Resilience 2050 Goals and Strategies
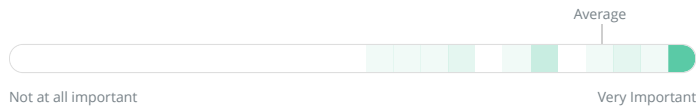
Please rank how important the goal "Improve Accessibility" is to you

Average

Not at all important   Very Important

MOVE ✛   FILTER BY SEGMENT ⇲   OPTIONS ⚙ 📋 </> 🗑

How can we improve the "Improve Accessibility" goal?

As this goal most closely reflects the complete streets policy, not sure why its not referenced here

yesterday

Expand transit options, more sidewalks, and more bike paths

yesterday

Don't subsidize parking by allowing street parking on new construction in single family residential zones. Landowners should be able to house vehicles on their property. New development & road maintenance should focus on creating safe cycling and walking routes that connect to and expand existing trail networks.

This can be achieved by directing traffic via one way streets, prohibiting parking on one or both sides of the street, and use the available road space for protected bike lanes and side walks.

2 days ago

The goal presented here don't mean much. There is no context. How are we doing today? What's the alignment between these goals and our broader regional goals and objectives? There are no associated SMART (specific, measurable, achievable, realistic, and time-bound) objectives to indicate what specifically we are trying to change or move toward. The terms aren't defined and seem to be using "feel good" language and buzz words versus anything truly meaningful and transformative.

2 days ago

more frequent buses at lower cost until service improves

2 days ago

Stop trying build a poor people transportation system. Build a system that Larry Hogan's children and grandchildren would want to ride on. Build a system that is on time and reliable for ALL people.

2 days ago

Make walking, cycling and public transit the #1 priority

2 days ago 💬

These goals are very achievable. I would add " Prioritize funding of transportation modalities which better serve persons with disabilities, communities with few employment opportunities and the elderly."

5 days ago

Include bigger factors: climate change, open space, social injustice, and particulate emissions form trucks, buses, and trains.

6 days ago

Make it stronger in getting people out of automobiles and into public transportation by rail.

8 days ago

Add "sustainably" to "safely and seamlessly"

8 days ago

Add "improve frequency, reliability, and operating hours of existing transit services". Low frequency and unreliable service make accessing some parts of Baltimore very difficult even if technically they are accessible through MTA services

16 days ago

Full support behind this goal: "Invest in pedestrian and bicycle facilities and programs, especially those that link to activity centers and public transit"

25 days ago

less focus on cars. more focus on pedestrians, cyclists and those using public transit

28 days ago

Make it balanced

one month ago

Do you have any comments on the strategies for the "Improve Accessibility" goal?

a. Add funding to this goal such as: Increase transportation options appropriate funding ... b. Specify type of conditions as this goal is too vague e.g. highway walkway and thruway conditions. c. No comments d. Add scooters and other modes of transportation e. No comments f. Add governance and communication to list after Improve . g. Add scooters and other modes of transportation h. Add scooters and other modes of transportation

yesterday

Encouraging the private sector

2 days ago

Once we have SMART objectives, can we revisit the strategies and determine which are truly needed, and how much we would need to invest in each to acheive our objectives? What are the risks and opportunities associated with these strategies?

2 days ago

Overall the system lacks coordination and connectivity among all modes of transportation. I think the discussion of the MAGLEV is laughable in Baltimore. For a resident of southwest Baltimore city, it would take me longer to get to the train station than it would take me to get to DC.

2 days ago

Planners who are funded to create infrastructure for walking and cycling, not car planners

2 days ago

Should I assume that the goal is the initial statement and the strategies are indented? Needs labeling. So, my comment applies to using language that identifies the importance of this goal. Otherwise, you restate what should have been goals already achieved by a well functioning system. More aspirational, less of "We should have been doing this all along, but" mentality.

5 days ago

Include comprehensive plans for multi use paths for increased use of scooters and electric bikes and the reduction of auto use. Also include a comprehensive water transport system for all neighbors on the harbor that runs everyday of the week. Many people work on Saturday and Sundays.

6 days ago

Utilize land use policies and smart growth practices to ensure mixed use development allows for destinations to be easily walkable and grow the density necessary for equitable transit-oriented development with mixed-income housing.

8 days ago

More high-frequency bus routes, more protected bikeways like the one on Maryland Ave

16 days ago

Making it easier to get TO existing mass transit hubs needs to be the first step before mass transit investment can be shown to be worthwhile in this city.

25 days ago

Please rank how important the goal "Increase Mobility" is to you

Average

Not at all important   Very important
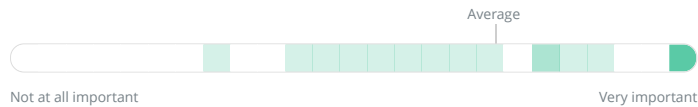
How can we improve the "Increase Mobility" goal?

In this goal, what is the purpose of the "regional, long-distance bikeway network?" Is this for transportation and commute and not recreation? Is so, this should be stated. This would bias this towards high density residential and jobs locations.

yesterday

The goal should not be to increase highway speeds, but to move more people through transit, walking, and biking

yesterday

Remove Level of Service studies to measure potential impact of development in urban area. This encourages sprawl and suburban development, which in turn will put more cars on the road for longer distances and thus longer commute times.

Replacement study should be Vehicle Miles Traveled (VMT), which aligns with environmental goals.

2 days ago

Although equity was featured in Goal 1, this goal is perhaps more important to view through an equity lens. If we make investments that help that all people get to their destinations quickly, reliably, and (cost) efficiently, we'll have made considerable improvements to accessibility for all.

2 days ago

Focus on less expensive modes. Owning a car is expensive

2 days ago

I love the strategies that speak to planning to avoid delay and communicating effectively to persons dependent on public transporation.

5 days ago

Include the need to correct the social inequities in our current system

6 days ago

Less emphasis on highways and privaate automobiles.

8 days ago

Prioritize connecting affordable, sustainable transportation networks of high-quality, safe, and comfortable of transit, bicycle, and pedestrian routes that are physically separated from single-occupant vehicular traffic with bus lanes, protected bike lanes and wide shared-use paths.

8 days ago

Focus entirely on noncar modes of transportation

16 days ago

Increasing uptime and efficiency of existing infrastructure is a great cost-benefit for Baltimore metro. From my experience re-timing the stop lights downtown, enforcing bus-only lanes, and ensuring that the Light Rail and MARC trains are running frequently and ON TIME are the best cost-benefit solutions for the Baltimore metro.

25 days ago

make mobility less about cars and traffic and more about supporting how those who eschew vehicles get around

28 days ago

Do you have any comments on the strategies for the "Increase Mobility" goal?

Increasing mobility should have an emphasis on non-vehicular transportation. Vehicular based transportation is more dangerous to both the driver and other users of the transportation network, is an inefficient use of space due to the size of a personal vehicle and the requirement for parking the vehicle, and is the most damaging to our ecosystem and climate in both the short and long term.

yesterday

a. Add metric tracking to the end of the clause b. Add communications to the clause c. No comments d. Add scooters and other modes of transportation e. No Comments f. Add: .and develop common metrics to measure increased mobility that can be used across all regions g. Add to the clause: agencies and modes changing governance and policies where necessary responding to h. signage Add: including bike stop and repair stations ..

yesterday

See planning goals for Netherlands and copenhagen

yesterday

If we're commited to improving travel time reliability through performance-based planning and programming, and if we're committed to equity, we'll invest more resources in transportation services in disadvantaged communities. In particular, more frequent, fast, and reliable transit services will address racial and economic disparities in mobility and accessibility outcomes. I'd urge you to incorporate equity considerations into more of the strategies throughout Resilience 2050, and in particular this goal, to demonstrate the region's commitment to equitable investment of resources vs. just more "mom and apple pie" language about transportation "options" that will remain unreliable, slow, and expensive in the future.

2 days ago

Pollution caused by diesel vehicles, including trucks, buses and trains need to be address - Electric should be the goal.
Bike/pedestrian mixed use with autos don't work. We have to plan for the future - more mass transportation, bikes, scooters, etc.

6 days ago

Prioritize connecting affordable, sustainable transportation networks of high-quality, safe, and comfortable of transit, bicycle, and pedestrian routes that are physically separated from single-occupant vehicular traffic with bus lanes, protected bike lanes and wide shared-use paths.

8 days ago

Explicitly rule out roadway expansion as a congestion mitigation strategy. It doesn't work and significantly degrades quality of life for affected neighborhoods.
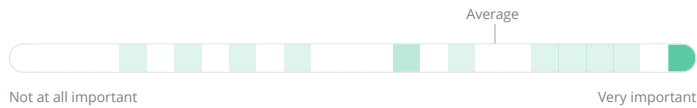
16 days ago

Increasing uptime and efficiency of existing infrastructure is a great cost-benefit for Baltimore metro. From my experience re-timing the stop lights downtown, enforcing bus-only lanes, and ensuring that the Light Rail and MARC trains are running frequently and ON TIME are the best cost-benefit solutions for the Baltimore metro.

25 days ago

Extend mass transit into Carroll County at Finksburg, Eldersburg, and Westminster in order to " Improve system connectivity and continuity among all modes and across geographic boundaries. "

one month ago

Please rank how important the goal "Improve System Safety" is to you

Average

Not at all important   Very important

Add a note to address unsafe structures

yesterday

Slower traffic speeds in areas where pedestrians and cyclists

yesterday

Encourage the reduction of vehicles on the road by providing a network safe, protected cycling routes to workplaces, commercial destinations, and transportation hubs. Encourage bicycle racks and storage at transportation hubs.

Use the MARC lines for more than commuters. It's particularly difficult to use stations such as St. Denis because of awful or unhelpful stop times.

2 days ago

This is the first truly performance-based goal in the list. We have a clear objective and a sense of what needs to change. All the other goals should follow this model.

2 days ago

Stronger language about developing warning systems like automatic braking and technology that will insure pedestrian safety.

5 days ago

Set a goal of under 10 injuries, 0 deaths by 2030.

6 days ago

Looks good

8 days ago

Note that while all users experience traffic violence, it disproportionately affects people of color and low income populations, which also suffer public health externalities of vehicular exhaust and air pollution the most, as these communities are least able to afford private motor vehicles.

8 days ago

Add traffic calming measures in the highly pedestrian downtown. Increase POLICE presence and POLICE enforcement of prevenlent criminal activity such a excessive speed and dirt bikes.

25 days ago

take the mobility focus off of cars. less cars, more safety. make that a public campaign with lots of credibility

28 days ago

Do you have any comments on the strategies for the "Improve System Safety" goal?

a. No comments b. No comments c. Add: management communication systems local governance and policies and BOARD OF DIRECTORS Kevin Fitzgerald Lynn Foehrkolb Joel Broida Dean Dworkin Jamison Hibbard Clara Pino COLUMBIA COUNCIL Lin Eagan d. Too vague. Indicate how this will be accomplished e.g. improved road monitoring etc. e. Add scooters and other modes of transportation f. No comments g. Too vague. Add a few examples of how to accomplish this.

yesterday ✉

Protect your children and grandparents

yesterday 💬

We should pull inspiration from cities in the Netherlands that contain many examples on how to slow vehicles down and safely integrate pedestrian friendly infrastructure. Strategies such as raised intersections with brick surfaces, roundabouts, increasing turn angles, narrowing lanes, and priority signals for pedestrians.

Stop signs on cycleways should be removed. Some should be replaced with yield signs, but the best scenario would be to give cyclists and pedestrians priority. Cyclists will remain in an intersection longer if they are starting from a stopped position at an intersection, as opposed to a rolling start. Having a rolling start will get them across the intersection and out of harms way faster.

2 days ago

Very good list of strategies. In particular, "Support research into better understanding the causes of bicycle and pedestrian crashes and injuries to promote more effective countermeasures" indicates a feedback loop to continuously improve safety policies, planning and delivery. Is there a need to improve data and information about safety, for example more consistent and higher-quality crash reporting and analysis?

2 days ago

We need to eliminate surface street "highways" that cut through neighboorhoods.

6 days ago

Prioritize the safety of all users by intentionally changing the design of roads and interchanges, in particular to reduce vehicular speeds to help the most vulnerable on the roads, which are pedestrians and cyclists. This requires elevating safety with physical separation between vehicles and bicyclists and pedestrians and emphasizing speed reduction to be more important than the total number of vehicles moved through an area. Additionally, prioritize complete street designs which prioritize the total number of people moved over vehicles, which will lead to more bus lanes, transit priority, protected bike lanes, and connected active transportation networks with safer intersections for all.

8 days ago

Add traffic calming measures in the highly pedestrian downtown. Increase POLICE presence and POLICE enforcement of prevalent criminal activity such a excessive speed and dirt bikes.

25 days ago

Please rank how important the goal "Improve and Maintain the Existing Infrastructure" is to you

Average

Not at all important   Very important
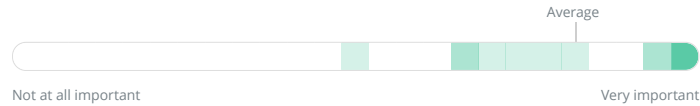
How can we improve the "Improve and Maintain the Existing Infrastructure" goal?

As far as the condition of pedestrian and bicycle facilities are concerned, they should be not just be "maintained" but should be useable. Especially for dedicated bike lanes, there doesn't seem to be a consideration for keeping them clear of road debris

yesterday

Look for opportunities in maintenance projects to expand transit/walk/bike access

yesterday

Make cyclists and pedestrians the priority over vehicles at intelligent traffic signals. Smart light changes that anticipate cyclists from stopping will reduce the amount of time a cyclist spends in an intersection, and encourage more people to ride bikes as they'll perceive that they are valued by the transportation system rather than an outlier or nuisance.

2 days ago

Maybe consider adding to the end "...as needed to balance cost, risk and performance." This would be consistent with good practice in Asset Management.

2 days ago

All maintenance efforts should be done with the goal of going all electric.

6 days ago

Emphasize more durable vehicles, ones that will last decades. For example: classic streetcars served decades, while buses had to be retired sooner.

8 days ago

Establish clear metrics for maintenance goals. Maintenance is extremely important to ensure transit system reliability but maintenance programs without clear and transparent goals become the "state of good repair black hole". Budgets and transit service both suffer without the maintenance program delivering on concrete improvements as has happened in both DC and New York.

16 days ago

Give more responsibility and autonomy to local businesses to improve and maintain infrastructure in their area.

25 days ago

only if the existing infrastructure serves the future of transportation and mobility

28 days ago

Increase metro speed and smooth out the ride.

one month ago

Do you have any comments on the strategies for the "Improve and Maintain the Existing Infrastructure" goal?

No specific comments on this section but many are vague and do not have examples.

yesterday ✉

No specific comments on this section but many are vague and do not have examples.

yesterday ✉

Great not to see the dreaded (and misunderstood) phrase "state of good repair" here! The last strategy is great. Perhaps de-emphasize "improve condition" and instead focus on improving performance by making strategic, cost-effective interventions on the right assets at the right time. Condition is a measure of asset health. It can and should vary based on the asset's expected performance across a full range of objectives (e.g., operational performance and safety plus support for environmental, social, and economic outcomes).

2 days ago

Traffic lights need to be on sensors, not just automatic timers. All replacement lights should be LEDs or what every the cost/electrical technology is in 2050.

6 days ago

Improve existing pedestrian and bicycle facilities by also improving access points along them, improving safety at dangerous intersections, and providing funding for programming, greening, and maintenance with local engagement of community groups to help activate the facilities.

8 days ago

Give more responsibility and autonomy to local businesses to improve and maintain infrastructure in their area.

25 days ago

Please rank how important the goal "Create an Environmentally Responsible Transportation System" is to you

Average

Not at all important   Very important
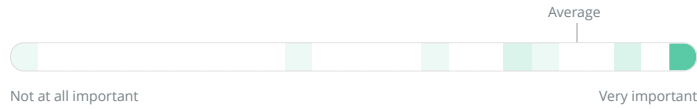
How can we improve the "Create an Environmentally Responsible Transportation System" goal?

Remove the word congestion - this is just an excuse to widen highways. Instead add a goal to explicitly track and reduce greenhouse gas emissions of the transportation network

yesterday

Encourage the reduction of vehicles on the road by providing a network safe, protected cycling routes to workplaces, commercial destinations, and transportation hubs. Encourage bicycle racks and storage at transportation hubs.

Use the MARC lines for more than commuters. It's particularly difficult to use stations such as St. Denis because of awful or unhelpful stop times.

2 days ago

Adopt international best practices in transitioning to alternative sources of energy.

5 days ago

This goal needs to be incorporated into all of the other goals.

6 days ago

Should include reducing the imprint of transportation facilities, and adopting transportation modes that use less land to serve more travelers.

8 days ago

reduce the focus of mobility on the automobile, single occupancy vehicles. Cars cannot be environmentally responsible in the long term unless they are driverless and operate similar to a public transit system

28 days ago

Be realistic

one month ago

Do you have any comments on the strategies for the "Create an Environmentally Responsible Transportation System" goal?

No specific comments on this section but many are vague and do not have examples.

yesterday

"reduce excessive delay" and "reducing congestion" seem out of place here. These two phrases historically have been used to justify investments in roadway capacity to serve motor vehicles.

2 days ago

We should also incorporate green open spaces, tree canopies into the plan.
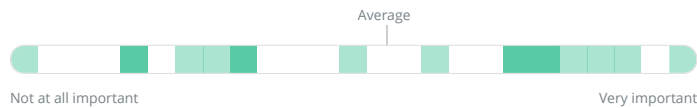
6 days ago

Reduce reliance on single-occupant vehicles and improve the frequency and quality of transit as well as the connectivity and quality of an active transportation network

8 days ago

Bring back trolleybuses when electrifying bus services. Battery electric buses have proven poor quality and unreliable in other US cities that have adopted them, whereas trolleybuses are both effective and environmentally friendly

16 days ago

Please rank how important the goal "Improve System Security" is to you

Average

Not at all important   Very important

How can we improve the "Improve System Security" goal?

Maybe incorproate the word "Risk" somehow? "Improve System Security and Resilience through Risk Management"

2 days ago

Prioritize local transportation systems where safety and security is most at risk. Also include a public awareness goal so that everyone using public transportation knows the procedures.

5 days ago

Incorporate the transportation of hazardous chemicals by train and truck. Communities need to know what is being transported in their neighborhoods and we need disaster plans that the communities know of and have bought into.

6 days ago

Nothing to add

8 days ago

Safety is the #1 reason I avoid public transit in the Baltimore metro.

25 days ago

Should feel more secure than normal to change perceptions

one month ago

Under The system security section item a you refer to closed circuit cameras. It is much more important to have security on site and on transportation modes with the passengers and in the facilities. People need to feel safe while using public transit. Thank you Michael Davis Sent from my iPad

one month ago ✉

Do you have any comments on the strategies for the "Improve System Security" goal?

This section is more specific with examples. I would add something to F as it is vague as to how something will be leveraged.

yesterday ✉

"increase redundancy" is a possible risk management tactic, but I'd argue we're at more risk of having too much transportation capacity in parts of our network, which imposes long-term O&M costs and eventual replacement costs that we can't afford. We need to look at road diets through a lifecycle cost lens in addition to the sustainability and safety outcomes. All of this is part of a risk-based approach to planning.

2 days ago

I'm surprised the word "risk" doesn't appear anywhere in the strategies. The region needs to improve its risk management capabilities, including a more comprehensive and strategic process for identifying, analyzing, and evaluating risks, and use of the resulting information to improve planning and lifecycle delivery.

2 days ago

We need evacuation plans and routes for all the chemical plants and hazardous waste facilities. We also need notifications services if such a disaster were to occur. Also, we need plans for coastal funding due to climate change.

6 days ago

Safety is the #1 reason I avoid public transit in the Baltimore metro.

25 days ago

Be realistic

one month ago

Under The system security section item a you refer to closed circuit cameras. It is much more important to have security on site and on transportation modes with the passengers and in the facilities. People need to feel safe while using public transit.

one month ago ✉

Yes, particularly at night for Metro and stations.

one month ago

Please rank how important the goal "Promote Prosperity and Economic Opportunity" is to you

Average

Not at all important   Very important

How can we improve the "Promote Prosperity and Economic Opportunity" goal?

Coordinate with communities to provide context-sensitive infrastructure and facilities that integrate with community assets, needs, and preferences.

yesterday

Create more plazas and car free zones. Public spaces that have pedestrians are better for businesses than street parking for cars.

2 days ago

What are the state and regional objectives for economic development, and how does transportation support those objectives? How do we need to invest and change the way we do business to promote prosperity and economic opportunity? This goal doesn't mean much without some specific targets.

2 days ago

INVEST AND BUILD a 21st century transportation system that all people can benefit from. I multi model transit system will bring additional investment to the city and state but the city must invest. Poor and low income people have the most to gain but the system needed is a first class system that takes into account regional needs and empolyment.

2 days ago

I have misgivings about the language here. Specifically the emphasis on "growth areas." It gives me chills to suggest that we continue redlining and the black butterfly effect in our poorer communities of color. Instead, transportation improvements should be targetted to those neighborhoods to draw private economic development, not to deepen the inequities that have existed for a century.

5 days ago

We need to go beyond "promote", we must correct for social injustice.

6 days ago

Pursue strategies to reverse job sprawl within the region in order to make more jobs practical to serve via public transportation

16 days ago

Do you have any comments on the strategies for the "Promote Prosperity and Economic Opportunity " goal?

Use Land Use recommendations to limit suburban sprawl and create higher density housing with increased mobility options instead of ever-expanding highway networks

yesterday

Most are vague and need more specifics and/or metric measurements.

yesterday

"Concentrate transportation investments within local- and state-designated growth areas..." sounds like spending money is the objective, vs. investing in transportation facilities and services that will create value in existing communities. Also, "prior transportation investments" in this region, like the "Highway to Nowhere," often have caused harm and injustice. Making "optimal use of prior transportation investments" is often counter to the goals of communities. Instead, we need to rethink our entire transportation system to make sure it serves the current and future needs of our communities. In particular, we need to consider where dismantling or redesigning existing infratructure is the best course of action.

2 days ago

Economic development must promote keeping neighborhoods and not driving economically challenged people out.

6 days ago

Emphasize land-use concepts that will help people live closer to their work (meaning less need for transportation) and put less impact on green space surrounding the areas developed for residential and commercial use.

8 days ago

Prioritize affordable and sustainable transportation that is less costly to build, creates more jobs, and does a better job of supporting local businesses, which are active transportation networks of trails and greenways, coupled with high frequency, high quality transit and land use that complements these networks.

8 days ago

Public transportation improvements should always be paired with upzoning in order to maximize access to quality transportation

16 days ago

Moving people efficiently should be the goal, only

one month ago

Please rank how important the goal "Foster Participation and Cooperation among All Stakeholders" is to you

Average

Not at all important   Very important
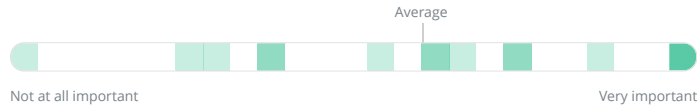
How can we improve the "Foster Participation and Cooperation among All Stakeholders" goal?

Sounds great! But who is accountable and responsible? We need more effective governance and accountability mechanisms to ensure this all happens.

2 days ago

We have to vastly improve the communications and public outreach about planned projects way before funds and resources are already committed. That would be a vast change from current practice.

5 days ago

Promotion of environmental and social justice need to be incorporated into every goal.

6 days ago

Nothing to add

8 days ago

In general, public engagement - especially in-person meeting - serves only as a way to empower NIMBYs and is not truly representative of the needs of the broader public

16 days ago

Can't ever make anyone happy…and involving too many slows down and will kill progress

one month ago

Coordinate and communicate with Carroll County Commissions.

one month ago

Do you have any comments on the strategies for the "Foster Participation and Cooperation among All Stakeholders" goal?

Most are vague and need more specifics and/or metric measurements.

yesterday

Don't be discouraged by NIMBYs.

2 days ago

The very first strategy needs to be "Establish a regional transportation governance and accountability framework to ensure the strategies included in this plan are implemented as intended, the results of our investments are measured against desired outcomes, and future plans can rely on performance information to foster continuous improvement."

2 days ago

We have to go beyond promote, we have to correct and compensate for the 100 years of bad policies.

6 days ago

Don't just promote environmental justice, but prioritize it by doing direct, long-lasting engagement with low income and communities of color that have historically been disinvested and left out of the planning conversation. And pay people for their time and contributions.

8 days ago

Please rank how important the goal "Promote Informed Decision Making" is to you

Average

Not at all important   Very important
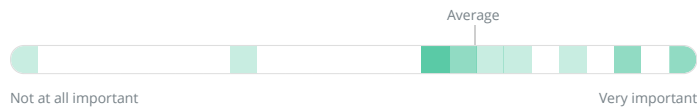
How can we improve the "Promote Informed Decision Making" goal?

Make the data, analysis, and graphics easily sharable, not just buried in PDFs or animations!

yesterday

These goals give very little attention to climate change impact and the serious work ahead to address it. the time frame of these goals is the same time frame we need to be working on planning for climate change - that is, it needs to be addressed in these goals. For example, the change over of buses to all electric, the need for battery charging systems for the buses, the need for charging stations commercial and privates vehicles/trucks/etc. Electric trains. The electric infrastructure. all this needs to be in the plans.

yesterday

Not sure of what this goal intends.

5 days ago

Each goal should have measurable targets so we can know if they have been achieved or if we have fallen short.

6 days ago

Nothing to add

8 days ago

Adopt best practices from abroad. All of the issues discussed abroad have been thoroughly studied in other countries and there is no need to reinvent the wheel.

16 days ago

City government won't listen anyway - don't waste your time on them.

25 days ago

reduce the focus on car mobility

28 days ago

Do you have any comments on the strategies for the "Promote Informed Decision Making" goal?

Most are vague and need more specifics and/or metric measurements.

yesterday

Conduct periodic assessments of performance management and decision making capabilities to determine where improved information, analysis tools, staff capabilities, and planning and analysis processes would benefit regional transportation policies and plans.

2 days ago

Align the region's transportation performance management framework with regional and statewide policies and objectives.

2 days ago

Ensure that the standards being used to measure the success of the system take into account climate change, both mitigation of emissions and resilience against climate-induced effects, all while prioritizing communities with the most need and transportation modes that complement walkable, bikeable, transit-friendly communities that are healthier, more economically vibrant, and more social.

8 days ago

Avoid spending too much time investigating "gadgetbahn" innovative transit solutions such as hyperloop or maglev. Buses and trains are tried and true for a reason.

16 days ago

City government won't listen anyway - don't waste your time on them.

25 days ago

Do you have any other comments?

Other than developing performance measures or performance targets, it would help to explain how these are operationalized? Can some or all be incorporated into design checklists so that as maintenance or construction projects are occurring there is a link back to these?

yesterday

The slider bars are confusing. Once a selection is made, its not clear on my browser (Chrome) what my choice was in relation to the other color bars and the "average." For the latter goals, (6-9) the average didn't show unless I went back and looked at it again?

yesterday

Hope to see many positive outcomes

yesterday

To summarize: the goals are nice but not sufficient, The main omission is the careful plans needed to address climate change. Transportation adaption will be an important part our response to the challenge - but I don't see it in these goals (except for two statements - which seem like after thoughts.

yesterday

Overall, this reads well. There are many statements that sound good but are of dubious value to investment prioritization and transportation system management and operation. Please consider incorporating SMART objectives in all goal areas so that we know whether we're making progress toward our objectives and when we need to make course corrections.

2 days ago

A general comment. Using the year 2050 seems to imply there is no chance of implementing these goals in stages before. Many of these goals should have already been achieved, especially those increasing equitable investment.

5 days ago

Thank you for this opportunity.
Dave Arndt - roseca2010@gmail.com

6 days ago

My husband is a daily bike commuter. I am an occasional bike commuter and we hope that our kids will be daily bike commuters starting in middle school. Please prioritize bike lanes and safe bike parking around schools, libraries and parks. Please provide more guidance on how to use bikes on buses, esp. for families. We really like the protected bike lane along Maryland Avenue in Baltimore City. Thank you for what you do!

7 days ago

The Board should make a strong stand against building more highways. We've learned our lesson with I-95, I-70, and the BW Parkway. If you build more roads, they will soon be filled up with more cars traveling from farther-out residential areas, and we will have destroyed more of our green space.

8 days ago

Overall, I urge the Board to emphasize policies that will get us out of private automobiles and onto public transportation, especially rail (streetcar, light rail, subway, MARC)

8 days ago

Please do consider the unrepresentative nature of all forms of public comment and do not allow the process to be captured by NIMBYs who want to continue the unsustainable autocentric status quo.

16 days ago

Just what I placed here

one month ago

Do this intelligently with a pragmatic eye and a focus on the need, not the want and think into the future of how this investment will be needed and payoff

one month ago

INTRODUCTION

Roughly every five years, the Baltimore Region engages in long-range transportation planning over at least a 20-year time horizon, pursuant to the provisions of Title 49 of the United States Code of Federal Regulations, Part 450, Subpart C "Metropolitan Transportation Planning and Programming." Fairly recently, there was "Maximize 2040", issued in 2016. Then, there was "Maximize 2045", issued in 2019. Now the BRTB is engaged in preparing its next 20-year long-range plan entitled "Resilience 2050" for the years from now to 2050.

I will not be commenting much on the nine proposed goals as such for "Resilience 2050" although my comments will address some of the issues raised by the goals. The reason for not commenting on the goals themselves is that they are drawn to a great extent by the BRTB directly from "planning factors" specified in existing federal law (23 U.S.C. 134(h) and 49 U.S.C. 5303(h) as well as the applicable existing federal regulations found at 49 CFR Part 450, Subpart C. So, these goals have been enacted into law. They are quite broad in scope, sufficient for the long-range planning task at hand, and are not likely to be changed soon. As a side note, it is interesting that one of ten planning factors listed is to "improve the *resiliency* and reliability of the transportation system. " [emphasis added by this author].

On the other hand, although not commenting on the goals, I have included comments below which bear on the content of some of the BRTB's sixty-two own suggested strategies which have been ranged under the nine goals – and are listed below following most of the challenges cited in the online document "Resilience 2050."

Comment on BRTB's
"Resilience 2050 - Adapting to the Challenges of Tomorrow"
Draft GOALS & STRATEGIES"

There was a decision by the BRTB to use the word "challenges" in the title page of the draft for "Goals and Strategies." The word is also used in the "Resilience 2050" seven-page document.

Seven specific challenges are cited in the first four pages of the seven-page document entitled "Resilience 2050" posted online by the BRTB. Consolidated together, the following items represent those **challenges**. Listed after each challenge are the specific plan strategies, if any, which appear to address that challenge.

1) global pandemic;

2) natural disasters, increasing greenhouse gases from climate change – *see Goal #5, Strateges B, D, E, & G; and Goal #6, Strategy H;*

3) safety issues involving crashes, fatalities, and injuries to pedestrians, and bicyclists, speeding, and impaired and distracted driving – *see Goal #3, Strategies A & C; and Goal #9, Strategy D;*

4) rapid technological change and cyber threats - *see Goal #9, Strategy D;*

5) population growth, changing demographic patterns, and changing travel patterns – *see Goal #8, Strategy E; and Goal #9, Strategy B;*

6) shifting budgets *[not clear what this means, other than shifting priorities in a changing world];*

7) <u>ensuring that all individuals – including low-income, minority, carless, disabled, and the elderly – can access jobs, education, healthcare, food stores, and other key destinations</u> – *see Goal #1, Strategy A; and Goal #8, Strategy D.*

In the Resilience 2050 documents, these challenges were all mentioned in passing, simply by being listed and they were not explored at any length. Below, I will look at a detailed re-framing of these challenges.

Accordingly, it is considered appropriate to comment below on *seven re-framed challenges* which this writer believes "Resilience 2050" should address. In fact, resilience can be considered a measure of how well and how fully we in the Baltimore Metropolitan Region are able to meet these re-framed challenges. In order to avoid confusion, the re-framed challenges will be shown as underscored, italicized capital letters instead of numbers as above.

The first three challenges below (*<u>A, B and C</u>*) are listed as "challenges" there and directly quoted from the "Greater Baltimore State of the Region Report – 2018," a 56-page document jointly produced by the Greater Baltimore Committee and the Baltimore Metropolitan Council (BMC – the parent agency of BRTB). Goal #7 of "Resilience 2050" "Promote Prosperity and Economic Opportunity" and five of its six strategies (i.e. Strategies A through E) address the same concerns as CHALLENGES #1, #2, and #3 below.

Of all the nine goals suggested for "Resilience 2050," this Goal#7 should be seen as under-girding the other eight goals. If this is truly to be the Baltimore Metropolitan Region, then it must promote economic opportunity and prosperity THROUGHOUT the entire region, linking the unique and distinctive urban, suburban, and rural resources in Anne Arundel, Baltimore, Carroll, Harford and Howard Counties, and in Baltimore City and Annapolis, as well as Queen Anne's County. In fact, public transportation itself has a unique and powerful role to play in increasing economic opportunity and prosperity within the Region!

The Challenge **_G_** below (about the pandemic) was suggested as Challenge #1 by the online seven-page "Resilience 2050" launch document. Challenges **_D, E and F_** are being suggested by me, as writer of these comments, but they directly address issues raised throughout "Resilience 2050" and especially its Challenge #5 above about demographics.

CHALLENGE A - Benefiting everyone in region in terms of personal wealth and education attatiment.

"As the region advances, it will be crucial to track whether the increased personal wealth and education attainment benefit everyone in this increasingly diverse region..." - at page 12 of the GBC/BMC Report, following the heading "Challenges Ahead."

The 2020 Census and the American Community Survey will be able to reveal much of this information in the years ahead, as they did during the last decade.

CHALLENGE B **-** Impact of the rising cost of living for those who seek education and advanced skill.

"As the region advances, it will be crucial to track … what impact the rising cost of living has on those who struggle to meet the needs of a modern labor market that requires education and advanced skill." - also at page 12 of the GBC/BMC Report, following the heading "Challenges Ahead."

Some such tracking is already being done in our Region under the auspices of GBC and the BMC, as revealed in this 2018 report. It will be important to continue such tracking for the decades to come, coupled with revealing analyses of the data gathered.

CHALLENGE C - <u>Necessary steps must be taken by elected officials and stakeholders to ensure that all can enjoy the region's opportunities.</u>

"It will be important that our regional elected officials and stakeholders take the necessary steps to ensure that our region provides opportunities that can be enjoyed by all. - also at page 12 of the GBC?BMC Report, following the heading "Challenges Ahead. Failure to do so may result in the region confronting an entirely new set of issues including income inequality, increasing crime, and other socio-economic challenges."

About this it should be said that the Region already is confronting all the above-listed issues. This challenge should be read as stating that failure to ensure opportunity enjoyable by all will only make the current situation much worse.

CHALLENGE D - _<u>Over the past ten years from 2010 to 2020, our Region's population has increased, while Baltimore City's population has decreased.</u>_

According to the 2020 Census, between 2010 and 2010, population increased of the BMC/BRTB Region increased from a total of 2,710,489 to 2,844,510 – a regional total of 4.94%.

There was increase in all six of the Region's county jurisdictions, with Howard County leading the way with a 15.76% increase over the ten-year period!

On the other hand, <u>Baltimore City experienced a 5.68% decrease</u> in its population from 2010 to 2020 – from 620,961 to 588,261. This is in stark contrast with, and <u>much less than</u> the predictions of well over 600,000 for Baltimore City in the Round 8A Population Forecast endorsed by the BRTB for "Maximize 2040" in 2016 (see page T73 /Appendix B, page 1) and again for the Round 9 Population Forecast endorsed by the BRTB for "Maximize2045" in 2012 (see page 55 / Chapter 2, Page 2).

CHALLENGE E - *Where did the people go who left Baltimore City between 2010 and 2021? Was this migration within our Region?*

Migration within our Region is likely to be from the center moving out.

Based on these population data cited under **Challenge D** above, migration within our Region appears to be centrifugal, with Baltimore City residents leaving the City – many probably to live at other locations within the Region. (However, there should be a formal study done about this population migration from Baltimore City to confirm this.)

Taken together with **Challenge D** above, this Challenge has many implications for transportation planning within the Baltimore Metropolitan Region for the years to come.

CHALLENGE F - *Why do present and future visions of our Region appear to be shrinking, and what can be done about it?*

There appears to be a growing tendency in parts of our Region either to resist connection with or to be considered separately from the rest of the Region. The net effect of this tendency is to close off parts of the Region to residents of other parts of the Region.

Example #1: On February 19, 2015, a little over six years ago, the five County Commissioners of Carroll County passed and signed a resolution (which reportedly remains on the books today) stating the following:

RESOLUTION No. 936-2015

For the purposes of restricted Mass Transit Service in Carroll County

WHEREAS, the Board of County Commissioners of Carroll County, Maryland, a body corporate and politic of the State of Maryland (the Board"), is authorized to adopt, and from time to time amend, revise, rescind or change provisions of resolutions; and

WHEREAS, it is the desire of the Board to formally outline Carroll County's <u>long-standing policy regarding mass transit</u>; and

WHEREAS, the Board believes it is important to outline this policy because the County is embarking on implementing a new Transportation Development Plan, there is also potential for a Transportation Summit to help identify transit needs in the County and the County has recently issued a Request for Proposals for transportation service in Carroll County. The Board believes it is important for this policy to be clearly set forth especially as these programs move forward.

THEREFORE, the Board states the following:

1. It has been and shall continue to be the policy of the Carroll County Government to provide and promote community transportation services to county residents <u>within</u> Carroll County. [underscoring is in the original resolution]

2. It has been and shall continue to be the policy of Carroll County Government that <u>no public funds shall be either appropriated or spent to make connections to or serve destinations outside of Carroll County.</u> Carroll County Government will not support the extension of transportation services outside the County, but will continue to focus exclusively on transportation needs within our County.

3. It shall be the policy of Carroll County Government that <u>all planning documents referencing general public transit shall include the position that only transportation within county borders will be provided.</u>

4. Carroll County Government will continue to encourage private sector solutions for residents' transportation needs.

5. Carroll County Government appreciates its long-standing positive partnership with the Maryland Transit Administration to provide demand-response and deviated fixed-route service within the County and not beyond.

6. The Board recognizes one very important exception to this policy.. In the interest of serving those residents of Carroll County who have served in the armed forces, the County has been and will continue to provide a shuttle service from certain fixed points in Carroll County directly, and without intervening stops, to various veterans' medical facilities located outside of Carroll County. This service is provided to both resident veterans and their caregiver.

This Resolution shall take effect immediately upon its execution.

Take note above especially of the purposes stated for the Resolution - "*restricted Mass Transit Service in Carroll County*"; the second "WHEREAS" clause; and sections 2 and 3 above – which restrict Carroll County residents from benefiting from public funding or planning for "mass transit" transportation outside the County's borders. [<u>Red underscoring was added above</u> by this author for emphasis.] In effect, in doing this, six years ago, the County opted out of participation in public transportation with the rest of the Baltimore metropolitan region.

Furthermore, in the course of the MTA regional planning effort which eventuated in the October 2020 Final Regional Transit Plan (RTP) entitled *"Connecting our Future – A Regional Transit Plan for Central Maryland,"* Carroll County apparently opted entirely out of being considered a part of the Region – at least in terms of planning for the future of regional public transportation. As a result, Carroll County is entirely absent from any of the regional maps presented as part of the Plan. This plan, currently in effect, was also incorporated into the important 2021*Transit Safety & Investment Act* which was passed by the Maryland General Assembly this past Spring but was unfortunately vetoed by Governor Hogan in May. However, the Act may be re-introduced in the Maryland General Assembly in 2022. Below shows what the regional transportation map now looks like as part of the final October 2020 RTP. Note the awkward absence of Carroll County from the map of the Region found at page 1 of the Final Plan:

Where's CARROLL COUNTY?
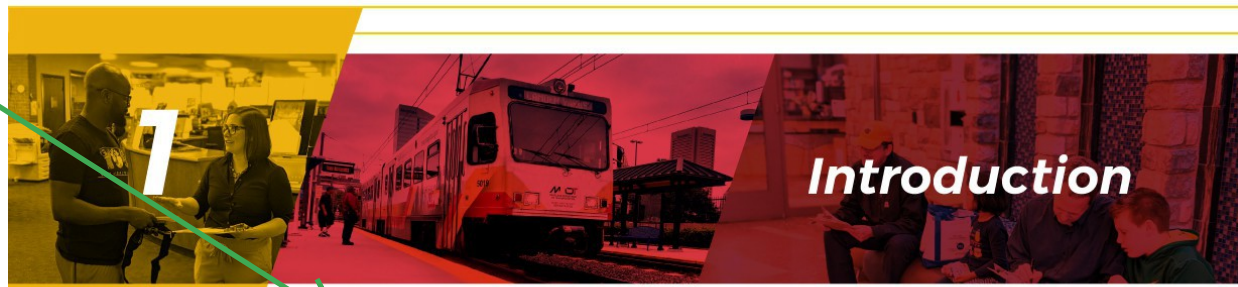
What is the Central Maryland Regional Transit Plan?

The Central Maryland Regional Transit Plan is a plan for improving public transportation in the region over the next 25 years. The Plan approaches regional mobility comprehensively, recognizing that people travel throughout Central Maryland in their daily activities. The Central Maryland Region covered in this plan includes Anne Arundel County, Baltimore City, Baltimore County, Harford County, and Howard County.

The Regional Transit Plan is a guide for the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA), local transit operators, local jurisdictions, and planning agencies to focus planning efforts and investment on addressing service coverage gaps and areas of need.

With a goal of connecting people to where they need to go, this plan looks at which areas can be served by transit, how to improve the existing transit services, and where new services could be appropriate.

The Plan incorporates both existing and expected future travel patterns and accommodates the planned growth of population and jobs anticipated in the next 25 years. The region is changing; consequently, the Plan will be updated every five years to remain responsive and relevant to these changes.

The global COVID-19 pandemic is an example of an unanticipated event that has wrought profound changes

on our society. The pandemic has presented extraordinary challenges to transit agencies around the world as they strive to maintain sanitized vehicles and protect their employees and customers, while playing a critical role by providing vital transportation to essential workers. Every crisis is unique, and it is important that transit agencies be nimble and prepared to respond quickly and confidently. MDOT MTA will use all the resources at its disposal to keep the public informed of service changes and requirements for customers and employees.

The Plan provides a framework for moving forward, a road map of where we want to go, and strategies for how to get there.

The Central Maryland region is large, covering over 2,100 square miles, and has 2.55 million residents and 1.21 million jobs. It includes dense urban centers, suburban residential development, newer town centers, rural communities, and farm land.

While the Plan identifies a broad array of strategies, many of these require additional research and analysis before they can be implemented, and will require coordination with local jurisdictions and other partners. To this end, this plan does not include:

• In-depth planning, design, or engineering

• Detailed cost estimates or the identification of funding options for any of the initatives or strategies.

The Plan is supported by four technical reports:

• Existing and Future Conditions
• The Customer Journey
• Public Engagement
• Transit Network Improvements and Regional Transit Corridors

These reports provide further information and detail on the methodology and analyses on which the recommendations in the Plan are based. These reports are available on the MDOT MTA Regional Transit Plan website: www.rtp.mta.maryland.gov

Connecting Our Future
A Regional Transit Plan for Central Maryland

1

2

In terms of the above example, it is also noteworthy that Carroll County, although apparently officially opposed to "mass transit," is the beneficiary

– according to the "Maximize 2045" long-range transportation plan - of fourteen (14) roadway projects.

Example #2: During 2021, the BRTB employed the services of NelsonNygaard Consulting Associates, Inc. - a firm based in San Francisco, California - to study transit governance and funding in the Baltimore Region. The final 78-page document for this study was published very recently - in August 2021. The plan authors present five models for transit funding and governance in our region. The first three of the models suggest consideration of three different forms of funding and governance, two of which are state-based, and one of which is Baltimore-based. However, models #4 and #5 both suggest a region which does not initially include either Carroll County or Harford County. These models also suggest not including either Queen Anne's County or the City of Annapolis - leaving it to these three counties and one city [all of whom are currently officially part of the region served by the BRTB and the BMC] of "having the option" of joining either one of the two suggested regional governance and funding schemes. The map below represents the shrunken region presented for these two alternatives in this study (see "BRTB: Baltimore Regional Transit Governance and Funding Study -Final Report – August 2021" - pages ES-11, ES-12, 6-12 and 6-14).
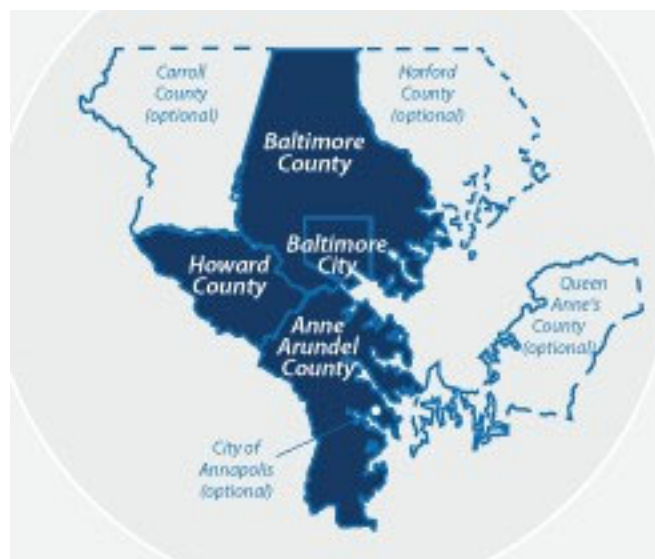
So this **_Challenge F_** is to definitely answer the question: _Thinking ahead to the long-range planning years of 2030-2050, are any or all of Carroll, Harford, Queen Anne's County, and the City of Annapolis full partners of the BMC/BRTB Region or are they not?_   If any of them are not, doesn't this directly contradict the terms of the three official documents found on the BRTB website which cite all four of them as full partners along with Anne Arundel County, Baltimore City, Baltimore County, and Howard County? These documents are:

> a) 2017: BYLAWS FOR THE BALTIMORE REGIONAL TRANSPORTATION BOARD
>
> b) 2018: BALTIMORE METROPOLITAN COUNCIL AND BALTIMORE REGIONAL TRANSPORTATION BOARD - RESOLUTION18-15 – ESTABLISHING AN AGREEMENT FOR SHARING DATA AND METHODOLOGIES TO EFFECTIVELY APPLY A PERFORMANCE-BASED APPROACH TO PLANNING AND PROGRAMMING IN THE BALTIMORE REGION
>
> c) 2020: BALTIMORE METROPOLITAN COUNCIL AND BALTIMORE REGIONAL TRANSPORTATION BOARD – RESOLUTION 20-12 – ESTABLISHING A METROPOLITAN PLANNING AGREEMENT TO SUPPORT PERFORMANCE-BASED TRANSPORTATION PLANNING RESPONSIBILITIES FOR THE BALTIMORE REGION

Other partners in these three documents include various departments of the State of Maryland and other public representatives.

It is important to note that the word "Region" is used over 25 times in the seven-page online "Resilience 2050" document. The Region includes Baltimore City, ringed by Anne Arundel, Baltimore, Carroll, Harford, Howard , and Queen Anne's counties, and the City of Annapolis!

The Baltimore Metropolitan Council and its Baltimore Regional Transportation Board emerged from the Baltimore Regional Planning Council in 1956, which back then was part of the State Planning Commission. <u>The components of the Region and that word "regional" were thus recognized sixty-five years ago!</u> What we have here in our Region is a long, multi-generational tradition of Baltimore City, surrounded by five counties, and another city, Annapolis – to which has been added, four years ago, still another county – Queen Anne's.

The basic question is: **<u>Are we truly a Region, or merely a collection of contiguous counties and municipalities?</u>**

Such a historical tradition of membership in the Region is deserving of considerable respect, and is not lightly or casually to be discarded by any of its members. This should be a central point when planning now up through 2050!

<u>CHALLENGE G</u> **-** <u>What new public health and other governmental measures need to be included in "Resiliency 2050" to cope with the likelihood in the years to come with viral and other epidemics and pandemics, including any continuation or re-occurrence of the COVID-19 pandemic?</u>

It is sobering to realize that COVID-19 came into the lives of our Region, State, nation and world less than two years ago – *<u>after</u>* the GBC/BMC publishing of the Greater Baltimore State of the Region – 2018 report, and the BRTB's publication of "Maximize 2045." The pandemic has seriously affected both ridership and public transportation generally in the Region.

It is clear that a massive re-thinking is required now in order to prepare public health programs and agencies for the future. Procedures for epidemics and pandemics will have to be more fully and clearly developed and communicated. And above all, public health funding and staffing will have to be sufficient to meet the tasks at hand. For much of the past two decades, there has been a severe shortage of trained public health staff.

Public health officials are charged with difficult tasks such as mass vaccination, maintaining quarantines, and having to urge people to change their behavior in order to prevent a major threat to the public's health represented by the spread of deadly communicable diseases.

Public health agencies exist at every level of government – federal, the fifty states, and 3,000 local (county and municipality) jurisdictions. This is no accident of history – such thorough public health coverage is essential for the public good. Each of the six counties in the Baltimore metropolitan region has its own local health department as does Baltimore City. And the State has the Maryland Department of Health.

The necessarily continuing use of public transportation facilities during public health emergencies, including epidemics of highly-contagious diseases, presents special challenges to meeting the ongoing daily needs of bus and rail transportation riders. As we have seen over the past seventeen months, many essential workers require continual access to all forms of public transportation.

Baltimore City and its surrounding counties will have to continue to find ways to meet the many challenges presented by likely future threats to the public's health. "Resilience 2050" should provide for the policy, structure and funding for public transportation's special public health needs and responsibilities as we move through this 21st Century.

This comment about the Goals and Strategies of BRTB's "Resilience 2050" is being submitted to the BRTB on Monday, October 11, 2021 by:

Art Cohen, Convenor, *b'more mobile*

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