

BALTIMORE REGION 2017 – 2020 TIP AND MD 32 PLAN AMENDMENT

1	<ul style="list-style-type: none"> • Issues between US 40 and I-70 as well as US 29 and I-70 on a daily morning and afternoon basis. 	Kevin Schwartz	<ul style="list-style-type: none"> • MDOT takes Howard County’s transportation priorities into account when programming projects. Widening northbound US 29 between the Middle Patuxent River and MD 175 has been the County’s priority. For a study of widening I-70 to continue, the project would need to be a higher priority for the County. We recommend advocating this project with your elected officials in order for it to possibly move up on the priority list.
2	<ul style="list-style-type: none"> • The bridge over Linden Church was replaced a couple of years ago. Why wasn't it made larger (like the bridge further north on MD 32) to support 4 lanes under it without being replaced? I'm sure there's a reason, I was just curious. 	Adrienne	<ul style="list-style-type: none"> • The bridge along Linden Church Road over MD 32 was completed in 2014 and will accommodate the funded projects to widen MD 32 through the interchange.
3	<ul style="list-style-type: none"> • TIP focus on highways is disappointing. • More resources for bus stop improvements including shelters, maps, trash cans and benches are sorely needed to bring the system up to very basic and minimum standards. 	Kristine Dunkerton	<ul style="list-style-type: none"> • Over time the funding in the TIP changes from higher levels to transit and then to highways. In the 2017 TIP there is considerable highway preservation which has been a priority of the state. • BaltimoreLINK has a variety of improvements that will impact the core service. While the main thrust of BaltimoreLINK is a redesign of the current system, we are investing in improvements to also improve the customer experience. As part of the transfer facility project we are looking to improve amenities at locations with high transfer rates. Amenities at each site will vary but will draw from a list that includes installation of real-time signage, security cameras, bicycle storage facilities, improved shelters, safer pedestrian crossings, and much more. Furthermore, the MTA is redesigning and replacing all 6,000+ bus stop signs in our system in an attempt to provide a better, more informative sign. Finally, while the focus is on getting infrastructure in place for next summer, it is important to remember that when we go live with BaltimoreLINK that is it is not an end. In fact, it is the beginning of a new core system that we will continually look to improve. Bus shelter replacement, improved customer amenities, and many other areas of improvement will play a big role in the continual improvement of what the MTA offers and provides the region. See TIP #40-0015-64, Bus and Rail System Preservation and Improvements.



Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

	<ul style="list-style-type: none"> Require inclusion of sidewalks to all new street reconstruction projects/improvement projects should be standard, as should bike lanes. 		<ul style="list-style-type: none"> The City of Baltimore has existing policy to evaluate the feasibility of improving bicycle and pedestrian facilities in all transportation planning, design, and construction projects. Through this policy, BCDOT reviews every project for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and the neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the City.
4	<ul style="list-style-type: none"> TIP seems comprehensive – hope to see more transit, bike and pedestrian projects. It was helpful to hear from SHA and MTA on how their work is integrated with other projects. I have issues with bike/ped facilities in West Baltimore, particularly Forest Park Avenue. 	Elsa L	<ul style="list-style-type: none"> MTA is currently working on a major revamp of bus routes in the region and further transit planning will wait to see how well BaltimoreLINK addresses transit needs before planning additional projects. All highway projects have to take bicycle and pedestrian access into account and is likely being included in many projects. This occurs in addition to standalone projects that receive funds dedicated to bike and pedestrian projects. Part of the reason why the BRTB doesn't use "public hearings" for their process is that it does not allow for the kind of conversation you referred to. Our format is more about dialogue and creating an environment where questions can be answered. BCDOT currently has a project in final design for the West Baltimore Bike Boulevard, which will add protected bicycle lanes on West Baltimore Street, between S. Franklinton Road and Stricker Street. Other pedestrian and bicycle improvements along Baltimore Street and Forest Park Avenue will be evaluated for future projects.
5	<ul style="list-style-type: none"> During the past 30 years MDOT and SHA are not hiring women as electrical, mechanical, bridge inspectors, or bridge painters and are kept down on low paying jobs as flaggers and traffic control laborers. 	Kim Letke	<ul style="list-style-type: none"> The BRTB does not have any influence over the hiring or contracting practices of the MDOT or SHA. You should raise your concern with MDOT's Minority Business Enterprise, and either SHA's <u>Office of Procurement and Contract Management</u> or Office of Equal Opportunity.