

# PAC COMMENTS ON FY 2018 – 2019 UPWP

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The PAC submits the following recommendations for the BRTB to consider for inclusion in the FY 2018-2019 Unified Planning Work Program for Transportation Planning:

**Recommendation #1:** Add a scenario planning activity that examines different land use assumptions, different modal redundancies, assumptions regarding climate change impacts and the integration of different technologies. After modeling these scenarios, recommend more detailed studies that examine and provide recommendations for how the region can consider the uncertainties related to climate change, economic factors, technologies (automated vehicles, shared economy), and demographic shifts.

**Recommendation #2:** Consider an app that allows a public, crowd-sourced mechanism to collect and catalogue the conditions of transit stations and stops to create a database for improvements throughout the region.

**Recommendation #3:** Add a study, if not already being completed elsewhere, on accommodation of Connected and Automated Vehicles (CAVs) into the regional transportation system. The PAC suggests that BRTB integrate one or more studies of how CAVs affect the following in the Baltimore region:

- Investments in the street network. What investments would agencies need to make to accommodate the technology? Examples might include wireless internet, special lights, pavement types, markings, paints and other textiles, signage, signals, etc. Cost estimates, schedule, etc. would be a nice spin off study.
- What are the potential impacts to freight travel that could affect infrastructure needs at our major freight facilities as well as distribution in and outside of the region?
- What are the possible implications to:
  - o Land use distribution (both within and outside of the region)
  - o Jobs access (and type)
  - o Auto ownership
  - o Transit need and demand (by type of transit – commuter bus and rail; premium transit (rail and BRT); local and express bus. For example, AVs could allow more frequent service in underserved neighborhoods.
  - o Shared mobility demand and industry
  - o Costs for personal travel; freight travel
  - o Equity concerns

Several possible scenarios for each issue should be identified to seek to put parameters around the possibilities. The study should include information that would inform the following:

- Discussion and definition of desirable outcomes from these scenarios that lead to the best outcomes for region.
- Discussion and definition of policies for agencies (state and local) to implement to manage these outcomes.
- Discussion and specification of the potential impacts on travel demand, preferences, and investments to proactively prepare for the introduction of this new mode.
- Identification of data or other needs to better inform travel forecasting models in light of the range of changes that could occur. Scenarios representing the full range may be modeled to generate

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potential person trip distribution, mode choices (as possible) and other relevant forecasts. This would be activity for a future year's UPWP, particularly as the industry improves its methods and practices with regards to these analyses.

**Recommendation #4:** In the section on Public Participation and Community Outreach include more activities that encourage participation by elected officials from around the region, especially the members of the BRTB. Events should include an opportunity for the public to hear from the officials on how they have considered public comments.

**Recommendation #5:** Regarding the "household travel survey" that the BRTB plans to do, can we work with the BRTB and BMC to ensure the proper questions are asked, including about housing and transit developments that serve those most in need?

**Recommendation #6:** For the Task entitled "Transportation Equity Planning" (p. 47 of Draft UPWP), the purpose is written as "To ensure equitable decision-making in the regional transportation planning process." The sense of the subcommittee was that it was not *decision-making* that needs to have equity ensured, but the *outcomes* from transportation decisions. We recommend making that more explicit in the purpose.

**Recommendation #7:** The subcommittee asks the BRTB to consider allocating more money to the the Transportation Equity Planning task, as well as hiring or designating a staff member dedicated to equity analysis.

**Recommendation #8:** The subcommittee asks to be consulted as staff researches and establishes the methods and performance measures that will be used to evaluate the benefits and burdens analysis of the long-range and short-range plans.

**Recommendation #9:** The UPWP task related to performance monitoring (page 53) should include measures for transit. Ideally, performance among modes should be able to be compared. One way to do that is to look at person trips, travel times, travel speeds, on-time performance (indicators of delay). In addition, transit asset management should be included, as that is also a requirement now.

**Recommendation #10:** Evaluating populations being reached or not and look at strategies to reach those without internet access.

**Recommendation #11:** Enhance the reporting to evaluate the effectiveness of Congestion Management Strategies that have been developed in the past and that are planned.

**Recommendation #12:** Provide lists of county level projects as an appendix to the UPWP as a reference/context for the UPWP Projects.

**Recommendation #13:** Add to Public Participation and Community Outreach section, PAC Sponsored Baltimore [Leadership Academy](#) (or academies) using the [USDOT Toolkit/Facilitator Guide](#).

**Recommendation #14:** Make the connection between the region's goals and the work plan projects and tasks more explicit.