

Public Comments on 2023-2026 Transportation Improvement Program (TIP) and Air Quality Conformity Determination



BRIAN SEEL brian.seel@gmail.com

I know you will ignore this feedback, like you have many times in the past, so I am not going to put real effort into this message because I need to keep negativity out of my life. But how on earth, in the year 2022, are you still putting so much of the budget toward additional today capacity for mostly single occupant vehicles, instead of for mass transit, or low carbon options like walking or biking facilities. We are just going to let the world burn, aren't we?

ROLF SJOGREN rolfcom@hotmail.com

It's shocking how few projects in this plan have anything to do with transit, and the amount of money allocated to improving already bloated expressway corridors is simply appalling.

The I-695/I-70 interchange does not need to be re-built, to the tune of hundreds of millions of dollars. The Beltway will have traffic jams on it no matter how wide you make it.

The only thing that might possibly make a difference on the Beltway is if you built a fast, convenient transit option paralleling it, with parking lots at each stop. I drive on the Beltway every day from Pikesville to Halethorpe, in order to catch the MARC train to D.C., to my job. If there were ANY transit option to do this, even if it took somewhat longer, I would take it, but there is none, zero.

Another main cause of congestion on the Beltway is actually the non-enforcement of the speed limit (speed cameras please!), so there are fender-benders which tie up traffic almost on a daily basis - because literally EVERYONE on the Beltway is driving 15 mph or more (often 25 mph) over the posted speed limit. If everyone drove at a safer speed, there would be orders of magnitude fewer accidents, and a fraction of the traffic tie-ups that result.

You could build a fast busway (just small stations & parking lots next to major arteries' crossing it - no need to add lanes to the actual roadway) along the whole length of the Beltway for less than it will cost to rebuild the I-70/I-695 interchange, and you would have increased capacity for the entire region, and for all citizens, not just people who are able to drive and who choose to own and can afford to operate a car – all those criteria are actually a shrinking percentage of the population!

We've built more than enough freeways - it's time to improve mobility radically, and for everyone, by building robust, fast modes of transportation that aren't dependent on automobiles.

PETER SMITH peterthomassmith@gmail.com

Hello, The region's transportation priorities should reflect increased emphasis in public transit and a shift away from car transportation. Accordingly, the final Transportation Improvement Program for 2023-2026 should reflect lower spending on Highway Capacity especially and Highway Preservation, and greater spending on Transit Preservation than what is proposed in the draft plan. Thank you.

MICHAEL SCEPANIAK - STRONG TOWNS BALTIMORE civic@oluho.com

Thank you for providing the opportunity to comment. Regarding the 2023-2026 TIP, I'm very frustrated to see such a large percentage allocated to roadway expansion ("Highway Capacity"). In my mind, that percentage should be near zero. Instead, that allocation should go toward projects categorized as "Transit Capacity". But, for the next three years, no funds are going toward transit expansion. None.

The Baltimore City East-West Bus Corridor sounds pretty substantial, but the fact that it falls under "Transit Preservation" speaks to how it will in no way move the transit needle. We must stop adding more highway miles. We can't afford to maintain them. The trajectory that we are on and which you, the BMC, intend to continue pursuing is not sustainable - fiscally or environmentally.

According to Strong Towns, the American Jobs Plan "identified 173,000 miles of roadway already in poor condition. The bill would only have modernized 20,000 of those miles, and that would take a decade in which time the backlog of maintenance would be even bigger. The same with bridges. Our leadership identified 45,000 bridges already in a state of disrepair. Over a decade, they would fix only 10,000 of them. That's all." Maryland's transportation priorities need to be reset in a significant way. That reset should start with the 2023-2026 TIP.

ZEN ZINEER, ASSOCIATED STUDENT CONGRESS OF BALTIMORE CITY zenzineer@gmail.com

The Baltimore Regional Transportation Board (BRTB) is sharing a budget plan that will distribute \$4.26 billion in total across several regions (including Baltimore City). Of \$400,000,000 for Baltimore City specifically, 53.8% will go to ports and 38.2% will go to highway preservation. From their presentation: This is a written statement by the Associated Student Congress of Baltimore City (ASCBC). ASCBC is the student government program for Baltimore City Public Schools and represents the city's 78,000 students. We are an organization that was founded to advocate for students and regularly meet with the district school board and elected officials to share student perspectives, with our goal of creating positive change in our community.

There doesn't seem to be a prioritization of mass transit, to help improve transportation for students. Helping improve travel times and routes for students is a must. This money can fund projects that directly benefit the people of Baltimore, such as reviving the Red Line project canceled previously by Governor Larry Hogan.

We believe that increased investments in city transportation will not only ensure safety in our transportation, but also create less traffic and simpler transportation options for students. As bell schedules are changing and many students will be seeking later-morning transportation options, and many earlier, it is imperative that our existing and new transit options be optimized to fit the needs of students at our schools.

So many students have to get up early and get home late because they need to switch between buses/trains that have large arrival windows and frequent delays. There have been cutbacks on the light rail, such as a decrease in scheduling due to a shortage of operators. The red line plan was canceled despite its potential to help improve transportation for city residents. We want to push that the transportation in Baltimore City needs the help of this budget plan, and advocate for mass transit.

Revisiting the idea of a student metro transit council for feedback on these expanding options would be equally powerful and help improve transportation in the city.

We also want this budget to be shared directly with families with school aged children throughout the city so they can provide their own feedback and personalize the budget plan, whether shared through the mayor's office or through the School Board, so that families can directly provide feedback on a survey of some kind.

MELANIE S

Every cent going to highway expansion over dedicated right of way public transit is a nail in Baltimore's fiscal solvency coffin. The highways are big enough - when there is congestion, the question should not be how to make the roads bigger to fit more cars, but to get more people off the road.

So much of the traffic could be alleviated with a three prong effort to provide truly comprehensive transit options in the metro area.

1. Comprehensive commuter rail to all the major outlying burbs. Owings Mills has the subway terminus, but I'm willing to bet a huge swathe of the population in the area is unwilling to use it because of its long headway, lack of maintenance, and lack of safety. Put money into reviving the subway line by putting security on the trains and in the stations and getting reliability up so people trust using it to get to work downtown rather than being stuck on the beltway and congesting roads. The light rail goes to Timonium and its reliability is a known joke too - make it reliable, get the headway down, and people will use it. Edgewood and Aberdeen get the MARC... at reduced service. How are people living in these towns supposed to commute reliably to Baltimore when trains often only run three times a day? Or not at all on weekends? Laurel gets the Camden line, how are the wealthy folk there supposed to get to Downtown Baltimore to spend money and invest in the cities attractions on the weekends? By car, on i95, like most people think, and then they need parking in the downtown that consumes valuable urban real estate. But thats it. The rest of the exurbs need commuter infrastructure. Ellicot City might get a light rail terminus in a decade? Maybe? Columbia is probably too rich to ever want to touch a train, thats just a cultural thing. Glen Burnie and Pasadena definitely need rail access, but it should go all the way to Annapolis. Sure, the TIP cannot leverage the funds to build entirely new rail lines - that will have to come from state legislature - but there are tons of underused rail lines all over, hell the B&O museum into downtown has grade separated unused track right behind it. Imagine a

short run light rail train from the museum / shopping center with stops at Carroll Park, in Lansdowne, with a terminus at the St. Denis MARC? Just fix the existing track and build stations. Which is #2...

2. More inner city dedicated right of way fixed transit. IE, more trains. Streetcars! There is a museum for them. Why is there not even a mention of adding streetcars to Federal Hill, Fells Point, or Canton after they gentrified massively this last decade? Why doesn't St. Paul and Light have a streetcar loop through Midtown down to downtown? We need more of everything, but this proposal has none of anything - besides more roads for single occupancy vehicles. Rebuilding short run streetcar lines as part of the Complete Streets redevelopments that need to happen seems like a natural thing to do, but nobody even considers it. I'm talking about streetcars like in Portland - air conditioned and accessible. The fed is giving away money to build streetcars! Just take the money and do it! We don't need hundreds of miles of streetcar track again, just loops in major boulevards like Fayette and Baltimore, Lombard and Pratt, North, Fulton & Monroe, Central & Broadway? Besides those the metro could really use expansion - the Light Rail falls apart downtown trying to run in grade with cars, and future rail lines in the city should probably prioritize being underground within like 2 miles of Downtown.
3. There are like 3 bike lane proposals in this document, and none of them are particularly impressive - if we want biking to be first class the way the Complete Streets ordinance ordains, we need protected bike lanes that let people get across most of the city. Tons of streets are in awful shape, rather than spending money on highway expansion, if the BRTB can't do anything to add in additional transit that is needed, at least spend that money redeveloping Complete Streets in the city to support biking as a first class citizen. Again, Portland. They have bike boulevards all over now, and you can travel within about a mile of downtown on dedicated bike infrastructure. They are of a similar size to Baltimore, so why can't what they managed there be done here? Putting all the money into supporting cars dooms the city long term.

Expanding roads means more maintenance burden later for roads people become more dependent on because everything is built around roads. We have to change course to revitalize Baltimore, we need to see investment in the things that will make people get out of their cars to solve the traffic, not put more of them on the road.

1199SEIU UNITED HEALTHCARE WORKERS EAST,
MARYLAND/DC

AUDUBON MID-ATLANTIC

BALTIMORE MARC RIDERS

BIKEMORE

CEDAR LANE ENVIRONMENTAL JUSTICE MINISTRY

CENTRAL MARYLAND TRANSPORTATION ALLIANCE

CLEAN WATER ACTION

CLIMATE REALITY, BALTIMORE AREA CHAPTER

COALITION FOR SMARTER GROWTH

DOWNTOWN RESIDENTS ADVOCACY NETWORK
(BALTIMORE)

HOWARD COUNTY CLIMATE ACTION

INDIVISIBLE HOWARD COUNTY

LABOR NETWORK FOR SUSTAINABILITY

MARYLAND NONPROFITS

MARYLAND SIERRA CLUB

MLC CLIMATE JUSTICE WING

THE FUND FOR EDUCATIONAL EXCELLENCE

TRANSIT CHOICES

Thank you for the opportunity to provide input on the Draft 2023-2026 Transportation Improvement Program (TIP) for the Baltimore region. The TIP can be simply described as the list of regional transportation projects using federal

funds over the next four years. However, we believe it is important to look at this document not simply as a collection of individual projects, but as a program that reflects our region's transportation priorities.

Many of the undersigned organizations have submitted comments for the region's last two TIPs. In the 2021 TIP letter we wrote:

"Unfortunately, this Draft TIP does not prioritize spending in a way that will do anything but worsen the interwoven crises facing our state and our world. The COVID-19 pandemic is an acute crisis that has highlighted how black people and other communities of color have been disproportionately impacted by poor air quality. Meanwhile, the climate crisis continues to mount with the transportation sector as the number one source of greenhouse gas emissions. And the racial and economic disparities underlying it all are, in part, due to decades of transportation and land use decisions designed to exclude and segregate black people."

In the 2022 TIP letter we referenced that passage and then wrote:

"Those realities have not fundamentally changed in the last year. Despite some improvements in spending by category, the 2022-2025 TIP is still heavily tilted towards spending on fossil fuel infrastructure that exacerbates more problems than it purports to solve. In the previous TIP we noted that the \$1.3 billion for highway capacity was 650 times the \$2 million programmed for transit capacity. In this year's TIP, there are zero dollars for transit capacity. So despite a reduction in the highway capacity category (still almost a billion dollars), mathematically speaking, the region is now spending infinitely more on new highways than it is on new transit. The consequence of spending priorities like these is ever more driving. No wonder Maryland was setting new highs for vehicle miles traveled per capita shortly before the pandemic."

Now for the Draft 2023-2026 TIP we could re-submit those same comments verbatim, and they would still hold true. The 2023 TIP still has zero dollars for transit capacity or commuter rail capacity, but \$900 million for highway capacity. In fact, the one positive step that the BRTB took in last year's TIP, not adding any new highway capacity projects, has been reversed. The 2023 TIP adds four new highway capacity projects into the project pipeline. We believe that this region is in a deep transportation hole and the first step in getting out of it is to put down the shovel on adding more road capacity.

We ask the BRTB to remove from the Draft 2023-2026 TIP the four highway capacity projects listed in Table II-2. As highlighted in our 2021 letter, many of the elected officials who serve on the Board have expressed a desire to invest in a multi-modal transportation system that reduces our dependence on cars. Unfortunately, the reality continues to fall short of the rhetoric as evidenced in the regional spending priorities the BRTB approves each year.

As regional leaders, you have options to change the status quo. For example, the BRTB could use annual federal surface transportation funding for transit, bike and pedestrian infrastructure rather than continuing its practice of spending them exclusively on roads.

In fact, Section IIA of the Draft TIP states: *"The TIP is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds. MDOT provides a "statement of concurrence" that consideration of this provision (flexing funds) has been utilized in the development of all state initiatives."* The two largest sources of flexible federal funds are the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBG). However, according to the tables summarizing federal aid for each fiscal year from FY 2023 through FY 2026, there are zero NHPP or STBG funds being flexed to transit.

If the region does not take the necessary step of redirecting these funds away from widening roads and towards sustainable transportation, then we will continue on a business as usual path that continues to hold this region back from reaching its full potential economically, socially, and environmentally.

HENRY COOK Henry.cook@gmail.com

I am very disappointed in reviewing the 2023-2026 TIP and discovering that vast sums programmed towards road and highway expansion and very, very little for active transportation network construction and maintenance. Having reviewed prior public comment and the BRTB response, you have clearly been introduced to the concepts of induced demand and the fact that building more highways results in more traffic. Also, you are clearly aware of the climate crisis and are ignoring it by over-prioritizing private vehicle transportation at the cost of all other modes of transportation.

I would call on BRTB to change their culture and reflect the leadership that our region needs for transportation infrastructure. Include separated bike/pedestrian infrastructure in ALL roadway projects (including maintenance projects). A moratorium on highway widening or other projects that will increase total traffic. Redesign of streets and bridges maintained to prioritize safety and access for vulnerable road users.

As a regional transportation board, there is also a decided lack of regional view for completing bike and pedestrian networks that connect residents to public transit, commercial destinations, etc. Special focus should be placed on projects that connect neighborhoods by bike/pedestrian short-cut rather than forcing users to follow a car-based road network. Funding individual projects that do not connect to existing infrastructure does not address our region's needs.

I would like to see BRTB set goals for the organization at directing funding towards active transit options and public transit until these areas reach at least parity with automobile-based infrastructure.

Finally, I would also call on BRTB to evaluate projects with a greater focus on sustainability, financial as well as environmental. New build projects should include an anticipated annual maintenance cost projection and, if relevant, potential replacement cost at the end of useful life.

NEB SERTSU NSertsu@bwrapidrail.com

As the developers of the Superconducting Magnetic Levitation (SCMAGLEV) train system, BaltimoreWashington Rapid Rail (BWRR) is committed to building a system that will improve the transportation landscape for the region.

The SCMAGLEV system will provide ultra-high-speed passenger rail service for thousands, diverting millions of car trips – and their harmful greenhouse gas emissions – from our roads. The reduction in emissions expected from these car trip diversions will help Maryland achieve its air quality goals, crucial for the survival of our planet and future generations.

This project will bring more than \$10 billion in direct construction spending to the region. It will also open ample opportunities to develop supporting industries, businesses, and contracts. This adds up to an unprecedented opportunity for sustainable growth for the region. Not only will we benefit locally; successful development of the SCMAGLEV will serve as a blueprint for other major metropolitan areas in the country to look to when developing sustainable growth plans.

BWRR has evaluated parts of the 2023-2026 Transportation Improvement program and provides the following comments:

1. The Description (pg. 321 of 471) should be updated to note that the Draft Environmental Impact Statement was completed on January 15, 2021.
2. The Description (pg. 321 of 471) indicates "No schedule or funding for further phases have been identified." This should be updated to reflect that the project has been awarded an additional \$26 million in federal funding; \$24 million was awarded in March 2020 and \$2 million was awarded in November 2020.

We're glad to be included in the Transportation Improvement Program and Air Quality Conformity Determination, and look forward to seeing the results.

Public Comments Received On Individual Projects

11-1402-13 MAGOTHY BRIDGE ROAD BRIDGE OVER MAGOTHY RIVER

JON KORIN korin.jon@gmail.com 21146

Bike Lane markings in the shoulders will fill a gap in that road which has bike lanes on either side of the bridge

11-2101-66 PAROLE TRANSPORTATION CENTER

JON KORIN korin.jon@gmail.com 21146

The project should include shared-use paths to provide safe access to the proposed transit center on bike or foot.

11-2101-66 PAROLE TRANSPORTATION CENTER

JON MUELLER jonmueller@comcast.net 21401

It would be greatly appreciated if a dedicated bike lane could be added to Bestgate road at least to Ridgely. The sharrows and signs do NOT slow traffic and it is extremely dangerous to ride there. Speed has increased due to new paving. Tons of \$ has been spent on sidewalks no one uses but nothing for cyclists and bike commuters other than signs. I have been writing to the county about this for over 10 years. I fear for my life every time I commute to work along Bestgate from Generals Hwy to Admiral.

11-2101-66 PAROLE TRANSPORTATION CENTER

STEVEN ONKEN annapolis@hotmail.com 21113

As long as a "multi-modal transportation center" includes bike lanes along Bestgate, I'm all for it! We need to take a hard look at making biking more practical throughout Anne Arundel County. Just came back from 10 days in Europe and they are WAY ahead of the curve on making walking and biking a priority!!!

I just HAVE to comment - though not on any link - to the area noted as "low income region", bounded by I-97, Rte. 50, Chesterfield, Hawkins, and Bacon Ridge ranch. I lived in there for 24 years. Twin Hills, The Ridges, Ashers Farms, Crosspointe, North River Forest, Hidden View Farm, are ALL comprised of homes in the 600-800K range!!! How can this possibly be a "low income region"?!? Time for a new census!!!

11-2106-13 CONWAY ROAD BRIDGE OVER LITTLE PATUXENT RIVER

STEVEN ONKEN annapolis@hotmail.com 21113

I live right off Conway and heartily endorse shoulders and sidewalks along the bridge. There is a very wide shoulder on both sides of the bridge - very conducive to cycling, and having it continue across the bridge would be very beneficial.

12-2102-03 GREENWAY MIDDLE BRANCH PHASE 2

DANIEL PASCHALL daniel@greenway.org 19121

This is a critical connection in the Baltimore Greenway Trails Network as well as the long distance trails of national significance, the East Coast Greenway and the September 11th National Memorial Trail. Please invest more funds into completing the rest of the gaps in all of these networks, and please prioritize a larger Baltimore Region Trail Network that extends into the surrounding counties with more trail connectivity to destinations, transit, parks, and homes for all.

16-0436-13 BRIDGE REPAIR AND DECK REPLACEMENT

SHAUN LEHMANN shaunboylelehmann@gmail.com 21043

This is how transportation money ought to be spent. Maintaining not expanding liabilities

16-0436-13 BRIDGE REPAIR AND DECK REPLACEMENT

C GELWICKS Colette.gelwicks@gmail.com 21113

Would love it if this could also be paired with pedestrian access since it is very difficult for people walking or biking to access the shopping area.

16-1410-41 SNOWDEN RIVER PARKWAY: BROKEN LAND PARKWAY TO OAKLAND MILLS ROAD

SHAUN LEHMANN shaunboylelehmann@gmail.com 21043

Why in a community which is actually bikeable and walkable are we expanding lanes for cars? Build the multi use lanes for bikes and pedestrians. Improve intersections with traffic circles. The traffic in this area A) Its never actually that bad except peak commute hours B) Traffic isnt caused by volume. Its caused by poor design and constant use of traffic signals when they are not necessary. There are more effecient traffic control measures to be had. Why in a

climate change reality are we expanding capacity for cars? It just doesn't make sense. Maintain the infrastructure you have now, don't overbuild and load up on liabilities you won't be able to maintain in the future.

16-1410-41 SNOWDEN RIVER PARKWAY: BROKEN LAND PARKWAY TO OAKLAND MILLS ROAD

C GELWICKS Colette.gelwicks@gmail.com 21113

Having worked in this area for several years, I'm familiar with the traffic on SRP. While there is some congestion during rush hour, it is otherwise not a problem. In addition, adding another lane will only result in drivers speeding and new accidents. What this stretch really needs is the multi-use pathway. There are bus stops along this stretch with no sidewalk to get to any of the stores. Safe ways to cross SRP are also missing. Nix the third lane and focus on the multi-use path instead.

16-1410-41 SNOWDEN RIVER PARKWAY: BROKEN LAND PARKWAY TO OAKLAND MILLS ROAD

JERARDO alfarojerardo@gmail.com 21075

It is unnecessary and reckless to continue to widen roads when this funding could be used to alleviate congestion via transit and bike/ped facilities. Induced demand is real and would only serve to congest this area even more. The planned shared use path should stay, however, the road widening should not

25-1801-41 I-95 EXPRESS TOLL LANES NORTHBOUND EXTENSION

COREY casimmerer@icloud.com 21224

We are easily spending 1.1 billion dollars (nearly a quarter of all funding in the Baltimore region) on Lexus lanes but can't build proper DC-like transit? Our streets could be as bike friendly as Amsterdam with that kind of money. We could build the entire red line, transforming the region with that kind of money.

30-2101-82 DUNDALK MARINE TERMINAL RESILIENCY AND FLOOD MITIGATION IMPROVEMENTS

LARRY BANNERMAN yrralban@gmail.com 21040

I am a former Turner Station MD 21222 resident who worked with Port Of Baltimore leadership. I love this proactive approach to preventing damage and potential loss of life at POB. Climate Change is real. Army Corps recently completed a hydrology study for Turner Station and determined that the same kinds of protection is needed. HOPEFULLY it will get funded. Take care and stay safe.

61-2301-41 MD 2: US 50 TO ARNOLD ROAD

ANONYMOUS

This project does not address the failing intersection of MD 2 @ College Parkway (just to the north of this CIP).

61-2301-41 MD 2: US 50 TO ARNOLD ROAD

JON KORIN korin.jon@gmail.com 21146

There should be a shared-use path instead of sidewalk from the B&A Trail to Rt 2

61-2302-41 MD 3: WAUGH CHAPEL ROAD/RIEDEL ROAD TO MD32/I-97

STEVEN ONKEN annapolis@hotmail.com 21113

I travel this route every single day! A third lane would be hugely beneficial in alleviating some of the bottlenecks along that stretch of Route 3.

63-1704-13 US 1: BRIDGE REPLACEMENT OVER CSX

ABRAHAM DRUDE abepdrude@gmail.com 21227

To start, I really want to thank you for the work you do here. I believe this aspect of government is so crucial yet not nearly as recognized by the public as it should be.

Forgive me if I misunderstood the details of this project but I beg that you consider extending the bike lane from the Halethorpe Marc Station on Route 1, on to the bridge, and up to the Guinness Brewery. That would add an extremely valuable element of accessibility and even touristy appeal to the location/area. The possibilities that could lay a foundation for could not be overstated.

Also on the topic of the bike lanes I also feel the need to bring this up. This segment will be much longer but I ask that you hear me out, if not for this plan then the next soonest possible. And if this is just completely outside of your jurisdiction then please at least consider the design implications. The bike lanes at the Halethorpe Marc Station and along that entire section of Route 1 are not something I would consider safe. At first glance they could really be seen as unremarkable, a dedicated bike lane for each direction that lies between the road and a shoulder functioning to provide additional parking for the station and local businesses. However the biggest issue I've found is the fact that the bike lanes are between the road and shoulder. That dynamic implies the bike lane acts as a buffer for parked cars, which essentially makes the safety of cyclists, of people, less valuable than a parked car. Worse yet there's no buffer for the bike lane itself, all it has is the 4 inches of a painted lane line for a 40mph road. Well really most cars will go 50 or 60 even because it's a long, wide, and focused single lane each way. This flaw in the design language absolutely discourages people from using the bike lanes. People can almost subconsciously recognize the danger. I rarely, if ever, see someone using these bike lanes yet there is an entire town built around this train station, it simply begs people to bike or walk to it. Personally I couldn't use that lane without feeling like a car was going to just blast me from behind at 50mph and honestly I wasn't exactly sure how to say this but it absolutely broke my heart to see this fear become a reality for someone.

About two weeks ago I witnessed the horrible aftermath of a cyclist being hit by a car while using these lanes outside the Marc station. Given the location of the accident it seemed like they were about to use the on ramp so as to get across the bridge despite there not being any real accessibility for cycling. The cyclist was in clear agony, the driver was dumbfounded to find themselves in this situation, and the cops there almost seemed to share that confusion while doing their best to help the injured man. The first thing that came to me was fury, just complete anger at the ridiculousness of it all but I've come to understand that there may be a way to prevent this from happening again.

The dynamic I mentioned earlier should be the inverse. That side parking the shoulder provides should be the one that acts as a buffer for the bike lane. In fact, that is the minimum standard of safety for many places that had found the need to figure this out. The concern for the proximity of parked cars also opens the idea of introducing traffic calming for the area. You can reduce the speed to 30mph for that stretch, narrow the road, and assert a design language that forces drivers to pay attention to their surroundings. Not only would addressing this bring a much needed increase in safety, a subtle but substantial economic boost would come to the area. Whether it be the increase in transit ridership from Arbutus and Halethorpe or influx from people out of town who might find the area appealing to visit, especially with the only Guinness Brewery in the US being there, if done right there could be a significant reduction in maintenance costs for that section of road from the result of multiple elements. Such as less asphalt to repave, reduced wear from slower speeds, etc. This could be a foundation or critical stepping stone for future cost effective traffic calming methods and pedestrian/cyclist friendly planning. (Maybe taking a look at the nearby Patapsco State Park Entrance down the road from the brewery for instance. It's right at the entrance of Relay too, I dunno, just saying)

Anyway, I can't thank you enough for taking the time to read my long winded comment. I only hope that you begin to see in this unremarkable station the potential that I do."

63-1802-41 I-695: I-70 to MD 43

JERARDO

alfaro.jerardo@gmail.com

21075

With an estimated cost of \$180 million why does the state insist on building more and more lanes. More lanes do not fix traffic this induced demand is seen in cities across the country (LA, Houston, Dallas, etc). This would only serve to cause more congestion and more pollution during a climate crisis. Funding has to be redirected from road widening projects like this to more robust public transit.