

RECORD OF PUBLIC COMMENTS ON MAXIMIZE2045, FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM, AND AIR QUALITY CONFORMITY DETERMINATION

Steve Sprecher <sisprecher@yahoo.com>
To: "comments@baltometro.org" <comments@baltometro.org>

Thu, May 9, 2019 at 1:46 PM

Hello

My main comment is to try to bring back a Red Line of some sort, even if is not the same as the one envisioned. Baltimore needs an east-west rail route. The new infrastructure bill would be a great choice, i would write to Congressman Coummings' office but he has never acknowledged a single letter/email from me. An extremely uncommunicative office for sure.

I do love the 310 Commuter Bus service from Columbia to my job in downtown Baltimore! Keep up the good work in advocating for these routes.

Thank you!

Steve Sprecher 11414 High Hay Drive Columbia MD 21044

stuart stalnman <sstainman@gmail.com>

To: Monica Haines Benkhedda <comments@baltometro.org>

Thu, May 9, 2019 at 9:43 PM

Does long range 2045 transport. plan include study of alt. east-west red line for canceled light rail line? S

David Highfield <avidhighmd@gmail.com> To: comments@baltometro.org

Tue, Jun 18, 2019 at 10:37 AM

Carroll County needs to have the Metro extended to Finksburg to provide a timely connection to Owings Mills and points south to Johns Hopkins. We also need a more direct connection to BWI air and Amtrak.

David Highfield Westminster





May 22, 2019

The Baltimore Regional Transportation Board Attn: Public Involvement Coordinator (Monica Haines Benkhedda) 1500 Whetstone Way, Suite 300 Baltimore, MD 21230

Re: Comments on BRTB Maximize 2045 / 2020-2023 TIP (Submitted via email to: comments@baltometro.org)

Dear Ms. Benkhedda:

Thank you for the opportunity to provide comments on the referenced draft reports.

BRTB Maximize 2045

SCMaglev Project Description (Chapter 2, p28) - Proposed Revised Description

The Baltimore-Washington Superconducting Maglev (SCMaglev) project is a privately sponsored initiative led by the Baltimore-Washington Rapid Rail (BWRR), which envisions a 15-minute ride between Baltimore and Washington, D.C., with an interim stop at Baltimore/ Washington International (BWI) Thurgood Marshall Airport. In 2015, Federal Railroad Administration (FRA) issued a Notice of Funding Availability (NOFA) for development of a Maglev project between Baltimore and Washington, D.C. MDOT and BWRR were selected to deploy a system using SCMaglev technology. An Environmental Impact Statement (EIS) is being prepared in compliance with NEPA and other applicable regulations and procedures to evaluate the potential impacts of constructing and operating the SCMaglev system. The EIS is funded under the FRA's Maglev Development Program, which encourages the development and construction of transportation systems using Maglev technology. The draft EIS is anticipated to be published in fall 2019.

The SCMaglev is the latest advancement in the world of high-speed ground transportation. It operates using a magnetic levitation system that uses powerful magnetic forces for all aspects of operation—acceleration, deceleration, guidance and levitation—resulting in operating speeds of over 300 miles per hour. SCMaglev is in full operation in Japan along a 26-mile long line that has been operating since 2013 and has carried over 270,000 passengers. Full build-out of the 175-mile line will be in 2027.

Ultimately, besides being a transformational change to the Northeast Corridor, in the near term, SCMaglev will directly benefit the Washington and Baltimore Metropolitan areas by easing highway congestion and diverting auto trips to SCMaglev. This, in turn, would cut down on lost hours stuck in traffic, thus increasing productivity. It would also bring BWI Airport one step closer to being fully integrated into the ground transportation system, similar to how train systems in Europe directly serve international airports with stations located directly below the terminals.

Future Projects / Interface with SCMaglev

Chapter 7

- Page 6, MD Route 198 Widening
 - BWRR supports this 2024-2034 planned project and asks for BRTB to recommend that the Maryland SHA coordinate with BWRR to ensure the MD Route 198 widening construction does not interfere with potential SCMaglev viaduct construction.
- Page 7, Hanover Street Bridge over Middle Branch BWRR supports this 2024-2034 planned project.
- Page 21, MD 32 widening in Anne Arundel County
 BWRR supports this 2035-2045 planned project but asks that BRTB work with Maryland
 SHA to develop a preliminary ROW need for the widening; thereby, allowing BWRR to
 design the SCMAGLEV viaduct piers to accommodate the future widening project.
- Page 36, I-95 Port Covington Access Improvements
 It is not clear from the recently released EIS if the new proposed Exit 52 ramp from I-95 NB to Russell Street would affect the existing intersection between the off-ramp and Annapolis Road. BWRR supports the new Exit 52 Russel Street ramp as long as the connection to Annapolis Road is maintained to allow vehicles to connect from I-95 NB to Annapolis Road SB. BWRR also supports the new proposed connection between I-95 NB to Hanover Street via McComas Street at Exit 52.

2020-2023 Transportation Improvement Program

- p29 Project Status should be updated; suggested revision:
 - As of June 2019, the NEPA study is in the mid-stage of the draft Environmental Statement development. The FRA's preferred alignment and station locations will be shared with contributing and participating agencies in mid-summer 2019, with a goal of sharing with public in Fall, 2019.
- p75 table should be revised to be consistent with p301 which splits grant funding (\$34.75m) between the BRTB (50%) and TPB (50%) TIPs – or \$17.40m each.
 Suggested Revision: Federal Funds: \$13.9m / Matching Funds: \$3.48m
- p301 Connection to Long Range Transportation Planning Goals recommend inclusion of:
 - 5C (fuel efficient best management practices and zero emission vehicles),
 - 7D (invest in local and state designated growth areas), and
 - 7H (promote tourism)
- p302 See response for p75
- p400 The matrix should add additional available TIP-related criteria for prioritizing projects in the TIP:
 - 1. Preserves the regional transportation system
 SCMaglev would reduce the vehicle miles traveled (VMT) in the transportation system and thus increasing the time before bridges and pavement need to be rehabilitated.

- 4. Consistent with applicable short-and long-term plans
 SCMaglev is consistent with TIP plans to expand transportation options and to decrease air emissions associated with decreased VMT.
- <u>8. Enhances social, energy and environmental efforts</u>
 SCMaglev's extreme efficiency uses least amount of energy per seat when compared to traditional modes of large-scale transportation.
- o 14. Enhances transportation safety SCMaglev project will be deployed utilizing operating protocols developed by the safest railroad in the world – Japan Central Rail (JRC). Two central aspects of JRC operating protocols, e.g. fixed guideways and full automation eliminate the most common causes of railway accidents: collisions and operator error. SCMaglev may also reduce congestion in areas with existing safety issues on the regional highway system.
- P417 see response for p400

Future Projects / Interface with SCMaglev

Baltimore City

- Page 126, Study how to best maintain the Hanover Street Bridge
 The Hanover Street Bridge will provide a critical link between the proposed Cherry Hill SCMaglev station and points north and east in Baltimore City. BWRR supports this 2020 study and encourages BRTB to work with Maryland state Highway Administration to design the rehabilitated or new bridge to handle the potential vehicle demand from the proposed SCMaglev station in Cherry Hill, in addition to the proposed Port Covington development project.
- Page 152, Replace Hanover Street Bridge over CSX BWRR supports this 2022 funded project.
- Page 160, Reconstruct Patapsco Avenue
 BWRR supports this 2023 funded project and recommends the funding year be coordinated with BWRR to fund the project after the potential SCMaglev construction concludes along Patapsco Avenue to avoid any interference between the projects.
- Page 164, Waterview Avenue Bridge over MD 295
 BWRR supports this 2021 funded project and recommends the final lane striping and traffic signal plan consider the future potential traffic demands generated by the SCMaglev station in Cherry Hill.

Should you have any questions or comments, please do not hesitate to contact me at dhenley@bwrapidrail.com or 443 759-8360.

Sincerely,

David Henley Project Director

This message is submitted through BRTB Comment form:

Name of Business/Organization/Agency: Apple Inc

First Name: despacito Last Name: nibbva

Address 1: 617 ayrlie water Rd

Address 2:

City: Gibson Island State: Maryland

Zip/Postal Code: 21056

Phone: 4109169835

E-mail: dagan.schill@gmail.com

Message: Well you see I used the transportation once, all I gotta say is clean up

I haven't reviewed all of the transportation plans systematically and in-depth, but I was unable to find projects that I think are critical for the economic development of the Central Maryland and Baltimore Regions.

I believe economic development should have priority because it would play an outsized role in funding all other initiatives and be an important driver for the entire area.

Specifically:

- There is no consideration being given to extending WMATA's DC Metro from Greenbelt (or similar stations) to BWI via Columbia, with connectivity to Fort Meade.
 - This is the glaring shortfall for Central Maryland and a major reason it is uncompetitive with other jurisdictions.
 - In short, we need to follow the money and not run counter to what people naturally want to do.
 - And it is in Baltimore's best interests to draw the significantly larger amount of money from the DC area up to meet
 it, especially since DC will always have a large component of national-level funding.
 - MARC is simply not adequate. It's expensive and doesn't run frequently enough to be useful for anyone besides commuters, creating a chicken-and-the-egg condition where it can never achieve critical mass to drive development.
- More locally, the plans for connecting Howard County and Columbia to Fort Meade and NBP appear both inadequate and are often deferred to at least 2035-2045.
 - The most pressing, urgent needs are to rework the intersections of Route 1 and MD-32 and MD-175, which create significant bottlenecks for the Route1 Corridor.
 - Similarly, MD-175 narrows down to two lanes immediately west of National Business Parkway, creating a bottleneck on a major commuter and commercial corridor.
 - Not only should Route 1 traffic be optimized to facilitate north-south traffic, but these east-west improvements should also include direct connections to Columbia Gateway, which is currently isolated from Route 1 by I-95.
 - I-95 acts as a huge barrier or wall preventing the free flow of people and goods.
- Finally, MD-200 is vastly underutilized because it doesn't go anywhere useful for the majority of people.
 - The most obvious need is for a connection to the Dulles Corridor. This would create a high-tech transportation corridor linking Dulles, Sterling, Rockville, Columbia, Laurel, Fort Meade, and BWI and also relieve congestion on I-495.
 - To fully realize this, MD-200 would also have to be connected to MD-295, which in turn must also be upgraded to
 facilitate access to Fort Meade and BWI, and from there to Port Covington, Inner Harbor, and Johns Hopkins.
 - Eventually the goal should be to create a dynamic economic corridor that stretches from Hunt Valley in the north, through Baltimore, BWI, Columbia, DC, and Dulles.
 - While it may seem this neglects neighboring jurisdictions, I believe this is a rising tide that will lift all boats and all of Maryland will benefit. It's about linking existing economic centers and trying to extend their benefit to everything around them, and thus also incentivize the development of additional centers.

Although many of these projects would be very long-term, they are necessary to expand the economic advantages currently enjoyed by DC and Montgomery County to the rest of the state, and help return Baltimore to its rightful place as an economic engine for the State of Maryland.

I strongly believe that building upon Maryland and Baltimore's strengths, and leveraging them to fund and drive further development, will be a far more successful strategy than trying to force development to go where it doesn't naturally exist.

Fred Leong Laurel, MD

Ben Martorana <benm@havredegracemd.com>

Mon, Jun 17, 2019 at 6:43 PM

To: comments@baltometro.org

Cc: Mayor Bill Martin billm@havredegracemd.com, Steve Gamatoria <steveg@havredegracemd.com, Patrick Sypolt cpatricks@havredegracemd.com, Shane Grimm <shaneg@havredegracemd.com</pre>, Dianne Klair <diannek@havredegracemd.com</pre>, Bradley Killian billian@harfordcountymd.gov

Mayor Bernard Young, Chairman Baltimore Regional Transportation Board (BRTB)15 1500 Whetstone Way - Suite 300 Baltimore, MD 21230

Honorable Mayor Young and BRTB Members,

Thank your for this opportunity to offer input into the BRTB 2020-2023 Transportation Improvement Program (TIP), and the Maximize 2045 long range plan.

My name is Ben Martorana, and I represent the City of Havre de Grace as the Director of Planning. For most of my career I was the Municipal Engineer and Municipal Administrator, as well as Planning Board Member for a community in Essex County in northern New Jersey. That experience has certainly provided me with an understanding and appreciation of your mission, work and the many competing priorities that you face in development of these plans.

I would like to take this opportunity to ask you to consider recognizing a project that is important to the City of Havre de Grace as well as Harford County, and one that surely would have a significant impact on our regional transportation network. To emphasize both the importance of this project and how closely it conforms to the mission of the BRTB, we are very proud to say that this project is included in the Harford County Priority Letter of Transportation Projects and was just rated No. 2 overall in the Chapter 30 Scoring Plan for the entire State of Maryland, the only project in Harford County to be so recognized in this important method of determining project priority and need.

Just a few years ago our City submitted this project for consideration by Harford County in their Priority Letter of Transportation projects "needed for the safe and efficient flow of all modes of Transportation on the County's State Highway Network," as described in the County's letter. Our project was awarded with inclusion in the Harford County Transportation Priority Program in the first year of submission, and continues to be listed in the most current plan. The project includes improvements to the very complex and highly stressed Route 40 / Otsego Street / Ohio Street intersection which is very near the Hatem Bridge and is a key location in the movement of regional traffic on an every day basis. However our project offered much more than the critical safety and capacity improvements that are so essential to our community and region. We also included proposals relating to methods of toll collection coordination between the parallel routes of I-95 and US 40 that could also further enhance safety and capacity. Equally important, we believe these improvements will have a measurable positive impact on air quality in this region. But that is not all. We believe that the project will also provide significant pedestrian safety and bicycle safety improvements at an intersection with known and previously intractable hazards. It will also enhance community cohesion by eliminating or minimizing barriers that actually cause reluctance for many of our residents in traversing this intersection, creating artificial barriers between large residential areas and our thriving downtown. In accomplishing this goal we would also be improving the quality of life for all of our residents. This certainly is an impressive and ambitious list of possible accomplishments, but I deeply believe that our recognition as the second most important project in the entire State of Maryland in the Chapter 30 Scoring plan reflects the realty of these projections.

It is for these many reasons that we respectively request recognition by the BRTB in the 2020-2023 Transportation improvement Program as well as mention in the Maximize 2045 long range Plan.

Thank you very much for your consideration.

Benedict F. Martorana, P.E., P.P. Director of Planning City of Havre de Grace, MD 410-939-1800, X1122 benm@havredegracemd.com



Town Center Community Association

Lynn Foehrkolb Joel Broida Kirsten Coombs Kevin Fitzgerald Robin Hillen Dean Dworkin

> COLUMBIA COUNCIL Lin Eagan

Public Comments to BRTB June 17, 2019

Town Center Community Association represents the residents of Columbia Town Center and it is our mission to encourage and support the highest quality of life possible in our community, by promoting responsibility and engagement, creating unity and a sense of community throughout our neighborhoods, and fostering a sense of security.

On behalf of our residents, we recognize the importance of good infrastructure maintenance, finding solutions to traffic congestion, and expanding public transit options. It is important to reduce the number of single-occupant cars on the road, while making better automobile and public transit connections to the region, including to BWI, MARC, Amtrak, Baltimore City, and Washington, DC.

We would like to highlight two important projects listed in the TIP report and Maximize2045:

16-1901-42 US 29/Broken Land Parkway Interchange and North-South Connector road (2022). We understand this project is in the conceptual design phase, moving towards preliminary design. The connector road will reduce congestion along Broken Land Parkway, providing direct access from either Route 29 or Broken Land Parkway to the new Merriweather District.

As part of the growth of Town Center/Downtown Columbia, more route options like a North South Connector are important. However, we also ask that new roads in Town Center adhere to the Howard County Complete Streets plan, for pedestrian and cyclist safety. We are especially concerned about crosswalk design and signaling that protect the pedestrian while in the median, and leave enough time to make the crossing, especially for slower, vulnerable populations. We ask that future plans not create so many new lanes that the road width compromises the pedestrian experience.

16-2001-67 Bus Rapid Transit (Long Range). We understand the Bus Rapid Transit has been chosen by the region and state as the preferred new mode for public transit. We believe when completed, BRT will take thousands of cars off the road. The new BRT line up Rt 29 to the future Town Center Connection Transit Station is important in adding an alternative to single-occupant car use.

The proposed widening and interchange improvements on RT 29, RT 32, I-95, I-70, US 1 are important, but impacts to the local landscape, drainage and sufficient wildlife crossings should be included to avoid accidents as part of the highway designs.

In addition, air quality is important as Town Center continues to grow. Conformity to National Air Quality standards is important, as we hope that result will be improved, exceeding requirements on air quality.

Please continue the efforts to increase public transit options while also improving existing road infrastructure. Regionally, improvements to MTA, and MARC, as well as forward-looking LOOP and Maglev projects mentioned in Maximize2045, are important to future regional growth and connectivity.

David Highfield <davidhighmd@gmail.com>

To: comments@baltometro.org

As mature citizens we would like a seamless transportation connection from Carroll County to BWI Airport and Rail Station.

We would like Metro extended to Finksburg, Carroll County, Maryland.

Thank you.

David & Constance Highfield

Westminster, MD.

William Cowan <william.c.cowan@gmail.com> To: comments@baltometro.org

Tue, Jun 18, 2019 at 11:00 AM

Thu, May 16, 2019 at 1:17 PM

As a former Maryland resident who may move back to Maryland in the future, the TIP and Maximize 2040 does not entice me to become a resident again. I want to move to a state that embraces transit and planning based around people - not cars.

The plan is mainly focused on roadway widening, which does nothing to foster community, improve health, substantially improve safety, or invest in proven transportation options to increase density in established and TOD communities. Some specific notes:

- 1. Since the LOOP Tunnel project is included in the TIP as a viable project, MD should assume this means that tunneling costs would decrease in the future and thus making transit tunnels cost effective.
- 2. For Map ID 43, does this infer that the widening will use ROW for the previously studied yellow line?
- LOS measures should be changed to VMT and density pased on persons (person trips). Utilizing standards LOS as a 2045
 measures does not take into account decreased headways for autonomous vehicles and is soon becoming an outdated
 measure.
- Include previous rapid transit plans. Baltimore and suburban communities will not thrive without a modern transportation network built around walking, biking, and transit.
- 5. Under Mayor Rawlings'-Blake administration, the city was committed to studying removal of the lower portion of the JFX. As a previous member of the PAC, we requested this plan from the city as part of a request when reviewing the TIP regarding redecking. Since Baltimore's delegate / BRTB never provided the material, I assume it was never studied. As part of the TIP, this alternative should be studied in order to foster economic development east of the current elevated JFX.

Thanks, Will Cowan

Gloria Moon <agmoon300@gmail.com> To: comments@baltometro.org

Tue, Jun 18, 2019 at 11:52 AM

General comments are that widening highways is a stop-gap measure at best. Congestion will continue when widened lanes lead to more development where none was readily accessible.

Transit needs to be increased and made easy in the Balto-DC area.

"Construct express toll lanes, including MD 152, MD 24, MD 543, and MD 22 interchanges." The use of ETs is not financially viable as it will not pay its way. Intead it destroys more valuable land instead of just increasing the interstate lanes. There is no real justification for ET lanes. Use HOV instead. Most other areas have done so. The Park & Ride at Rt 152 is a major concern for those living in the area. It MUST be confined to the designated Development Envelope growth area and not placed in the wetland areas zoned Agricultural.

Gloria Moon 2519 Jerusalem Rd Joppa MD 21085 Howdy:

Thanks again for the reminder and for the opportunity to comment.

I am still opposed to any highway expansion of I-95. I do not believe ET lanes are the answer to congestion and I am not convinced this state has the ability to maintain its existing roadways. Transit is what the people want and need for the future and our elected officials apparently do not have the political will or incentives to pursue it. Maybe because it just makes sense.

Our air quality in Harford County is not the best thanks to vehicular emissions and we have a high rate of cancer, COPD and heart issues which could be attributed to the close proximity of such highways. We are losing vegetative growth, forestation and wetland areas which we cannot afford to lose.

Judy Rose 1215 Old Mountain Rd S Joppa, MD 21085



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MAXIMIZE 2045

COMMENT CARD



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Samuel of Facility and American Services

For more information, please visit maximize 2045.com



Please provide any comments, thoughts, or ideas about Maximize2045:
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and Meadow Ridge Rd.
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the hill and reonle not
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adnering to speed limit

Waltseymour @ comeast. net

Please provide any comments, thoughts, or ideas about Maximize 2045:



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This message is submitted through BRTB Comment form:

Name of Business/Organization/Agency: Elkridge Rotary Club

First Name: James Last Name: Himel

Address 1: 20 N Beaumont Ave

Address 2: City: Catonsville

State: Maryland

Zip/Postal Code: 21228

Phone: 4104462366

E-mail: jhhimel@hotmail.com

Message: De-construct 1.5 miles of I-895 from I-95 north to I-195.

This is a low traffic/obsolete stretch of I-895 that should be served by existing I-95 and I-195. Benefits redevelopment of Historic MD Rt 1 Elkridge and returns open space to Patapsco State Park for needed parking and recreation. Eliminates multiple bridges from future MDOT maintenance with new construction limited to 2 ramps at I-195 and I-895 existing overpass.

Baltimore Metropolitan Council <info@baltometro.org> Reply-To: Gerald <geraldnelly@gmail.com>

To: comments@baltometro.org

Wed, Jun 19, 2019 at 7:18 PM

This message is submitted through BRTB Comment form:

Name of Business/Organization/Agency: Elkridge Rotary Club

First Name: Gerald Last Name: Neily

Address 1: 24 North Chester St

Address 2: City: Baltimore State: Maryland

Zip/Postal Code: 21231

Phone: 4436027867

E-mail: geraldnelly@gmail.com

Message: I am submitting this project on behalf of the Elkridge Rotary as a volunteer transportation planning consultant. A very minor reworking of the never completed interstate 195 interchange at Rolling Road would provide a totally new gateway for Patapsco State Park that would provide major benefits for all involved. A full description is provided here—

https://baltimoreinnerspace.blogspot.com/2019/03/an-easy-access-regional-gateway-for.html

Baltimore InnerSpace

...reinventing the city

MDCT IS DOING ANOTHER TRANSIT PLAN - DE-EMPHASIZING RAIL, OK, BUT HERE'S A SHOPPING LIST ANYWAY...

Rail "Value Menu": 25 projects for "Maximize 2040"

The Baltimore Metropolitan Council calls its latest long-term regional transportation plan, "Maximize 2040". That sounds like the...



TOP ARTICLES



Woodberry just got bigger - let's build on that

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There are hundreds of history walks in the world's major cities, but few if any offer the unique

but few if any offer the unique potential of the Franklin-Mulberry Cor...



No Inner Harbor "End Game" for dormant Harborplace In the 1980s, Harborplace defined the Inner Harbor, so

much so that its developer, James Rouse, was often given credit for the



Which community will inspire a real Middle Branch plan? Baltimoreans know the drill: Whenever some big new

hyped-up "game changer" development proposal comes along, like Port Covington....



With Amazon HQ2, MARC should be extended to Virginia With Amazon's newly announced Northern Virginia Headquarters 2.1, Crystal City

will now start to displace the District of Columbia as I...



Stump Dump solution is a bridge to Roland Park
The city's crappy Stump Dump sits in one of the city's most valuable and significant sites.

But like many blighting influences, t...

Station East: Where's the Station?

March 29, 2019

An easy-access regional gateway for Patapsco Park

Regional parks are getaways from urban and suburban life, but too often they either bring the crowding and congestion along with them or else the quiet and solitude is just too hard to get to. At peak times, Patapsco Valley State Park suffers from both problems. It's an important local getaway, but it needs an efficient gateway.



Proposed Patapsco Park Gateway where a parking lot is now located at the unfinished end of I-195 at Rolling Road. Patapsco Park now occupies the top area (Scepatione Trail), and would be expended into the green shaded area currently part of I-195, with its southbound roadway shifted to the red line next to the northbound roadway.

Patapaco Park's current major gateway is a long road off South Street off US Route 1 (Washington Boulevard) near the Relay community. It leads through a "toll booth" and eventually to a fairly large parking lot, near the river and major trails central to the Avalon Area. While this gateway is rather obscure and difficult to find for first timers, it is still "too popular" at peak times. The parking lot fills up quickly on nice weather weekends and then there's no escape valve where overflow traffic can go. What is needed is a more prominent gateway with easy access for as many people as possible, which can handle overflows as easily as possible.

Fortunately, the solution to this problem also addresses other challenges - expanding the reach of the park, extending it towards nearby communities and dealing with the vestiges of I-195, an interstate highway also known as Metropolitan Boulevard whose proposed extension threatened the park in a battle that lasted from the 1970s until fairly recently. It was only in 2011 during ongoing discussions of chronic congestion on Rolling Road (MD Route 166) northward through Catonsville that all parties finally agreed to rule out any future extension of I-195, since it would merely destroy more of the park and push the congestion to any new terminus point such as along Frederick Road between Catonsville and Ellicott City.

Converting an unfinished highway interchange into a gateway

The ideal place for a regional gateway hub for Patapaco Park is the triangular parking lot which was built inside the unfinished interchange of Interstate 195 and Rolling Road, where communities and activists made clear that the highway should not be extended any farther. Even though this "park-and-ride" lot is located right on the edge of the park, it is totally surrounded by highways and ramps and thus has no relationship to the park. One of the park's longest trails, Soapstone Trail, is located nearby but is totally hidden and difficult to find.

The simple solution is to build a permanent ending for Interstate 195 at Rolling Road so that it no longer resembles an unfinished interchange, and no longer surrounds and engulfs the parking lot. The park and the Soapstone Trail can then be easily expanded adjacent to the parking lot and the trail head can be made as visible as necessary.

The way to do this is to get rid of the ramp which now serves as the beginning of southbound Interstate 195, and replace it with a southbound roadway adjacent to northbound roadway, thus consolidating all I-195 traffic in one place. The eliminated ramp can then be replaced with parkland for the extended Soapstone Trail, right next to the parking lot, which will still have convenient and prominent access from I-195 and Rolling Road on the other two sides.



*Picture yourself in a train in a station, with plasticine porters, with looking glass ties..." -John Lennon, The Beatles, Lucy ...



Pimlico poised to repeat success of Camden Yards Populous, the lead planner for the new Pimlico Racetrack, is the same firm that designed

Oriole Park at Camden Yards in the late 1980s. Tha.



For Amazon: The best of Westport and Port Covington The Amazon is wide, as both its namesake waterway and cyber-

marketplace. So both sides of Kevin Plank's real estate empire need to be



Uplands update: Blending in but standing out

West Baltimore's massive nev guarter-billion dollar Uplands neighborhood just south of

Edmondson VIIIage has been in development for we...



Greyhound Bus Station

GREYHOUND: LEAVE THE PLANNING TO US Here's a transit planning debade tha can't be blamed on the MTA. To

make way for new devel...



Oriole Park at Camden Yards: 20 Year anniversary The ballpark was revolutionary and the thousand foot long

varehouse created a unique.



Port Covington could be even bigger than it's hype 2016 has just started and Port Covington is already this year's once-in-a-generation opportunity for the city. But rether t...



Howard St. rail tunnel: Engineering beats politics A recurring theme in this city's transportation history is that politics loudly dominates the

discussion, while engineering quietly get...



Owings Mills: Transit Disoriented Development Owings Mills is precisely the wrong way to conduct development planning around a

transit station. The photo above tells the



How to fix Old Town

Old Town is perfectly poised to be the neighborhood to bring out the most urbanely scaled side of the Hopkins Hospital



The "Perkins Line": Best bet for southeast rail transit

A streetcar line through downtown to the Perkins Homes site would be nothing

like the falled Red Line plan, and would be just what the Red



A Town Square for North Avenue

The North Avenue space shown in green could be transformed Into an elongated Town Square

- looking west from the Centre Theatre (right)

Metro West speculation on the "Highway to

It's gratifying that the federal government was able to attract bids from reputable developers



Plan view (to scale) of the proposed gateway. The green shaded area is currently southbound I-195 and would be converted to parkland. Southbound I-195 would be consolidated with northbound I-195 on the red line. The yellow line is an extension of the park's Scapstone Trail (lower left) through the new parkland to the Cera Trail in the UMBC campus (lower right).

Expanding the park's "grasp" to UMBC, Arbutus and eventually Baltimore

The Soapstone trail can then be extended further eastward beyond the parking lot to proceed under Interstate 195 at its underpass along UMBC Boulevard. It can then connect to the Cera Trail within the UMBC (University of Maryland Baltimore County) campus and to the Arbutus community, thus extending the "grasp" of the park.

Getting the trail safely across UMBC Boulevard may require further attention. UMBC Blvd has recently had two "traffic calming" roundabouts installed, but that may not provide sufficient relief in the area closer to I-195. Since trail users would only need to cross one lane at a time, traffic "chokers" that neck the roadway down to a width of only about 12 feet may provide the necessary visibility and safety. The portion of Rolling Road with its trail crossing has slower traffic, so a similar solution should almost certainly work there.

The establishment of such a prominent gateway for Patapsco Park would open up other opportunities. Signage to the park from nearby Interstate 95, the main street of the entire Northeast U.S. Corridor, would be straightforward and highly effective. An Information Center in the parking lot could become a very worthwhile project.

Right now, visitors have difficulty confronting the huge sprawling size of Patapsco Valley Park, about twenty miles from the Avalon area near Relay northwestward to the the McKeldin Area near Sykesville. Creating a gateway that is commensurate with this vastness should help.

Patapsco Park should keep growing in the future, expanding by another six miles or so eastward through the Halethorpe Area to Southwest Park and finally to Reedbird and Middle Branch Parks in Baltimore City, which is where the river's mouth flows into the Chesapeake Bay.

Transforming an essentially useless Interstate highway stub into a park gateway, where citizens banded together to prevent the highway from destroying the park, is also exactly what is needed where Interstate 70 ends at Leakin Park in West Baltimore and Baltimore County, A Patapsco Valley Park gateway would thus be an ideal model for a similar Leakin Park Gateway.

Thanks to Jim Himel for his contributions to this article.

Posted by Gerald Neily at 10:11 AM



No comments:

Post a Comment

A RESOLUTION REGARDING THE MAXIMIZE2045: A PERFORMANCE-BASED TRANSPORTATION PLAN AND THE 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE BRTB

WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region; and

WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan, Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region's conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

WHEREAS, the PAC has reviewed and discussed the draft *Maximize2045*: A Performance-Based Transportation Plan and the 2020-2023 Transportation Improvement Program (TIP);

THEREFORE, be it resolved, the PAC submits the following comments on Maximize 2045:

- The plan comes at a time of considerable transformation in transportation and communications technology, disruption of traditional transportation markets and a host of new mobility options and services. These disruptions are definitely going to affect the composition of the future transportation system. Many are discussed in Chapter 2, Factors and Trends.
 - While we have no history to build future projections on with respect to the rapidly transforming transportation environment, it is important that the plan focus on creating choice, reliability and both mitigate and adapt to the impacts of climate change because these are the factors that are driving these trends and they will comprise the future that we are planning for.
 - Industry peers are focused on many of these same challenges and should be looked to as models for integration of new and transitional technologies and trends into long term strategic transportation plans. We urge the BRTB to look to organizations such as the Association for MPOs, American Public Transportation Association, the Eno Foundation, Transportation Research Board and other organizations for research, guidance and documented practices to consider for this application to this region.
- Chapters 2 and 3 of the Plan present an overview of a number of trends in the Baltimore region. However,
 the policies, analysis and investments contained in the fiscally constrained plan do not directly address a
 number of trends and advancements in communication and transportation technologies including but
 not limited to the integration of connected and automated vehicles, both automation of passenger and
 freight vehicles, into the transportation network. Other trends in transportation that are not accounted
 for in the Maximize2045 analysis and investments include mobility as a service, scooters and bike share
 programs, technologies discussed at the New Mobility Transportation Forum the BRTB recently hosted.
 - A reference we suggest BRTB look to for guidance and leadership on performance related to the integration of automated and connected vehicles into long range planning includes the *National Framework for Regional Connectivity and Automation Planning*, published by the Association of MPOs in January 2019. BRTB staff participated in the development of this analysis. It includes a number of MPOs

Approved: 26 June 2019 Page 1 of 3

and other peer agencies as references for peer-to-peer consultation on the integration of automation into the planning process.

- Performance measures Performance Measures and analysis addressing accessibility, congestion and safety are largely in silos by mode and refer to the performance of a single mode, rather than a system moving people and goods. Some recommendations in this regard:
 - Quality of performance in terms of transit should be tracked and presented, particularly to inform decisions related to project prioritization and selection. Access to a transit stop or station is not valuable to riders if the service does not provide access to destinations, frequencies, or travel times. The same goes for a measure that states number of jobs accessible by a bus stop or rail transit station. If the option is not reliable to provide good quality access in a reasonable amount of time, it doesn't matter how close the station is. This is also very important for meeting the transportation needs of underserved and vulnerable populations.
 - Recommendations for measures to consider include assessing the number of jobs accessible by premium public transportation (bus transfer center, rail transit station, major bus route) within 30 minutes, 45 minutes and 60. Additionally or in place of that measure, there could be a measure of the percentage of jobs in the region accessible by walking, transit, and other nonSOV/non-driving method of travel.
 - Congestion on highways should not be measured as a LOS or volume/capacity ratio, but in terms of travel times and delay which better reflect user experience and perspective. Adding capacity to highways is known to induce additional demand and is therefore an unsustainable long term strategy for addressing highway capacity and congestions.
 - These measures focus attention on building capacity for vehicles rather than serving trips and travel purposes. There is a variety of published literature and research available to support the adoption of measures that help evaluate transportation performance from the perspective of transportation system users, from personal travelers and commuters to goods distributors and consumers.
 - Performance measures and analysis should help identify and target highway and system investments to address barriers to efficient travel across the network, such as conflicts between freight and commuter travel.
 - More attention should be paid to the performance of networks and systems over individual units within them (such as individual highways or transit routes) within the networks. In many cases, systems are served by multiple modes, services and facilities. For example, the network of highways, railways and water based services and facilities serving freight travel should be analyzed for its performance in delivering goods locally and serving the national and international freight distribution taking place via the Port of Baltimore, rail and highway transportation networks.
- Funding Transportation needs far outstrip the dollars available to fund them. The PAC encourages the BRTB to fully investigate and analyze methods of supplementing state and federal funding with regionally collected revenues, which may require a change in State law to implement.
 - Additionally/similarly, the BRTB should encourage MDOT and the State of Maryland to consider alternatives to the motor fuel tax as the primary source of revenue in light of well documented research that the gas tax is not a sustainable source of revenues. Opportunities for capturing revenues should at a minimum be considered for electric vehicles (currently under paying to the Transportation Trust Fund due to their lack of gasoline consumption.
- Projects The PAC submits the following comments:

Approved: 26 June 2019 Page 2 of 3

- The plan appears to favor areas other than Carroll County. The items in Carroll County planned to start sooner are relatively inexpensive streetscape projects, while major improvements, such as the MD RT140 and MD RT91 intersection/corridor improvements are pushed again, out to 2035 or later.
- Project prioritization and selection needs to be less focused on individual jurisdictions and more focused on how to reach regional transportation goals and objectives. How do these investments improve the performance of full systems of transportation services and facilities?
- Central Maryland Regional Transit Plan We are encouraged that the State and BRTB are taking on a
 comprehensive analysis of long term regional public transportation. Ideally, the Regional Transit Plan for
 Central Maryland would reference and take the policy direction included in this plan to inform their more
 specific modal investments.

Included in the Central Maryland Regional Transit Plan should be an analysis of funding and finance options for public transportation. We hope that included in this plan will be consideration of methods for seamless payment of transportation service alternatives such as public transportation, bike share, parking and other mobility services.

Lastly, as the regional transportation forum, BRTB could partner with MTA to provide modeling analysis and impact assessment of different scenarios and conduct studies to demonstrate the impact and implications of new shared mobility services and transportation options on road congestion, safety, transit ridership, revenues, etc. For example, BRTB could identify and test a variety of scenarios that include a range of potential outcomes caused by the growth of MaaS (mobility as a service), OnDemand services by Ubers and Lyfts alike and the possible design of networks that include high capacity and/or on-demand bus bus services. The transit plan could seek to identify a model in which more people can have access to the full range of modes in a newly designed system, which is competitive in travel time and cost to car.

In sum, the PAC sees value in using the technical tools and data available to the BRTB (and some additional data) to provide technical support to the process and aid in a decision making process that is based on data and analysis in addition to political considerations.

THEREFORE, be it further resolved, the PAC submits the following comments the 2020-2023 Transportation Improvement Program (TIP);

- The PAC recommends that the TIP be presented as a regional program of projects rather than by
 individual jurisdiction. There should be efforts to show the connectivity of the individual projects within
 the context of a regional transportation system and network of services and infrastructure with the
 purpose of meeting regional transportation goals and needs.
- BRTB members are encouraged to use the MPO forum to analyze locally defined transportation projects
 and needs within the regional context. Land use modeling could also be woven into these analyses and
 should be done using a regional model so that all the same basic factors and assumptions are woven into
 the model. The BRTB staff and the forum are there to facilitate this analysis and develop such a blueprint.

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to participate by sharing comments. The PAC thanks the BRTB staff for facilitating its participation.

Submitted by:

Eric Norton, Chair, BRTB Public Advisory Committee

Approved: 26 June 2019 Page 3 of 3