars can be seen, every day, crossing that 4inches of ""safety"" without even realizing it.** The expectations on the driver implied by this road's design would be considered unrealistic to the human element. In addition, the road is designed such that the shoulder accommodates car parking for the station and businesses. Frankly I have yet to see the lot for the park and ride be entirely filled nor have I seen the businesses and their parking accommodations be at capacity. That shoulder could easily be utilized for a safer bike lane but is instead prioritizing a potential convenience and actually utilizes the bike lane as a buffer for parked vehicles. I find this priority to be completely absurd given the risk to cyclists. If such convenience is deemed necessary the **cars should be the buffer for the cyclists rather than the cyclists being a buffer for the cars.** I recommend that you consider bike safety as something critically tied to your transit systems, in and out of the city and work with respective counties in addressing this. Thank you for the work you do. – Abraham D."



The latest white paper looks at socioeconomic forecasting. Additional white papers will be released throughout the year, where we'll be exploring: the demographic trends, financial forecast; and planning for resilient infrastructure and climate change.

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