



Public Comments and Responses

FY 2025 Unified Planning Work Program (Transportation Planning Budget)

UPWP Comment	Commenter	BRTB Response
<p>Thank you for the inclusion of the trail projects that are in the budget. However, in order to increase safety, connectivity, and equitable access to sustainable transportation, it is critical that much more funding is allocated to bike and pedestrian projects, including protected bike lanes that can be implemented more quickly and at a relatively low cost. These are especially critical in areas with low access to vehicles, short trip distances between housing, jobs, businesses, transit, and open space, while serving to connect to a larger trail network for the region, including the East Coast Greenway and other major trails.</p>	<p>Daniel Paschall</p>	<p>Thank you for taking the time to consider the planning budget. Funding is proposed to continue the Transportation Land-Use Connections (TLC) grant program, which provides resources to help local jurisdictions improve bicycle and pedestrian facilities. In addition, preliminary design of a segment of the Patapsco Regional Greenway to Cherry Hill is proposed. Another project is to develop a methodology to score active transportation projects in the long-range transportation plan that would allow active transportation projects to be included in the fiscally constrained list of planned major capital projects. A key project currently underway is development of a regional bicycle network that will include project costing and feasibility analysis, prioritization of projects, and more, which will then assist in preparing projects for funding and implementation.</p>
<p>This is terribly written and does not explain what the money would actually be used for, like previous successful projects</p>	<p>Pamela K. Shaw</p>	<p>Thank you for taking the time to consider the planning budget. We will take this into consideration and see if we can better explain and highlight more of our work and accomplishments in next year's budget. In the meantime, please visit our previous budgets and work plans. You can also take a look at our engagement hub to check out how we've been busy working with the public on a range of projects and plans.</p>



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<p>No money should be allocated for the expansion of the highway system. We do not need more roads. We need more separated facilities for pedestrians and cyclists. We need more frequent buses, and the city of Baltimore needs a real metro system. That is the ONLY way that we can reduce traffic and traffic related deaths. Educating people on how to walk will not help.</p>	<p>David House</p>	<p>Thank you for taking the time to consider the planning budget. As you may have seen, there is no task that looks to expand highways and numerous tasks to support transit, biking and walking. Of note, the Maryland Transit Administration is currently pursuing two additional transit systems based in Baltimore City. Check out information on MTA's planning studies.</p>
<p>On the whole, I am highly supportive of this budget. I know that BRTB is limited in its capacity, but I think there are lots of great ideas. I wish there was more emphasis on walking/movement as a form of research and pedagogy to more effectively look at the more pedestrian experience and engage people to be more able to articulate their experiences, and less emphasis on highways. Thank you for this.</p>	<p>Isaac Leal</p>	<p>Thank you for taking the time to consider the planning budget. BRTB will continue efforts to support active transportation projects and initiatives to continue learning more about the community's experiences with walking and biking. We can speak to some key national leaders on the state of training for both engineers and planners related to academic content on walking and the pedestrian experience. That aspect of higher education had been lacking but is picking up speed in the last few years. We will also check programs at the University of Maryland and Morgan State University both have research programs we could explore. In the end, we are all pedestrians for all or at least a portion of any trip so that is a key concern.</p>
<p>I find the proposed budget to include a number of good planning projects in addition to the on-going regional coordination work of BRTB. I especially happy to see good funding levels to the "Scoring Methodology for Bicycle and Pedestrian Projects", "Transportation and Land Use Connection Grants", and the program to identify projects for the CRP and PROTECT grants. I am also happy to see BRTB continuing to work segments of the Patapsco Regional Greenway through 30% design, continuing to build a pipeline of multi-use, connecting trail segments is an important activity for BRTB. It would be better to see multiple planning projects per year on trails or active transportation projects. However, the shift</p>	<p>Henry Cook</p>	<p>Thank you for taking the time to consider the planning budget. Thank you for your acknowledgement of the BRTB's efforts that support active transportation projects. The Transportation and Land Use grant program has awarded funding for three new projects during the most recent round of applications. We continue to provide design activities for the Patapsco Regional Greenway, with three projects under various stages of completion. The Stoney Run segment has just begun, The Guinness to Southwest Area Park segment is nearing completion of 30% design, and BMC is partnering with Baltimore County to provide 100% design for the Elkridge to Guinness segment. Design for this section is roughly 50% complete.</p>



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<p>in focus from VMT-inducing projects to active transportation and transit is appreciated.</p>		<p>Funding is recommended in the FY 2025 UPWP budget for the Southwest Area Park to Cherry Hill Park segment. Currently, MDOT is accepting applications for the Carbon Reduction Program for the first round.</p>
<p>None. I only reviewed the overview page and it seems reasonable.</p>	<p>Anonymous</p>	<p>Thank you for taking the time to consider the planning budget.</p>
<p>We need a greater emphasis on GHG reduction and climate resiliency strategies, and we must integrate more meaningful strategies as priority components of our future transportation investments. No investment in auto-oriented projects should move forward without a sizeable element to incorporate active transportation, public transit, green infrastructure, and electrification. Goal should be a net decrease in GHG for every project.</p>	<p>Anonymous</p>	<p>Thank you for taking the time to consider the planning budget. The Federal Highway Administration (FHWA) recently released a new rule, which requires States and Metropolitan Planning Organizations to track GHG emissions, specifically carbon dioxide, on the National Highway System, and show declining targets over a 4-year reporting period. Also, as part of the air quality conformity process, emissions associated with transportation projects that are in our region's short- and long-range plans are modeled and tracked to ensure that they are not contributing levels of pollution above the national standard. The conformity determination report also lists emission reduction strategies in our region. These strategies can be found in Appendix I from last year's report. Staff also completed several products meant to guide the region around Climate Resiliency issues that you may be interested in checking out.</p>
<p>No BIKE paths unless 80% of residents on affected streets APPROVE. THE DEBACLE ON MANY STREETS THAT PUT IN UNNEEDED AND UNUSED BIKE PATHS HAS TO STOP! NO Funding for green energy, this political hoax doesn't deserve not one cent of my tax dollars. Quit wasting money on unneeded studies to pay back political donors.</p>	<p>Anonymous</p>	<p>Thank you for taking the time to consider the planning budget.</p>
<p>This is an issue I would like to push for our City. The Federal government has 508 compliance down and we have an opportunity to become a world-class destination</p>	<p>Dale McClinton</p>	<p>Thank you for taking the time to consider the planning budget. Accessibility is an important issue for people with disabilities. All of our public engagement pages are</p>



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<p>for both able-bodied and disabled people. Baltimore is close as a top 10 accessible city. We can do better, Isaac!</p>		<p>section 508.2 compliant and PublicInput (our engagement platform) conducts ongoing user testing to make sure the user experience is better than the bare minimum compliance measures and to ensure that they maintain WCAG AAA compliance (the highest standard available). BMC also has a number of accessibility tools embedded in our website and we are planning to overhaul our website in the coming year to increase accessibility. Stay tuned for more!</p>
<p>Funding for resilient and sustainable projects that bridge gaps between state and local transportation agencies to coordinate TOGETHER and minimize siloed planning and project implementation.</p>	<p>J Martin</p>	<p>Thank you for taking the time to consider the planning budget. We have been expanding our work on climate resilience over the last several years and have developed several documents for use by local jurisdictions to help address the issues you raise. In August 2023, we applied for federal funds (through the FHWA PROTECT Program) to build on our climate resilience work and develop a regional Transportation Resilience Improvement Plan which would identify and prioritize projects and coordinate with relevant work by the state. Finally, the beauty of the BRTB is that state and local officials sit at the table and jointly discuss topics and support one another.</p>
<p>Safety Outreach and increasing pedestrian/biker safety is imperative, grateful to see this being discussed.</p>	<p>Bethan McGarry</p>	<p>Thank you for taking the time to consider the planning budget. We are proud to manage the Look Alive campaign with Signal Woman. Look Alive is a safety outreach and educational campaign supported by funding from the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office (MHSO).</p>
<p>A.I. fixed annual fee Unlimited Traffic Data collection and reporting - contact me to Free your Scope of limitations.</p>	<p>Mark Gregory</p>	<p>None</p>
<p>Please devote more funding for BRTB-employed staff to oversee and expand public outreach into the community</p>	<p>Anonymous</p>	<p>Thank you for taking the time to consider the planning budget. Thank you for your support for more outreach on the BRTB's work and opportunities for people to be</p>

<p>when gathering feedback and input on the UPWP, LRTP, and other BRTB initiatives.</p>		<p>engaged. We agree that this is important so we can reach folks who may not have access to our website. To extend the reach of staff at BMC, we partner with our members to support transportation planning and outreach across the region. We continue to identify ways in which we can develop and increase our outreach over time.</p>
<p>I'm glad to see the focus on pedestrian and bike safety as well as the inclusion of funding around "transportation and land use connections", to encourage people to use a range of transportation modes. I would like to also see more specific plans for improvements to regional bus and light/heavy rail systems, so our area can have a truly robust public transportation system. People need options for how they get around with each of those options being safe and efficient. I'd also like to see more consideration for ADA infrastructure improvements, since well-designed, well-maintained pedestrian infrastructure and public transportation help people with disabilities and/or mobility issues stay connected to their greater community.</p>	<p>Alisa Williams</p>	<p>Thank you for taking the time to consider the planning budget. There are numerous tasks to support transit, biking and walking. The Maryland Transit Administration is currently pursuing two additional transit systems based in Baltimore City. Whatever project is underway that uses federal funds, there is a requirement to adhere to ADA regulations. Having said that, more can be done.</p>
<p>C1: I'm impressed and pleased with a number of the forward-thinking items included in this UPWP document, but I also have some criticisms.</p> <p>C 2: Regarding the "LRTP Scenario Planning" project, I'm pleased to see that land use, housing, and affordable housing is being considered for inclusion in the planning exercise. Do not shy away from this. Transportation and land use are intimately and inextricably interdependent on each other. Transportation cannot be planned in isolation from these factors. The "Transportation and Land Use Connection Grants" project would seem to be a step in this direction.</p>	<p>Michael Scepaniak</p>	<p>R1: Thank you for taking the time to consider the planning budget.</p> <p>R 2: On your comment about scenario planning, we are spending the next few months scoping out the task with our members – it is a considerable undertaking that could involve many scenarios, at this time we are considering the topics you mentioned.</p>

<p>C 3: Regarding the "Safety Messaging and Outreach Campaign" project, I find it very frustrating to see this campaign presented in the context of the Safe System Approach. The Safe System Approach is frequently also referred to as Safety by Design - for a reason. "The traditional roadway safety approach is built on an implicit assumption that people can be trained (encouraged, educated, and/or enforced) to behave safely all the time. The Safe System approach, on the other hand, recognizes that people will inevitably make mistakes (because humans are fallible, after all). So, the Safe System approach anticipates these inevitable mistakes by designing and managing systems – road infrastructure, vehicles, and related policies – to keep the risks of mistake less severe." - Vision Zero Network Presenting a driver education campaign as if it represents the BRTB's advancement of the Safe System Approach comes across as being (at a minimum) tone deaf and (to me, personally) insulting.</p>		<p>R3: Regarding your comments on safety, it is important to note that, while Vision Zero is very focused on the built environment, the Safe System Approach is a shift to a comprehensive safety program that goes beyond roadways. The Safe System Approach is composed of five principles that include education/outreach as well as engineering, among other concepts. Within the Safe System Approach principle of Safer People:</p> <p><i>Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.</i></p> <p>The safety of people is U.S. DOT's core mission. Enabling people to be safer includes actions to <i>encourage safer behaviors among the driving public, commercial drivers, and all road users.</i></p> <p>People generally use the roadway system in a safe manner on any given trip, but mistakes, lapses in judgment, and other more significant risky behaviors still occur.</p> <p>Through the National Roadway Safety Strategy, the Department will focus on using all available tools, including <i>education, outreach</i>, engineering solutions, and enforcement, to address persistent behavioral safety issues. A robust and comprehensive approach to <i>influencing human behavior</i> also requires deepening our understanding of underlying causes through research. - US Department of Transportation</p> <p>Also within Safer People: <i>Promoting safe, responsible driving behaviors</i> and highlighting how speeding, impaired and distracted driving, and not buckling up can endanger both drivers and everyone on the road.</p>
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<p>C4: I find the inclusion of the "Scoring Methodology For Bicycle And Pedestrian Projects" item to be very heartening. This indicates to me that the BRTB is expecting and encouraging these projects to increase in scope, complexity, and budget. Bravo.</p>		<p>And within Safer Speeds: Promoting safer speeds on all roadways through a combination of roadway design, appropriate speed-limit setting, <i>targeted education, outreach campaigns</i> and enforcement.</p> <p>The Safe System Approach is a shift from conventional road safety thinking because it focuses on both human mistakes and human vulnerability by designing systems with many redundancies. This creates a multi-layered safety net, so that if one countermeasure fails, another will help prevent a crash or, in the event of a crash, lessen the likelihood of serious injury or death. This safety net includes the proven countermeasures of equitable enforcement of traffic safety laws; more and better designed infrastructure that protects all road users, especially people not in motor vehicles; <i>outreach and engagement in all communities</i>; vehicle technology that helps mitigate dangerous driving behaviors; and improved and expanded emergency medical services including training in bystander care. - Governors Highway Safety Association</p> <p>Concerning the scoring of projects for safety, under the current methodology a submission will score higher if it addresses non-motorist safety while those only addressing speed or lane departure would receive fewer points.</p> <p>R4: This effort will at least put bicycle and pedestrian projects on a more level playing field and will give them more attention.</p>
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<p>C5: Regarding the "Tracking/Forecasting Tools Update" project, any such forecasts should be improved to fully account for the demand induced by roadway expansions. With such a tool available, the BRTB should then initiate a practice of fully forecasting and measuring induced demand for every roadway project in future TIPs and LRTPs.</p> <p>C6: The "Transportation Needs Assessment" project contains the following item: "Identification of metrics related to the list of transportation needs that the BRTB should track to assess progress in addressing the needs. This should include development of metrics specific to equity emphasis populations such as accessibility, affordability, travel times, transportation cost burden, safety, health indicators, etc.;" In the most recent LRTP, the baseline time frames for accessibility used different values for automobile and transit. The values should have been the same - 30 minutes. When challenged on this, the BRTB stated that "transit travel times are significantly higher nationwide versus highway travel times" and that "reporting metrics by differing travel times for highway versus transit is a common practice in regional transportation planning across the nation". Neither are acceptable responses. Please address this inequitable metric as part of this project.</p>		<p>R5: BMC modeling staff have been reviewing the topic of accounting for induced demand including the calculators identified in various Maryland General Assembly bills.</p> <p>R6: We understand your point, however the Needs Assessment will be based on survey questions to a broad range of individuals, with an effort to capture input from vulnerable populations. This will provide inputs for a range of uses in our process, including the travel demand model. It would however be a separate task to adjust the modeling process.</p>
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