

***ADDENDUM***  
**TO THE BALTIMORE REGION FY 2016-2017  
UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING**

APRIL 26, 2016

**PREPARED FOR THE  
BALTIMORE REGIONAL TRANSPORTATION BOARD**

The designated Metropolitan Planning Organization for  
the Baltimore Region



The BRTB is staffed by the:  
BALTIMORE METROPOLITAN COUNCIL

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The U.S. Department of Transportation, (the Federal Highway Administration, and the Federal Transit Administration) and the Maryland Department of Transportation contributed funding towards the preparation of the FY 2016-2017 Unified Planning Work Program.

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**BALTIMORE REGION  
FY 2016-2017 UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING**

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**The Honorable Allan Kittleman  
Chairman  
Baltimore Regional Transportation Board**

**Todd R. Lang  
Director Transportation Planning  
Baltimore Metropolitan Council**

**April 26, 2016**

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**Produced under the auspices of the Baltimore Regional Transportation Board,  
the Metropolitan Planning Organization for the Baltimore Region**

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**The Honorable David Craig, Secretary, Maryland Department of Planning \***

Ms. Bihui Xu, Planner, Office of Smart Growth

\* Denotes non-voting members

## Table of Contents

I.	INTRODUCTION.....	4
II.	APPENDIX A FY 2017 BUDGET DETAILS .....	8
III.	APPENDIX B LOCAL PARTICIPANTS: SUBAREA PROJECTS.....	13
	BALTIMORE CITY SUBAREA .....	14
	HOWARD COUNTY SUBAREA.....	16
	REGIONAL SUBAREA .....	17
IV.	APPENDIX C NEW FOCUS AREAS WITHIN EXISTING TASKS .....	21
V.	APPENDIX D PUBLIC REVIEW PROCESS .....	28

# INTRODUCTION

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## UNIFIED PLANNING WORK PROGRAM DEVELOPMENT PROCESS

The Fiscal Year (FY) 2016-2017 Unified Planning Work Program (UPWP) outlines the planning activities to be performed by all state, regional, and local participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2015 through June 30, 2017). It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in this process.

The work program reflects a careful consideration of critical transportation issues currently facing the region, as well as the analytical capabilities needed to address them. The UPWP is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

It is through the FY 2016-2017 UPWP, as well as previous UPWP initiatives, that the Baltimore Regional Transportation Board (BRTB), acting as the designated metropolitan planning organization (MPO), will address and support the short-term and long-range transportation planning priorities of the Baltimore metropolitan area. In November 2015, the BRTB approved *Maximize2040: A Performance-Based Transportation Plan*, the current long-range regional transportation plan that guides the region's short-term and long-term multimodal investments. The BRTB is now focusing on implementation of that Plan and continued development of processes and procedures to address requirements related to performance-based planning and programming. This UPWP includes studies and programs to those ends.

The UPWP is funded through an 80 percent planning grant provided by FHWA and FTA and a 20 percent match provided by the Maryland Department of Transportation (MDOT) and the local governments of the Baltimore metropolitan planning area. Federal funding sources include Title 1, Section 112 metropolitan planning funds (Federal Highway Act (PL-93-87)) and Title III, Section 5303 metropolitan planning funds. The total funding proposed for the FY 2016 transportation planning activities for the Baltimore region is \$6,586,080. **For FY 2017, the total proposed funding is \$6,502,910.**

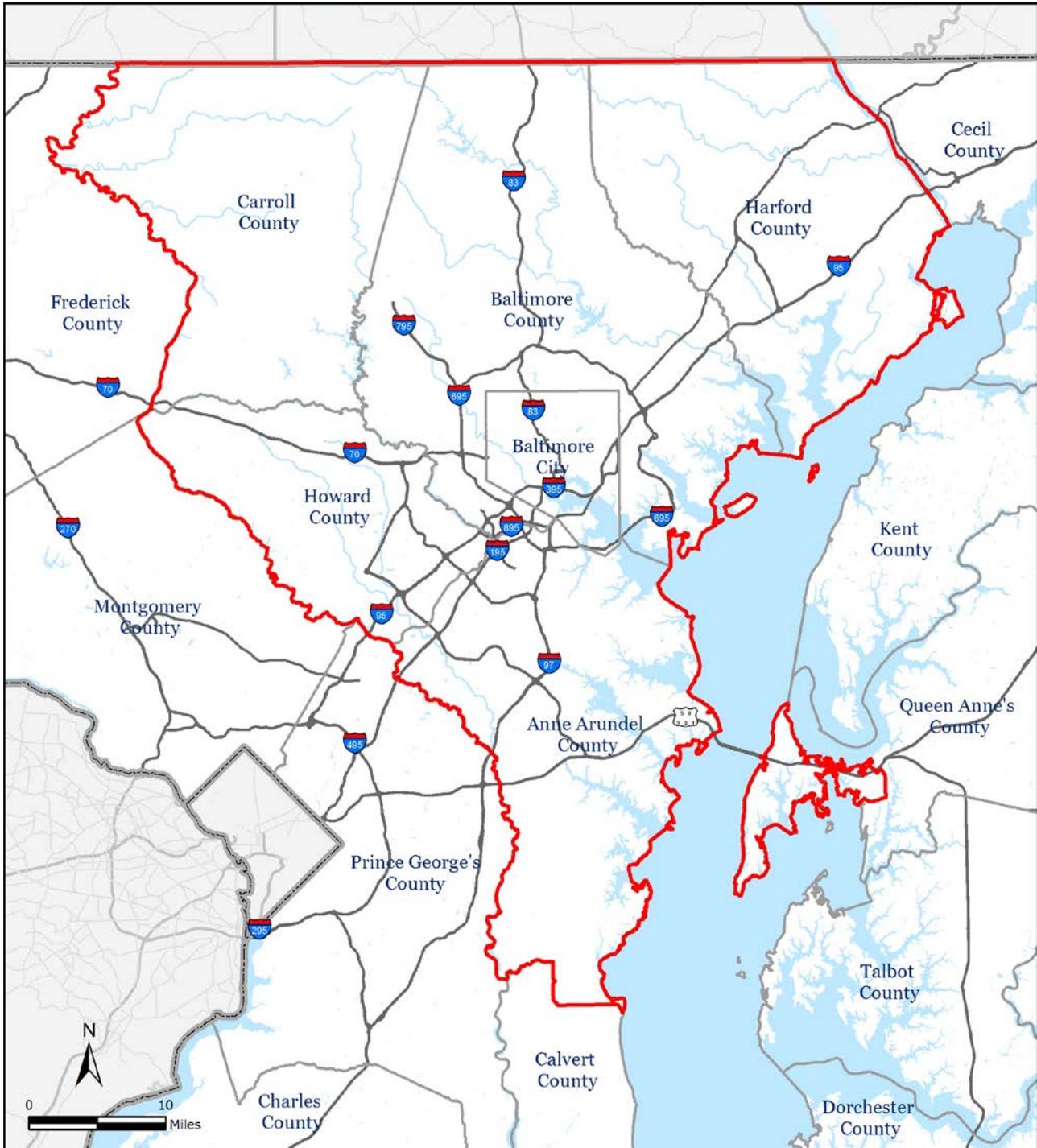
Prior to this version, the UPWP had been developed annually beginning in December, with approval in March or April. This version is the first that will cover a two-year period. Developing this UPWP has relied on the continued cooperation among State (specifically transportation, air quality and planning agencies), local and regional entities. The FY 2016-2017 UPWP was prepared with the involvement of these organizations, acting through the BRTB and its subcommittee structure.

The work tasks delineated in the UPWP are performed primarily by staff working in the Transportation Planning Division of the Baltimore Metropolitan Council (BMC), with limited support provided by other functioning units within the BMC. Specific elements of the UPWP, at times, are contracted out to consultants in accordance with the work program project descriptions and the budget. Some UPWP funds are also "passed through" to local jurisdiction members of the BRTB for specific transportation planning studies that support the regional transportation planning process.

## METROPOLITAN PLANNING AREA

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City as well as Anne Arundel, Baltimore, Carroll, Harford, Howard and portions of Queen Anne's counties (see **Figure 1** for the geographic location of each participating local jurisdiction).

FIGURE 1  
THE BALTIMORE REGION



The planning area is part of the 2010 U.S. Census Bureau's Baltimore-Columbia-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen-Havre De Grace-Bel Air Urbanized Area, the Westminster Urbanized area, and a portion of Queen Anne's County. Also included within the Baltimore region are thirteen smaller incorporated municipalities. The renamed Baltimore-Towson metropolitan area (excluding Queen Anne's County) has also been designated by the Environmental Protection Agency (EPA) as a "moderate" non-attainment area for the 8-hour ozone standard and a maintenance area for fine particulate matter (PM<sub>2.5</sub>). The entire non-attainment area is in the northern portion of the 2010 U.S. Census Bureau designated Washington-Baltimore-Northern Virginia, DC-MD-VA-WV Combined Statistical Area (CSA).

#### **PUBLIC INPUT INTO THE UPWP**

In keeping with the proactive public involvement spirit of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94), this Addendum to the FY 2016-2017 UPWP is being released to the public for a 30-day review and comment opportunity.

#### **METROPOLITAN TRANSPORTATION PLANNING**

The most recent federal transportation legislative program, Fixing America's Surface Transportation (FAST) Act, was signed into law by President Obama on December 4, 2015. FAST preserves the commitment to the metropolitan transportation planning process established in previous federal initiatives. On February 14, 2007, the U.S. Department of Transportation (U.S. DOT) issued the latest regulations regarding metropolitan transportation planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Transportation Improvement Program and the Long-Range Transportation Plan. Federal agencies are expected to update these regulations to reflect key changes in MAP-21 from previous transportation legislation that include an increased focus on performance measures and relating these measures to prioritization of projects in key MPO documents. These regulations may be further modified to reflect the FAST Act.

**APPENDIX A**

**FY 2017 BUDGET DETAILS**

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**BALTIMORE REGION UPWP**  
**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM**

**FY 2017 UPWP BUDGET**

**SOURCES**

	FHWA	FTA	MDOT	LOCAL	UPDATED TOTAL	ORIGINAL* TOTAL
Unencumbered Balance					\$0	
FY 17 Appropriations	\$3,352,417	\$1,211,352	\$548,500	\$752,082	\$5,864,351	\$ 5,794,181
FY 16 Carryover	\$471,639	\$168,215			\$639,854	\$0
FY 17 Funds Available	\$3,824,056	\$1,379,567	\$548,500	\$752,082	\$6,504,205	\$ 5,794,181

**USES**

	UPDATED	ORIGINAL
BMC Staff	\$4,640,000	\$ 4,505,000
Consultants	\$845,000	\$ 682,000
<b>BMC Total</b>	<b>\$5,485,000</b>	<b>\$ 5,187,000</b>
City of Annapolis	\$28,890	\$ 22,700
Anne Arundel County	\$138,020	\$ 69,830
Baltimore City	\$292,785	\$ 106,595
Baltimore County	\$126,850	\$ 110,660
Carroll County	\$88,505	\$ 70,815
Harford County	\$113,930	\$ 112,740
Howard County	\$228,930	\$ 112,740
<b>Local Total</b>	<b>\$1,017,910</b>	<b>\$ 606,080</b>
<b>TOTAL USES</b>	<b>\$6,502,910</b>	<b>\$ 5,793,080</b>

\* Original Total published in April, 2015

**BALTIMORE REGION UPWP**  
**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM**

**FY 2017 WORK PROGRAM BY TASK & FUND SOURCE**  
**(\$)**

	FHWA	FTA	MDOT	LOCAL	TOTAL
UPWP Management	489,804	176,596	66,000	100,600	833,000
Public Participation & Comm. Outreach	105,840	38,160	18,000	18,000	180,000
Professional Consultant Services	496,860	179,140	84,500	84,500	845,000
Long-Range Planning	58,800	21,200	10,000	10,000	100,000
Ladders of Opportunity	47,040	16,960	8,000	8,000	80,000
Congestion Management Process	94,080	33,920	16,000	16,000	160,000
Operations Planning	76,440	27,560	13,000	13,000	130,000
Safety Planning and Analysis	76,440	27,560	13,000	13,000	130,000
Bicycle and Pedestrian Planning	83,020	29,932	10,000	18,238	141,190
Freight Mobility Planning	76,440	27,560	13,000	13,000	130,000
Transit Planning and Ladders of Opportunity	135,240	48,760	23,000	23,000	230,000
Emergency Preparedness Planning	58,800	21,200	10,000	10,000	100,000
Transportation Equity Planning	52,920	19,080	9,000	9,000	90,000
Development Monitoring	129,360	46,640	22,000	22,000	220,000
Monitoring System Perform. & Reliability	102,900	37,100	17,500	17,500	175,000
Databases and Travel Surveys	82,320	29,680	14,000	14,000	140,000
GIS Activities	207,987	74,989	33,500	37,244	353,720
Demographic and Socioeconomic Forecasting	343,630	123,894	22,000	94,881	584,405
Analysis of Regional Data and Trends	64,680	23,320	11,000	11,000	110,000
Technical Analysis in Support of State Initiatives	117,600	42,400	20,000	20,000	200,000
Current Simulation Tools	188,160	67,840	32,000	32,000	320,000
Expanding the Region's Toolset	173,460	62,540	29,500	29,500	295,000
Transportation Improvement Program	76,790	27,686	10,000	16,119	130,595
Environmental Planning	191,100	68,900	32,500	32,500	325,000
Air Quality Conformity Analysis	64,680	23,320	11,000	11,000	110,000
Subarea Analysis (Local)	229,320	82,680	0	78,000	390,000
<b>Total</b>	<b>3,823,711</b>	<b>1,378,617</b>	<b>548,500</b>	<b>752,082</b>	<b>6,502,910</b>

**BALTIMORE REGION UPWP**  
**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM**

**FY 2017 FUNDING BY TASK AND PROJECT SPONSOR**

WORK TASKS	BMC SHARE	ANNAPOLIS SHARE	ANNE ARUNDEL COUNTY SHARE	BALTIMORE CITY SHARE	BALTIMORE COUNTY SHARE	CARROLL COUNTY SHARE	HARFORD COUNTY SHARE	HOWARD COUNTY SHARE	TOTAL
UPWP Management	660,000	20,000	25,000	25,000	25,000	28,000	25,000	25,000	\$833,000
Public Participation & Comm. Outreach	180,000								\$180,000
Professional Consultant Services	845,000								\$845,000
Long-Range Planning	100,000								\$100,000
Ladders of Opportunity	80,000								\$80,000
Congestion Management Process	160,000								\$160,000
Operations Planning	130,000								\$130,000
Safety Planning and Analysis	130,000								\$130,000
Bicycle and Pedestrian Planning	100,000	5,000	5,000	5,000	5,000	11,190	5,000	5,000	\$141,190
Freight Mobility Planning	130,000								\$130,000
Transit Planning and Ladders of Opportunity	230,000								\$230,000
Emergency Preparedness Planning	100,000								\$100,000
Transportation Equity Planning	90,000								\$90,000
Development Monitoring	220,000								\$220,000
Monitoring System Perform. & Reliability	175,000								\$175,000
Databases and Travel Surveys	140,000								\$140,000
GIS Activities	335,000	2,620	2,620	2,620	2,620	3,000	2,620	2,620	\$353,720
Demographic and Socioeconomic Forecasting	220,000		37,400	70,000	76,230	28,315	76,230	76,230	\$584,405
Analysis of Regional Data and Trends	110,000								\$110,000
Technical Analysis in Support of State/Local Initiatives	200,000								\$200,000
Current Simulation Tools	320,000								\$320,000
Expanding the Region's Toolset	295,000								\$295,000
Transportation Improvement Program	100,000	1,270	3,000	10,165	3,000	3,000	5,080	5,080	\$130,595
Environmental Planning	325,000								\$325,000
Air Quality Conformity Analysis	110,000								\$110,000
Boston Street Gateway Corridor Subarea				165,000					\$165,000
TDP Update - System Redesign Subarea			50,000					50,000	\$100,000
Complete Streets Regulations Subarea								50,000	\$50,000
Regional Patapsco Greenway Subarea*			15,000	15,000	15,000	15,000		15,000	\$75,000
<b>TOTAL</b>	<b>5,485,000</b>	<b>28,890</b>	<b>138,020</b>	<b>292,785</b>	<b>126,850</b>	<b>88,505</b>	<b>113,930</b>	<b>228,930</b>	<b>6,502,910</b>

\* Note: BMC will manage the consultant contract for the Regional Patapsco Greenway project (\$100,000 in Professional Consultant services category)

BALTIMORE REGION UPWP  
FY 2016-2017 UNIFIED PLANNING WORK PROGRAM

**FY 2017 SUBAREA ANALYSIS - LOCALS  
PROJECTS & FUND SOURCE**

WORK TASKS	FHWA	FTA	MDOT	LOCAL	TOTAL
<b>Anne Arundel County</b> (TDP Update - System Redesign \$50,000) (Regional Patapsco Greenway \$15,000)	\$38,220	\$13,780	\$0	\$13,000	\$65,000
<b>Baltimore City</b> (Boston Street Gateway Corridor Study \$165,000) (Regional Patapsco Greenway \$15,000)	\$105,840	\$38,160	\$0	\$36,000	\$180,000
<b>Baltimore County</b> (Regional Patapsco Greenway \$15,000)	\$8,820	\$3,180	\$0	\$3,000	\$15,000
<b>Carroll County</b> (Regional Patapsco Greenway \$15,000)	\$8,820	\$3,180	\$0	\$3,000	\$15,000
<b>Howard County</b> (TDP Update - System Redesign \$50,000) (Complete Streets Regulations \$50,000) (Regional Patapsco Greenway \$15,000)	\$67,620	\$24,380	\$0	\$23,000	\$115,000
<b>SUBAREA TOTALS</b>	\$229,320	\$82,680	\$0	\$78,000	\$390,000

Note: BMC will manage the consultant contract for the Regional Patapsco Greenway project (\$100,000 in Professional Consultant Services category)

**APPENDIX B**

**LOCAL PARTICIPANTS: SUBAREA PROJECTS**

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**BALTIMORE CITY**

**HOWARD COUNTY**

**REGIONAL SUBAREA**

**BALTIMORE CITY SUBAREA**

**PROJECT: BOSTON STREET MULTIMODAL CORRIDOR STUDY**

**PURPOSE:** To identify multimodal transportation options, alignment, traffic and safety issues on Boston Street from I-95 to South Lakewood Avenue in order to close the transportation gap resulting from the proposed MTA rail transit project not moving forward.

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The study will provide alternative recommendations for improved truck access, pedestrian and bicycle accommodation, residential and commuter travel, and improved safety along the corridor. The study will also identify design alternatives for the corridor in order to accommodate multi modal transportation. The study will benefit the region, by identifying an appropriate roadway typical section to balance the needs of regional commuters and freight movement as well as protect neighborhood goals and accommodate alternative transportation choice.

**FY 2017 PERFORMANCE OBJECTIVES:**

1. Review current planning and engineering documents, including parking lot planning documents for the past ten years of study by Baltimore City DOT, MTA, and partner agencies.
2. Collect and analyze current traffic volumes including single occupancy vehicles, pedestrians, and bicyclists on Boston Street for the AM and PM peak periods.
3. Analyze current pedestrian, bicycle, transit, access for residents, commuters, and visitors including parking, multi-modal transfers, and ADA accommodations.
4. Analyze current truck routes.
5. Collect and analyze crash data along Boston Street within the study limits.
6. Make recommendations for multi modal transportation improvements including: pedestrian and bicycle accommodation, opportunities for commuter park-and-ride, and other traffic, pedestrian, and safety measures for the corridor.

**BALTIMORE REGION UPWP**  
**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM**

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PRODUCTS/MILESTONES	SCHEDULE
Review current planning and engineering documents for Boston Street (Last 10 years) including parking lot planning documents created during the Red Line planning process. Collect and analyze current traffic (vehicle, pedestrian and bicycle) volume on Boston Street and collect the number of single-occupant vehicles during periods of peak volume.	1 <sup>st</sup> and 2 <sup>nd</sup> Quarter
Analyze current pedestrian, bicycle, commuter shuttle and transit access including parking opportunities to transfer to multimodal transit. Analyze current truck routes. Collect and analyze crash data along Boston Street within the study limits.	2nd and 3rd Quarter
Make recommendations for multi modal transportation improvements, pedestrian and bike accommodation, opportunities for commuter shuttles, parking lots and other traffic and pedestrian safety measures for the corridor.	4 <sup>th</sup> Quarter
Final Report	4 <sup>th</sup> Quarter

**PARTICIPANTS:** Baltimore City DOT, Consultant, Baltimore City Planning Department, MdTA, MTA, Baltimore County.

**BUDGET:** \$165,000

**HOWARD COUNTY SUBAREA**

**PROJECT:**      **COMPLETE STREETS REGULATIONS - BICYCLE AND PEDESTRIAN MOBILITY**

**PURPOSE:**      Evaluate and update County Design Manuel and County Subdivision Codes relating to Complete Streets Standards.

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This project will evaluate the County’s subdivision and design manual and provide recommendations on updates to integrate a complete street policy into the County’s subdivision and design manual.

**FY 2017 PERFORMANCE OBJECTIVES:**

1.      Kick-off meeting to coordinate with key stakeholders and determine roles and responsibilities. Develop scope of work, project goals and parameters.
2.      Finalize scope of work for consultant. Provide consultant assistance for data gathering and coordination among stakeholders.
3.      Determine issues in the County’s subdivision and capital project process that do not adequately provide bicycle and pedestrian facilities and do not meet complete street criteria.
4.      Develop complete street policies for County capital projects including consideration for nutrient and stormwater run-off. Produce a complete streets manual for County Capital Projects. Determine complete street policies for County land development procedures.
5.      Develop modifications to the County subdivision regulations and Design Manual specifications that will achieve the complete street policies.
6.      Develop Complete Streets policy report. Coordinate with the County Administration and develop subdivision and design manual recommendations to the County Council for adoption.

<b>PRODUCTS/MILESTONES</b>	<b>SCHEDULE</b>
Advertise and select consultant. Develop a scope of work.	1 <sup>st</sup> Quarter
Coordinate with stakeholders and determine complete street issues for capital budgeting and land development policies and regulations	2 <sup>nd</sup> Quarter
Develop complete street policies, recommendations and report.	3 <sup>rd</sup> Quarter
Develop subdivision and design manual changes and submit to the Howard County Administration and County Council for adoption.	4 <sup>th</sup> Quarter

**PARTICIPANTS:**      Howard County, Consultant

**BUDGET:**              \$50,000

**REGIONAL SUBAREA**

**PROJECT: REGIONAL COORDINATION AND PLANNING, TRANSIT SERVICE STUDY**

**PURPOSE:** Planning study to review existing RTA route alignments and make recommendations regarding revising the system route structure. Planning effort would be coordinated among Howard, Anne Arundel, and Prince George’s Counties and the City of Laurel, as well as the Regional Transportation Agency of Central Maryland (RTA), its stakeholders, MTA, and the City of Annapolis. Study will assess current transit route alignment ridership, gaps in service and headways in order to provide options to enhance and upgrade transit service in the region.

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Over the next year, Howard and Anne Arundel Counties will be developing new 5-year Transit Development Plans (TDP’s). MTA will be providing funds for both of these planning efforts. TDP’s generally look at opportunities to improve route alignments “on the margins.” However, the RTA routes have not been truly updated or rationalized in more than a decade. Since the routes are now part of a regional system, Howard and Anne Arundel Counties have decided to conduct a combined TDP effort, allowing for some cost-efficiencies. However, additional funding will be required in order to conduct a complete route analysis, from scratch. This study would provide funding and staff support for regional coordination, planning, data collection and consultant services related to the proposed transit service study.

This is a large project that will require significant participation and effort from Howard County, Anne Arundel County, RTA and Consultant to provide a comprehensive evaluation of the current and future, potentially viable transit service route alignments, headways, ridership, park-and-ride locations, bus stop location and connections to other regional transportation services. (e.g. MTA Commuter Routes, MARC, WMATA)

**FY 2017 PERFORMANCE OBJECTIVES:**

1. Kick-off meeting to coordinate with key stakeholders and determine roles and responsibilities. Develop scope of work, project goals and parameters, and budget.
2. Finalize scope of work for consultant. Provide consultant assistance for regional information and coordination among stakeholders.
3. Collect, compile and evaluate data on. RTA performance, travel desire lines, demographics, etc.
4. Recommend changes to RTA routes and schedules necessary to meet transit performance standards and increase system efficiency as feasible based on public feedback and funding constraints.
5. Conduct public meetings to present findings and proposed changes to RTA transit routes
6. Develop cost estimates for transit route changes/alterations and new route planning implementation.
7. Compile findings and results.
8. Use the Transit Score and/or other data-driven regional toolkits as appropriate to assist stakeholders and members of the public in understanding and prioritizing future transit service recommendations.



**REGIONAL SUBAREA**

**PROJECT: REGIONAL COORDINATION AND PLANNING, REGIONAL PATAPSCO GREENWAY**

**PURPOSE:** Coordinate with, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Howard County, the Department of Natural Resources, State Highway Administration and the Patapsco Heritage Greenway Inc. to initiate and develop a study to guide the development of the Regional Patapsco Greenway (RPG), a proposed shared use pathway network connecting the Inner Harbor, Catonsville, Ellicott City, Elkridge, Sykesville and the BWI Trail.

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This project would provide funding and staff support for regional coordination and planning related to the proposed Regional Patapsco Greenway (RPG), a shared use pathway system connecting the Inner Harbor, Catonsville, Ellicott City, Elkridge, Sykesville and the BWI Trail.

This is a large project that will require significant planning efforts over a period of several years. The participation and support of Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Howard County, the Department of Natural Resources, State Highway Administration and the Patapsco Heritage Greenway Inc. are critical and the Baltimore Metropolitan Council is an appropriate group to provide the regional coordination.

This planning effort will determine feasibility, explore potential alignment options, review environmental impacts, identify fatal flaws and provide preliminary cost estimates.

The RPG would connect many points of interests for active transportation and recreation, with the potential to become a popular attraction with positive economic impacts from trail tourism and outdoor recreation. A recent University of Maryland graduate student capstone project estimated increased annual business revenue of \$54 million for businesses along the pathway if it were built.

The RPG would connect to the existing BWI Trail, which also connects to the popular B&A Trail to Annapolis. It should also be coordinated with East Coast Greenway efforts between Baltimore City and Annapolis.

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**FY 2017 PERFORMANCE OBJECTIVES:**

1. Develop project management plan, including identifying a core participants group and representatives. Identify a broader stakeholder group.
2. Develop a scope of work for a consultant. Provide consultant assistance for regional information and coordination among stakeholders.
3. Develop project goals and parameters. Identify potential alignment options.
4. Compile data for alignment options.

**BALTIMORE REGION UPWP**  
**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM**

PRODUCTS/MILESTONES	SCHEDULE
Identify core participants group and representatives. Identify broader stakeholder group.	1 <sup>st</sup> Quarter
Identify appropriate consultant support, develop scope and finalize contract.	1 <sup>st</sup> Quarter
Develop project goals and parameters. Identify potential alignment options.	2 <sup>nd</sup> and 3 <sup>rd</sup> Quarters
Data gathering for alignment options.	3 <sup>rd</sup> and 4 <sup>th</sup> Quarters

**PARTICIPANTS:** Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Howard County, the Department of Natural Resources, State Highway Administration and the Patapsco Heritage Greenway Inc., Consultant.

<b><u>BUDGET:</u></b>	Anne Arundel County	\$15,000
	Baltimore City	\$15,000
	Baltimore County	\$15,000
	Carroll County	\$15,000
	Howard County	\$15,000
	BMC	\$100,000 (to manage consultant)
	<b>Total:</b>	<b>\$175,000</b>

## **APPENDIX C**

### **NEW FOCUS AREAS WITHIN EXISTING TASKS**

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**FOCUS AREA:** Regional Attitudes and Behavior Differences in Commuter Travel Options

**ADD TO TASK:** Databases and Travel Surveys

**PURPOSE:** Capture data on differences in attitudes and behaviors in the Baltimore region's population (transit users and non-users) with respect to public transportation choice and other alternative transportation options (ridesharing, teleworking, vanpools, transit, biking, and walking) to understand which characteristics and beliefs are behind those differences. Captured data will allow the region to explore what factors generally draw people to public transportation and/or alternative transportation options.

*Maximize2040* has identified transit as a congestion management strategy in reducing congestion and increasing mobility. The regional performance indicators have a 2040 target of 500,000 new weekday transit users. Local comprehensive plans, where appropriate, have incorporated Maryland Smart Growth transit principles on density, mixed use, and urban form (sidewalks, grid street network). The BaltimoreLINK proposal contains seven Express BusLINK routes to greatly improve suburb-to-suburb transit connectivity. The survey design/sampling plan will allow for comparisons across geography, age group, quality of transit, levels of transit use, levels of population density and other characteristics. The captured data will assist the BRTB in prioritizing and implementing transit amenities and factors that influence the choice of transit and/or alternative transportation options.

**POTENTIAL TASKS:**

- Develop plans for survey design/sampling, recruitment, and expansion.
- Identify survey medium (phone, on-line, administer assisted tablet).
- Conduct survey.
- Tabulate and summarize findings.

**FOCUS AREA:** Training Opportunities

**ADD TO TASK:** UPWP Management

**PURPOSE:** Provide training to staff members of jurisdictions and partner agencies. Some examples of training that jurisdictions have mentioned include training in traffic modeling packages such as VISSIM and in the NEPA process.

**POTENTIAL TASKS:**

- BMC staff will poll BRTB and Technical Committee members to get a better idea of which additional specific training topics they would find helpful. Subsequent steps would depend on the specific types of training chosen and the resources that offer those types of training.
- BMC staff will investigate specific resources that could provide training such as the National Highway Institute, the National Transit Institute, the Technology Transfer (T2) Center, other public and private organizations, or consultant expertise.

**FOCUS AREA:** Traffic Management and Operations

**ADD TO TASK:** Operations Planning

**PURPOSE:** Identify congestion management strategies for locally-maintained corridors that have serious operational issues. There are many locally maintained corridors that have serious operational issues. This task will use a Congestion Management Process to identify these corridors using accurate, up-to-date information on system performance, assess alternative strategies for congestion management that meet state and local needs, and identify congestion management strategies that could best be moved into the funding and implementation stages.

**POTENTIAL TASKS:**

- Collect data on system performance to define the extent and duration of congestion and determine the causes of congestion. This process will use state-of-the-art tools, technologies, and data from ITS, CHART, the I-95 Corridor Coalition Vehicle Probe Project suite, and corridor modeling.
- Identify congestion management strategies. Possible congestion mitigation strategies include geometric improvements, adaptive traffic signal control, and other strategies to reduce recurring and non-recurring congestion.
- Implement selected strategies, including development of an implementation schedule and identification of possible funding sources for each selected strategy.

The intent is to pilot a single corridor in each jurisdiction (selected by the jurisdiction). BMC staff will organize and conduct the analysis working closely with local jurisdiction representatives; state representatives will also be included to ensure coordination at all levels.

**FOCUS AREA:** Locally Operated Transit Systems (LOTS) Funding and Support

**ADD TO TASK:** Transit Planning and Ladders of Opportunity

**PURPOSE:** Further facilitate discussions between the MPO and local and state transit operators as part of the 3-C process. The current transit voting member has established regular meetings to continue to explore current issues of concern as well as to prepare to undertake MAP-21/FAST initiatives, particularly related to performance measures.

**POTENTIAL TASKS:**

- Cooperative Procurement: How can MTA expand its existing open contract of cut-away buses to other vehicles (e.g., support vehicles), equipment, and some types of supplies (e.g., magnetic strip card and smart card for electronic fare collection systems)? Can BMC's regional purchasing committee support transit needs?
- Compatibility of Electronic Fare Media Systems: Consider multi-agency fare media recognition/acceptance. The current MD Statewide Intelligent Transportation Systems (ITS) Architecture is to ensure sharing data between stakeholders.
- Better on-street Bus Stops: Trips begin at bus stop locations. Bus stop locations are scattered throughout the service area. These locations are often controlled by local jurisdictions rather than by the transit agency. Local jurisdictions and transit agencies share responsibilities concerning stop location decisions, stop installation, and stop maintenance. Where is the research at the MPO level that reports on major issues and successful approaches that address on-street bus stops from both the transit agencies and the customers perspective?

**FOCUS AREA:** Alternative Transportation Options

**ADD TO TASK:** Split between: Bicycle and Pedestrian Planning, Transit Planning and Ladders of Opportunity

**PURPOSE:** Coordinate collection of and reporting on data related to alternative transportation options, including ridesharing, teleworking, vanpools, transit, biking, and walking. Better data on alternative commuting could help in documenting trends, provide better modeling inputs, evaluate the effectiveness of existing transportation emission reduction measures, assist planners in better designing TERMS and commuting options in the future, and respond to current and emerging performance measures.

Little data on alternative transportation use are available on a regional basis. Although teleworking is a growing trend in the U.S., there is very little local data on the number and commuting habits of teleworkers. National data shows that biking has increased over the past 20 years. While several jurisdictions have bicycle count programs, and BMC has performed bike count services as well, additional data on a larger scale could be used to analyze demand for development of inter-jurisdictional bike/pedestrian facilities to create regional connections and fill key missing links.

**POTENTIAL TASKS:**

- Consider ad-hoc or standing committee on alternative transportation / TDM (group would work on data, policy, outreach/marketing of TDM)

*Data Collection*

- Assess current status of alternative commuting in the Baltimore region. Explore opportunities to better coordinate data collection on alternative commuting.
- Develop and implement a survey of people who sign up for TDM services through MetroRideshare to determine whether and how often they rideshare (or other alternative commuting), and their general origin and destination (whether within or outside the region).
- Develop and implement a survey of employers in the region to determine whether they support teleworking of employees, the number of employees who telecommute, etc.
- Determine what data exists and where there is a need for additional data on bike/pedestrian commuting and transit usage.
- Determine data collection metrics that could be used in Traffic Impact Studies (TIS).
- Review commuter park-and-ride lots – including ownership, spaces, amenities and associated transit services.

*Policy Development*

- Develop a regional Travel Demand Management (TDM) Policy. Potential for local jurisdictions to set individual targets on alternative transportation usage.

*Outreach/Marketing*

- BMC web site: update sections discussing transportation options, with upkeep schedule.
- Additional marketing ideas to be developed by a TDM committee.

**FOCUS AREA:** Household Travel Survey

**ADD TO TASK:** Databases and Travel Surveys

**PURPOSE:** Understand household and individual travel behavior: How, When, Where, and Why People Travel. The previous household travel survey, which was conducted in 2007-2008, included a random sample of 4,650 Baltimore region households, each of which kept a travel diary on its assigned day of travel. BMC staff has recommended that a future household travel survey commence in CY 2018. Staff is also considering the use of a smartphone application, which would replace the paper travel diary, to reduce survey burden on participants, increase accuracy, and improve the efficiency of survey processing.

**POTENTIAL TASKS:**

- Continue to interview other metropolitan planning organizations (MPOs) or agencies with recent experience fielding a household travel survey.
- Refine smartphone application specifications.
- Review results of MWCOG pilot test.
- Identify partners for travel survey such as health professionals researching “active transportation”.
- Develop a survey plan.
- Conduct one-day household travel survey capturing all household member travel.

**FOCUS AREA:** Sponsored Regional Events

**ADD TO TASK:** Public Participation and Community Outreach

**PURPOSE:** Active participation, by the public and partner agencies alike, is an essential part of a meaningful transportation planning process. The BRTB has affirmed that it is important to ask for public participation, not just wait for it. Thus, this task is suggested as a means to more actively engage people and organizations early and often using a variety of methods. An Event Management program would cover strategic planning, site management, marketing and sponsorship, human resource management and volunteer recruitment, and event evaluation.

Regional events will help advance the transportation planning process by engaging and enabling the public and partner agencies. This will improve relationships, increase trust and remove barriers, provide learning and sharing opportunities, and foster community pride.

**POTENTIAL TASKS:**

- Create an Events Committee and hold quarterly meetings to accomplish the work. This group will define events for the year and work with BMC staff to:
  - a. Develop standards including: Involvement – Identify and involve interested people and organizations; Support – Identify and overcome barriers to involvement; and Planning – Gather evidence of needs and available resources. Use this to agree to purpose, scope, and timescale of engagement and the actions to be taken.
  - b. Working Together – Agree on and use clear procedures to enable participants to work with one another efficiently and effectively. Sharing Information – Ensure the communication of necessary information among participants. Feedback – Communicate results of the engagement to the wider community and agencies affected.

**BALTIMORE REGION UPWP**  
**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM**

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- Discuss event opportunities. Develop objectives for each programmed event, including desired participation (number and audience).
  - a. Consider available resources and resource allocation necessary, such as: Staff, volunteers, and other interested stakeholders; Sharing of background information or briefing papers; Need for independent facilitation; Communication and promotion, Printing; and Post-event evaluation.

**BALTIMORE REGION UPWP**  
**FY 2016-2017 UNIFIED PLANNING WORK PROGRAM**

**PROJECT:      PROFESSIONAL CONSULTANT SERVICES**

**PURPOSE:**      To retain consultant services for work activities in the Unified Planning Work Program (UPWP) that requires external support due to complexity or uniqueness of the tasks. These work efforts will strengthen the overall regional transportation planning process and expand the capabilities of the BRTB. BMC will utilize transportation consultants to expand the activities funded in the UPWP and to provide services that are currently not available to the BRTB.

During Fiscal Year (FY) 2017, three multi-year option contracts continued including on-call services related to freight and transit planning activities and the development of an activity based travel demand model. These contracts are anticipated to conclude in FY 2016. Consultants are typically utilized in various activities to enhance the decision-making ability of the region's transportation professionals and provide input to BMC staff.

In FY 2016, the continued use of consultant services will be employed. At the direction of the BRTB, BMC staff expects to explore using consultant services for the following potential activities:

- Model Completion** – Potential assistance during initial rollout of activity based travel demand model.
- Travel Monitoring Program** – Obtain portable and classified traffic and/or bicycle/pedestrian counts throughout the region for use in the travel demand model and for local traffic management purposes.
- Regional Attitudes and Behavior Differences in Commuter Travel Options** - Capture data on differences in attitudes and behaviors in the Baltimore region's population (transit users and non-users) with respect to public transportation choice and other alternative transportation options to understand which characteristics and beliefs are behind those differences.
- Alternative Transportation Options** - Coordinate collection of and reporting on data related to alternative transportation options, including ridesharing, teleworking, vanpools, transit, biking, and walking.
- Regional Events** - The BRTB has affirmed that it is important to ask for public participation, not just wait for it. Thus, this task is suggested as a means to more actively engage people and organizations early and often using a variety of methods.
- Training** - Provide training to staff members of jurisdictions and partner agencies.
- Regional Transit Analysis** – Follow-up studies as directed by the BRTB.
- Regional Freight Analysis** – Follow-up studies as directed by the BRTB.
- Future Household Travel Survey** – begin to set aside funds for a survey in FY 2018/2019.

PRODUCTS/MILESTONES	SCHEDULE
Consultant contracts	Throughout Fiscal Year
Memoranda/Reports	Throughout Fiscal Year

**FY 2017 BUDGET:      \$845,000**

**APPENDIX D**

**PUBLIC REVIEW PROCESS**

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**PRESS RELEASE**  
**PUBLIC COMMENTS**



**FOR IMMEDIATE RELEASE**

**CONTACT: Laura Van Wert, 410-732-9564**

## **BRTB SEEKS PUBLIC COMMENTS FOR UPDATES TO FY 2017 BUDGET AND WORK PLAN**

**BALTIMORE, MD (February 12, 2016)** – The Baltimore Regional Transportation Board (BRTB) seeks public comments on its proposed updated Budget & Work Program for Fiscal Years 2016-2017 through Wednesday, **March 16, 2016**.

The BRTB is scheduled to vote on the proposed changes on Tuesday, April 26, 2016.

The BRTB develops this list of regional transportation planning activities every two fiscal years. This addendum updates the funding tables for FY 2017 and identifies several new tasks.

The BRTB's Budget and Work Program is known as the [Unified Planning Work Program \(UPWP\)](#) for Transportation Planning. It details projects, studies and other activities to be completed by [BRTB members](#) and staff of the Baltimore Metropolitan Council (BMC).

The UPWP includes both local and region-wide activities.

The updated UPWP includes an increase in funding of \$710,024 to reflect new federal funding levels and projected carryover from FY 2016 to support the additional tasks as outlined below.

New local and regional projects include:

- **Boston Street Multi-Modal Corridor Study** – Baltimore City will study alternatives in this corridor to address the cancelled Baltimore Red Line and recommendations for improved truck access, pedestrian and bike accommodation, residential and commuter travel, and improved safety.
- **Complete Streets** – Following the adoption of the Howard County Bicycle Master Plan, Howard County will evaluate and provide recommendations on ways to integrate complete streets policies into their subdivision and design manual.
- **Regional Transportation Agency of Central Maryland (RTA) Transit Service Study** – In tandem with their update of the 5-year TDP, Anne Arundel and Howard counties will conduct a complete route analysis to assess transit route alignment, ridership, gaps in service, and opportunities to enhance and upgrade transit service in the service area.

- **Regional Patapsco Greenway** – This regional project will be a coordinated planning effort by area jurisdictions, the Maryland Department of Natural Resources, State Highway Administration and the Patapsco Heritage Greenway Inc. The Regional Patapsco Greenway is a proposed shared use pathway network connecting the Inner Harbor, Catonsville, Ellicott City, Elkridge, Sykesville and the BWI Trail.

The BRTB also proposes adding several new focus areas for BMC staff. They include:

- Study regional attitudes and behavior differences in commuter travel, including transit use, ridesharing, teleworking, biking, walking, etc. *Maximize2040: A Performance-Based Transportation Plan* identified these measures as congestion management strategies in reducing congestion and increasing mobility;
- Identify congestion management strategies for locally-maintained corridors that have serious operational issues;
- Explore options for improving transit service through cooperative purchasing, multi-agency electronic fare collection, and improvements to on-street bus stops;
- Expand regional outreach and public participation through a series of events and new outreach efforts; and
- Preliminary planning for the 2018 regional Household Travel Survey.

Download updated budget tables and task descriptions for new subarea tasks in FY 2017 using the link below or visit the [Regional Information Center \(RIC\)](#) at the Baltimore Metropolitan Council (1500 Whetstone Way, Suite 300, Baltimore, MD 21230) to view a print copy.

### **B'More Involved**

The public is invited to share their thoughts on these proposed regional transportation planning activities from **Friday, February 12, 2016, through Wednesday, March 16, 2016.**

Please send all comments in writing to:

Email: [comments@baltometro.org](mailto:comments@baltometro.org)  
 Twitter: [@BaltoMetroCo](#) - [@BmoreInvolved](#) - [#BRTBlistens](#)  
 Mail: The Baltimore Regional Transportation Board  
 Offices @ McHenry Row  
 1500 Whetstone Way, Suite 300  
 Baltimore, MD 21230  
 Fax: 410-732-8248

Comments may also be shared during the Public Comment Opportunity at the BRTB meetings at 9 a.m. on **Tuesday, February 23, 2016,** and **Tuesday, March 22, 2016,** or before the vote on **Tuesday, April 26, 2016.**

The BRTB is the federally recognized metropolitan planning organization for transportation in the region. BMC provides the BRTB with staff support.

The BRTB operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws. Appropriate services can be provided to qualified individuals with disabilities or those in need of language assistance who submit a request at least seven days prior to a meeting. Call 410-732-0500.

###

*The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments (COG), hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.*

*BMC's Board of Directors includes the executives of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County Board of Commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector.*

**From:** Andy Hall  
**Sent:** Monday, February 29, 2016 8:58 PM  
**To:** raris@baltometro.org; mhainesbenkhedda@baltometro.org  
**Cc:** Brooke Lierman  
**Subject:** Comments on 'Boston Street Multimodal Corridor Study'

I wish to support the proposed Boston Street Multimodal Corridor Study with a few slight changes to broaden the 'multimodal' component of the study.

The chief traffic issue on the Boston Street Corridor is single-occupant vehicles. In order to resolve that

issue as well as traffic challenges, many strategies will need to be adopted. Red Line planning involved moving commuters in cars from I-95 to mass transit. A clear opportunity in support of Red Line alternatives to reduce congestion along Boston Street is commuter shuttles which is, of course, a multimodal transportation option.

Some degree of Boston Street traffic are vehicles which originate outside of the Boston Street corridor. Therefore, parking lots are necessary for those drivers to utilize multimodal options including commuter shuttles. But, additionally, residents of the Boston Street neighborhoods can use the parking lots as access points to travel to places of employment.

I suggest the following changes to the Performance Objectives with the changes in black.

- 1) Review current planning and engineering documents for Boston Street (last ten years) **including parking lot planning documents created during the Red Line planning process.**
- 2) Collect and analyze current traffic (vehicle, pedestrian and bicycle) volume on Boston Street **and collect the number of single-occupant vehicles during periods of peak volume.**
- 3) Analyze current pedestrian, bicycle, **commuter shuttle** and transit access **including parking opportunities to transfer to multimodal transit.**
- 5) Make recommendations for the multimodal transportation improvements, pedestrian/bike accommodation, opportunities for **commuter shuttles, parking lots** and other traffic pedestrian safety measures for the corridor.

In conclusion, I believe these comments and proposed changes in the performance objectives strengthen the purpose of the proposed study.

Thank you for the opportunity to make comments.

Kind Regards, Andrew Hall

**From:** Lierman, Brooke Delegate  
**Sent:** Monday, February 29, 2016 11:09 PM  
**To:** raris@baltometro.org; mhainesbenkhedda@baltometro.org  
**Cc:** Ferguson, Bill Senator; Bill Ferguson; 'brian.shepter@gmail.com'  
**Subject:** RE: Comments on 'Boston Street Multimodal Corridor Study'

Hi folks –

I just want to add that I wholeheartedly endorse these comments/suggestions/edits to the study. Please let us know if you can include these in your report.

Best, Brooke

Brooke E. Lierman  
Delegate, District 46 (Baltimore City)  
Office: 410-841-3319  
House Office Building, Room 311

Dick Ladd  
March 2, 2016

1. On p. 16, third paragraph, after the word “current” INSERT “**and future, potentially viable**” and on the next line after the word “ridership,” INSERT “**park and ride locations.**”
2. On p. 21, in the Purpose paragraph, first line, after the word “region’s” INSERT “**central urban**”; in the Potential Tasks section, after the phrase “Conduct Survey” INSERT “**(FY 18).**”
3. On p. 22, at the end of Locally Operated Transit Systems section, INSERT a new topic “**Commuter park and ride lots/waiting areas: Trips and ridership also build and begin at regional park and ride lots which can support commuter bus service capable of reducing congestion enroute to places of employment. Consideration should be given to the use of “pilot” commuter service to evaluate ridership potential and build community utilization.**”

**DRAFT ADDENDUM TO THE FY 2016-2017 UPWP**

1.	<ul style="list-style-type: none"> <li>On page 16, 3<sup>rd</sup> paragraph, after the word “current” insert “and future, potentially viable” and on the next line after the word “ridership,” insert “park and ride locations.”</li> </ul>	Dick Ladd, Anne Arundel County resident	<ul style="list-style-type: none"> <li>The members involved have agreed to the proposed change in wording.</li> </ul>
2.	<ul style="list-style-type: none"> <li>On page 21, in the Purpose paragraph, first line, after the word “region’s” insert “central urban”; in the Potential Tasks section, after the phrase “Conduct Survey” insert “(FY 18).”</li> </ul>	Dick Ladd, Anne Arundel County resident	<ul style="list-style-type: none"> <li>There will be one survey instrument across the region; however, the results will be analyzed for various geographic subareas based on sample size. This type of analysis typically displays variations throughout the region and is useful in the planning process. It is intended that the survey take place in FY 2017.</li> </ul>
3.	<ul style="list-style-type: none"> <li>On page 22, at the end of Locally Operated Transit Systems section, insert a new topic “Commuter park and ride lots/waiting areas: Trips and ridership also build and begin at regional park and ride lots which can support commuter bus service capable of reducing congestion enroute to places of employment. Consideration should be given to the use of “pilot” commuter service to evaluate ridership potential and build community utilization.”</li> </ul>	Dick Ladd, Anne Arundel County resident	<ul style="list-style-type: none"> <li>We suggest addressing this request under the Focus Area called: Alternative Transportation Options. This focus area will be amended to include a strategy to discuss having multiple agencies develop consensus on key attributes and a timeline to collect information at park-and-ride lots. This discussion should lead to better information however, there may be limitations on available staff to manage routine data collection.</li> <li>Currently, information is collected by MTA, SHA, local jurisdictions and several organizations with MTA contracts. In addition to publishing and updating information on the host agency website, staff will also look into providing a comprehensive resource on the BMC website.</li> </ul>

#	Comment	Received From	Response
4.	<p>I wish to support the proposed Boston Street Multimodal Corridor Study with a few slight changes to broaden the 'multimodal' component of the study. I suggest the following changes to the Performance Objectives with the changes in black:</p> <ul style="list-style-type: none"> <li>Review current planning and engineering documents for Boston Street (last ten years) <b>including parking lot planning documents created during the Red Line planning process.</b></li> </ul>	<p>Andrew Hall, Baltimore City resident</p> <p>Brooke E. Lierman, State Delegate, Baltimore City</p>	<p>BRTB members, including Baltimore City and MTA, have agreed to modify the wording to reflect the language below. The BRTB believes this will address the requests within the budget identified in the UPWP.</p> <ul style="list-style-type: none"> <li>Review current planning and engineering documents, including parking lot planning documents for the past ten years of study by Baltimore City DOT, MTA, and partner agencies.</li> </ul>
5.	<ul style="list-style-type: none"> <li>Collect and analyze current traffic (vehicle, pedestrian and bicycle) volume on Boston Street <b>and collect the number of single-occupant vehicles during periods of peak volume.</b></li> </ul>	<p>Andrew Hall, Baltimore City resident</p> <p>Brooke Lierman, State Delegate, Baltimore City</p>	<ul style="list-style-type: none"> <li>Collect and analyze current traffic volumes including single occupancy vehicles, pedestrians, and bicyclists on Boston Street for the AM and PM peak periods.</li> </ul>
6.	<ul style="list-style-type: none"> <li>Make recommendations for the multimodal transportation improvements, pedestrian/bike accommodation, opportunities for <b>commuter shuttles, parking lots</b> and other traffic pedestrian safety measures for the corridor.</li> </ul>	<p>Andrew Hall, Baltimore City resident</p> <p>Brooke Lierman, Delegate, Baltimore City</p>	<ul style="list-style-type: none"> <li>Make recommendations for multimodal transportation improvements including: pedestrian and bicycle accommodation, opportunities for commuter park-and-ride, and other traffic, pedestrian, and safety measures for the corridor.</li> </ul>
7.	<ul style="list-style-type: none"> <li>Analyze current pedestrian, bicycle, <b>commuter shuttle</b> and transit access <b>including parking opportunities to transfer to multimodal transit.</b></li> </ul>	<p>Andrew Hall, Baltimore City resident</p> <p>Brooke Lierman, Delegate, Baltimore City</p>	<ul style="list-style-type: none"> <li>Analyze current pedestrian, bicycle, transit, access for residents, commuters, and visitors including parking, multi-modal transfers, and ADA accommodations.</li> </ul>