



Regional Transportation Goals/Strategies

BMC Staff Recommendations

June 17, 2020



Review of Goals and Strategies

- Target date of July 2023 for plan adoption
- Action item for early FY 2021:
 - Adopt goals and strategies for next plan
- **BMC staff reviewed current goals / strategies**
 - Goals are general guiding principles
 - Considered examples of strategies in action
 - Do strategies still apply? Should some be revised or deleted? Are there additional strategies that make sense?
- **BMC staff recommendations**

Recommendations – Safety

Improve System Safety – ~~Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists~~ – **revise**: Reduce the number of crashes, injuries, and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland

New A. Continue to coordinate with MDOT and local agencies to improve roadway and transit safety through performance-based planning and programming

~~B. A.~~ Adopt relevant state and local plans that seek to reduce transportation-related injuries and fatalities – **keep**

~~C. B.~~ Improve traveler safety in all modes through traffic and transit system management and operations techniques – **keep**

~~D. C.~~ Invest in cost-effective safety improvements to Eliminate hazardous or substandard conditions in high-crash locations and corridors (all modes) – **revise**

Recommendations – Safety

Improve System Safety

~~D. Improve the ability of transportation and emergency service agencies to respond in a timely manner to emergency incidents –~~ **covered under Mobility**

E. Improve conditions to enable pedestrians and bicyclists to travel more safely on a day-to-day basis, including safe interactions with users of other modes and safe access to transit stations and stops – **keep**

F. Support research into better understanding the causes of bicycle and pedestrian crashes and injuries to promote more effective countermeasures – **keep**

~~G. Educate travelers of all modes on safe travel techniques that are mode- and age-appropriate –~~ **simplify**

Recommendations – State of Good Repair

Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed – **keep**

~~A. Continue to improve the condition of roadway systems (pavement, bridges, tunnels)~~ – **revise**: Continue to coordinate with MDOT and local agencies to preserve and maintain the condition of roadway and transit systems through performance-based planning and programming

~~B. Replace aging traffic signals and Intelligent Transportation System elements on a timely, systematic basis~~ – **revise**: Maintain traffic signal systems on a timely, systematic basis

C. Maintain and replace aging transit vehicles on a timely, systematic basis – **keep**

D. Research and invest in cost-effective measures that will reduce emissions and life-cycle costs of transit rolling stock and infrastructure elements – **keep**

Recommendations – SOGR

Improve and Maintain the Existing Infrastructure

E. Continue to improve the condition of existing transit infrastructure and stations/stops – **keep**

F. Increase emphasis on improving the condition of existing pedestrian and bicycle facilities – **keep**

G. Encourage local **agencies** ~~jurisdictions~~ to develop comprehensive asset management programs to monitor the conditions of transportation assets and repair/replace those assets on a timely, systematic, cost-effective basis – **revise**

Recommendations – Accessibility

Improve Accessibility – ~~Help people of all ages and abilities to reach specific destinations~~ – **revise**: Support connected and equitable systems that enable people to reach their destinations through all travel modes

~~A. Increase transportation alternatives for all segments of the population, including the disabled, the elderly, minority and low-income populations, and transit-dependent individuals~~

~~B. Increase transportation equity throughout the system~~ – **combine A and B**:

New A. Increase transportation options and equity for all segments of the population, including minority and low-income communities, and disabled, elderly, and carless individuals

~~B. C.~~ Continue to improve conditions for pedestrians and transit riders to meet or exceed Americans with Disabilities Act requirements – **keep**

Recommendations – Accessibility

Improve Accessibility

C. ~~D.~~ Leverage transportation funds in coordination with other funds to provide affordable options for accessing necessities or amenities (e.g., jobs, health care, child care, education) – **keep**

D. ~~E.~~ Consider affordable housing and workforce/economic development planning when determining long-range priorities – **keep**

E. ~~F.~~ Continue to invest in pedestrian and bicycle facilities and programs, especially those that link to activity centers and public transit – **keep**

F. ~~G.~~ Integrate strategies identified through the Coordinated Public Transit – Human Services Transportation Plan into regional planning and decision making – **keep**

Recommendations – Accessibility

Improve Accessibility

G. ~~H.~~ Improve system connectivity and continuity among all modes and across **geographic** ~~inter-jurisdictional and inter-regional~~ boundaries, including coordination of transit planning and investment and consideration of a regional transit fare system – **simplify**

H. ~~I.~~ Encourage the private sector to provide appropriate access on commercial properties for pedestrians, bicyclists, ~~and~~ transit users, **and shared mobility users** – **revise**

I. ~~J.~~ Support operating policies that enable year-round, obstacle-free access to pedestrian, bicycle, and transit facilities – **keep**

Recommendations – Mobility

Increase Mobility – Help people and freight to move reliably and efficiently – **keep**

New A. Continue to coordinate with MDOT and local agencies to improve travel time reliability through performance-based planning and programming

~~B. A. Continue to refine and implement a Congestion Management Process (CMP) that incorporates the regional Intelligent Transportation System architecture and transportation systems management and operations strategies – **revise**~~

~~C. B. **Analyze congestion causes and mitigation strategies** ~~congestion mitigation plans, including the consideration of congestion pricing, for corridors and locations experiencing recurring high congestion levels –~~ **revise**~~

Recommendations – Mobility

Increase Mobility – Help people and freight to move reliably and efficiently – **keep**

~~D. C. Balance capacity in the highway and transit and freight rail systems and pedestrian and bicycle networks, including the consideration of expanded transit service coverage and hours of operation~~ – **revise**: Consider how all modes—roadway, transit, pedestrian, bicycle, and shared mobility—can work together to address system capacity needs

New E. Support a regional multimodal freight network for safe and efficient freight movement

~~F. D.~~ Increase mobility, including traffic and transit incident response and recovery, through traffic and transit system management and operations techniques – **keep**

Recommendations – Mobility

Increase Mobility

~~G. E. Improve transportation system reliability by developing better methods of reporting delays and incidents among modal agencies and through broad-based public information distribution for interstate highways, surface streets, and the transit network~~ – **revise**: Reduce the effects of non-recurring incidents (e.g., crashes, weather-related delays, and special events) by enhancing methods of sharing information across agencies and modes, responding to and managing these incidents, and sharing information with travelers

H. F. Develop and support a regional, long-distance bikeway network, including consistent guide signage – **keep**

Recommendations – Environment

~~Conserve and Enhance the Environment~~ **Create an Environmentally Responsible Transportation System** – Pass on to future generations the healthiest natural and human environments possible – **revise**

New A. Continue to coordinate with MDOT and local agencies to reduce excessive delay and non-SOV travel through performance-based planning and programming

~~B. A. Ensure that the region conforms to the applicable state air quality plan by developing programs to reduce congestion (e.g., provide alternatives to the use of single-occupant passenger vehicles through Travel Demand Management (TDM) techniques), reduce growth in mobile source emissions, and encourage emission reduction technologies –~~
simplify: Ensure that the region conforms to the applicable state air quality plan by reducing growth in mobile source emissions, encouraging emission reduction technologies, and reducing congestion

Recommendations – Environment

Create an Environmentally Responsible Transportation System

~~C. B. Invest in transportation programs and projects, including best management practices, that reduce surface runoff and protect water resources~~ – **simplify**: Reduce surface runoff and water pollutants resulting from transportation

~~D. C. Promote efficient use of energy resources by supporting fuel-efficient best management practices and alternative fuel use, including consideration of programs to provide incentives for the use of zero-emission vehicles~~ – **simplify**: Reduce energy use of the transportation system

~~E. D. Invest in transportation programs and projects that reduce greenhouse gas emissions in accordance with state and local plans and initiatives regarding sustainability and climate change (e.g., Maryland's Greenhouse Gas Reduction Plan)~~ – **simplify**

Recommendations – Environment

Create an Environmentally Responsible Transportation System

F. ~~E.~~ Preserve and protect natural and cultural resources – **keep**

G. ~~F.~~ Enhance the quality of human health by providing multimodal transportation infrastructure ~~and services~~ that promotes active living and physical activity and minimize **reduces** transportation-related emissions – **revise**

Recommendations – Security

Improve System Security – Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural and **human-caused** ~~man-made~~ disasters - **revise**

A. Provide for the personal security of transit riders through the use of closed-circuit TV and other security-related features – **keep**

B. Continue to **work with state and local agencies to coordinate responses** ~~to refine a regional emergency coordination and response plan to address~~ large-scale **incidents**, ~~inter-jurisdictional emergency events~~, including evacuation routes and procedures – **revise**

C. Improve the capabilities of jurisdictions to respond to and recover from emergencies, including security threats and natural disasters, through the use of traffic and transit system management and operations – **keep**

D. Identify policies and procedures for communication, resource sharing, and cooperative response to emergencies among transportation and non-transportation response agencies – **keep**

Recommendations – Security

Improve System Security

E. Leverage transportation and security funds to implement regional priorities – **keep**

F. Increase redundancy in the overall system. Where this is not possible, look for alternatives to existing corridors or facilities. – **keep**

G. Plan for the potential transportation-related implications of climate change (e.g., rising sea level, storm surge) – **keep**

~~H. Encourage equitable sharing among all modes of the benefits and burdens of security and safety initiatives – **covered under Accessibility**~~

H I. Review evacuation routes and identify bottlenecks. Consider alternatives that would improve traffic movement through these points of limited capacity in emergency situations (e.g., improving traffic operations, identifying alternative routes, expanding existing roadways) – **keep**

Recommendations – Prosperity

Promote Prosperity and Economic Opportunity – Support the ~~revitalization of communities, the development of activity centers, and the movement of goods and services~~ – **revise**: Support the vitality of communities and businesses, opportunities for workers, and the movement of goods and services within and through the region

~~A. Incorporate as appropriate into the region’s transportation programs and projects the six livability principles developed jointly by the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and U.S. Environmental Protection Agency~~ – **delete**

A. B. Emphasize the coordination of land use decisions, transportation planning, housing availability, and employment opportunities, including consideration of the connections between land use decisions and the costs of transportation – **keep**

Recommendations – Prosperity

Promote Prosperity and Economic Opportunity

~~C. Coordinate transportation investments with state and local plans regarding growth and development – delete~~

~~B. D. Concentrate transportation investments within local- and state-designated growth areas to encourage prosperity in and revitalization of existing communities – revise~~
enable prosperity in existing communities and the optimal use of prior transportation investments

~~C. E. Improve transportation infrastructure (all modes) that improves access to existing communities and regional generators of economic activity (e.g., activity centers and freight corridors), including the consideration of expanded transit service coverage and hours of operation – revise~~
Invest in

Recommendations – Prosperity

Promote Prosperity and Economic Opportunity

D. ~~F.~~ Coordinate with communities to provide context-sensitive infrastructure and facilities that integrate with community assets, needs, and preferences – **keep**

~~G.~~ Promote development around existing transit stations – **delete**

~~E. H.~~ Invest in upgrading transportation assets and facilities that promote tourism and the movement of tourists within and through the region. This includes ~~1) improving roadway, transit, pedestrian, and bicycle access to regional and local tourist attractions, 2) analyzing peak travel volumes and times in key tourism corridors, and 3) improving and promoting information systems (e.g., signage, bus service information, smartphone applications) that visitors can use to reach destinations easily and safely~~ – **simplify**

Recommendations – Participation

Foster Participation and Cooperation Among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions – **keep**

A. ~~Coordinate transportation planning and programs across all modes, across **geographic** inter-jurisdictional and inter-regional boundaries, and among all stakeholders as appropriate and feasible to provide affordable, reliable, safe, and secure transportation alternatives~~ – **simplify**

B. Through traditional means as well as social media options, engage with and encourage input early and often from **interested parties** ~~all groups~~ with a stake in the performance of the region’s transportation system – **revise**

C. ~~To the greatest extent possible,~~ Hold public outreach events at accessible venues within affected communities – **revise**

Recommendations – Participation

Foster Participation and Cooperation Among Stakeholders

D. Promote environmental justice through programs and policies to ensure that the benefits and burdens of transportation projects are shared equitably. **This includes considering the needs of those traditionally underserved by existing transportation systems—low-income and minority households—as well as disabled, elderly, and carless individuals.** – add sentence

E. Engage with **state and local agencies**, businesses, developers, and communities to identify and build support for new approaches and public/private partnerships for funding improvements to the transportation system (~~all modes~~) – **revise**

~~F. Leverage federal transportation funds to the greatest extent possible by encouraging matching contributions from entities that stand to benefit from transportation projects and programs—private organizations and companies as well as local jurisdictions~~ – **covered under Strategy E**

Recommendations – Participation

Foster Participation and Cooperation Among Stakeholders

F G. ~~To the greatest extent possible,~~ Work with planners and engineers in all jurisdictions to develop common policies and design strategies, including Complete Streets policies and design templates, for transportation facilities – **revise**

Recommendations – Decision Making

Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process – **keep**

A. Analyze, compare, and share data on system conditions, system performance, and the effects of transportation investments relative to established performance measures and targets for use in transportation planning and decision making – **keep**

B. Develop regional assessments of demographic, travel, land use, environmental, fiscal, and technology trends for use in all plans, programs, and projects – **keep**

C. Increase the public's and elected officials' understanding of the trade-offs involved in transportation alternatives – **keep**

Recommendations – Decision Making

Promote Informed Decision Making

~~D. Coordinate transportation investment with state planning policies and local plans regarding tourism, growth, and development – covered under Prosperity~~

~~E. Plan for the effects of emerging technologies and increasing vehicle/infrastructure connectivity when moving projects through the project development process. For example, consider the long-term effects of, and infrastructure needs related to, connected and automated vehicle use on traveler safety, roadway congestion, and land use when planning for new and improved transportation facilities. Make project scopes more flexible as needed to accommodate the potential effects of such emerging technologies. – revise and combine with F~~

Recommendations – Decision Making

Promote Informed Decision Making

~~F. Plan for the effects of alternative means of travel (e.g., ride hailing services, micro-transit services, ridesharing, etc.) on traveler safety and security, roadway congestion, and land use –~~ **combine with E**

New D. Consider the potential effects of emerging technologies (e.g., increasing vehicle/infrastructure connectivity) and alternative means of travel (e.g., ride hailing services, micro-transit services, ridesharing, etc.) on traveler safety, roadway congestion, **equity**, and land use when planning for new and improved transportation facilities

~~E. G. Improve information systems (e.g., signage, bus service information, smartphone applications) that all travelers can use to reach destinations easily and safely –~~ **simplify**

Next Steps

- **Technical Committee reviewing staff recommendations**
- **Further discussion at July Technical Committee meeting**
- **Goals and strategies can guide project submittals for plan**