From: Jim Murray
Sent: Tuesday, April 08, 2014 10:00 AM
To: comments@baltometro.org
Subject: Suggestion for East Light rail Extension

Could there be shared use of 4th rail line to Martin State Airport Station with light rail? If Amtrak could agree with scheduling with freight and Marc service. This could provide intermittent service to eastern Baltimore county. Imagine a connection to future station at John Hopkins Bayview?

From: Dan Rieger
Sent: Tuesday, April 08, 2014 11:44 AM
To: comments@baltometro.org
Subject: Long-term Regional Transportation Ideas

To whom it may concern,

I am a city resident and very concerned that the growth in gentrifying neighborhoods would be compromised if we don't invest in growth of the Metro system(subway, lightrail, potential street car routes). As my neighborhood is increasing in population as well as other neighborhoods(Locust Point, Federal Hill, Fells Point, Upper Fells Point, Canton, Patterson Park, Highlandtown, Mt Vernon, Charles Village, Hampden to name a few), the parking situation is getting worse and the streets are getting more clogged with traffic. We need to start putting the streetcar system back in for shorter routes and expand on the existing system. A city's growth can not be sustainable with buses and cars.

Number#1 priority should be getting the red line built to create an east-west connection. Number#2 priority, the metro subway line should be extended from the Johns Hopkins station to out to NE Baltimore and continue to White Marsh. There should be a large parking garage built for all of the commuters from Harford County and beyond. This will alleviate the daily commuter traffic coming off of Rt95 and clogging the city streets with traffic. Maybe in turn we can build less parking garages and fill those space with residential or commercial uses. Prority#3, should be a lightrail or subway line built from Federal Hill towards downtown up the spine of the city through Mt Vernon, Station North, Barclay, Charles Village, Waverly, up the York Rd corridor and ultimately head towards Towson and beyond. It totally makes sense to include Towson as part of the line because of the high density in this area. Prority#4 is to add a new rail line to connect Columbia, Ellicott City, Catonsville with the city(again these are growing areas).

One of the reasons DC is a world class city is because of the expanding Metro System. Baltimore will be left in the dust if we cannot get these projects done.

Dan

From: Kim Moran -MDE-
Sent: Tuesday, April 08, 2014 12:47 PM
To: comments@baltometro.org
Subject: Suggestion for Long Term Regional Transportation Plan

Hello-
I believe the use of additional sound walls along the metro highways would reduce traffic and commute times by encouraging smart growth. My reasons for this are as follows:

- Undeveloped parcels adjacent to highways are not desirable for housing due to the traffic noises. Sound walls would make these parcels more attractive.
- Developing these undesirable parcels would reduce the commute time since they are closer than the current new housing.
- The current criteria for obtaining a sound wall is not consistent with smart growth. The criteria should be revamped to support this new approach.

Thank you

Kim Moran

P.S. I live in Howard County along SB 95 north of 100. There is available land for development, however the age of existing homes and density do not meet the current criteria.

From: David Highfield
Sent: Tuesday, April 08, 2014 12:52 PM
To: Monica Haines Benkhedda
Subject: Transportation for Carroll County

Here are my dreams for Carroll County.

1. A regular bus link to the Owings Mills metro stop.

2. Extending metro from Owings Mills to Finksburg with parking available.

3. A commuter rail service serving Westminster and connecting with Baltimore Penn Station and Light Rail with service to BWI.

Without a car, we are pretty isolated in Carroll County. Some folks like it that way. Not me.

Sincerely,

David A. Highfield
Westminster, Maryland

From: Robert Bruninga
Sent: Wednesday, April 09, 2014 10:34 AM
To: comments@baltometro.org
Cc: bruninga@usna.edu
Subject: BRTB Proposal for ZeroEmission incentive at Park&Rides
Attachments: BRTB-L1-proposal.doc

Proposal for BRTB to incentivize the use of zero-emission vehicles at Park&Rides.

The proposal (see attached) installs 20 standard 120v EV charging outlets at Park&rides for no more than the cost of a single typical EV charging station. This not only incentivizes the use of zero emission vehicles but also the use of Public transportation and congestion reduction! It's a win-win-win.

Since cars are parked all day, these standard 120v outlets can provide all the charging these vehicles need at only 5% of the cost of typical charging stations. By having each of the outlets on a timer system for only 2 hours each, the peak load on the grid is reduced 95% compared to standard chargers and the electricity cost is limited to exactly 40 cents per day per commuter.

The cost of 40 cents per day is a bargain to incentivize the use of park&rides and public transportation and eliminating single-driver cars from inner-city commuting and eliminating all emissions getting to the park&rides. This is a pittance compared to other state and municipal incentives of up to $6 a day to get people to take public transit!

This is a win-win-win-win-win proposal and is thinking OUT-OF-THE_BOX. – Just what the BRTB wants and needs.

There is a HUGE misunderstanding of the public and media about EV charging. EV commuters DON'T need public charging stations. They simply need a place to plug-in while parked. The Governor's Maryland EV Infrastructure Council has even determined that 97% of all EV charging-at-work can be met with simple 120v outlets, and nothing is more representative of parking-at-work than a park&ride where the cars sit all day.

Please overcome your lifetime of gas-tank/gas-station legacy thinking which clouds many misconceptions about EV charging, and consider this very simple, low-cost approach to not only incentivizing the use of zero-emission EV's, but also incentivizing the use of Public Transportation from park&rides and traffic reduction as well.

Please see background material: http://aprs.org/EV-charging-everywhere.html

Bob Bruninga, PE
Senior Research Engineer, US Naval Academy
IEEE National Committee on Transportation and Aerospace
Maryland EV Infrastructure Council – public participant
EV Association of DC/MD

EV ZeroEmission Incentive at Baltimore Park&rides

9 April 2014

one of 48 charging outlets (120V) at the Salt Lake City Airport

The Baltimore Regional Transportation Board should consider a low cost pilot demonstration of standard 120v outlet (L1) EV charging as shown here in park&ride lots. Approximately 24 EV's could be accommodated for little more than the cost of a single L2 public charging station. Using L1 outlets has numerous synergistic advantages.

Congestion Reduction: Although EV's are excellent for reducing emissions, they do nothing to reduce congestion. That is, unless they are used to get commuters to the Park-N-Rides. This is an ideal use of short range EV's because the trip from home is small and can be replenished in 2 hours or less from 120v outlets.

ZeroEmissions Incentive: Providing free charging at the Park-N-Ride would cost only 40 cents a day per commuter and is a tiny cost compared to the typical $6 per day subsidies already being offered to encourage users of public transportation. Limiting an EV to 40 cents is trivial with a simple 2 hour timer on the 120v outlets. This is a bargain to the BRTB for incentivizing the use of public transport!

Self Limiting: Having timers limit charging to only 2 hours per 8 hour workday per outlet, cannot be abused. No one, other than a Park&Ride commuter, would leave his EV parked there all day just to get 40 cents worth of free electricity! Especially since there is nothing else to do in the area.

95% Peak Load Reduction: Enabling each of say, 24 outlets for only 2 hours per 12 hour period, for example, would limit the total charge current to a maximum of only about 9 KW throughout the day while serving all 24 EV's. This load is only 5% of the peak load (170 kW) that could occur if standard L2 chargers (7kW) were used and all 24 EV's arrive at the lot in the morning and plug in near the same time.

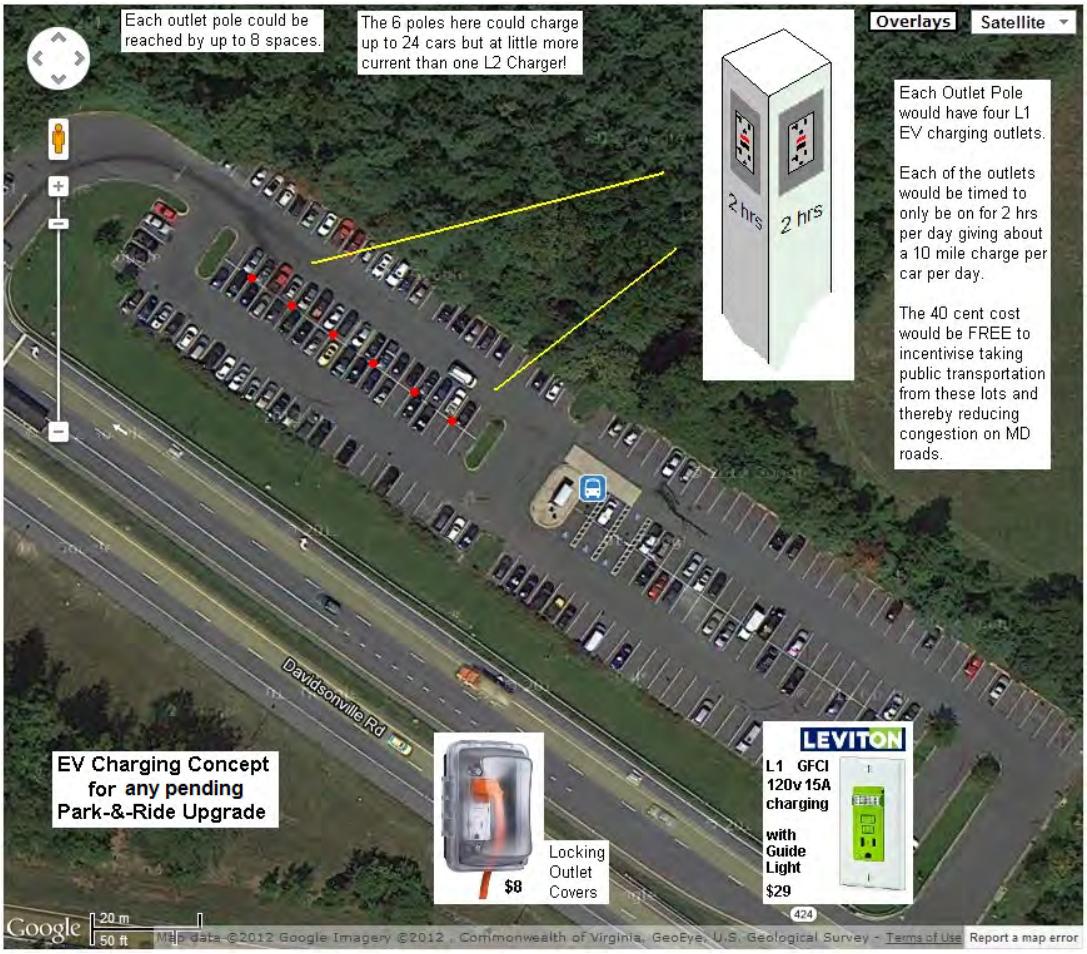
Simple and Inexpensive: Specially designed standard GFCI outdoor outlets for EV charging at L1 are available for under $30 from Home Depot (Liton model T7591-PEV). The hardware cost for 24 of these L1 charging outlets would be only $720 in contrast to $5000 EACH for typical L2 public charger. Labor and installation costs would be similar to each approach; but with L1, 24 EV's a day are served instead of just one car parked and blocking a single L2 charger all day!

Disadvantages of L2: L2 chargers make no sense at a Park&Ride.
1) EVs would be fully charged in under an hour and the charger would be wasted the rest of the day.
2) L2 chargers multiply the PEAK grid loading as noted before.
3) Expensive L2 chargers do nothing more than a $30 outlet and 120 volts can do over an 8 hour day.
4) L2 chargers can serve no other EVs (quick charging) since it conflicts with the purpose of the lot.
5) L2 charging takes an hour or so, and there is nothing else to do in the area while waiting.

Security: Locking Covers for standard outdoor 120v outlets are shown above. These lockable covers lock the plugs into the outlet and the locks on the car-end of the J1772 charge cable provides redundancy protection for owners charge cords.

Summary: For the cost of 6 Posts, 24 outlets, and 4 timers and about the same wiring as for a single L2 charger, the BRTB could provide a very cost effective EV charging capability for 24 cars per day within the goals of incentivizing the use of park&rides, reducing emissions and reducing congestion. The cost to

the BRTB for getting these 24 cars off the road and their drivers to take public transportation for the rest of their commute (40 cents a day) is far less than existing public transportation subsidies. Public Transport wins, EV's win. Its low cost. It's a win-win.



For simplicity of wiring, all four outlets on each post come on at the same 2 hour window and a simple Lamp on the top of the post indicates it is active. By running the 2 hour cycle on a 12 hour basis, then different shift workers can still be accommodated with their 2 hour opportunity while still only providing the limited 2 hour (40 cent) incentive per user. A car would have to remain parked over 14 hours to get two 40 cent charges. Hardly worth it, since the battery would be full after the first 2 hour charge anyway for the typical under 10 mile commuter to the lot.

The assumption that all cars in the lot will most likely need much less than a 10 mile charge (2 hours) is substantiated by the national DOT statistics that show that even 70% of full length commuters drive less than 16 miles to work. Assuming the bus ride from this lot is at least 6 miles, then, supports the 10 mile maximum estimate for the need for the charge and the value of this benefit. In otherwords, the risk of abuse associated with this 2 hour 40 cent free opportunity is extremely low.

Please see: http://aprs.org/EV-charging-everywhere.html

Bob Bruninga, PE | 410-293-6417
IEEE National Committee on Transportation and Aerospace Policy | EV Association of DC/MD

From: Peter Bell
Sent: Wednesday, April 09, 2014 10:54 AM
To: comments@baltometro.org
Subject: Maximize 2040

Unfortunately I'm unable to attend the meeting re Maximize 2040 but in brief, I do have a fairly simple observation.

Though born in California, I grew up in Europe (France, Germany and Italy) and of coursed traveled extensively throughout the continent. One common denominator was the ease of public transportation throughout.

Missing was the extremely large (and expensive) door to door bus service America extends to all of it's school children. Over there the kids simply operate within the existing transportation network which in turn, I'm sure is somewhat designed to take their schedules into account.

Beyond that, working from the train station out, one finds any range of overlaying transportation systems... from the taxis curbside to the trolley system to a network of buses which extend into the suburbs. One starts where the other leaves off.

With high taxes for automotive displacement (engine size), expensive gasoline and other vehicle related expenses many Europeans keep their cars tucked away for that special weekend event, deferring instead to public transportation, transportation they've learned they can count on.

Here in America we can't even seem to get a string of completed sidewalks paired together, preferring instead 'sidewalks to nowhere'... ie they may run across the front of a small strip center, but stop at the vacant lots to either side.

If we can't get master the simple logistics of sidewalks (omg, bicycle lanes!?! Let's not get carried away!) coordinating an infrastructure of transportation may well prove to be too daunting a task. Maryland needs to make a commitment to public transportation with a large fleet of clean, safe, affordable buses (or?) driving over dedicated routes which prospective home buyers (or renters) can count on. As it is, [from what I've read] it seems a route is tested then abandoned before its ever really given a chance to populate itself.

Just one well traveled fellows observations from the 'exburbs' of Baltimore... I have bicycles, motorcycles and range of automotive means so it doesn't affect me per se, but it'd be nice to see something appealing to the core.

Best,

Peter

Peter Bell
Monkton, MD 21111

b'more mobile

April 14, 2014

Comments on the Draft Goals and Strategies of MAXIMIZE 2040

Goal #1 "IMPROVE SYSTEM SAFETY" and its Seven Strategies:

No Comment.

Goal #2 "PRESERVE EXISTING INFRASTRUCTURE" and its Seven Strategies:

Strategy G should be placed first, not last, since it deals with managing transportation assets by monitoring the conditions and repairing and replacing whenever necessary. This is a necessary prelude to the six other strategies which follow.

Goal #3 "IMPROVE ACCESSIBILITY" and its Nine Strategies:

Strategy A is deficient in omitting any specific reference whatsoever to persons who are transit dependent. It is not enough to call generally for increased transportation alternatives for "all segments of the population."

Strategy F refers to the "Coordinated Public Transit - Human Services Transportation Plan," as a source of strategies. This plan was mandated in 2005 by SAFETEA-LU, the federal law then in existence for funding transit and highway programs. The Baltimore Area's first such plan was published in 2007 (82 pages) and updated in 2010 (172 pages). The update was particularly aimed at addressing the needs of older, disabled, and lower income persons (see page 5-1 of that plan). Both the 2007 and 2010 Plans include seven strategies. The fourth strategy reads: "Expand availability of demand-response and specialized transportation services to provide additional trips to targeted populations" (i.e. "older adults, people with disabilities, and people with lower incomes"). However, neither this nor any of the other six strategies addresses the need to plan routes and station locations for public transit (whether by bus or rail) to actually serve more of the large Baltimore population which depends on public transportation. The Plan has not been updated in the past four years. Meanwhile, on the federal level, SAFETEA-LU has been replaced by MAP-21. Pursuant to 45 USC sec. 5303(i), MAXIMIZE 2040 is intended to represent such an updating. In doing so, it should address explicitly and in much more detail the needs of transit-dependent members of the public.

Strategy I should also include "24-hour" as one of its parameters of "access." Our current transit system in the Baltimore Metropolitan Area is sorely deficient in its coverage of night transit.

The Baltimore Regional Trend at the bottom of page 7 cites a "3% decrease in share of population within ¼ mile of bus route or rail station, 2009-2011." This is a

significant acknowledgment that less people who need and depend on transit are able to access it. This points up an equally significant failure on the part of the BRTB and the MTA to provide sufficient public transit to the persons who need it the most. This failure should be an explicit focus of effort in the years to come.

Goal #4 "INCREASE MOBILITY" and its Six Strategies:

Strategy C includes nothing in the way of providing or planning for additional transit options throughout the metropolitan areas, in order to enhance mobility. Nor is it specific about the criteria it will use to "sustain and balance capacity" among the several modes of transportation.

Strategy D refers to incident response and recovery measures more accurately depicted as preventing a decrease In mobility, rather than increasing mobility.

The Baltimore Regional Trend at the bottom of page 8 cites a "2% decrease in average weekday local MTA bus ridership, 2010-2013." In view of the great dependence of many Baltimoreans on local bus lines, this decrease is puzzling and disturbing. If nothing else, it seems to represent a vote of less confidence in our MTA bus system. This is not a healthy state of affairs for an urban public transportation system. Hopefully, this is being addressed by the MTA's BNIP activities which are currently under way.

Goal #5 "CONSERVE AND ENHANCE THE ENVIRONMENT" and its Six Strategies:

Strategy C should include a reference to encouraging human-powered modes of transportation such as walking and bicycling. This is essential both to smart growth and complete streets - two urban trends in the USA in the 21st Century (the latter is referred to explicitly under Goal #8, Strategy E). This goes beyond supporting "active living and physical activity" as is suggested in Strategy F under this same goal.

Goal #6 "IMPROVE SYSTEM SECURITY" and its Eight Strategies:

Strategy B and Strategy E appear to be somewhat redundant, referring as they both do to emergencies. There should be a way to combine them into a single strategy.

Strategy D is vague in its reference to "regional priorities." More specificity is needed here, if only by way of examples.

Goal #7 "PROMOTE PROSPERITY AND ECONOMIC OPPORTUNITY" and its Four Strategies:

Strategy A calls for incorporation "as appropriate" of the "six livability principles" jointly developed at the federal level by HUD, USDOT, and EPA. As stated, the strategy begs the question as to what would be considered "appropriate." Are these six principles "for real" and to be take seriously, or are they not? This is important, because the HUD description of them states unequivocally that they "will act as a foundation for interagency coordination." Five of the six principles

address the transit problems of residents who need and depend on public transportation:

Livability Principle 1: more "transportation choices to decrease household transportation costs...and promote public health."
Livability Principle 2: "...increase mobility...for people of all...incomes...."
Livability Principle 3: "...reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers...."
Livability Principle 4: supporting existing communities by "federal funding toward existing communities...to increase community revitalization...."; and
Livability Principle 6: "enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods...."

It would seem that the six liability principles are always appropriate when undertaking transportation planning. Therefore, the "as appropriate" qualifier should be deleted.

Goal #8 "FOSTER PARTICIPATION AND COOPERATION AMONG STAKEHOLDERS" and its Five Strategies:

This goal has been a sticking point during the past 30 years of transportation planning in the Baltimore Metropolitan Area. Although the public has been informed, it has usually been after key planning decisions have been made. There are open houses and informational meetings. There are also public hearings and opportunities for public comment, but for the most part, these have been venting sessions, with all commentary duly recorded, but not much attention given to the suggestions made - principally because they are coming too late in the decision making process. Entities such as the Red Line Station Advisory Committees, while trumpeted as active community participation, are created only well after key decisions about station and route location have been made. The scope of such advisory committee deliberations is narrowed and limited to detailed issues of station design. If the BRTB and the MTA are serious about public engagement in the planning process, and treating members of the public as true partners, then that engagement should start at the very beginning of transportation plans and projects - including shared planning and decision-making at the scoping and screening stages for projects. Anything less represents little more than lip service.

Strategy A refers lamely to "foster communication and encourage input" as the way to enable stakeholders (including the public) to participate. For reasons stated above, this is insufficient.

Strategy D calls for "encouraging matching contributions from entities that stand to benefit from transportation projects and programs ... [including] local communities." Just what does the BRTB have in mind in terms of community contributions? Are they to be monetary, and if not, what are they to consist of? This needs to be clarified.

Goal #9 "PROMOTE INFORMED DECISION MAKING" and its Three Strategies:

In assessing this goal, which has been added to the other eight which were already in plan it 2035, refer back to the comment under Goal #8 above. In the opinion of *b'more mobile*, there can be no informed decision-making without early, continual, full, and genuine engagement of the public. Planning and programming that are both policy-driven and performance-based are indeed called for by this Goal, but the resultant accountability, transparency, and improved project decision making do not go far enough. Without the requisite public engagement, the planning has been done "for" or "to" members of the public, not with them. This full public engagement is not something completely ungainly or impossible to achieve - if (and only if) the will is there to achieve it. Such active public engagement is indeed "doable" and has already been done in several other metropolitan areas around the US.

Strategy D refers to "the trade-offs" involved in transportation alternatives. It would be useful here to include some examples of what this means.

General Concluding Comments:

In their present state, the draft Goals and Strategies have two major deficiencies. The first is the omission of goals and strategies explicitly addressing the public transportation needs of persons who depend upon public transportation. Goals #3, 4, and 7 discussed above do not explicitly address such needs. These goals were derived from the general language of MAP-21 (49 USC sec. 5303(h). Such explicit attention to transit-dependent persons is necessary in light of emerging federal concepts of transit service equity under Title VI of the US Civil Right Act.

The second deficiency is the limited, ineffective, and lukewarm measures calling for the engagement of members of the public in the transportation planning process. Goal #8 discussed above allows for public input and other participation, and this tracks the federal minimum standard for such participation as found in MAP-21 (49 USC sec. 5303(i)(6) and (7)). However, there is nothing prohibiting the BRTB from exceeding this federal minimum - which is only a floor below which MPOs are not allowed to go, which is far from an optimal standard for public engagement.

* * *

These comments are being submitted the Baltimore Regional Transportation Board by:

Art Cohen

Art Cohen, Convenor
b'more mobile
Baltimore, Maryland

www.bmoremobile.org

maximize your voice

Please write your comments on each goal below.

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

Decrease congestion to eliminate driver stress and improve mental awareness on the road.

What are the barriers to reaching this goal?

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

Improve pedestrian crossings, signals and sounds.

What are the barriers to reaching this goal?

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

Expand transit to reach surrounding counties in a timely manner.

What are the barriers to reaching this goal?

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

Expand & improve Metro system to reach cultural, academic, health and retail establishments around the region

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

Ensure cleaner streets around public transportation by holding retailers accountable for maintaining public space around establishments.

What are the barriers to reaching this goal?

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

Expand transit safety forces

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

Better coordination of public and private transportation modes.

What are the barriers to reaching this goal?

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Name: Andrea Jackson

Address:

E-mail:

BRTB

Maximize2040 is an initiative of the Baltimore Regional Transportation Board, the metropolitan planning organization for the Baltimore region.

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

#1

How would you improve this goal? Are there any strategies we should add or change?

Unifying Vision FROM State to jurisdictions.

What are the barriers to reaching this goal?

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

Reach out to neighborhood associations/ reps for an update on neighborhood projects

What are the barriers to reaching this goal?

Lots of neighborhood associations

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Name: Camille E. Burke

Address:

E-mail:

BRTB

Maximize2040 is an initiative of the Baltimore Regional Transportation Board, the metropolitan planning organization for the Baltimore region.

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

MTA permit transfer between light Rail and Subway systems

What are the barriers to reaching this goal?

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

~~the~~ Better coordinate land use & transportation projects.

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

Coordinate ~~work with~~ state & local governments to promote smart growth strategies efforts

What are the barriers to reaching this goal?

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Name: Stuart Kleinman

Address:

E-mail:

BRTB

Maximize2040 is an initiative of the Baltimore Regional Transportation Board, the metropolitan planning organization for the Baltimore region.

maximize your voice

Please write your comments on each goal below.

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

Safety concerns can be caused when old streets are used for too many purposes - bike, no sidewalks, curved, improperly banked streets, too high volume of cars, etc. Safety has to be taken seriously. If the neighborhoods

What are the barriers to reaching this goal?

cannot get out of their driveways and car speeds are so high children cannot walk or play outside, traffic planning has failed. Consideration needs to be for the entire community, not just moving from place to place.

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

We need sidewalks that are ADA compliant. Often these even are built, then blocked with a sign. This is a key element as our population ages.

What are the barriers to reaching this goal?

There is little support for ADA compliance on the part of those charged with sidewalk construction, repair, and signs

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

We have been organizing between 2 and 5 communities for 3 years to deal - unsuccessfully - with traffic problems in north Baltimore. We want to participate! The city owes like us to sit down and be quiet. Please invite us! We are pending, listening, eager to participate. North Roland Park, Roland Park, Mt. Washington, The Orchards and Poplar Hill as well as Chatham Communities.

maximize2040.com

1600 Vln. flame
perh om

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

We want a Northern Baltimore Regional transportation plan that integrates movement of cars, buses, bikes + people without negative impact on our residential communities. We want to help by making low cost suggestions, listening, sharing, learning and giving feedback. We know our communities, their needs, demographics, resources and concerns.

Thank You -

Name: DR. SHELLEY SEHNERT

Address: PRESIDENT, NORTH ROLAND PARK ASSOCIATION
BALTIMORE MD 21210

E-mail:

BRTB

Maximize2040 is an initiative of the Baltimore Regional Transportation Board, the metropolitan planning organization for the Baltimore region.

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

focus on freight movements,

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

More social media options - meetings

What are the barriers to reaching this goal?

+ open houses do not get enough participants

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Connected vehicles will change how we plan infrastructure within 20 years. As will the internet + telecommunications change our work + travel pattern

Name: Jackie Seneschal

Address: Bel Air

E-mail:

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

DON'T PUSH THE SNOW INTO THE HANDICAPPED PARKING PLACES.

DON'T CUT THE CURB AT ONE END OF THE STREET AND NOT THE OTHER END OF THE BLOCK.

What are the barriers to reaching this goal?

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Market driven pressures to build + invest in highway infrastructure

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Engender a culture of respect between all users of the road - pedestrians, bikers, transit, drivers.

Name: Olivia Ceccarelli

Address:

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BRTB

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Foster Participation - Jerry Fuss

maximize your voice

Please write your comments on each goal below.

Eric - under-served persons/communities
Af. Am. - lower-income

Sunny - Environment
· Just wanting to know more about plan & process

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

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Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Community involvement as plans are developing - Take into consideration neighborhoods/locations impacted by the plans put into place - Neighborhood safety etc.

Getting big visions of future needs to guide directions for plans & implementation. Demographics, needs of the population, ways to reduce dependence on proliferation of highway expansions. Make public transportation affordable, easy to access, reliable -- make public transportation help citizens feel it makes life easier - less stressful by reducing the dependence on personal autos.

Name:

Address:

E-mail:

How can the jurisdictions that ~~resist~~ resist planning for enter-connected transportation ~~by~~ be encouraged to think cooperatively?

BRTB

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Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

Fight to ensure that all transpo projects in Balto City fulfill COMPLETE STREETS guidelines.

What are the barriers to reaching this goal?

Simple will. Commit to it, reward any action that ensures complete streets principles, and call out those that don't.

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

Think comprehensively about Transit oriented development in corridors with potential - Red Line, MARC stations! BWI.

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

If we plan comprehensively now, we can have a world class system. Glad you're initiating this process

Name: Robbyn Lewis

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Please write your comments on each goal below.

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

- Stronger penalties for aggressive driving.

What are the barriers to reaching this goal?

- Choosing the most important projects to focus on. Everyone will have a different opinion on what should be tackled first, so an objective method will be required.

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

- Setting up asset management programs to make sure improvements and maintenance are done is essential.
- In more urban areas, more emphasis should be placed on pedestrian and bicycle infrastructure maintenance.

What are the barriers to reaching this goal?

- Costs → need to make sure adequate funding will be budgeted for regular maintenance and improvements.

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Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

- Better integration of existing light rail/metro/MARC stations into nearby communities - i.e. separate paths from communities with improved signage → allow people to more easily walk up to the stations from their homes and businesses.

What are the barriers to reaching this goal?

- Coordination with communities to provide facilities that suit the wishes of the communities

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

- Develop better methods of reporting delays and incidents to each administration (i.e. SHA, MTA, etc) → be able to pass this information on to the public promptly

What are the barriers to reaching this goal?

- Getting the right technology to help

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

- Continue to promote environmentally friendly transportation as an alternative to driving → biking, transit, carpooling, etc.
- Continue to improve stormwater management

What are the barriers to reaching this goal?

- capital costs for projects → stormwater projects and other projects that don't directly influence/improve transportation for the users would be tough to sell

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

- Cannot emphasize redundancy in systems → redundant safety features especially to help reduce accidents

What are the barriers to reaching this goal?

- Using technology to its fullest potential

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

- Much potential for development around existing transit / MARC stations → definitely should be a focus
- Integrate transit stations with existing communities as well → signage, pedestrian improvements

What are the barriers to reaching this goal?

- Coordination with developers and local municipalities
- Coordination with neighborhood/communities

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

- Need to market to communities → get them involved → if the local communities are on-board for new projects, they can be used to help the region get projects underway

What are the barriers to reaching this goal?

- Communication and coordination with communities

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

- Continue to increase public engagement to ~~get the~~ develop transportation to satisfy the needs/wants of the public

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

- Need to grow with communities → connect people from home to work and play, wherever it is
- Secure funding and public support → find innovative methods to do so
- Continue to improve existing infrastructure → provide better connections to existing communities and promote new development around existing transit infrastructure

Name: Melvin Blickenstaff

Address:

E-mail:

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Listen to the stakeholders.
Don't consider them as just a step you have to follow to get the funding
Actually listen to them. Get them involved early enough
when there is still time to change plans

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Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Name: Bob Reutter

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BRTB

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Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Don't plow/pile snow in parking ~~sp~~ spaces, ramps, sidewalks

Name: _____

Address: _____

E-mail: _____

BRTB

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maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

- safety and security
  phrase doesn't reflect underlying objectives and goals
- coordinate relief and emergency systems
- educate public difference between safety and security

Name: _____

Address: _____

E-mail: _____

BRTB

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Please write your comments on each goal below.

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

as regards bicycle / pedestrian safety, please modify the "share the road" philosophy to include dedicated and buffered amenities, like those planned on the Inner Harbor.

What are the barriers to reaching this goal?

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

- Increased inclusion of promoting multi-modal transportation expansion in L/T planning (unless included in TIP

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

Name: Lorie McR

Address: (CAC member)

E-mail:

BRTB

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Please write your comments on each goal below.

Goal - Preserve Existing Infrastructure
Revise to: Improve, upgrade & maintain existing infrastructure

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

Increase Funding.
Revisit State Process (crash to grade)
Ascertain impact of Federal Rules & Regulations on ability to move Projects forward
Identify a sound Preservation plan that is sustainable and practicable

What are the barriers to reaching this goal?

maximize your voice

Please write your comments on each goal below.

Improve system ~~safety~~ SECURITY

How would you improve this goal? Are there any strategies we should add or change?

- CONSISTENTLY POST ON TRAINS, BUSES & METRO STOPS THAT REWARDS ARE OFFERED FOR CITIZENS WHO PROVIDE TIPS THAT LEAD TO ~~APPREHENSION~~ IDENTIFICATION OF PERPETRATORS OF CRIMES & VIOLATIONS

What are the barriers to reaching this goal?

ADMINISTRATIVE WILL

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

maximize your voice

Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

- DEVELOP POINTS OF ACCESSIBILITY IN THE NEIGHBORHOODS AND COMMUNITIES THAT HAVE BEEN SYSTEMATICALLY AND ROUTINELY OVERLOOKED AND DISENFRANCHISED FOR DECADES. ENSURE THEY ARE ASTHETICALLY PLEASING.

What are the barriers to reaching this goal?

- OPPOSITION THAT RAISES CONCERNS OF ACCESSIBILITY POINTS BEING IN HIGH CRIME AREAS; LOW-INCOME AREAS
- POLITICAL & ADMINISTRATIVE WILL

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

- DEVELOP A MORE COMPREHENSIVE METRO RAIL SYSTEM LIKE NEW YORK CITY SO THAT AUTOMOBILES ARE NOT SUCH A NECESSITY

What are the barriers to reaching this goal?

- POLITICAL WILL

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

INCORPORATE LATEST TECHNOLOGIES & VERY BEST OF PRACTICES

What are the barriers to reaching this goal?

$ AND ADMINISTRATIVE WILL

Improve system ~~security~~ SAFETY

How would you improve this goal? Are there any strategies we should add or change?

NOT AWARE OF CURRENT SYSTEM SAFETY ISSUES

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

- USE THE ADVANTAGE OF HAVING A CAPTURED AUDIENCE OF METRO RIDERS TO INUNDATE THEM WITH MESSAGING, IMAGERY AND LANGUAGE REFLECTIVE OF PROSPERITY AND ECONOMIC OPPORTUNITY.
- CONNECT THEM WITH RESOURCES THAT BUILD CAPACITY IN THESE AREAS

What are the barriers to reaching this goal?

- ADMINISTRATIVE WILL

Foster participation and cooperation among stakeholders

- CREATE FORUMS OR SOCIAL MEDIA THAT CELEBRATES & HONORS THOSE WHO PARTICIPTE & COOPERATE

How would you improve this goal? Are there any strategies we should add or change?

- ~~INCENTIVIZE PARTICIPATION & CONTRACT AWARDS BASED ON MEASURABLE LEVELS OF AUTHENTIC COMMUNITY ENGAGEMENT AND INPUT~~ GRANT

What are the barriers to reaching this goal?

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Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

~~INCENTIVE~~
- INCENTIVIZE PARTICIPATION AND CONTRACT/GRANT AWARDS BASED ON MEASURABLE LEVELS OF AUTHENTIC COMMUNITY ENGAGEMENT AND INPUT

What are the barriers to reaching this goal?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

- I SEE THE FUTURE OF TRANSPORTATION BEING A VERY PERSONAL AND EMOTIONAL DECISION THAT COMMUTERS MAKE. ALSO A DECISION MADE OUT OF PRACTICALITY.
- PROVIDE AUDIO PORTS FOR PERSONAL LISTENING & BLUETOOTH DEVICES SO THAT RELEVANT INFORMATION CAN BE GLEANED BY COMMUTERS ON A VERY PERSONAL LEVEL RESULTING IN BETTER INTERNALIZATION.

Name: DAVID SKINNER

Address:

E-mail:

maximize your voice

Please write your comments on each goal below.

Everything is negotiable

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

Jersey City uses/allows private buses (little buses) to run routes that complement MTA especially on streets w/ hi population & tight roads.

What are the barriers to reaching this goal?

The existing "Built" environment of Row houses, hi-rises, parking garages all done without emphasis on open green space

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Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

Red line along Boston street is not a good idea It is expensive to dig a tunnel in an area already heavily built up & with people who love their cars! Boston street is far away from the people

What are the barriers to reaching this goal?

who live in the side streets - Bank, Pratt, Lombard Potomac, Foster who maybe hard pressed to walk that distance. We would reach more people by improving service along Baltimore street w/small shuttle

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

buses or a subway/light rail. Baltimore st would reach Butchers Hill, Highland Town, Middle East along Orleans. An Orleans Transit could go from city into Golden Ring & WHITE MARSH

What are the barriers to reaching this goal?

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

- more one way streets, avenues and traffic circles. one way streets that allow multiple tree pits and/or planting zones.

What are the barriers to reaching this goal?

minds of people who do not want to change anything for fear of unknown & it may cost ~~money~~ profit initially

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

We should be developing around each Transit Node. Each node should have a theme based on the personality of the neighborhood - ~~th~~ its OK to add and blend with new neighbors - fresh blood - must consider diversity of population, incomes, types of businesses and encourage entrepreneurship on every level of life - especially craftsmanship, trades and the ability to WALK, scooter and bike ride to the shopping, office are educational facilities + parks and cultural centers → music,

What are the barriers to reaching this goal?

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

What are the barriers to reaching this goal?

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Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

more conversation, shared information with disciplines that are affected positively or negatively → with lack of Transportation. – What existing nodes would be better served

What are the barriers to reaching this goal?

→ If the lack of Transportation would be addressed. then consider areas that are thriving and/or on the upswing – How can they be improved thru better transit?

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

How can we see from bird's eye view. to get more bang for the buck by linking nodes that can be stronger as a chain than individually built.

Name: Kyle Bressant-Page

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BRTB

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maximize your voice

Please write your comments on each goal below.

ESTABLISH HIGH SPEED PASSENGER ONLY FERRY SYSTEM FOR CHESAPEAK BAY

Improve system safety

How would you improve this goal? Are there any strategies we should add or change?

IN THE EVENT OF THE BAY BRIDGE FAILING FROM A TERRORIST ATTACK, SHIPPING ACCIDENT OR INFRASTRUCTURE FAILURE OF FUNCTIONALLY OBSOLETE BAY BRIDGES A MARINE SYSTEM WOULD BE A GOOD BACKUP.

What are the barriers to reaching this goal?

BUREAUCRATIC INERTIA - REFERENCE WASHINGTON STATE FERRY SYSTEM AS A MODEL

Preserve existing infrastructure

How would you improve this goal? Are there any strategies we should add or change?

REDUCE IMPACTS UPON AGEING FUNCTIONALLY OBSOLETE BAY BRIDGES. DO NOT BUILD AN EXPENSIVE 3RD BRIDGE & BUILD A PASSENGER ONLY HIGH SPEED FERRY SYSTEM

What are the barriers to reaching this goal?

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Improve accessibility

How would you improve this goal? Are there any strategies we should add or change?

ADD HSF SYSTEM TO ALLOW SWIFT MOVEMENT ACROSS BAY WITHOUT AUTOMOBILES. AND SAVE TIME

What are the barriers to reaching this goal?

CANTON & HARBOR EAST TO ROCK HALL, BETHERTON, GALENA KENT NARROWS & ST. MICHAELS

Increase mobility

How would you improve this goal? Are there any strategies we should add or change?

A HSF SYSTEM INCREASES CHOICES AND SPEED OF PASSAGE.

What are the barriers to reaching this goal?

MUST SET UP A NEW SYSTEM & IT IS DIFFERENT THAN CURRENT AUTO DEPENDENT ROAD BUILDING CULTURE.

Conserve and enhance the environment

How would you improve this goal? Are there any strategies we should add or change?

LESS GAS USED W/ MASS TRANSIT HSF SYSTEM AS COMPARED TO SINGLE OCCUPANT VEHICLES

What are the barriers to reaching this goal?

NONE - WATER IS FREE - NO RIGHTS OF WAY NEED TO BE PURCHASED NOR MAINTAINED.

Improve system security

How would you improve this goal? Are there any strategies we should add or change?

PROVIDE EMERGENCY CONNECTION ACROSS BAY WHEN BAY BRIDGES ARE CLOGGED OR SHUT DOWN DUE TO AN EVENT.

What are the barriers to reaching this goal?

Promote prosperity and economic opportunity

How would you improve this goal? Are there any strategies we should add or change?

EASTERN SHORE NEEDS ECONOMIC GROWTH AND CAN TIE INTO BALTIMORE CITY JOBS & VICE VERSA.

What are the barriers to reaching this goal?

BUREAUCRATIC INERTIA WITH MODALITY CHANGE

Foster participation and cooperation among stakeholders

How would you improve this goal? Are there any strategies we should add or change?

COORDINATE WITH MARINE TRANSIT COMMITTEE ON BALTIMORE CITY'S "TRANSIT CHOICES" GROUP.

What are the barriers to reaching this goal?

GEOGRAPHIC DISPARITY

maximize your voice

Promote informed decision making

How would you improve this goal? Are there any strategies we should add or change?

STUDY OTHER MARINE TRANSIT SYSTEMS AND THEIR LANDSIDE CONNECTIONS.

What are the barriers to reaching this goal?

STUDY GROWTH PATTERNS RESULTING FROM NEW MARINE TRANSIT MODALITY.

How do you see the future of transportation?

What ideas do you have to improve the ways we get around? What are your biggest concerns about transportation?

MULTIMODAL - TRAIN TO WATER TO BIKE/PED.
FOCUSED GROWTH AROUND MARINE TERMINALS IN AN "MTOD" FORM
MARINE TRANSIT ORIENTED DEVELOPMENT

Name: CRAIG PURCELL

Address:

E-mail:

RIDE Share
CARPOOL/VANPOOL MATCHING SERVICE
Serving Baltimore and Carroll Counties

What does Transportation Planning mean to you?

Unused Studies

Decision Making in Maryland is not based on studies

Disconnect between the MTA and the public

Disconnect on a regional basis (parochial)
— means county focused approach
— people do not talk to each other

All about Process

Call Toll Free: 866-645-0022 Fax: 410-732-8248

410-732-6000

RIDE Share
CARPOOL/VANPOOL MATCHING SERVICE
Serving Baltimore and Carroll Counties

BARRIERS TO CONNECTIONS

WITH LOCAL COMMUNITIES
[MEET THE PEOPLE WHERE THEY ARE]

GETTING COMMUNITIES
MOBILIZED TO PROVIDE INPUT

GET CONNECTED W/ ELEMENTARY
SCHOOL KIDS TO PROMOTE
ISSUES LIKE SAFE STREETS
AND OTHER REGIONAL TRANS ISSUES

Call Toll Free: 866-645-0022 Fax: 410-732-8248

410-732-6000

RIDE Share
CARPOOL/VANPOOL MATCHING SERVICE
Serving Baltimore and Carroll Counties

- System that provides integrated service across political boundaries –
  - don't have to change vehicles to cross county/city lines
  - unified / timed fare policy
- EQUITABLE FARE SYSTEM
- STREETCARS SYSTEM [8 15 19 13]

Call Toll Free: 866-645-0022 Fax: 410-732-8248

410-732-6000

RIDE Share CARPOOL/VANPOOL MATCHING SERVICE
Serving Baltimore and Carroll Counties

PROMOTE A REGIONA
~~LACKING~~ VISION

- GET L.O.T.S. TO WORK TOGETHER – ROUTE COORDINATION
- ~~GET~~ FOSTER CONVERSATION BETWEEN JURISDICTIONS

Call Toll Free: 866-645-0022 Fax: 410-732-8248

410-732-6000

RIDE Share CARPOOL/VANPOOL MATCHING SERVICE
Serving Baltimore and Carroll Counties

- MAKE INFORMED DECISION MAKING A HIGHER LEVEL GOAL (E.G. NOT LAST ON THE LIST)
- TRADE-OFFS A KEY ELEMENT (PROMOTE from C to A?)
- SYSTEM FEEDS BACK ON ITSELF – CONTINUOUS PROCESS

Call Toll Free: 866-645-0022 Fax: 410-732-8248

410-732-6000

RIDE Share CARPOOL/VANPOOL MATCHING SERVICE
Serving Baltimore and Carroll Counties

Promote visioning, funding, and implementation

too much about policy and not enough implementation

Call Toll Free: 866-645-0022 Fax: 410-732-8248

410-732-6000

RIDE Share CARPOOL/VANPOOL MATCHING SERVICE
Serving Baltimore and Carroll Counties

Lots of comments re: having public meetings where access for non-auto drivers is poor (even with Circulator, there is no stop nearby; have to cross six lanes of traffic; access is via driveway w/ no sidewalk/pedestrian access; no obvious pedestrian path through parking lot; etc)

Call Toll Free: 866-645-0022 Fax: 410-732-8248

410-732-6000