

UPWP Comment	Commenter	BRTB Response
<p>Calibration of the InSITE tool is correctly prioritized as this sort of trip analysis tool underpins much of the transportation planning. I suggest that this calibration include calibration/validation of modeled changes based on infrastructure changes, including changes that could influence mode share to transit or active transportation (cycling, walking, micro-mobility). Although it is not stated, I would like to see the model calibrated across travel times and seasonal variation (e.g. school-induced congestion in the 3pm hour during the school year). Calibration should also be performed across mode share, including active transportation trips.</p>	<p>Henry Cook</p>	<p>The most recent effort calibrates/validates the InSITE travel demand model using the 2019 Maryland Household Travel Survey (MHTS) along with highway traffic counts and transit route ridership. The InSITE model component structure remains unchanged. At this time, there is no planned model sensitivity activity. We do value sensitivity testing as an important exercise to learn about InSITE forecasting capabilities.</p> <p>The InSITE model Time of Day (TOD) choice, using ½ hour resolution (48 periods), is an existing model component that will be calibrated/validated using the 2019 MHTS. Calibration TOD choice is completed by purpose (Mandatory, Non-Mandatory, Work Based, and Fully Joint). In addition, the validation spreadsheet compares InSITE and MHTS results stratified by person type (child, worker, non-working adult, and retired) and household income group.</p> <p>The MHTS recruited 7,500 households over 12 months with each household member recording all trips during the assigned travel day. The MHTS represents the average 2019 weekday travel. A larger sample size would be needed for an average seasonal weekday.</p> <p>The InSITE tour and trip mode choice model is an existing model component that will be calibrated/validated using the 2019 MHTS. The tour and trip mode choice model contains the following modes: auto (drive alone, share ride 2, share ride 3), transit (walk and drive access), walk, and bike. Mode choice is completed by purpose (Mandatory, Non-Mandatory, Work Based, and Fully Joint). The validation spreadsheets compare InSITE and MHTS results stratified by person type (child, worker, non-working adult, and retired) and several household segmentations – income group, vehicle availability, household size, and others.</p>

		<p>There are sufficient observations to reasonably validate the mode of walking. The 2019 MHTS contains a few tour/trip bike trip observations, thus limiting calibration efforts.</p> <p>Although not technically a mode, InSITE for part/full-time workers with a usual place of work estimates the share that works from home. COVID has significantly changed this choice from the 2019 observation. The UPWP is funding a data collection effort to capture the work-from-home choice providing a data source for policy analysis and future model calibration.</p>
<p>Under "Analysis of Regional Data and Trends" (pg 50-51), BMC plans to understand a Household Travel Survey and perform Trend and Policy Analysis. BMC should ensure that this analysis goes beyond surface level reviews of current mode share and evaluates desired mode share and transportation options. Given the under-investment in Baltimore-area transit networks through recent years, current modes of transportation on not necessarily reflective of residents desired future investment planning.</p>	<p>Henry Cook</p>	<p>The Household Travel survey was undertaken in 2019 and gathered data on current travel behavior only. Desired Travel is certainly a valid and important question, but that's a different type of survey. Efforts in the UPWP relate to a continuing series of analyses based on the data from 2019.</p>
<p>BMC's development of a Pedestrian Infrastructure Assessment Tool has the promise of being a key tool for local jurisdictions in developing strong active transportation networks. However, I see no plans within this UPWP to maintain or, importantly, make this tool available to the public. This would be a key tool for BMC's GIS team to make available to the public through their Open Data website (reference pg. 44 of the Draft UPWP).</p>	<p>Henry Cook</p>	<p>The Pedestrian Infrastructure Assessment Tool (PIAToolkit) and sources for sidewalk data will be available publicly on the BMC website within a few months. BMC staff will update the PIAToolkit manual based on feedback from member jurisdictions and the public. Modifications to the PIAToolkit will require a consultant contract which may be a good candidate for a future UPWP project.</p>

<p>On page 76 of the draft report is the following: “BMC managed a project to develop a Pedestrian Infrastructure Assessment Tool. The ArcGIS-based desktop tool will assist member jurisdictions in prioritizing sidewalk projects, identifying sidewalk mileage and gaps, visualizing sidewalk data and facilitating pedestrian planning in general. The project also consists of the acquisition of a regional pedestrian facility inventory which can be used with the tool, however, other sidewalk inventories are compatible with the tool. A user manual and training materials are being developed to assist users with use of the tool. To be complete by the end of FY 2023.”</p> <p>I would like this Tool to be developed in a manner that it is accessible to the general public. I believe the public being able to identify sidewalk needs in individual communities will accelerate BMC member jurisdiction focus on improving sidewalk conditions throughout the region. This in turn will assist the BMC in meeting the first four goals of the Unified Work plan.</p>	<p>Patrick Roddy</p>	<p>The Pedestrian Infrastructure Assessment Tool (PIAToolkit) and possible sources for sidewalk data will be available publicly on the BMC website within a few months.</p>
<p>Build the Short Line Trail connecting Catonsville, UMBC, Spring Grove, Western Tech, Paradise, Baltimore National Cemetery, Irvington, Loudon Park, and St. Agnes to the Gwynns Falls Trail</p>	<p>Robert Krasnansky</p>	<p>Catonsville Rails-to-Trails has been spearheading the development of the 2.2-mile long Catonsville South Shore Trail. More information about this work can be found at, https://crtt.org/. In spring/summer 2023, Baltimore County is constructing an at-grade crossing at Bloomsbury Avenue and Asylum Lane, which will allow bicyclists to continue to the Catonsville South Shore trail without dismounting.</p>

<p>Continued funding and support for planning for multi-use trails and a regional trail network. This is described in the text of the Bicycle and Pedestrian Planning section, but not listed as an anticipated product within the FY 2024-2025 planning horizon.</p>	<p>Henry Cook</p>	<p>BMC staff are currently advancing multiple UPWP projects which support planning multi-use trails and the regional active transportation network. These include preliminary design of the Guinness to Southwest Area Park segment of the Patapsco Regional Greenway (PRG) and the development of a concept plan for bicycle and pedestrian improvements along US 40 in Harford County (Aberdeen to Havre de Grace). Projects that are expected to launch soon, and continue into FY 2024, include preliminary design of a segment of the PRG in Anne Arundel and Howard counties and a project to create a vision for a regional active transportation network. BMC also supports projects selected under the Transportation and Land Use Connection grant program. Currently we are assisting the City of Annapolis on the Bay Ridge Bicycle Concepts project and the City of Baltimore on their Wabash Avenue Separated Bicycle Lanes project. Support for upcoming awards for this grant will also occur in FY 2024.</p>
<p>Development of performance metrics for tracking jurisdictions on their progress towards detailed plans for various transportation master plans, such as bicycle or pedestrian master plan.</p>	<p>Henry Cook</p>	<p>While there are no performance metrics, the Maryland Department of Planning does request local jurisdictions to submit annual reports. Section VII. relates to bicycle and pedestrian plans.</p>
<p>You should fix the roads before your traffic signals.</p>	<p>Ryan Weitzel</p>	<p>The Traffic Signal Subcommittee of the BRTB proposed this task to conduct an assessment of traffic signal infrastructure (poles, controllers, wiring etc.) to determine if there is deterioration that could cause safety hazards. Road maintenance is routinely undertaken by state and local jurisdictions.</p>

<p>As a preservationist I seek better access to historic sites in and around Ellicott City, Maryland. Some type of centralized parking allowing visitors to ride a Hop On/Hop Off bus or trolley would be welcome especially on weekends and during high traffic events such as festivals and Midnight Madness. Stops can be made at historic sites and engage more visitors to visit Ellicott City.</p>	<p>Connie Siegel</p>	<p>BMC, in partnership with Baltimore and Howard Counties have developed a set of recommendations for parking, wayfinding and multimodal access in and around Ellicott City and Oella. These recommendations will be detailed in a final report which is anticipated to be completed in May 2023. These recommendations are not necessarily all inclusive and are meant to be a guideline for improvements the counties can make in the future.</p> <p>These recommendations do include a suggested shuttle service that would run on weekends and during special events. If demand for a shuttle service is high, the hours of use for the shuttle service could be expanded or the shuttle could be expanded to weekdays.</p> <p>In addition to the shuttle service, the study recommends new wayfinding signage that would act as a directory to fixed attractions such as the B&O museum or trail locations. This signage could also support advertisement for special events. In addition to the shuttle and the wayfinding signs, the study also recommends creating a "Healthy Walk" or "Historic Walk" trail that would direct users to pass by the many attractions within Historic Ellicott City and could feature trailblazing markers along the trail that provide information regarding the historic nature of the site.</p>
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