

FY 2022 – 2023 UPWP

1	<ul style="list-style-type: none"> I would like to see some form of mass transit connecting Carroll County with Baltimore City - Camden Yards, Penn Station, BWI Rail Station and airport. Extending Metro on 795 to Finksburg, MD would be a beginning. 	David Highfield	<ul style="list-style-type: none"> The policy of Carroll County, through our adopted plans and Board of County Commissioners’ resolutions, has always been to provide transit services only within the County. There are currently no plans to expand this type of service outside of the County. Since we last communicated with you, the County did complete the process of updating their Transit Development Plan (TDP), which outlines public transportation improvements in the County over the next five years. We have included a link to the document so that you can read what improvements are planned.
2	<ul style="list-style-type: none"> The LSHG is in support of regional trail development goals and further trail development progress. The LSHG would like to work with BMC, WILMAPCO, and local jurisdictions to develop a regional Greenway project that could be included in the UPWP at a later date. 	Brigitte Carty Lower Susquehanna Heritage Greenway, Inc.	<ul style="list-style-type: none"> Our Bicycle and Pedestrian Advisory Group has already brought up this topic at a meeting. BMC staff have started to look into how we might consider approaching a project that spans jurisdictional, and MPO, boundaries with the MDOT State Highway Administration. As we learn more we will reach out to your organization and the Wilmington Area Planning Council.
2a	<ul style="list-style-type: none"> Does the Dashboard task look at the impacts on the tourism industry and the supporting hospitality industries? 	Brigitte Carty LSHG	<ul style="list-style-type: none"> This information is currently included in the Baltimore Regional Recovery Dashboard on the BMC website. A lot of good data on the tourism/hospitality industries is included in the existing Quarterly Census of Employment & Wages (QCEW) on our website. There are visualizations depicting monthly employment by industry and jurisdiction (located here). Below are a few examples referencing the specific visualization tabs: <ol style="list-style-type: none"> 1) Employment by 2-digit NAICS: This tab summarizes employment in broad industry groups. You can select your jurisdiction of interest (including the region and all counties). Tourism/Hospitality is a bit obscured here, but relevant 2-digit industries include 72 - Accommodation and



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Comment

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			<p>Food Services and 71 - Arts, entertainment, and recreation. You could also look at 48 (Transportation and Warehousing)</p> <p>2) Percent Change: 2-Digit Across Jurisdiction: This tab also summarizes 2-digit data, but allows the user to display the % change in employment for any industry of interest for a user selected time period. You can display data for any combination of jurisdictions you would like. For example, from April 2019 to April 2020 employment losses in Arts, Entertainment, and Recreation ranged from 80.5% in Harford County to nearly 53% in Baltimore City. This is useful if you're interested in employment changes in one industry.</p> <p>3) Percent Change: Jurisdiction across 2-digit Industries: This tab also displays percent changes in employment, but does so for all industries in one user selected jurisdiction. This is useful if you're interested in employment changes in just one jurisdiction.</p> <p>4 - 6) These tabs are probably the most useful for tourism/hospitality, as they highlight employment levels and changes in 4-digit NAICS industries. These are more specific industry groups such as performing arts companies, spectator sports, museums, restaurants, and traveler accommodation. I would again recommend focusing on industries starting with "72" (accommodation and food services) and "71" (Arts, Entertainment, and Recreation). You could also look at a few in "48" (Transportation and Warehousing).</p> <p>One thing to note is that some data is suppressed in the QCEW to avoid identification of individual businesses. This is more of an issue at smaller levels of geography and with more specific industries (i.e. there is more suppression for 4-digit industries than for 2-digit).</p>



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2b	<ul style="list-style-type: none"> The LSHG supports the revised language for the U.S. 40 Land Use and Transportation Study as proposed by Harford County. We request that this project support and enhance the Washington-Rochambeau Revolutionary Route National Historic Trail initiative within the corridor. 	Brigitte Carty LSHG	<ul style="list-style-type: none"> The final UPWP will be modified to include consideration of the National Historic Trail initiative in the write-up.
3	<ul style="list-style-type: none"> The UPWP needs more specifics: what projects will get done on what timeline? Are there any other projects that improve individuals' access to such essential destinations...? 	Paul Emmart	<ul style="list-style-type: none"> The UPWP has been supporting 30 percent design for one PRG segment each year for three years running. It is likely that additional segments, or segments of other networks will be identified for funding by the members beyond that. <ul style="list-style-type: none"> PRG: Elkridge to Guinness has completed 30% design. PRG: Sykesville to McKeldin has initiated 30% design, expected to be complete by December 2021. PRG: Guinness to Southwest Area Park is proposed, if approved will begin 30% design in July or August 2021. There are also numerous projects in the Transportation Improvement Program in either planning or construction that address access to essential destinations. Here is a sampling: <ul style="list-style-type: none"> MD 175: Disney Road to Reece Road Additional travel lanes as well as the provision of bicycle and pedestrian facilities. Parole Transportation Center This facility will serve existing local and regional bus service, but will also be designed as an intermodal hub with possible future connectivity to modes such as bikeshare, carshare, and ridehailing services. MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2 The addition of turn lanes and added width for bicycle compatibility.



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			<ul style="list-style-type: none"> ○ Greenway Middle Branch: Phase 2 A 0.8 mile trail between the Inner Harbor trail/cycle track and the Middle Branch Trail. ○ Towson Circulator A new fare-free bus system in Towson. ○ Bush Street Bike Facility A 0.6 mile on-street cycle track between Washington Boulevard and Russell Street.
3a	<ul style="list-style-type: none"> ● The UPWP forecasts a seemingly drastic drop in consulting services from 2022 at 3.1M to 2023 at 440K → 86% decrease. What is the impact to the scheduled work and implementation schedule on a per project basis? If funding decreases occur, what will the impact be to Baltimore City and what plans are being made to mitigate the impact? 	Paul Emmart	<ul style="list-style-type: none"> ● As mentioned in the budget section of the UPWP, we are not able to forecast what amount will be approved by U.S. DOT for FY 2023. The \$440,000 is a reasonable base and if there are carryover funds or a higher level of federal appropriations then that amount will increase. Funds are generally not directed to individual jurisdictions so there should not be a negative impact on Baltimore City.
3b	<ul style="list-style-type: none"> ● The Bicycle and Pedestrian Planning Task is budgeted at \$155,000 out of \$9M this represents about 0.01% ● The use of bicycles should be promoted for many reasons, primarily physical exercise and health but also as an efficient means to reduce dependency on vehicles with combustion engines. ● I ask that the Bicycle and Pedestrian group work more closely with the Environmental Planning group, which has double the budget. ● E-Bikes can be incentivized by developing an urban electric bicycle rebate program. 	Paul Emmart	<ul style="list-style-type: none"> ● That amount is intended to represent the cost of a position to support that activity. ● We agree with you and mention those benefits is our outreach on a routine basis. ● Those teams actually do work together and the air quality planner is actively leading work for our Bike to Work Week activities scheduled for May 17-23. ● This is not something we have been involved with but can discuss with members to see if they might pursue this.
4	<ul style="list-style-type: none"> ● Please consider the following for a BMC UPWP project: Bike/Ped Grant Pursuit and Execution - Study of Past Performance, Best Practices and Improvement Recommendations. 	Jon Korin Chair, Anne Arundel County Bicycle Advisory Commission	<ul style="list-style-type: none"> ● This suggestion is worthy of further discussion. BMC staff will work with BRTB members to further explore the specific issues each member may be experiencing. A work plan can be developed that responds to the issues identified.

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		President, Bicycle Advocates for Annapolis & Anne Arundel County	<ul style="list-style-type: none"> If resources beyond BMC staff are needed then a request will be submitted for the FY 2023 UPWP.
5	<ul style="list-style-type: none"> BMC should expand its Regional Bicycle Facilities map to include planned trail investments and then identify priority gaps and projects, such as the Baltimore Greenway Trails, to create a seamless regional trail network. 	Joe McAndrew Greater Washington Partnership	<ul style="list-style-type: none"> BMC supports an internal map with the layers you are suggesting that is used by BMC and its members for planning purposes. There was a discussion and a decision was made to post online only what is currently built. The Bicycle and Pedestrian Advisory Group does actively discuss and plan for a seamless regional trail network.
5a	<ul style="list-style-type: none"> The current draft of the UPWP does not suggest what the end-product of the Regional Transit Plan – Continuation of Corridor Analysis effort will be. 	Joe McAndrew GWP	<ul style="list-style-type: none"> Final scoping for this project is underway with the BRTB Technical Committee. As indicated in the UPWP, analysis may include preliminary routes, service patterns, alignments, levels of service, potential modes and system requirements. Evaluation could also include elements from the FTA Capital Investment Grant program and/or a P3 screening mechanism.
5b	<ul style="list-style-type: none"> The focus of Transportation Issues in Historical Town Centers is on parking management. While the draft does mention developing strategies to address multimodal access, including transit, we believe that transit access should be a more central component of this work program. 	Joe McAndrew GWP	<ul style="list-style-type: none"> Multimodal transportation into and through Ellicott City is part of the program for this project. However, for this project we will be folding in work undertaken by county staff to develop conceptual transit routes that link Ellicott City to Catonsville.
5c	<ul style="list-style-type: none"> The UPWP does not identify next steps from the BRTB’s ongoing Transit Governance and Funding Study 	Joe McAndrew GWP	<ul style="list-style-type: none"> The scope for the existing study includes providing a “roadmap for potential implementation” of the various potential options. As the BRTB does not have statutory authority to implement many of these changes, recommendations are designed to provide potential guidance to the Governor, General Assembly and the local governments. If follow-up work is identified by the BRTB members it could be included in the FY 2023 UPWP.

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6	<ul style="list-style-type: none"> Thank you for including the US 40 Land Use and Transportation Study in the draft Unified Planning Work Program. 	Dianne Klair City of Havre de Grace	<ul style="list-style-type: none"> We appreciate your support for this activity and welcome your participation in the study once it launches.
6a	<ul style="list-style-type: none"> Built in the late 1930's as a dual highway with a generous ROW, US 40 is identified as part of the MDOT SHA Bike Spine Network from Cecil County, through Harford and Baltimore Counties, and into Baltimore City. This study offers an excellent opportunity to take the long-view of how US 40 can have a greater value as a multimodal transportation corridor with safe bikeway options, serving the communities along it. 	Dianne Klair City of Havre de Grace	<ul style="list-style-type: none"> That is the premise of why the jurisdictions are pursuing this project. MDOT SHA will be involved as well as they own and maintain this facility.
7	<ul style="list-style-type: none"> I am in support of controlling speeds and de-prioritizing vehicular throughput for safer mobility for all users of the roadway network – pedestrians, cyclists, freight, as well as passenger vehicles in the Regional Traffic Impact Study Guidelines: Phase 2. 	Bari Klein Healthy Harford, Inc.	<ul style="list-style-type: none"> Your concern is one of the reasons that Phase 2 is being pursued for the Traffic Impact Study guidelines.
7a	<ul style="list-style-type: none"> I also support the proposed U.S. 40 Land Use and Transportation Study that will traverse Harford County. Route 40 is ironically one of the only designated Bike Routes in Harford County, but, as the UPWP so accurately pointed out, it is far from cycle friendly, and it is rare for even confident cyclists to travel that route. 	Bari Klein Healthy Harford, Inc.	<ul style="list-style-type: none"> We appreciate your support for this activity and welcome your participation in the study once it launches.