

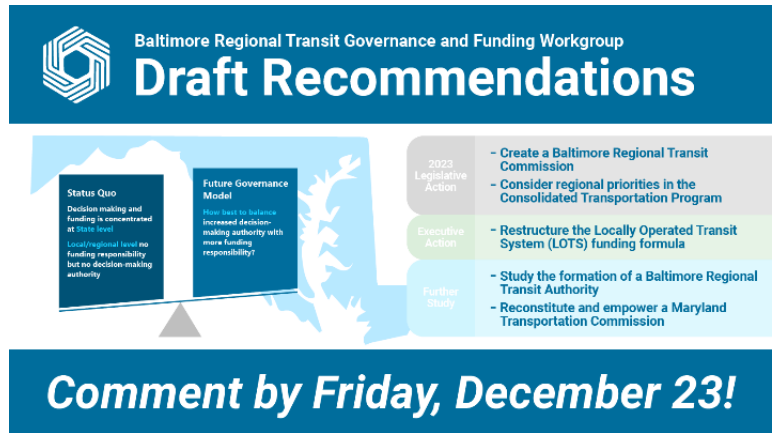
PUBLIC INVOLVEMENT REPORT DECEMBER 2022

★ OPEN COMMENT PERIODS ★

FEEDBACK SOUGHT ON TRANSIT GOVERNANCE AND FUNDING RECOMMENDATIONS

BMC’s Transit Governance and Funding Workgroup is seeking comments through **Friday, December 23** on a draft set of recommendations for the future of transit in the Baltimore region.

The workgroup has reviewed options detailed in a 2021 Baltimore Regional Transit Governance and Funding Study and is preparing a formal recommendation to the BMC Board of Directors, Maryland General Assembly and Governor. Additionally, the workgroup reviewed funding associated with the Locally Operated Transit Systems (LOTS) program, seeking to increase equity and transparency in the distribution of those funds.



Baltimore Regional Transit Governance and Funding Workgroup
Draft Recommendations

Status Quo Decision making and funding is concentrated at State level Local/regional level no funding responsibility but no decision making authority	Future Governance Model Must seek to balance increased decision-making authority with more funding responsibility	2023 Legislative Action	<ul style="list-style-type: none"> - Create a Baltimore Regional Transit Commission - Consider regional priorities in the Consolidated Transportation Program
		Executive Action	<ul style="list-style-type: none"> - Restructure the Locally Operated Transit System (LOTS) funding formula
		Further Study	<ul style="list-style-type: none"> - Study the formation of a Baltimore Regional Transit Authority - Reconstitute and empower a Maryland Transportation Commission

Comment by Friday, December 23!

Members of the public are welcome to comment on these draft recommendations, then BMC will release a final report in January.

TRANSPORTATION ISSUES IN HISTORIC TOWN CENTERS



Baltimore Metropolitan Council, on behalf of the Baltimore Regional Transportation Board, Howard County and Baltimore County, is conducting a multimodal transportation study for Ellicott City in Howard County and Oella in Baltimore County to address parking, wayfinding, and multimodal access.

The public is invited to help shape the future of transportation in historic Ellicott City and Oella by sharing comments on this project. As part of the process to develop this study, the project team has developed reports on existing conditions and an analysis of initial recommendations. Comments are welcome through **Thursday, December 22**.

[Learn more at publicinput.com/historictowncenters](http://publicinput.com/historictowncenters)

★ CLOSED COMMENT PERIOD ★

BICYCLE AND PEDESTRIAN IMPROVEMENTS IN HARFORD COUNTY

Baltimore Metropolitan Council (BMC), in partnership with Harford County, is developing a concept plan for bicycle and pedestrian improvements along a stretch of US 40 in Harford County.



As part of the process to develop this concept plan, three potential options have been developed.

A public comment period closed on November 27 and over 100 people shared comments. Feedback will be used to shape the preferred concept.

Look for another comment period and public meeting at the end of January where the public will be asked to weigh in on the preferred concepts.

[Learn more at publicinput.com/us40bikeped](https://publicinput.com/us40bikeped)

Spanish language version: publicinput.com/us40bikeped-espanol

★ BRTB INITIATIVES ★

RESILIENCE 2050 EDUCATIONAL WHITE PAPER SERIES CONTINUES

The ninth in a series of educational white papers and surveys has been released to share information on a range of topics related to the next long-range transportation plan, [Resilience 2050: Adapting to the Challenges of Tomorrow](#).

Along with each white paper, members of the public can share their thoughts through a project website at publicinput.com/resilience2050whitepapers.

To date, we have had over 3,100 visitors to the project page and 44 participants have shared comments. Below are some comments from our active transportation white paper survey:



READ.
LEARN.
COMMENT.

The BRTB is developing white papers on a range of topics included in the region's next long range transportation plan. Give the white paper a read and let us know what you think!

Resilience2050.com



It is really exciting to hear about the prospect of the "Vision for an Integrated Regional Bicycle Network"; however, could this concept be further strengthened by becoming an Integrated Regional Trail Network? That way it would unite the many overlapping needs for safer pedestrian and bicycle travel and recreation. Additionally, a trail's definition could be expanded to include a combination of a protected bike lane and sidewalk in tandem. As was mentioned by other commenters, implementation of traffic-separated bike infrastructure should be prioritized and the planned steps on how to roll out many more miles in the coming years should be listed.



*The white paper should also spell out **white** traffic-separated bike lanes create opportunities for the pent up demand for biking among the majority of risk-averse users who will refuse to use painted bike lanes that do not feature protection. Protected bike lanes are more equitable as they prioritize a wider demographic of users, including people of all ages and abilities.*



The latest white paper looks at demographic trends. Additional white papers will be released this winter, where we'll be exploring: the financial forecast and planning for resilient infrastructure and climate change.

[Learn more or read the white papers at Resilience2050.com](https://Resilience2050.com)