

RTP Konveio Document Comments Received Between April 23-June 18

Orange cells indicate comments that received responses (first row in dark orange is the original comment, and rows beneath in lighter orange/italics are responses)

Date posted	Comment	Page (note: refers to Konveio page number and not page number within doc)	Thumbs up	Thumbs down
04/24/2020 - 1:20pm	Add option to create more rail lines (subway/light rail) along heavy bus route usage and major destinations. Throwing more buses doesn't help when there is no capacity for them. Mass transit must transport a mass amount of people, or else it isn't mass transit.	26	4	0
06/03/2020 - 6:12pm	<p style="text-align: center;"><i>This plan does that (sort of) in the Regional Transit Corridors section starting on p. 58, but doesn't make it clear. People are reacting to this pink and white map like it is the Regional Transit Corridors map. They're not to blame for being confused. It might help to:</i></p> <ul style="list-style-type: none"> <i>* put the Regional Transit Corridors section earlier in the document</i> <i>* show the Early Opportunity Corridors on their own map</i> <i>* say more about the opportunity to build transit that moves more people faster (bus rapid transit, light rail, heavy rail) where this plan has identified are the places where improvements like that should be prioritized</i> 	26	1	0
04/24/2020 - 1:22pm	Look at the 1978 Metro Subway plan. Identify funding for long term and do not rely on the state or federal government to continue funding. It's been stripped for illogical reasons in the past!	27	8	0
05/06/2020 - 11:50pm	<i>Establish a Transit Trust Fund through user fees or gasoline tax, or other means to solely dedicate to transportation projects.</i>	27	8	0
04/24/2020 - 1:25pm	Make this "Fort Meade/Severn/Odenton area." Basically any town around Fort Meade.	28	4	0
04/24/2020 - 1:26pm	Add service to Odenton MARC.	28	4	0
04/24/2020 - 1:30pm	Explore converting heavy bus corridors to light/heavy rail to handle passenger load.	36	2	0

04/24/2020 - 1:55pm	How can you call it a plan for central Maryland when you don't include Montgomery or Prince Georges Counties?	5	0	0
05/04/2020 - 12:54pm	<i>Montgomery and PG Counties are not a part of central MD and are also heavily served and helped by neighboring counties</i>	5	5	0
05/28/2020 - 3:54pm	<i>The study area for the Central Maryland RTP was legislatively dictated by the Maryland General Assembly (Chapter 352, 2018) and did not include Montgomery and Prince George's Counties.</i>	5	1	0
04/24/2020 - 1:59pm	There's no mention of private vehicle transportation or roads improvements. Is there another plan for those areas? Will this plan be integrated with those areas? Travel by private automobile is by far the most common means of transportation, and needs to be addressed somewhere.	16	1	14
04/28/2020 - 4:31pm	<i>Roadways definitely need some improvements, and commitment to keep them in good shape once fixed. Especially bridges, some look pretty shabby.</i>	16	0	0
04/30/2020 - 11:16am	<i>Private auto is already receiving prioritization. That's partly why transit is in such a poor condition. This document is our society's meager attempt to improve public transit in the small space that's allowed for it amidst all the car prioritization already. So no, this document does not need to address road improvements except insofar as they benefit buses and bikes.</i>	16	12	0

05/11/2020 - 10:46am	<i>This a transit plan, not a "how can we further provide motorist hand-outs plan".</i>	16	6	0
05/28/2020 - 3:45pm	<i>This plan is specifically for transit in the region, as dictated by the 2018 General Assembly legislation. The Maryland Transportation Plan (http://www.mdot.maryland.gov/newMDOT/Planning/Maryland_Transportation_Plan/Index.html) provides additional information on other modes of transportation in the state. However, MDOT MTA will continue to work with jurisdictional partners to make transportation infrastructure investments.</i>	16	0	0
04/24/2020 - 2:00pm	I'm a member of several Washington, DC organizations and occasionally want to go to meetings in the evening. The last several meetings, however, lasted a little too long and the only MARC train available to return to Baltimore was at ~11pm. I ended up paying several times the price for an Amtrak ticket. I probably won't go to many more DC meetings because of this.	17	10	0
04/27/2020 - 12:17pm	If the Penn line is too crowded to accommodate more MARC trains, maybe make some kind of deal with Amtrak to let people pay MARC fares to board Amtrak trains that stop at places like BWI, Balt-Penn, and Aberdeen.	17	7	0
04/28/2020 - 4:33pm	How about additional rail capacity in the form of new parallel set(s) of tracks?	17	7	0
04/24/2020 - 2:10pm	ADA access at stops is not enough. My husband has a bad back and currently cannot use transit -- not because the stops are inaccessible -- but because it's many blocks from our house to the closest bus stop. He can't walk that far. We have to have a car because that's the only way he can grocery shop.	22	2	0
04/24/2020 - 3:05pm	I don't see any mention of reducing Maryland's GHG emissions and air pollution in the overall goals of the Regional Transit Plan- I think this should be a priority-	12	9	0
04/24/2020 - 3:09pm	I would add importance of intermodal transit options (bus to metro, bus to MARC, metro to MARC) including unified system to pay (like EasyPass, but for transit) would help increase ridership, but also intermodel between these forms of transit and bikes-- many people could ride to their nearest transit station rather than make long walks, but there's not enough (safe) bike parking or bike lanes	17	14	0

04/24/2020 - 3:14pm	<p>COVID19 has demonstrated the dramatic impact of cars on our environment-- lowering air pollution, noise pollution and GHG emissions. While this has been a painful and forced shutdown for public health reasons, what can we learn about the positive environmental effects in our planning going forward for the new normal after the crisis passes. Also-- COVID will be with us for years-- so the issue of safety and cleanliness is now overlain with public health. How will the plan address these new challenges?</p>	23	12	0
04/24/2020 - 3:44pm	<p>"MDOT MTA is the largest operator, providing 94% of the transit largest trips in the region."</p> <p>I think the word largest is misplaced.</p>	9	4	0
05/23/2020 - 6:00pm	Typo?	9	0	0

04/24/2020 - 4:11pm	<p>Honestly, I thought this plan would be more comprehensive and innovative, with a list of potential projects from short term to long term. Most of the things listed were things that were general or unspecific and some of it was actively being worked on or seem more near term. This plan is also very bus focused but says that rail ridership is up across the country. There is no mention of expanding the MARC service beyond the existing corridor alignments, possibly connecting west to Reisterstown / Westminster using existing rail corridors. Similarly, with Metro, there is no mention of expanding the system based on the 2002 and 2007 plans. Connecting Camden Station to Penn Station and going east was in the previous plan. I think there needs to be a more complete and connected system. Expanding service to Towson, through Mount Vernon on the light rail, potentially to Columbia. Also, extending rail to Bayview and possibly White Marsh or Tradepoint. I get that the current administration is focusing on buses, as evidenced by the Red Line. But I think that projects like the Red Line are still important, especially by 2045. More fixed rail projects need to happen because buses can be taken away easily and communities depend on transit. I think the final plan needs to identify specific projects/desires that need to happen or need to be studied. It's been 13 years since the last plan was done-- that plan had a lot of projects called out, a lot of them did not happen because of this current administration. This administration is almost over and we need a long term plan that is not political and that can be implemented over the next 25 years, big plans, big ideas!</p>	27	6	0
04/24/2020 - 4:14pm	<p>Should be "speed, reliability, *and frequency*" of existing transit. 10 minutes is the barest minimum for show-up-and-go service, but none of the supposedly-frequent CityLink buses, light rail, or subway reach that threshold off-peak and weekends. Without minimizing wait time, how can we expect to get people out of their cars for discretionary local trips?</p>	13	16	0

06/01/2020 - 4:36pm	<i>Just adding on that frequency is a problem with the MARC system as well. The Penn Line only has acceptable rush hour headways of 15 minutes from 0600 to 0700 and from 1700 to 1800. These peak hours need to be extended and midday service frequency needs to be increased from hourly to every 30 minutes. Weekend service should be hourly. Meanwhile the Camden Line needs all-day hourly service, rush hour headways of 20 minutes, and weekend service.</i>	13	2	0
04/24/2020 - 4:37pm	I think first the subway has to actually go somewhere- we have the least useful system I have ever seen--it basically goes nowhere that I need to go. I live in the city and I'd love to get rid of my car and take a subway rather than the bus system.	18	9	1
04/28/2020 - 4:34pm	<i>If I could take the subway from Howard County to downtown, I'd use it!! I too would like to ditch the car for trips to the city. Perhaps Baltimore City needs a congestion tax?</i>	18	10	0
04/24/2020 - 4:39pm	I don't think the Baltimore City bus system is safe or reliable enough for school children. I think they should have a separate bus system.	19	3	5
05/28/2020 - 2:57pm	<i>They might be referring to college-age students?</i>	19	1	0
04/24/2020 - 4:42pm	Please, please, please get rid of the fabric seats on buses! I have seen homeless or intoxicated people urinate on them and I have seen people unknowingly sit on wet seats. The fabric cannot be wiped down and it is incredibly unsanitary and disgusting.	20	9	0
04/24/2020 - 4:44pm	Please get rid of all fabric seats on buses. Homeless people urinate on them and they can't be wiped down. It is incredibly unsanitary and disgusting.	21	3	0
05/06/2020 - 11:43pm	<i>Yes, please do this for Light Rail and Metro as well. DC Metrorail seats would be good.</i>	21	3	0
04/24/2020 - 4:46pm	I think Baltimore City needs a functional subway system rather than a messy and difficult system of buses.	26	4	0
04/28/2020 - 4:23pm	<i>Agreed. Buses add to congestion, let's get vehicles off the street.</i>	26	1	0
04/30/2020 - 11:34am	<i>Buses are great if they get priority on the roads. Let's reduce the number of cars and shift toward more bus routes and frequency instead.</i>	26	3	1

04/24/2020 - 4:54pm	All of these things are great, but only effective if coupled with higher frequency. You would have to be traveling a very long distance for adding a bus lane to have a more positive impact on travel time than, for example, reducing Sunday headways on CityLink buses from 20 minutes down to 5 or even 10 minutes. Both the listed strategies and high frequencies should be pursued aggressively.	15	8	0
04/24/2020 - 4:56pm	Southbound AM express trains like the ones that already exist in the afternoon would help a lot in leveraging this investment	17	1	0
04/24/2020 - 4:57pm	<i>* like the ones that already exist northbound in the afternoon</i>	17	0	0
04/24/2020 - 4:59pm	Would love to see this extend and/or meet with transit in York County Pa.	18	9	0
04/24/2020 - 5:31pm	Please pay bus drivers a better wage--they shouldn't be homeless.	24	3	0
06/18/2020 - 7:40pm	<i>When I worked for UMD they could at least helped me pay for my tuition. I had graduated by then.</i>	24	0	0
04/24/2020 - 6:31pm	Cleaning the buses will encourage families. Please eliminate the fabric seats on buses - no one wants to sit on a wet fabric bus seat that a homeless person used as a bathroom.	20	1	1
04/24/2020 - 6:32pm	Please pay the bus drivers fairly. Employees of the transit system should not be facing homelessness.	24	11	0
04/25/2020 - 4:17am	Planning has two n's, not three.	6	0	0
04/25/2020 - 4:19am	We know the causes, it's the deferred maintenance shortfall which caused both systems to get shutdown.	11	7	0
05/29/2020 - 3:03pm	<i>Agree. And data that MTA provides to the Federal Transit Administration demonstrates that. MTA's rail services (Light Rail, Metro Subway, and MARC) break down at higher rates than every other comparable rail service in the country: https://medium.com/central-maryland-transportation-alliance/hey-mta-can-we-talk-about-your-disabled-trains-and-mechanical-issues-3144c01e1894</i>	11	1	0
04/25/2020 - 4:21am	How about working with local colleges and employers to subsidize bulk purchases for monthly/annual passes?	17	4	0

04/25/2020 - 4:22am	Wasn't this in the original BaltimoreLink plan? Whatever happened to this?	17	2	0
05/28/2020 - 7:16pm	<i>Yes, it was in the original BaltimoreLink plan.</i>	17	2	0
04/25/2020 - 4:22am	I know that the Hogan Administration likes the concept of toll lanes, what about HOT or HOV lanes for commuter buses?	18	4	0
04/25/2020 - 4:25am	Or at least add real time tracking for Metro, that way, I don't have to figure out when a train is coming from seeing how packed the platform is.	20	7	0
04/25/2020 - 4:25am	How about making sure that fare machines work? The Light Rail is notorious for having faulty machines.	20	5	0
04/25/2020 - 4:27am	Please ensure that adequate communications staff is hired, lots of riders use social media and the MTA could do a better job of engagement.	24	7	0
04/25/2020 - 4:29am	What happened with the plan from BaltimoreLink to improve major transfer points for buses with fare machines and real time tracking screens?	27	6	0
04/25/2020 - 8:34am	The plan should not just be looking at ease of transfer, but also look for ways to maximize compatibility between modes, opportunities to interconnect systems and extend services.	7	6	0
04/25/2020 - 8:35am	Prioritizing bus lanes over single-occupant vehicle lanes or implementing bus-only streets or BRT could help improve ridership. If the bus is a better commute experience, people will use it.	10	14	0
05/23/2020 - 6:26pm	<i>Agree. But the last sentence should be edited a bit. People will use it if it takes them where they need or want to go.</i>	10	1	0
06/01/2020 - 4:07pm	<i>Additionally, changing the perception of buses as a mode of transit that "only poor people use" is critical.</i>	10	2	0

04/25/2020 - 8:37am	How are priority corridors selected?	13	1	0
05/28/2020 - 3:56pm	<i>Great question! For more detailed information that's contained in this Plan, we put together a whole report on the methodology, which you can find on our project website under "Commission Mtg #6 Materials."</i>	13	1	0
04/25/2020 - 8:39am	Would MTA also consider lobbying for large scale employers to offer bus or metro cards to employees in lieu of parking passes?	17	7	0
04/25/2020 - 8:41am	Has MDOT considered free WiFi at bus stops?	20	3	0
04/25/2020 - 10:35am	Will there be a way to reach UMBC from Columbia? There currently isn't one, yet many people make that commute daily to teach study and work at UMBC. Perhaps it could be included in an Ellicott City to Convention Center route or BWI to Columbia route.	34	5	0
04/25/2020 - 4:08pm	For the Columbia to Baltimore and BWI connection, is this going to be a dedicated bus lane, rail line, etc? Are there improvements planned for the Columbia transit center with the new downtown columbia plan? With the bus/rail line at Columbia, will it run on weekends/events? Would love to be able to bus/Rail into Baltimore for Orioles games and other major events.	38	5	0
06/05/2020 - 8:06pm	<i>Emphasis on rail here.</i>	38	0	0
04/25/2020 - 4:52pm	We need more transit system in Baltimore city we need more buses mta need to do something about the subway system line need to extended the line especially the light rail line	9	1	0
05/23/2020 - 6:07pm	<i>Yes to all of that. How will it be paid for, both to build and to operate.</i>	9	0	0
04/25/2020 - 6:37pm	How long will this take, a new B&P tunnel is needed ASAP to improve passenger rail service.	16	13	0

05/04/2020 - 1:42pm	<i>I keep hearing about plans to improve Penn station. I don't care. It works fine for me. I would rather see the money spent on refurbishing both tunnels.</i>	16	3	0
04/25/2020 - 6:38pm	Please make the Sunday LR operation time to be the same as Monday-Saturday.	17	5	0
04/25/2020 - 6:39pm	Please do this, would be great to have MARC service into Northern VA.	18	11	0
05/22/2020 - 1:07pm	<i>Indeed. The single greatest impediment to my use of the MARC is the trip from Union Station to my final destination. More options (L'Enfant and across the river) make it a much more viable option.</i>	18	2	0
04/25/2020 - 6:40pm	Also agree with this, have MARC travel to the SEPTA connecting station in Delaware.	18	13	0
04/27/2020 - 12:28pm	<i>absolutely agree. Elkton has an unused station ready to go.</i>	18	5	0
04/25/2020 - 6:41pm	Isn't this what the CharmCard/SmarTrip payment system is already? Keep CharmCard/SmarTrip in place.	20	3	0
04/25/2020 - 6:43pm	Could this be done possibly sooner than 2045? Would be great to see zero-emission vehicles within MDOT MTA's bus fleet.	23	5	0
06/03/2020 - 5:54pm	<i>If our goal is to reduce air pollution from transportation, let's make the first priority to make transit service better (faster, more reliable). If people make more trips by transit and fewer trips by car, pollution will be lower. Let's convert the bus fleet to zero emissions but not so aggressively that it harms or prevents better bus service. If the buses are zero emmissions but people make more trips in cars the result will be more air pollution.</i>	23	1	0
04/25/2020 - 6:43pm	Is MDOT MTA's new Kirk bus division already zero-emission vehicle ready?	23	0	0

04/26/2020 - 9:16am	Is RT 100 a potential corridor? Perhaps spanning from Columbia to Pasadena? This could connect places like Arundel Mills, leverage existing transit sites like Dorsey Station, and provide some level of mobility to the public transportation desert of Pasadena, MD.	34	5	0
04/26/2020 - 9:23am	Is this plan coordinated and aligned with other various plans, such as the Anne Arundel Country Transportation Functional Master Plan, aka "Move Anne Arundel"? I'm sure other stakeholders, such as Howard County, have similar mass transit plans to be considered and integrated.	38	1	0
05/01/2020 - 9:59am	<i>This plan was developed in consultation with local government both directly and via the Commission structure (where all affected local governments were represented).</i>	38	0	0
05/28/2020 - 3:57pm	<i>Yes! Early on, the Project Team reviewed other plans within the region. Further, we met with the various county-level Planning Departments and Economic Development teams to align our efforts with their local priorities.</i>	38	0	0
04/26/2020 - 1:54pm	A great first move would be to extend Metro to Bayview where a transit center could be built that would have Metro and Marc stations, and parking garages for commuters on I-95 and I-895. In the future, it could be a terminus for a light rail train down to Dundalk and Sparrows Point.	17	10	0
05/20/2020 - 11:10am	<i>Yes! I absolutely agree! The east side of the city needs to be connected... I'd take the train to DC every day if I didn't have to be on a 30 minute bus ride first to get to either station!</i>	17	5	0
05/22/2020 - 1:53pm	<i>or revive the Red Line - which already has plans in place and is ready to go...</i>	17	7	0
04/26/2020 - 2:23pm	Baltimore must grow to be a better city. Luckily there is a city down the road (DC) that has continuous job growth but sky-high housing costs. Baltimore needs to be seen as an option to these folks. Improving our transit system equal to Washington's is a must-do. We are competing with other metro areas and bad transit is a strike against us.	11	9	0

04/26/2020 - 8:36pm	Map shows no integration with DC metropolitan area (except for Union Station). How will expansion integrate with Washington Metro?	26	8	0
05/28/2020 - 3:42pm	<i>While this Plan is specifically for the five Central Maryland jurisdictions stipulated through legislation, the project team did consider the critical role the DC metropolitan area has for employment. While most of the proposed Regional Transit Corridors are within Baltimore City and Anne Arundel, Baltimore, Howard, and Harford Counties, there are Corridors that connect with WMATA Metro in Montgomery County and Washington, D.C.</i>	26	0	0
04/27/2020 - 9:43am	If you prioritize existing and emerging services, what are you not prioritizing?	12	3	0
04/27/2020 - 11:53am	This is especially important for the RTA buses. I would ride those much more frequently if I could pay my fare with my CharmCard or SmarTrip card.	15	5	0
04/27/2020 - 1:12pm	especially important for light rail and trains.	19	9	0
04/27/2020 - 2:42pm	The Columbia Mall Commuter bus stop would be ideal for these.	23	1	0
04/27/2020 - 2:48pm	Please ensure that ATU and other local unions are involved and can take the lead on these initiatives.	24	7	0
04/27/2020 - 2:51pm	Johns Hopkins especially. They pay far too little in taxes and PILOT for the amount of strain they put on our infrastructure.	24	2	0

04/28/2020 - 1:30pm	One change to corridor 16 that could be implemented immediately is expansion of service of the 150 express bus. This route already serves this corridor but only limited service of 5 buses per day on weekdays during rush hour.	34	1	0
05/22/2020 - 5:02pm	<i>absolutely! I would bike to Columbia Mall and use the 150 to go downtown a lot.</i>	34	0	0
04/28/2020 - 4:22pm	I would utilise this "transit network" if this would be rail.	26	2	0
04/28/2020 - 4:27pm	How about rail instead of buses? Let's reduce the traffic, and that includes buses. Rail may be more costly up front, but will result in transit that people will use.	34	10	1
06/03/2020 - 1:17pm	<i>Rail is also cheaper to maintain than roads in the long-term, with the added benefit of being the greenest mode of transit.</i>	34	3	0
04/28/2020 - 4:30pm	I realise this is out of scope for the project, but rail to Ocean City for the summer months would greatly reduce traffic, and would be safer. Think about people's return trips, sleepy drivers at the wheel vs. in a train car. Plus traffic avoidance would likely mean more people going to the beach, further helping the economy there.	38	6	0
04/30/2020 - 11:20am	It absolutely does need congestion pricing thank you!	18	3	0
04/30/2020 - 11:02am	Stop making driving into and parking in the city so easy, it's giving away land too cheaply. Make bus service more frequent around connections to these rail systems.	11	9	0
04/30/2020 - 11:05am	This is a self-amplifying trend in part because the city sacrifices mobility (transit, foot) for the sake of allowing maximum access to cars and catering to the ability to live outside the beltway.	11	9	0
04/30/2020 - 11:09am	Reducing use of personal cars should be an explicit goal for the sakes of making the city a more livable place and it is imperative for dealing with climate change.	12	16	0
04/30/2020 - 11:11am	Eliminate cars from Howard Street, they have enough other streets.	16	9	0

04/30/2020 - 11:18am	<ol style="list-style-type: none"> 1. Expand Metro west to Security and east to Dundalk amtrak along existing right of way. 2. Restore westbound Boston St bus 11 service to downtown with a turn at Charles St to head north to Towson. 3. Change light rail to metro rail. 4. Bring back single street car service on shared rights of way with auto traffic - refer to Philadelphia street car service. 	39	4	0
04/30/2020 - 11:19am	This would be a great place to also add advocating changes to city policies that force parking to be included in new development.	17	4	0
04/30/2020 - 11:32am	This seems a little backwards. If good transit options are already available in a place, people will congregate there.	25	10	0
05/29/2020 - 3:57pm	<i>The transportation decisions we make shape this.</i>	25	2	0
06/18/2020 - 7:43pm	<i>From a market urbanist prospective - that's a good thing. It's what we call a smart investment!</i>	25	0	0
06/03/2020 - 10:48am	There are already plenty (too many) buses. Frequency, routes, and priority need plenty of work, but they are in no way a replacement for a metro system that is desperately needed.	26	0	0
04/30/2020 - 11:38am	I think a key question is not only how and when should new investments occur but why and where did past disinvestment occur? We would go a long way to improving service areas if we remediated the consequences of past segregation by putting investment in routes, stops, etc., back into those areas.	25	12	0
04/30/2020 - 11:42am	We need routes that turn around the harbor from east and west. The current emphasis is on needing transfers from usually an east-west route to a north-south route that will go down Light St/Key Highway/etc. This is super frustrating.	29	4	0
06/15/2020 - 10:52pm	<i>The Inner Harbor needs a free "hop on-hop off" trolley or bus system similar to what Alexandria has. This would increase usage of the area and draw people in since now traversing it requires a lot of walking, which is not accessible to everyone.</i>	29	1	0
05/01/2020 - 11:42am	The Texas light rail station has simply been sitting completely neglected for a very long time, when the light rail system was being double tracked back in the early 2000s or so, why was this not done then?	30	3	0

06/16/2020 - 5:42pm	<p><i>I know the nearby developers and businesses have expressed their issues with this but this one really SHOULD be a no-brainer. It already has turnaround capability (A huge plus) and for better or worse, the actual infrastructure of most Light Rail stops has never been very elaborate. The spot's already there, the power substation's already there, the only necessary things actually missing are the benches/shelters, the signage, and the fare machines. (It'd take a little more work but honestly, it's time to start looking at finally putting in a stop at Ruxton for fairly similar reasons). Also this would work a lot better if it was matched with finally double-tracking the section from Gilroy Road to Hunt Valley. Otherwise, you run into a single-tracking logjam the same way you currently do with Pepper Road and McCormick Road (Or anything north of Timonium Fairgrounds at certain times of day).</i></p>	30	1	0
05/04/2020 - 1:00pm	<p>If additional stations are opened, and connected to existing lines, there must be research done into the time this will add to existing trips. Unless extensive work is done on train speed, you may be making it even less viable to use the MARC as a DC commuter option.</p>	18	7	0
05/04/2020 - 1:03pm	<p>Making transportation affordable shouldn't just be limited to employers. It should be affordable for all - not just those who already have an easier means of paying for it.</p>	24	4	0
05/04/2020 - 1:04pm	<p><i>Not to mention that many forms of making transportation "affordable" are in the form of reimbursements - which aren't affordable for all. If you're going to be out \$200+ dollars on a fare pass for two weeks, it doesn't matter when you get the money back. It's non-existent for that time period.</i></p>	24	3	0
05/04/2020 - 1:06pm	<p>There is no connection drawn between these outlying communities and the other city(ies) pictured. How will they be served in connecting to jobs/education/etc?</p>	26	3	0

05/28/2020 - 4:04pm	<i>The identified Regional Transit Corridors are intended to work with existing local routes, as well as enhancements in the areas identified in the Transit Network Improvements to create a more integrated, connected region.</i>	26	0	0
05/04/2020 - 1:08pm	These lines existed not four/five years ago and were cut due to under-use. The need was not listened to then - why the sudden turnaround?	30	3	0
05/04/2020 - 1:10pm	How are you going to monitor this? Reliability has been a major complaint for many years.	37	2	0
05/28/2020 - 4:00pm	<i>MDOT MTA measures reliability of service by measuring On Time Performance (OTP) for all modes. We continue to review OTP to assess where we have reliability issues and how we can mitigate them.</i>	37	0	0
05/04/2020 - 1:11pm	None of this actually analyzes reliability. There needs to be a way to analyze and respond to poor reliability if it exists, not simply communicate poor reliability to commuters.	36	3	0
05/04/2020 - 1:15pm	The subway issue specifically is that it doesn't go anywhere of note to more than a very specific subset of the population.	11	2	0
05/06/2020 - 11:16pm	<i>Two strategies that could help this is to work with Baltimore City and County and development authorities to help focus and market urban renewal at existing Light Rail and Metro stops to create destinations of interest and the other being, creating additional Light Rail and Metro lines that can help move people on/off each line to lines that lead to major employment and entertainment districts.</i>	11	3	0
05/04/2020 - 1:47pm	Please build the red line in Baltimore.	26	5	0
06/03/2020 - 10:40am	<i>Not just the Red Line, but a full transit system need to be put in place, regardless of cost. Build out the original full metro system in Baltimore. Light Rail isn't going to cut it when future growth is going to demand much higher frequencies and speed. Investment needs to be made in the heavy rail options.</i>	26	1	0

05/04/2020 - 1:59pm	I would like to be able to go from Canton to Camden station with a 'one seat' ride. A bus route would be nice but the boat would be ok too.	29	5	0
05/04/2020 - 3:26pm	Increase enforcement of vehicles encroaching past stop bars and onto tracks at intersections along Howard Street (in particular - but at any location where there is an intersection) and/or use technology to prevent vehicles from encroaching.	16	7	0
05/04/2020 - 3:47pm	The Savage MARC station needs a Small Area Plan to improve bicycle and pedestrian access, especially, in crossing Rt. 32.	32	2	0
05/04/2020 - 3:52pm	Will anything be done to improve the reliability on the Camden line? It needs it.	16	5	0
06/01/2020 - 4:51pm	<i>The Camden Line is far more convenient to downtown and would see an increase in ridership if it were made more reliable and faster. Serious upgrades need to be studied and implemented.</i>	16	1	0
05/04/2020 - 4:01pm	Has there been a study to see if more people who work or attend school in College Park could be enticed to use the Camden MARC line?	18	5	0
06/02/2020 - 11:09am	<i>The Purple line is supposed to connect to the College Park MARC station and have multiple stops on campus. Hopefully the Purple Line is completed soon. The problem with the Camden Line is that it is often delayed and doesn't run on weekends.</i> <i>There is also the problem of transit options for getting to the Camden line stations. The busiest stations, Laurel and Dorsey, have weak connections to the local bus and shuttle networks. Lots of capacity would be have to be added to make it a viable transit option for College Park students and staff.</i>	18	1	0
05/04/2020 - 11:02pm	The rta bus 501 leaves arundel mills at the beginning of the hour. The 75 arrives 2 minutes after it leaves. Mta should make sure people have 10 minutes to catch the rta bus.	20	3	0
05/04/2020 - 11:03pm	There should be more commuter bus trips to Columbia mall. Lots of people have work there outside normal commute hours and outside weekdays.	19	2	0

05/22/2020 - 3:48pm	<i>Strongly agree.</i> <i>The 150 bus should run full time, 7 days a week at the very least.</i>	19	0	0
05/04/2020 - 11:04pm	The 501 to Columbia mall leaves at 1100am. The 75 arundel mills does not arrive in time for a transfer.	19	3	0
05/05/2020 - 4:02pm	If there is a problem with assaults on operators, the plan to reduce assaults should be implemented and be proven effective within 5 years.	37	2	0
05/06/2020 - 10:30am	Actively (meaning take professional steps, including demand, feasibility, and engineering studies) examine opportunities and costs to extend and/or spur the existing Metro line to increase the number of destinations served, and to thereby increase ridership to levels closer to the design capacity of the original existing line.	18	8	0
05/06/2020 - 10:33am	Actively examine (via demand, feasibility and engineering studies) an extension of the Penn Station spur to Harbor East via the general alignment of the JFX and President Street or Central Avenue.	16	4	0
05/06/2020 - 10:36am	Actively examine (via demand, feasibility, and engineering studies) the replacement of the Howard Street Alignment with other possible alignments for grade separated (e.g., tunnel, partially depressed, or elevated) glideways. This would allow the restoration of Howard Street as a major retail and residential corridor.	16	5	0
05/06/2020 - 11:03am	Add an East Baltimore MARC station	29	8	0
06/18/2020 - 7:54pm	<i>Greektown/Bayview Campus</i>	29	0	0
05/06/2020 - 11:14am	The fact that the Red Line corridor isn't even mentioned is so disheartening and frankly makes me question the value of this "planning" effort. What has changed so drastically so quickly that this project that was so close to actual construction now does not even merit being a top priority in this new regional transit plan? Please forgive me, but I'm just very frustrated and pessimistic about the long-term outlook of transit in the City and region.	38	7	0
06/01/2020 - 4:13pm	Bring streetcars back to Baltimore!	11	0	0

05/06/2020 - 11:21pm	Digital signage is key at major stops, especially bus stops, for next arrivals. Light Rail should also display how many cars next trains will have. Or ideally, all light rail sets should have two sets of two cars.	15	3	0
05/06/2020 - 11:26pm	Transit signal prioritization is vital for light rail downtown, helping reduce accidents, and helping speed up service between Cultural Center and Camden Yards. This will also fix an annoying issue where the traffic light at Camden Street frequently stops trains even though that intersection is routinely blocked off to cars.	15	2	0
05/06/2020 - 11:30pm	<i>Sorry. Didn't see this was a bus list. Please apply to light rail section.</i>	15	0	0
05/06/2020 - 11:28pm	Cities like Dallas, Texas, have great light rail lines that are completely separated from car traffic and signals downtown. Something for Baltimore to consider.	16	1	0
05/22/2020 - 1:51pm	<i>REMOVE Car access to Howard Street. Sharing with cars is a huge factor in timing for light rail.</i>	16	3	0
05/06/2020 - 11:32pm	MTA social media needs a complete revamp. Light Rail and Metro on 1 account. MARC on one account and Bus on another. All should have service updates. Marketing news should be put on other accounts. I want to know when my train is late, and that's it.	17	4	0
05/06/2020 - 11:38pm	If Baltimore wants to compete with DC, it needs more Metro lines and they all need to connect to the suburbs. Catonsville, Ellicott City, Columbia, Elkridge, Towson, Glen Burnie, Dundalk, White Marsh	18	10	0
05/11/2020 - 10:56am	<i>EXACTLY!!!!</i>	18	3	0
05/06/2020 - 11:56pm	This east/west route that extends from Baltimore city to Ellicott City, Columbia and Silver Spring is the true "red line" that needs to be established as a Metro line and not light rail.	34	5	0
05/07/2020 - 12:01am	This looks like a line that would make sense as a complete Metro line-- White Marsh to Hopkins to Convention Center, then east again through Upper Fells/Canton to Bayview and Middle River.	38	2	0

05/07/2020 - 10:35am	I have been commuting on the MARC train for 10 years from Edgewood, MD, Harford County to Washington DC. It has always been a struggle when it comes to equal and sufficient service for the riders north of Baltimore Penn Station. I have suggested on numerous occasions to have more trains in the afternoon to go north. There is the train that leaves at 1210 pm, then the next train does not leave until 4:22 pm. It is unfair for the riders who pay way more to have no other train leaving in between those times. Please consider adding additional trains to Perryville between the hours of 1210 and 1622.	34	10	0
05/23/2020 - 8:27am	<i>As a resident of Harford County, I would have to agree. One of the major reasons I still drive from Harford County to DC is mobility. If I commuted using the MARC I would have a four hour window after 12:10 where I would be stuck in DC.</i>	34	2	0
05/07/2020 - 7:47pm	I would love to hear about how you would think about doing this: if we could cut down on Metro trip lengths by even just 10%, a few minutes here or there, that could make a big difference in making public transit more competitive.	16	0	0
05/07/2020 - 7:50pm	Look at providing reduced or free transit for college students and those pursuing their GEDs.	24	6	0
05/07/2020 - 7:52pm	Connection to Annapolis from Union Station would be absolutely incredible	26	5	0
05/07/2020 - 7:57pm	How long term is "long-term"?	34	1	0
05/08/2020 - 11:42am	I agree. Also, not everyone drives. The fact that if you don't have a car shouldn't dictate whether or not you can get to an education institution or anywhere else for that matter.	11	5	0
05/22/2020 - 1:47pm	<i>In fact, a significant portion of Baltimore City doesn't have access to a car. Many people rely on Uber/Lyft to get to work more quickly - and if they have low paying jobs, that eats into their income.</i>	11	2	0
05/08/2020 - 1:58pm	Can you explain what trip-by-trip eligibility means, so riders know? MTA talks about it in their Mobility Cornerstone Plan, but most people don't know what this means or how its determined. (It means that Mobility riders will be eligible for some service but not others, depending on their abilities and the journey they are trying to make.)	22	3	0

05/08/2020 - 2:00pm	How many bus stops/stations are ADA accessible now?	22	3	0
06/18/2020 - 7:29pm	<i>Based on my experience - extremely few</i>	22	0	0
06/19/2020 - 12:19am	<i>Danielle - Meant to respond to you. It's 19%.</i>	22	0	0
05/08/2020 - 3:17pm	What sorts of improvements should be expected at the three transit hubs? Page 46 mentions "Shared Mobility or microtransit solutions". Is that what you are planning to do at the Transit Hubs?	36	2	0
05/09/2020 - 5:29pm	Where possible, grade crossings should be eliminated along the right of way. In downtown along Howard Street barriers should be installed to discourage pedestrians from crossing the tracks where they are not supposed to. (E.g. in Portland bollard and chain barriers are between the tracks along the right-of-way).	16	1	0
05/11/2020 - 9:57am	This is good because right now the Governor doesn't prioritize transit or the needs of working income people of color in Baltimore City. This plan will need to be redone once we get a caring governor in Annapolis who won't continue the sad history of rural, aristocratic interests oppressing the needs of Baltimore.	5	5	0
05/11/2020 - 9:59am	Then why is the Governor still trying to widen highways and induce more people to drive at the expense of investing in transit?	8	4	0
05/23/2020 - 5:53pm	<i>The Governor is playing to his base supporters who want nothing to do with anything that will support Baltimore in any way with their tax dollars. They drive everywhere they need and want to go and ,except for a school bus, have no direct experience with any form of transit where they live, if it is available. And I'll leave the demogaphic issues alone.</i>	8	4	0
05/11/2020 - 10:00am	Welcome to Baltimore. We have a subway.	9	0	0
05/23/2020 - 6:06pm	<i>We have a few parts of what could be a genuine transit "system" that potentially could provide the high degree of connectivity and service frequency that retains current riders and is attractive non-riders. But that's all we have, parts. Except for the bus lines there's not much to connect to.</i>	9	2	0
05/11/2020 - 10:02am	YES - dedicated rail transit is the most efficient and reliable. Build the Red Line and bury the Highway to Nowhere.	10	8	0

05/11/2020 - 10:02am	All transit investment must be coupled with investments in protected micro mobility lanes.	10	7	0
05/22/2020 - 1:46pm	<i>Yes to this - articulated bike/scooter lanes significantly increase their use.</i>	10	6	0
05/11/2020 - 10:07am	I would help if the subway directly connect to other subways and light rail stops for seamless transfers. Baltimore needs to complete the spoke / hub subway plan for the system to be fully efficient and useful. Build the Red Line, build the Green Line, build all the lines. Stop wasting our time dancing around the fact that the governor declared class war on Baltimore in 2015 by cancelling the redline. 50% of residents in West Baltimore do not drive cars.	11	3	0
05/11/2020 - 10:30am	Heres an idea: stop subsidizing car driving or provide as much subsidy for transit as we do cars.	12	6	0
06/05/2020 - 3:05pm	<i>Work with local agencies to reduce "free" parking and enforce parking violations with the same vigor that transit fare violators endure.</i>	12	1	0
05/11/2020 - 10:31am	Give us a regional transit administration so we can stop being abused by suburban republicans who want to force everyone to drive cars.	12	9	0
05/11/2020 - 10:32am	Actions speak louder than buzz words. Finish the Red Line!	13	4	0
05/11/2020 - 10:43am	Original Pratt Street building edge.	16	0	0
05/11/2020 - 10:44am	1980s master plan Pratt Street building edge with unprogrammed public space in front = bad urbanism.	16	0	0
05/11/2020 - 10:48am	Try adding new light rail lines to increase network connectivity, such as by BUILDING THE RED LINE. Maybe give that line a new name so Hogan won't cancel it again. Call it the "Hogan is the Best" line, then change it once he is out of office.	17	3	0
05/11/2020 - 10:48am	Not just wayfinding, we need a physical, connected concourse and free transfers.	17	2	0
05/11/2020 - 10:50am	Please engage General Growth Properties to redevelop the useless parking lots around Mondawmin Mall as affordable and market rate housing / TOD.	17	3	0

06/01/2020 - 5:04pm	<i>Make sure that they are actually designed to be TOD. A 100-apartment building meant to be transit-oriented should not include parking for 175 cars.</i>	17	0	0
05/11/2020 - 10:58am	We need multiple subway lines that connect with seamless platforms / transfers. A single subway line is not a system, is a sad sign of an unrealized vision. Baltimore regions needs a larger network like DC instead of a strangle of highways competing with a rebranded bus system.	18	6	0
05/11/2020 - 11:00am	ADD MONDAWMIN MALL! The mall has massive, largely underutilized parking lots ripe for TOD. Get in touch with General Growth now to help them see the light. We need a mix of affordable and market rate, high density, walkable apartments ringing the mall and Metro station.	18	4	0
05/11/2020 - 11:01am	Have you seen those massive mostly empty parking lots around Mondawmin Mall, a mall / transit station that most local residents walk to?	18	3	0
06/18/2020 - 7:07pm	<i>It's an insult to the many people who walk in that area. What a waste of space!</i>	18	0	0
05/11/2020 - 11:02am	Wouldn't it be great if there was a subway or light rail for NE Baltimore? It might start looking like an actual transit network. Build the Green Line ASAP!	18	2	0
06/16/2020 - 5:56pm	<i>The green line should be on the table, but not as a half measure that MTA designed, after the redline was cancelled.</i>	18	0	0
05/11/2020 - 11:03am	Missing: integrating all transit improvements with separated bike/mobility lanes. This is the top last mile solution, especially post-COVID.	19	4	0
05/29/2020 - 1:56pm	<i>County and city governments can implement this. State government can make it more likely by targeting grant funding to incentivize installing mobility lanes near transit stops. A relatively small amount of the state's transportation budget could make a large impact on this and grow transit ridership as a result. Prioritize it where transit is close to employment centers like the BWI Business District, Towson, Woodlawn, etc.</i>	19	2	0

05/11/2020 - 11:04am	Add more language here specifying separated bike/micromobility lanes complimenting transit stops.	19	2	0
05/11/2020 - 11:06am	Make transit free. Car driver get to use most roads for free. Why do we have to pay? Alternative: tax all car drivers according to vehicle occupancy and mileage.	20	4	0
06/03/2020 - 9:54am	<i>This! This is massively important. Add tolling to the full length of I-95 in Maryland, plus both beltways, and use the money toward funding transit. To make transit more attractive to drivers, transit needs to become the easy choice, and this is how.</i>	20	2	0
05/11/2020 - 11:07am	Don't just say equity, do it! Build he Red (or whatever color) line, the green line, and all the subway lines proposed back in the late 70s, but modified for current job centers. Stop subsidizing car driver to get to speed around everywhere for free while mowing down pedestrians and getting away with no charges.	21	1	0
05/11/2020 - 11:08am	Make transit free. Instant success.	21	1	0
05/11/2020 - 11:09am	Cool guy.	24	0	0
05/11/2020 - 11:10am	Ped / Bike protected or separated lanes must be mandated as last mile solutions for all transit station improvements.	26	5	0
05/11/2020 - 11:11am	Mondawmin is more of a hub for West Baltimore. This is a major oversight in this plan.	27	3	0
05/28/2020 - 4:02pm	<i>This map does not include existing hubs, such as Mondawmin. However, to clarify this in the final Plan, we will be added existing hubs to show a more complete picture.</i>	27	1	0
05/11/2020 - 11:11am	This space is conspicuously empty. Build the Green Line!	27	1	0
05/11/2020 - 11:12am	Needed: subway or light rail to NE section of city. Build the Green Line!	29	2	0

05/11/2020 - 11:12am	Needed: Subway from downtown Baltimore to Towson. Duh.	30	7	0
05/11/2020 - 11:13am	Elect a Governor who actually cares about Transit!	37	3	0
05/11/2020 - 3:10pm	The best way to improve transportation through East Baltimore City, County, and Harford County, would be to extend the MTA METRO east from Johns Hopkins through the Rt. 40 / I - 95 corridor to at least White Marsh. This could give commuter on both I-695 and I-95 a high-frequency transit option for travel downtown, and all the places transit connects downtown. It would also give Baltimore City residents a high-frequency connection to a booming jobs center.	38	4	0
05/11/2020 - 3:13pm	The best way to improve transportation through West Baltimore City/County and Howard County would be to build a METRO rail line connecting roughly from Security Park and Ride to one of the downtown existing METRO station (such as Lexington or Charles Center). This would give commuters on Rt. 40 / I-70 / I-695 a high frequency rail option to get to all downtown connection, and give Baltimore City residents a high-frequency rail option to access booming job hubs.	38	4	0
05/11/2020 - 3:17pm	I have searched the RTP website, but have not been able to locate the Technical Report referenced here. Make the technical report more easily accessible.	26	0	0
05/28/2020 - 3:40pm	<i>The Technical Reports will be released with the final Plan in October 2020.</i>	26	0	0
05/11/2020 - 3:21pm	It is rather sad and short-sighted that I-95 was recently upgraded with commuter toll lanes for automobiles, but no thought or Right of Way was committed to high-frequency rail. Do we expect to pave and toll our way out of congested highways? Next time, try solutions that have proven to work elsewhere.	26	2	0
06/03/2020 - 10:43am	<i>It's never to late to raze a highway in lieu of rail. The right-of-way exists, it's a matter of using it properly.</i>	26	1	0
05/13/2020 - 9:48am	Wasn't this supposed to have already been done during the BaltimoreLink realignment?	16	0	0
05/13/2020 - 9:50am	The only meaningful thing you can do to increase Metro ridership is to expand the system. Metro is already by far the best transit in Baltimore for speed and reliability. It just doesn't go enough places.	18	8	0

06/18/2020 - 7:01pm	<i>Exactly!!!! There could be more riders from the East side of the county, but it's noticeably nonexistent</i>	18	0	0
05/13/2020 - 9:52am	Improve local transit in Baltimore, so that more people can get to MARC stations without driving.	18	9	0
05/14/2020 - 12:54pm	and secure bicycle parking at stations to encourage mixed mode commuting	17	4	0
06/06/2020 - 4:29pm	<i>I have had a bike stolen at a public transit station. More enclosed rentable bike lockers for regular bicycle commuters would help deter this.</i>	17	1	0
05/16/2020 - 11:32am	If this were true before COVID-19, there seems to be a consensus that the job growth will accelerate in jurisdictions outside of Baltimore as a result of the virus.	11	1	0
05/23/2020 - 6:48pm	<i>Suburban job growth will likely accelerate as long as real estate is relatively less expensive than in the City, including property taxes and water/sewer and the realities of crime and subpar schools.</i>	11	1	0
05/28/2020 - 6:53pm	<i>Regarding COVID-19, very urban places with robust transit in South Korea, Japan, Singapore, Germany etc. have had far lower rates of infection and mortality. Effective testing, tracing, and isolation programs are the solution to the pandemic. Efficient land use and transit are part of the solution to the climate crisis. We can do both.</i>	11	2	0
06/18/2020 - 6:39pm	<i>Hate to break it to you, as the pandemic is ongoing, the housing market in Transit Oriented communities like Montgomery County are still booming!!</i>	11	0	0
05/16/2020 - 11:37am	Subway-limited route; Light rail- too slow and limited route	11	3	0
05/16/2020 - 11:42am	Stop adding lanes to the beltways. Make people consider alternative modes.	15	5	0
05/16/2020 - 12:00pm	If you're looking for increased senior use then security becomes an even greater priority.	21	1	0

05/16/2020 - 12:15pm	Where's the budget and then where's the money coming from?	12	0	0
05/28/2020 - 3:38pm	<i>This Plan is financially unconstrained, in that it considers all transit improvements and investments in the region, regardless of cost. As the Plan moves into implementation, further study and analysis will determine individual project costs.</i>	12	1	0
05/17/2020 - 1:08pm	It makes sense to provide a transportation corridor (rail?) from Frederick to Baltimore in the I-70 median. Howard County traffic would obviously be a major part of this corridor. I-70 has major traffic issues daily. Bus service from Silver Spring to Columbia maybe but certainly not to Baltikmore.	38	1	0
05/19/2020 - 8:59am	Redefining the region to include Montgomery County, Prince George's County and connections into DC will be important. Existing cities, such as Annapolis and Columbia, need to be connected to transit, preferably fixed rail, but maybe with dedicated-lane BRT, and all of the Big 7 counties need to be included in any effective transit plan.	12	3	0

06/01/2020 - 4:28pm	<p><i>Connections to DC are already prioritized and Baltimore is mistakenly prioritized as though it is a bedroom community for the District. Baltimore is its own city and a focus needs to be placed on giving us a cohesive transit system.</i></p> <p><i>Completely agree that there should be heavy rail between Columbia and Annapolis. It would be easy enough to run in the median of highways, with termini at Columbia Town Center and near the Navy stadium, and stops at Savage, Fort Meade, Odenton, and a seasonal stop near the Renaissance Festival. This should have timed transfers to the Camden and Penn Lines.</i></p> <p><i>Additionally, rail service should be restored between Baltimore and Annapolis along the old B&A right-of-way, which the state already owns. This can be done without disturbing the current running/biking trail, as the corridor is quite wide.</i></p>	12	1	0
05/19/2020 - 9:04am	<p>Another way to say this... make public transportation an option of choice, not of necessity. Ridership will grow when commuters and shoppers see mass transit as the better alternative for intra-regional transit than the automobile.</p>	13	8	0
05/22/2020 - 1:49pm	<p><i>Growing ridership will only happen when there is faster, more reliable service - especially with rail.</i></p>	13	6	0
05/26/2020 - 2:22pm	<p><i>If you are going to grow ridership, you certainly are going to have to increase the amount of buses! Overcrowding still is quite a problem.</i></p>	13	2	0
05/19/2020 - 2:36pm	<p>For Light Rail, reduce dwell time at stations by enabling faster boarding and alighting, doing this by either building high-level platforms or using low-floor vehicles.</p>	15	3	0
05/20/2020 - 3:31pm	<p>I think multi-door entrances and prepaying is a great idea. However, to reduce free-riding like what happens on the Light Rail we should do what Curitiba, Brazil does and have elevated turnstyle stations at major bus stops.</p> <p>https://www.youtube.com/watch?v=B9YJ4xDRIiA</p>	15	0	0

05/21/2020 - 5:44pm	Lack of WiFi and cell phone reception in underground subway stations makes that transit option uncomfortable at best	11	2	0
05/22/2020 - 8:38am	Formulate a plan to move toward free/no-fee transit over the next 8 years.	37	2	0
05/22/2020 - 8:42am	What is missing from the plan is mention of traffic safety. There are some ideas here that address pedestrian access to transit, but what about the areas around transit and traffic calming measures near transit stops? We need a study on how many non-motorists are at risk or who have been hurt or killed near transit and how this could have been prevented through safety measures, such as stop placement, enforcement, and education of motorists.	21	2	0
05/22/2020 - 1:16pm	It's been a couple of years since the redesign. Has this led to an increase in ridership? Decrease in costs per mile per passenger? Has this been an effective use of funding?	9	2	0
05/23/2020 - 5:59pm	<i>In my opinion there has been little consistent demonstrable improvement. The MTA continues to "starved" for resources; money, staff, equipment all of which are mission critical for producing solid measurable improvements, year on year. Now, with COVID-19, all bets are off.</i>	9	3	0
05/22/2020 - 1:17pm	Remove the restriction on electric bicycles on MARC trains to enhance last-mile access on both ends of the trip.	19	7	0
05/22/2020 - 1:25pm	Change the name of Mondawmin Metro station to Mondawmin - MD Zoo to emphasize the proximity of zoo to the metro station.	18	2	0
06/18/2020 - 7:00pm	<i>I never thought of it that way, but that genius! Kind of like that Metro station in DC</i>	18	0	0
05/22/2020 - 1:44pm	It's important to note that Gov Hogan removed funding for the Red Line transit project and replaced it with BaltimoreLink, setting the city back a decade or more.	9	6	0

05/23/2020 - 6:22pm	<p>With respect to bicycles and scooters, I believe many in the region equate these vehicles with recreation and not serious alternative modes of transportation; "why can't they stay on the sidewalk where they belong?" Unfortunately, too many users of those vehicles flout traffic laws (running red lights) and dropping scooters wherever reinforce those negative perceptions that the riders are irresponsible and dangerous.</p> <p>The detractors are already upset with the bus lanes. For them accomodating bikes and scooters is a step too far; "What's next? skate and skateboard lanes?"</p>	10	0	3
05/23/2020 - 6:42pm	<p>If they have low-paying jobs they probably don't have credit cards and can't use Uber/Lyft. The alternative in African-American neighborhoods is the "hack"; Anybody with a car who is willing to pick up anybody for a, to be determined, fare (Cash only); \$5 is usually the minimum. Despite the potential danger for both the driver and the rider this is a genuinely viable alternative when you "absolutely, positively have to be there".</p> <p>Hacks are not new or recent. Growing up in Sandtown in the 1950's/1960's, most households had at least one phone number they could call to order a ride from the "hack bureau". "Could you please send a car to 1816 N. Mount St." The official taxi companies were not likely to serve the black community. The hack was and is our "micromobility".</p>	11	2	0
05/22/2020 - 1:49pm	If the Red Line had stayed funded all of these objectives would be well under way to being improved.	13	6	0
05/22/2020 - 1:52pm	raising curbs at stops to easily accommodate wheelchair users will improve timing and make access more equitable - many times bus drivers will leave behind wheelchair users because they don't want to take the time to lower ramps.	16	1	0
05/22/2020 - 1:53pm	reducing funding and deprioritizing rail makes for an extremely poor riding experience. What's the point of having ONE subway line??	17	4	0
06/18/2020 - 8:13pm	<i>I wish I could like this comment 100 times!</i>	17	0	0
05/27/2020 - 9:47am	Agreed! The research, impact studies and community input for this has taking place already? Many of the goals in this draft proposal could have been achieved if the Red Line wasn't ditched.	17	4	0

05/22/2020 - 2:18pm	<p>I have not encountered this problem, but have heard this from others with whom I have shared the RTP Draft :</p> <p>The host website appears to have problems opening in browsers that are not Chrome (ie: Firefox, MS Edge, Safari). It appears to have something to do with the security certificate not listing all domain addresses used. Or the certificate being expired.</p> <p>Thanks!</p>	1	0	0
05/23/2020 - 8:29am	*Baltimore	34	0	0
05/23/2020 - 11:10am	Annapolis needs dedicated frequent all day connections to Washington, D.C. It has grown in last 30 years to become an outer suburb of both DC and Baltimore and yet the only way outside of rush hour weekdays to get from DC to Annapolis is to drive. From DC to Baltimore you have to take a local bus and light rail which takes over an hour and a half sometimes. This is our STATE CAPITAL. Build a light rail or something	26	3	0
06/03/2020 - 10:51am	<i>Heavy rail* There is an existing rail right-of-way between Annapolis and Baltimore that absolutely needs reactivation. A rail connection from Annapolis to the Odenton MARC would solve the Annapolis-DC problem.</i>	26	2	0
05/23/2020 - 11:13am	Define your timeline. This is vague...you could say short term (~5 years) medium term (~10 years), etc. Additionally central Eastern Anne Arundell county and the broadneck peninsula needs better transit.	34	0	0
05/23/2020 - 5:04pm	BRT with dedicated lanes can work in many situations, but shortcuts, using in-line BRT could do more harm than good in promoting public transportation.	15	1	0
05/23/2020 - 5:07pm	The goal should be 95% on time performance. Anything less, and riders who have options will look elsewhere.	15	3	0
05/28/2020 - 7:06pm	<i>It is good this plan includes targets. For this and all targets there should be a 2025 (5-year) and a 2045 (25-year) target. This plan has a 25 year horizon but is due to be updated every 5 years. So the people working on the next update need to know if we're making enough progress and adjust accordingly.</i>	15	1	0

05/23/2020 - 5:14pm	There are several so-called "edge cities" that have developed in Maryland, as well as old communities that have "rediscovered." Columbia is a good example of the former and Annapolis is a good example of the latter. What they share is that while both would be ideal TOD communities, neither has sufficient transit opportunities to be considered for TOD status.	17	3	0
05/23/2020 - 5:20pm	Somehow, Ellicott City, Downtown Columbia and Gateway need to be included in this system!	18	1	0
06/16/2020 - 5:58pm	<i>Howard County did have a BRT plan https://www.howardcountymd.gov/Departments/County-Administration/Transportation/Transportation-Projects This should be integrated with the MTA plan.</i>	18	0	0
05/23/2020 - 5:21pm	Likewise, Annapolis needs to be added to this system.	18	0	0
05/23/2020 - 5:23pm	And, make sure that as services like Uber or Lyft develop in the future, off and pick up areas are easily available.	19	0	0
05/23/2020 - 5:25pm	All of these strategies are very important!	19	1	0
05/28/2020 - 6:47pm	The growth pattern is a choice. The Baltimore Regional Transportation Board approved a transportation plan that programs us to spend 500 times as much on highway expansion as on transit expansion. That is choosing to promote suburban job growth, spend more time in cars, and emit more pollution. We could choose a different future.	11	4	0
05/24/2020 - 11:02am	This is a key element since the MARC line can handled north/south travel. If communities such as Columbia could tap into the MARC line, great new possibilities for mass transit will open up.	18	2	0
05/24/2020 - 11:07am	From a planning perspective, it would important to integrate Montgomery and Prince George's Counties into any long-term planning options. Places like Annapolis and Columbia need to be plugged into Washington with highly reliable mass-transit options.	19	0	0

05/24/2020 - 12:39pm	A mass transit plan that focuses on fixed rail or BRT solutions for the entire central Maryland region that includes PG and Montgomery Counties should be put together so that transit priorities can be properly set with the big picture in mind. Without this larger plan, the real needs for mass transit will be difficult to identify and measure, and we will continue to have fractured solutions based on the political winds at the time.	27	2	0
05/24/2020 - 12:43pm	Need a rail/BRT connection between Annapolis and the New Carrollton subway station.	28	2	0
06/16/2020 - 5:14pm	<i>Yeah, I'm all for improving bus connections to Annapolis as well, especially in the near term and since the current combination of infrequent commuter buses and taking the Light Rail down to Patapsco, then taking the 70 to Annapolis doesn't serve Baltimore-area residents trying to get to Annapolis very well and I don't even think WMATA even HAS a true bus route to Annapolis. But again, without dedicated space, be it BRT or rail, it's just too long a trip from either city to really work, even if you leave out a bunch of stops. Add in that dedicated space and suddenly it becomes fast enough that the demand would probably skyrocket. But the current setup just doesn't work for anyone trying to get to the State House, the Naval Academy, St. John's, City Dock, or really anything that might draw visitors or commuters to Annapolis from Baltimore OR Washington.</i>	28	0	0
05/24/2020 - 12:45pm	Downtown Columbia and Gateway is where much of the future development will occur in the Corridor. Connecting these by rail/BRT to the MARC line and BWI will be critical in making these developments as dynamic as possible.	32	3	0
05/24/2020 - 12:52pm	This connection will require dedicated lane BRT to attract ridership. Will Montgomery County be able to commit to this approach?	34	2	0
06/03/2020 - 1:18pm	<i>This should also include service to the FDA, which is a big employer in the Silver Spring area.</i>	34	1	0
06/18/2020 - 8:05pm	<i>I'd assume this would be on US-29 which the BRT is already being built and it will connect to the FDA campus</i>	34	0	0

05/25/2020 - 12:47pm	<p>I believe that light rail ridership is down (pre-COVID-19) due to the decreased reliability of the light rail.</p> <p>One problem has been one-car trains at rush hour, due to the project to refurbish the light rail cars. One-car trains cause the trains to be overcrowded which means each stop takes longer to off/on board passengers. The delays multiply as the trip progresses.</p> <p>The number of service delays, as evidenced by the emails notifying riders of a service delay, are almost a daily occurrence. These service delays seemed to increase when the refurbished trains came online. Is there a connection?</p> <p>Service delays and overcrowded trains encourage those with other transportation options to use them.</p>	17	5	0
06/10/2020 - 12:44pm	<i>Yes! Reduce light rail headways to 5 minutes or less and you'll see ridership soar (post-pandemic).</i>	17	1	0
05/25/2020 - 12:59pm	This has been an issue since the light rail first came online in 1992. Time to get it done!	29	5	0
05/25/2020 - 2:21pm	The number 22 bus (which coincides with corridor 22) has to be one of the most traveled bus routes in Baltimore. Why it is not in the highest priority corridors?	34	0	0
05/26/2020 - 11:24pm	MTA should call out Baltimore city's poor enforcement of parking restrictions in existing dedicated bus lanes and suggest strategies for improved enforcement. The regular obstruction of these lanes by drivers reduces works against more significant improvements in service reliability and travel times.	15	6	0
05/27/2020 - 2:14pm	I've seen the detailing for these 30 corridors, and I think they all have potential. It may be challenging, but I think that if all 30 are gradually realized, all of Central Maryland will be connected by public transit, and that's what this plan is all about. I may be new to public transit, but I have enough knowledge to figure out ways to implement rail even in the most difficult places, like along the B&A Trail that Corridor #3 runs along. If they can't figure it out, chances are that I can.	1	2	0

05/28/2020 - 6:14pm	<i>I think a key challenge to implementing the 30 corridors is funding. It will be necessary to prioritize which improvements get planned and implemented first to build ridership and public support for the rest.</i>	1	0	0
05/28/2020 - 2:50pm	Did the project team meet with any of the universities?	7	1	0
05/28/2020 - 2:52pm	Think about the universities in the area! It not only saves the students/staff money, but it prevents them having to worry about parking, parking far away or paying for parking on a packed campus.	8	6	0
05/28/2020 - 6:25pm	<i>It also saves universities the financial and space cost of building parking structures when they add offices or dorms. They can put the dollars and space to other uses.</i>	8	5	0
05/28/2020 - 2:54pm	Coordinated traffic signals are KEY. I'm also supportive of bus lanes and/or prioritizing buses, but not at the expense that the drivers run red lights or run cars off the road. I see this almost every day.	15	1	0
05/28/2020 - 2:56pm	Consider partnering with the universities in the area. The plan doesn't even reach many campuses where faculty, staff and students commute.	18	1	0
05/28/2020 - 3:00pm	YES! So many colleges have their own shuttle systems and many overlap their routes, clogging the roads and spending unnecessary funding for reliable transit for their students.	24	3	0
06/02/2020 - 11:18am	<i>Agree! Major universities in central Maryland have extensive shuttle networks that hardly coordinate with public transit at all. Coordinating public university shuttles with the MTA system as well as county systems would result in a more efficient, cost-effective, and useful system by reducing duplication and overlap.</i>	24	0	0
05/28/2020 - 3:02pm	Towson is missing. So many people work in Towson, especially the shopping centers and mall.	18	4	0
06/16/2020 - 5:54pm	<i>How about a more direct connection to light rail from towson? There is an unused railroad right of way (that became towson town blvd) which runs down to near lake roland. I might be a good place to beta test autonomous minibuses.</i>	18	0	0
06/18/2020 - 6:57pm	<i>Towson is missing because the elite in Rodger's Forge, Annelise, and Stoneleigh don't want it. Greedy!!</i>	18	0	0

05/28/2020 - 3:04pm	There should be more offered in Owings Mills. CCBC, Stevenson and TRowe are big employers and bring a lot of people into the area and transit is needed to connect them.	18	0	0
06/15/2020 - 10:48pm	This is true, however those connections can be infrequent and cannot be made within a timeframe of what most would consider a reasonable commute time. If the commute time were shorter, more people would live in Maryland instead of DC or Virginia.	26	0	0
06/05/2020 - 8:02pm	MTA needs to revise how it tracks bus reliability and use a system that is more accurate to reality.	37	1	0
06/05/2020 - 12:31pm	Thank you for agreeing to clarify. Just to push on this a little more: Penn Station and Lexington Market are also on here. Are they not considered existing hubs?	27	1	0
05/28/2020 - 6:17pm	This is a good reason to have a 2025 target for every measure. The people working on the update will want to know if we're making enough progress on the objectives.	2	2	0
05/28/2020 - 6:20pm	Thank you Commissioners for the time and effort you are putting into consulting with the MTA to come up with a plan that will improve transit. Please keep working so the plan is effective and gets implemented.	3	1	0
06/15/2020 - 11:31pm	Connecting Universities to transit is needed for economic/social mobility and racial equity. This is vital. Side note...not owning a car has helped me to pay for school.	8	1	0
06/18/2020 - 6:41pm	You're right! Many of our suburbs are heavily subsidized; therefore, anti-free market	11	0	0
05/29/2020 - 9:55am	Correction: Japan drove down its COVID-19 cases through a strategy of finding clusters of infections in places like gyms and nightclubs and intervening to fix the causes and prevent further spread. Nevertheless people use transit a lot and their strategy has worked so far. https://www.sciencemag.org/news/2020/05/japan-ends-its-covid-19-state-emergency Update: in the U.S. the Centers for Disease Control has issued new guidance for office buildings urging employers to incentivize their employees who ride transit to drive alone and park. Is this guidance informed by evidence or politics? We'll see, but it's what the CDC issued yesterday. https://www.cdc.gov/coronavirus/2019-ncov/community/office-buildings.html	11	3	0

05/29/2020 - 2:01pm	This section will be more likely to succeed if this plan focuses state resources on the Early Priority Corridors while putting the onus on the County and City governments to do these things in the Middle and Late Priority Corridors to make them more supportive of transit.	19	0	0
05/29/2020 - 2:32pm	It should be emphasized that these are forecasts and not a preordained future. State and local polices can be changed to ensure that growth happens near existing transit services.	9	1	0
05/29/2020 - 2:51pm	How about discouraging new development that is not integrated with the transit system?	11	3	0
06/18/2020 - 6:42pm	<i>I would think there has to be some existing subsidy or tax credit that is doing this kind of sprawl</i>	11	0	0
05/29/2020 - 3:48pm	The Be Equitable objective should address racial disparities in addition to access for people with disabilities. Transportation decisions have played a large role in the history of neighborhoods where disparities in life expectancy, access to jobs, employment, odds of escaping poverty and other indicators are most acute. A section on Be Equitable should address that. Access to frequent transit and number of disconnected communities (i.e. communities where at least 20 percent of workers spend at least 45 minutes getting to work) would be two measures.	21	2	0
05/29/2020 - 3:55pm	Please change this to also say maximize federal transportation funds by encouraging state contributions. Maryland stands to benefit from a better connected Central Maryland.	24	3	0
05/29/2020 - 4:02pm	Please put this map farther back and show us the map of the Early Priority Corridors. If this plan will help prioritize investment, it should show us where the priorities are. The MTA and Commission put in hard work to come up with corridors and prioritize them. This plan would be more clear if you show that here.	26	0	0
06/01/2020 - 1:15pm	1. sad and shortsighted that they will not lay more track down for light rail or metro subway in Baltimore 2. too hard to get from Carroll, MD (east of Catonsville) to JHH East Balt) I either have to walk 1.4 miles to get the Blue bus or drive to metro. There is no easy way to get from 40 west (beyond Cooks lane) to JHH east Balt without taking multiple buses. Large employer should have direct bus routes.	39	2	0

06/01/2020 - 3:50pm	Electrifying the Camden Line and switching the fleet of locomotives to electric operation needs to be a priority, in this case. Acquiring Amtrak's Acela equipment for MARC service as the trainsets are retired would help, not only in this endeavor, but also for increasing speed and comfort along the Penn Line.	7	2	0
06/01/2020 - 3:53pm	This requires abolishing parking minimums for supposedly "transit oriented" developments. Also need to require these developments to be designed around pedestrians, bicycles, and transit, as they are meant to be, instead of cars.	7	1	0
06/01/2020 - 3:57pm	Either purchase the Camden Line tracks from CSX (including the Howard Street Tunnel), so service can be upgraded and commuter trains given signal priority, or build enough extra mainline track and high-level platforms along the Camden Line to facilitate higher speeds and faster boarding times at stations. Track upgrades or newly built tracks should be capable of handling speed limits comparable to the NEC.	7	1	0
06/01/2020 - 4:02pm	Need to institute late-night service on the Penn Line, then. This will allow night shift workers to use transit, and allow bar/club-goers from the suburbs and Baltimore to enjoy a night out while still being able to catch a train home, hence preventing inebriated driving incidents. Trains at roughly midnight, 0230, and 0400 could be incredibly beneficial.	8	6	0
06/15/2020 - 11:27pm	<i>Those times would also be beneficial for those catching early flights from BWI.</i>	8	2	0
06/01/2020 - 4:04pm	The high percentage of Baltimore residents who do not have access to cars should be noted here.	9	2	0
06/05/2020 - 3:01pm	Agreed re: perception. Would a marketing campaign help accomplish this goal? I wonder if young people new to city life would get into the habit of taking the bus if they viewed it as a cost-effective way to get a designated driver to breweries/night life.	10	1	0
06/01/2020 - 4:11pm	And investment in the greener option, transit, could/should be funded by increased tolls, implementing tolls on the full length of I-95/I-495 in MD, and increased gas taxes. Additionally, reducing the number of lanes on certain stretches of highway should be a priority. The higher monetary and time costs of driving will then encourage transit use.	10	3	0

06/01/2020 - 4:44pm	Optimization of routes is also key. The CityLink Yellow bus route must have been planned by someone who's only ever heard of Baltimore in passing, or maybe seen looked at a map once and said "Hold my beer." This route specifically is far too long, and while its termini are in population/employment centers, once it's downtown, it barely connects to anything important and gets ensnared in traffic. This route would serve its communities better if it were split in two halves (one southwest portion and one northwest) that connected to each other.	15	1	0
06/01/2020 - 4:45pm	<i>or maybe looked at a map once**</i>	15	0	0
06/01/2020 - 4:49pm	Make sure the new vehicles are significantly quieter. I have used several light rail/tram systems in Europe and they are generally very quiet compared to Baltimore's light rail system. You can be in a building on the same street as the line and not necessary notice the light rail go by. By contrast, Baltimore's light rail rattles buildings and makes living in an apartment along Howard Street rough, at best.	16	0	0
06/01/2020 - 4:56pm	Need to actively assess installing a light rail corridor from the West Baltimore MARC station to downtown (or just bring back the Red Line). This could possibly run in the "highway-to-nowhere" then down MLK Blvd to Camden Yards to connect with the rest of the Light Rail system and Camden Line.	16	0	0
06/01/2020 - 4:59pm	Bus service should be redesigned into a hub-and-spoke system focused on current transit centers, in order to solve Baltimore's connectivity problem. Hubs should be located at the three MARC stations (West Baltimore, Camden Yards, and Penn Station), as well as one in east Baltimore, with transit links providing timed transfers to/from/between hub.	15	0	0
06/01/2020 - 5:07pm	This goal could easily be (greatly?) exceeded, if the suggestions made by the commenters are taken seriously by legislators/Hogan. MTA needs to make inroads on that front.	17	2	0

06/01/2020 - 5:14pm	Said this in previous comments prior to realizing there was a dedicated section for TOD: Get rid of parking minimums, and adjusting zoning laws/codes so that TODs are actually designed around transit, not cars. The apartment complexes at the Savage and Odenton MARC stations are prime examples of how TOD should NOT be done. Neither is designed around pedestrian/bicycle access, nor are they designed to serve the train lines they are neighbors to.	18	1	0
06/02/2020 - 10:58am	There is no public transit between Howard County and UMBC even though many students and staff live in Columbia, Elkrige, and Ellicott City. Students are among those most in need of public transit. In general, more and better transit options should be available to all the college campuses.	20	2	0
06/03/2020 - 10:29am	Serving military installations more effectively could have significant impact. Fort Meade alone employs well over 50,000 people, and is one of the largest employment centers in the state, yet direct service is nonexistent.	24	0	0
06/02/2020 - 11:36am	This is the major north-south artery that is not a freeway. It has massive potential for mass transit if sufficient resources are devoted to it. Bus lanes, nice bus shelters, sidewalks, improved bus schedules, electronic signs, better signage and landscaping will be needed. Currently most of Route 1 has no sidewalks and some intersections need to be redesigned to relieve congestion. Of course, better mass transit could also help reduce the congestion. Some sections may even be able to support light rail or trams. If this corridor is to be revitalized good mass transit would be an important factor.	32	4	0

06/02/2020 - 1:16pm	<p>Given that MTA is both encouraging Mobility riders to use fixed-route service and reconsidering conditional eligibility for paratransit (both mentioned in Mobility's Cornerstone Plan), improving ADA access to bus stops and stations is vitally important. But I see better ADA access as a goal to be reached in partnership with the jurisdictions—not a goal MTA can achieve on its own. The plan should frame this goal accordingly as a collaboration. Additionally, MTA needs to include the current % of its stations that are ADA accessible and include estimates of what % of bus stops are accessible in the city and counties. If you don't have those baselines, the target is pointless.</p> <p>I would also like MTA to define what makes a bus stop accessible and reference your standard or definition. It would also be helpful if the plan linked to a map of bus stops that are ADA accessible.</p>	21	2	0
06/19/2020 - 12:12am	<i>Agreed wholeheartedly.</i>	21	0	0
06/03/2020 - 9:44am	This is especially important. Additionally, must add reverse commute trains on the Brunswick Line that provide timed transfers with Penn/Camden Line trains, even if this service is limited.	19	2	0
06/03/2020 - 9:48am	Additionally need to explore closing underutilized stations, especially along the Camden Line, in order to speed transit service. Stations like Jessup and St. Dennis.	18	0	0
06/03/2020 - 9:51am	CSX does not run so many trains along the Camden line that service frequency cannot be significantly increased with all-day and weekend service added. Need to actively study adding this service, or purchase the line, or acquire through eminent domain.	18	1	0
06/03/2020 - 9:51am	This is particularly key. Narrower streets and significantly less parking allowed in TOD would accomplish this.	19	1	0

06/03/2020 - 9:59am	Restore direct passenger/MARC service between Baltimore and Frederick via the Old Main Line, or build new trackage on already publically owned land (I-70 median). This will greatly benefit commuters into/out of Baltimore, and will increase the economic fortunes of Baltimore, Frederick, and cities in between. The OML was previously double tracked, and stations still exist here, so this should be relatively easy to do.	20	1	0
06/03/2020 - 10:01am	Install a station building and bathrooms at Savage. There is currently no adequate shelter at this station for passengers who routinely have to wait for delayed trains in all kinds of weather. The station building and bathrooms can be temporary structures like the trailers used at BWI MARC during the rebuild there, and there is plenty of space for this.	20	1	0
06/03/2020 - 10:03am	Need to explore adding commuter bus service between Annapolis and Fort Meade. There are a high number of car commuters along this route with no other option but to drive.	20	1	0
06/03/2020 - 10:04am	And vehicle crossings on the Camden Line for increased service speed.	21	0	0
06/03/2020 - 10:05am	Need to do this for all Camden Line stations and West Baltimore, as well. All of these stations should have high-level platforms.	21	0	0
06/03/2020 - 10:06am	This needs greater emphasis throughout the RTP.	21	1	0
06/03/2020 - 10:13am	This needs to include significantly better facilities for Blind commuters.	22	2	0
06/03/2020 - 10:15am	Especially post-COVID, this needs to be implemented at all MARC stations, to prevent conductors having to check/collect tickets or handle cash. This can be accomplished with the installation of metro-style turnstiles at each station.	22	0	0
06/03/2020 - 10:22am	This does not just mean electric buses. MTA recently began to shift away from electric locomotives on MARC lines. This is the opposite of what MTA should be doing. The focus needs to be on electrifying both the Camden and Brunswick lines, and switching to an all-electric fleet of locomotives.	23	1	0
06/03/2020 - 10:25am	This is an incredibly low ceiling. An increase of 15% could likely be reached by 2025 just by implementing as many of the community comments seen here as quickly as possible. If 2045 is a set date, then the percent increase goal should be higher; around 30-45%.	23	0	0

06/03/2020 - 10:32am	Again, make driving more expensive in order to fund transit, and make transit fares cheaper/free. Significantly increase tolling, increase gas taxes, and reduce lanes to increase time cost. These things will make driving less worth it, while making transit more profitable and easier to use.	24	2	0
06/03/2020 - 10:34am	Future location will be driven by access to transit. This should incentivize MTA/the State to invest more heavily in transit options and make proper TOD a priority.	25	1	0
06/03/2020 - 10:35am	<p>It's important to get bus service to be more reliable. But MTA's biggest issue in growing ridership to the have-a-car crowd is reliability. If I need to get to work, I can leave 15 minutes early in my car to account for a traffic jam on Route 2. But if my bus doesn't show up consistently on-time, and sometimes doesn't show up at all, I cannot even try to convert to being a full-time transit rider.</p> <p>In this vein, we need both a full system of interconnected transit- and bike-only lanes throughout Central Maryland, and we need to expand rail service. It is so much easier to maintain reliability on rail service. Establish rail connections between Baltimore and Annapolis, and Annapolis and DC (or Annapolis and a location on the Penn Line further south than BWI's Light Rail connection).</p>	9	2	0
06/03/2020 - 10:37am	Then the existing plans need to be implemented.	26	2	0
06/18/2020 - 7:44pm	I agree with Diante. Redo it all. Efficiency and maximized utilities.	26	0	0
06/03/2020 - 10:41am	Make necessary adjustments to the Camden and Brunswick lines to allow for high speed (Camden) and higher speed (Brunswick).	26	0	0
06/03/2020 - 10:46am	This entire northern blob of communities, from Towson to White Marsh, need to be better connected into downtown Baltimore. Bus service is not nearly fast enough to make it a viable option for most people. These areas need to be accessible by rail, whether metro, light rail, or commuter train.	26	2	0

06/16/2020 - 4:51pm	<i>Seconded. It's not that we don't have bus service to these places, we do, we've had it for a while (eg the old #58 and the #8, which I seem to remember being almost identical to the current CityLink Red, not to mention a couple of the other CityLink routes), and some of it even works fairly well for bus routes given the distances they have to cover. But even when you cut some stops for time and try to make it more of an express route, there's only so much you can speed it up without either going to full BRT or rail, at least if you're going to try to connect say, Towson or Catonsville or Pikesville or White Marsh with Downtown or South Baltimore.</i>	26	0	0
06/16/2020 - 5:04pm	It definitely has to be both. I don't think anyone can argue in good faith that our Subway and Light Rail systems are anywhere near as good as they could or should be (City Council Districts are a very imprecise way of looking at this, especially given that they can change from time to time but the fact is Baltimore City's 11th District has 8 or 9 Light Rail tops and 4 Subway stations. At least in the City, no other district has more than 2 Subway stations or Light Rail stops and 8 districts don't have either). But buses do have to be a stronger component of our transit system as well and they NEED NEED NEED more priority signals and more separated lanes. At least for the Light Rail, it's not much different, to be honest, or it certainly doesn't FEEL different every time the train I'm on gets stuck in traffic on Howard Street.	26	0	0
06/03/2020 - 10:55am	There needs to be a rail connection to Towson, possibly through NE Baltimore and Morgan State.	27	1	0
06/03/2020 - 6:20pm	<i>This plan addresses possible rail connections in the Regional Transit Corridors section which begins on p. 58. It would be more clear if that were moved earlier in the document and if the plan said more about how those corridors might see investment in rail or bus rapid transit.</i>	27	1	0
06/03/2020 - 10:56am	This line needs to be converted to heavy rail and extended along the existing B&A right-of-way into Annapolis.	27	0	0
06/03/2020 - 10:58am	Do not build the MAGLEV. It's a disgusting waste of money and time, when the state should be focused on high speed rail connections.	27	2	0

06/03/2020 - 12:43pm	Need to include weekend service to the Fort. There are a lot of military members that live on the base, many of whom are younger, without cars or alternate transportation, and could be served by weekend service.	28	2	0
06/03/2020 - 12:44pm	Add Fort Meade as a hub. It's one of the largest employment centers in the state.	28	0	0
06/03/2020 - 12:46pm	Water taxi already exists, and is highly unreliable and grossly expensive.	29	1	1
06/03/2020 - 12:49pm	Add high level platforms to West Baltimore MARC, and make the station ADA compliant. Demolish the abandoned American Ice building next to the current station, and build a new station that straddles the block between Franklin St (Rt 40) and Edmonson Ave.	29	1	0
06/18/2020 - 1:28pm	<i>The American Ice building is supposed to be redeveloped.</i> https://www.bizjournals.com/baltimore/news/2019/07/08/american-ice-building-in-west-baltimore-eyed-for.html	29	1	0
06/03/2020 - 12:51pm	Add Camden Yards as a transit hub. Along with Penn Station, this should house consolidated MARC, Light Rail, and bus facilities.	29	3	0
06/03/2020 - 12:53pm	Restore passenger service through the Howard Street Tunnel to Bay View (connecting with the Penn Line), and build a passenger platform for trains exiting/entering the tunnel, like the B&O used to have.	29	1	0
06/03/2020 - 12:55pm	Abolish parking minimums to facilitate development actually being transit-oriented, and encourage people to use transit to reach these destinations.	29	2	0
06/03/2020 - 12:58pm	Install high-level platforms at all Camden Line MARC stations. Build additional trackage or upgrade current trackage to allow high-speed service.	28	0	0
06/03/2020 - 12:58pm	Again, must abolish parking minimums and actually design around transit.	30	1	0
06/03/2020 - 1:04pm	Do not just explore. Do it. Make sure there are timed connections, to allow fast transfers between MARC and SEPTA. Coordinate with SEPTA to allow high enough frequency for effective weekday and weekend service. Also coordinate for express trains from Baltimore to DE and DE to Philadelphia.	31	3	0
06/03/2020 - 1:06pm	Must link Columbia to Fort Meade. There are a high number of commuters in this corridor that could benefit from such a service.	32	1	0

06/03/2020 - 1:07pm	And add high-level platforms, as well as upgrading lines for high speed service.	32	1	0
06/03/2020 - 1:09pm	15 minutes is the bare minimum peak service headway, and MTA currently does not even meet that on nearly any service. The goal should be 7-10 minute headways during peak service.	33	4	0
06/16/2020 - 5:49pm	<i>Agreed. Also clearer communication when problems do occur ("Delays in north/south or east/west directions" is rarely helpful for informing riders of either the Light Rail or the Metro Subway) and real-time tracking. If we can open up the Transit app on our phones and have a reasonably good expectation we'll be able to tell when the next bus is coming, regardless of the route, we should also be able to do that for trains as well at this point. Also having arrival/departure boards for the Subway at all would be welcome.</i>	33	0	0
06/03/2020 - 1:10pm	Penn line off-peak service should be 30 minutes. Camden line should be a minimum of 60 minutes with all day service added. Light Rail should not fall below 10-15 minutes.	33	5	0
06/03/2020 - 1:11pm	Penn Line MARC service needs up to 3 late night trains, for night shift workers, and bar/club patrons. This could reduce DUI incidents.	33	4	0
06/03/2020 - 1:13pm	A specific goal of this plan needs to be making transit easy to use/the option of choice for all commuters, as well as increased use for leisure users.	33	1	0
06/03/2020 - 1:20pm	This should be Annapolis to Columbia, and more highly prioritized. This should include stops at Odenton and Fort Meade.	34	0	0
06/03/2020 - 1:24pm	This should be an east-west light rail corridor, not BRT.	35	0	0
06/03/2020 - 1:25pm	Ambitious is the biggest overstatement that could possibly be applied to this plan. This plan represents the bare minimum of what should be done, and even that might be overstating things.	36	2	0
06/03/2020 - 1:28pm	Bus and BRT should represent only the investment needed as a stop-gap measure until rail services can be installed. MTA should not be placing all its eggs in the BRT basket. Buses get snarled by traffic and cause traffic routinely, even with a certain amount of bus lanes. There needs to be massive investment in rail service, similar to what Virginia is doing.	36	0	0

06/03/2020 - 1:30pm	And stop building "transit-oriented development" that is clearly designed around the use of cars. This has been a huge misstep in current developments near MARC stations.	36	1	0
06/03/2020 - 2:14pm	We are not doomed to the fate of seeing jobs sprawl beyond the reach of bus and train service. The point of a plan like this one is to set goals and shape our future. The Baltimore Regional Transportation Board's (made up of MDOT, Baltimore County, Howard County, Baltimore County, Anne Arundel County, Harford County etc.) most recently approved 4-year investment program spends 500 times as much on highway expansion as transit expansion. That will cause jobs to spread out beyond where bus riders and train riders can get. But that is a choice made by MDOT, the Mayor and County Executives. If we change our priorities and invest in transit, employers will locate near transit.	35	3	0
06/05/2020 - 11:32am	It should be emphasized that these are forecasts and not a preordained future. State and local polices can be changed to ensure that growth happens near existing transit services.	19	2	0
06/05/2020 - 11:45am	This is vague. How is "safest" defined? What makes a "top 12" transit agency?	20	1	0
06/05/2020 - 11:54am	Does fare capping require an investment in new technology? Isn't this a policy change that MTA could either implement on its own or a change in state law could require?	22	0	0
06/05/2020 - 2:40pm	Who are our peers? Is the team taking best practices from highly functional transit systems abroad?	6	0	0
06/05/2020 - 2:44pm	Since this is in the first five years, I hope you can change this language from "initiate" to "complete".	36	0	0
06/05/2020 - 2:45pm	The ability to tele-work, afforded to some workers during the COVID-19 pandemic, has emphasized how important transit is to accessing employment. Some have felt less stress without needing to physically go to work. Simultaneously, essential workers have dealt with reduced service in some areas. Could any lessons from the pandemic and increased tele-work help make the case for this RTP?	7	1	0

06/05/2020 - 2:46pm	So, even if all 30 new corridors are completed, that won't reach this plan's goal on p. 29 of 70% of jobs accessible by transit? Could the plan address that disconnect so people can understand the idea behind the goal and the way we can achieve it?	35	1	0
06/05/2020 - 2:46pm	Encourage major regional employers to subsidize transit passes instead of or in addition to parking facilities.	7	1	0
06/18/2020 - 5:57pm	<i>Ending minimum parking requirements on resident and business establishments. Places like DC still subsidizes residential street parking.</i>	7	0	0
06/05/2020 - 2:50pm	Any statistics on the mental health effects of being stressed and alert in a car vs. having a chauffeur (bus/train operator) get a person to their destination? The productivity benefits (reading, relaxing, listening to music) may make a good case in addition to the clear danger of being in an automobile.	8	3	0
06/05/2020 - 2:54pm	Perhaps mention how Baltimore's failed Amazon HQ2 bid was partially a result of our transit infrastructure? (not commenting on whether or not it was a good thing for Amazon to go elsewhere)	9	1	0
06/05/2020 - 2:59pm	Agreed. Owning a car is not always viewed as a way to freedom, but instead a costly burden.	10	0	0
06/05/2020 - 7:58pm	This goal needs to be extended to the MARC fleet.	37	2	0
06/05/2020 - 8:11pm	This mirrors the current CityLink Yellow route, which goes all the way from Mondawmin to UMBC, Patapsco, and the Guinness Brewery, which is a horribly inefficient system that underserves already underserved communities. The line needs to be broken up into separate routes that operate effectively and efficiently.	38	2	0
06/05/2020 - 8:14pm	This line should extend as far as Annapolis. There are a good numbers of commuters from Annapolis to Fort Meade who would benefit from such service. The focus should be on making this a rail line, possibly (as another comment stated) with continuing service to Ocean City.	38	2	0
06/05/2020 - 8:15pm	This needs to happen with the reactivation of the B&A railroad right-of-way.	38	0	0

06/05/2020 - 8:25pm	This audaciously termed "plan" emphasizes how low the bar really is for MTA. The fact that there is such a low focus on rail service - commuter, metro, streetcar, or otherwise - shows that the priority of MTA and the state is not on the future of Maryland's economy. Widening highways will not solve any problems here. Baltimore, and Maryland writ large, will decline and continue to play second fiddle to forward-thinking DC and Virginia, where tangible investment is being made to support future economic growth.	39	5	0
06/05/2020 - 9:30pm	Maglev would be a horrible waste of money relative to investments into the MARC/Amtrak system. Anyone who says that Maglev will be privately funded is willfully ignorant of the fact that the financial plan relies on borrowing from the public treasury...with no means of paying back the capital cost.	34	2	0
06/05/2020 - 9:33pm	This whole plan is a farce. Baltimore City and the other jurisdictions proclaiming to be progressive in their thinking about sustainable transportation should not vote in support of this plan. Have a backbone and stand up for transit.	3	0	0
06/06/2020 - 2:04pm	The transit plan should be used to shape/manage growth towards transit accessible areas. Don't assume that population growth is separate from transportation planning. It is not.	11	0	0
06/06/2020 - 2:07pm	Better access to affordable housing in the Baltimore area should be one of the objectives. People who cannot afford to live in Prince Georges and Montgomery County should have faster and more frequent MARC service to affordable housing in the Baltimore area.	13	1	0
06/06/2020 - 2:09pm	MTA should use technology to inform bus operators if they are on-schedule or not and also whether they are properly spaced to reduce bus bunching. The GPS technology already exists to keep bus on schedule with more accuracy. Implement it.	15	1	0
06/06/2020 - 2:12pm	Building replacement tunnels for MARC and Amtrak is the single most important investment that central Maryland can make to improve transportation and generate additional economic development. Governor Hogan and the State Legislature need to appropriate the local match money to obtain federal funds to complete the project design.	16	3	0

06/15/2020 - 10:59pm	<i>Yes! Not to mention the current tunnel is a safety hazard...we need to make safety a priority, along with ensuring the Eastern seaboard has a functional rail service, vital for economies, tourism, health, and general national security</i>	16	0	0
06/06/2020 - 2:13pm	Improvements on the Camden line seem to be missing. The line provides direct MARC service to downtown Baltimore. In addition, the Penn line crossover to/from the Camden line should be built for system redundancy.	16	2	0
06/06/2020 - 2:16pm	Don't study this extension to Newark, DE, commit to implementing it.	18	3	0
06/06/2020 - 2:20pm	Ferries are an inefficient mode of mass transit unless they are able to make many trips within each rush hour. Frequent, short inner harbor trips might make sense but long ferry trips involve large public subsidies per rider and should not be publicly funded.	29	1	0
06/06/2020 - 2:22pm	Need to add MARC service to this map.	34	0	0
06/06/2020 - 2:23pm	Stop buying diesel locomotives for MARC Penn line and instead buy new electric locomotives. They are much cleaner and provide faster acceleration to reduce travel time.	37	2	0
06/06/2020 - 4:21pm	This is critical for airport transportation as well. Not having to wait for Amtrak/Acela trains to go by can increase the certainty of MARC travel. BTW, Charm Pass app is fantastic.	16	0	0
06/07/2020 - 11:13am	When a family travels, they should be charged some sort of group fare using the Charm Pass app, especially on weekends. The family has to balance the cost of parking and driving vs transit. If it costs \$10 to park vs 4 times \$5 to take public transportation it will make more sense to drive. Depriving the system of a trip. A way this could be done is have a full fare and a nominal fee for additional members of the group. People and families are always balancing time and money. Make the money part work.	20	0	0
06/07/2020 - 11:16am	Pedestrian/Bike Flyovers or bridges are important access tools to avoid islands where mass transit can't be reached. The tracks such as MARC tracks can only be crossed at very limited number of points. The bike lanes and sidewalks at these points need to be well protected and wide enough to be useful.	26	0	0

06/07/2020 - 11:22am	Could there be volunteers to ride shotgun with the bus drivers. People who act as concierge and help elderly/handicap/mothers with strollers get on/off bus and then also have phone to report to transit police any incidents. Could also help with fare collection although most should be cashless through Charm Pass. Let the Bus Driver focus on traffic and safety.	37	1	0
06/08/2020 - 11:36am	Please expand paratransit availability. Our son does not have access because we do not live within 1 mile of an existing bus stop.	9	1	0
06/08/2020 - 11:40am	Ensure that shelters are wheelchair accessible	20	1	0
06/08/2020 - 11:41am	This is such an important issue and the remedies need to be prioritized to allow adequate accessibility. This is a RIGHT!	21	0	0
06/08/2020 - 12:14pm	MARC needs to move to ticketless transit, embrace mobile, and smarttrip technology. Papertickets should be a last resort. MARC needs to eliminate terrible redundencies like commuter direct which provides a redundant middleman service. It would be amazing if i could use my smarttrip or charmpass to purchase MARC tickets, then hop on to metro in either city. Your objective should be seamless transit for regional commuters, not having three disparate billing and ticketing services.	15	1	0
06/08/2020 - 12:20pm	Given the massive amount of travel between baltimore, annapolis and DC, if your office is serious about reducing car usage and moderizing public transportation, you office needs take more seriously the task of working with WMATA. You need to ensure that if 100 dollars is deposited on a smart trip card in DC, that can be used to hop on a marc train, travel to baltimore, and then use baltimore busses or metro, or in annapolis. it will foster more regional tourism, assist regional commuters with seamless travel, and ensure more uniformity/interoperability.	15	2	0
06/08/2020 - 12:24pm	The Camden line needs serious attention, ridership is low because of frequent stops and limited service. I work between the camden line and penn line, and always opt for the penn because it is reliable, quicker, and has more trains running. study whether having this line running is even worth it, if certain stations can be shut down and service improved.	16	2	0

06/08/2020 - 12:38pm	There are so many people who live in Baltimore/ Annapolis/ DC who commute between cities, take assignments or jobs in other cities and commute, creating seamless payment and transportation using the different bus and rail lines is paramount to ensure less car usage	20	1	0
06/08/2020 - 12:40pm	Installation of bikeshare rentals, uber pick up locations at stations, or designated spaces for e-scooter rentals is also important for customers to getting to their final destination.	20	0	0
06/08/2020 - 12:41pm	Increasing the number of trains with bike holders is important. I purchased a folding bike and folding scooter which are accommodated on MARC and busses but having them all be standard would be a game changer.	20	0	0
06/08/2020 - 12:42pm	Increase customer service training for your MARC station attendants. Many are rude and don't provide helpful information to riders navigating the region.	20	0	0
06/08/2020 - 12:44pm	Are there emergency 911 call boxes at all stations? would help alleviate fears of travelling via public transit at night	21	2	0
06/08/2020 - 12:47pm	Installation of CCS/SAE chargers would be a game changer. Take note that only Teslas can use Tesla superchargers, but there are many other BMW, Honda, Toyota, Nissan, etc etc that are on CCS/SAE or J-1772 plugs	23	0	0
06/08/2020 - 12:48pm	Installation of battery banks and solar panels at kiss and ride would allow for emission less charging of vehicles for commuters.	23	0	0
06/08/2020 - 12:52pm	addition of carshare vehicles and parking spaces like enterprise carshare, cars2go, or other services at MARC stations would be a game changer and allow passengers to get to their final destination.	23	0	0
06/08/2020 - 12:54pm	If there was a WMATA and RTA partnership to create a single platform for smartrip cards, you can track all riders to figure out where riders are going throughout the region. paper tickets are old school	25	2	0
06/09/2020 - 5:22pm	The park is massively overcrowded with cars during nice days and weekends during the summer months. Providing some regular MTA and RTA Service to each of the major park entrance points during these times would make a great difference, both in terms of traffic and in the cleanliness of the park.	25	0	0
06/09/2020 - 9:43pm	Please consider using unemployment letters as a means to receive free or reduce bus fare.	22	1	0

06/09/2020 - 9:45pm	Increase free bus access to community colleges and workforce development centers.	19	1	0
06/10/2020 - 12:30pm	In line with a previous comment, the economic efficiency of a proposed change to transit should be measured against the economic efficiency of addressing the same mobility need by promoting driving through expanded road and parking capacity, etc. Transit doesn't exist in a vacuum.	12	0	0
06/10/2020 - 12:39pm	Ridership should not be the defining metric for transit's success, particularly in light of COVID-19, as ridership will remain low for some time. There are other ways to measure transit's positive externalities.	14	0	0
06/10/2020 - 12:42pm	The main thing light rail is lacking is frequency! The light rail lines are a highly underutilized asset. 20 to 25-minute headways are ridiculous, even on weekends. As ridership begins to return to pre-pandemic levels, please start running more trains than were operated pre-pandemic.	16	1	0
06/10/2020 - 2:49pm	In the final draft of the CMRTP or the forthcoming Implementation Plan, MDOT MTA should: a. prioritize the strategies and regional transit corridors b. clearly identify the next step (answer the "how" it will happen) for the priorities, and c. identify the primary responsible party or lead actor, as well as the timeline for action, for each strategy to help with implementation and enhance ownership and accountability.	1	1	0
06/10/2020 - 2:56pm	For the Objective: Provide Faster, More Reliable Service, we recommended that: a. The Improve MARC Speed and Reliability strategy should include BWI Station, "Construct a fourth track between Odenton and Halethorpe on the MARC Penn Line, including expanded station platforms and reconstruction of the BWI Station to accommodate four tracks."	16	0	0

06/10/2020 - 2:57pm	<p>For the Objective: Grow Ridership, we recommend that:</p> <ul style="list-style-type: none"> a. One task force be created to grow ridership for light rail and subway, not two; b. A bus tactical implementation task force be created with MTA and local jurisdictions to coordinate bus improvements on regional transit corridors; and c. Establish TOD plans for all MARC subway and light rail stations, with prioritization according to their near and long-term potential. 	18	0	0
06/10/2020 - 3:08pm	<p>For the Objective: Increase Access to Jobs and Opportunities, we recommend that:</p> <ul style="list-style-type: none"> a. More aspirational metrics be included by 2045 (e.g., exceed 60% of residents living within ¼ mile of a transit stop by 2045); b. A quality measure associated with the transit service be added (e.g., living within ¼ mile of a rail or bus stop with frequent service be disaggregated by race, income, and car ownership (define what frequent transit means such as service at least 14 hours per day, 7 days per week, with 30 minute or better headways); and c. Disaggregate access to jobs by high-skilled, medium-skilled, and low-skilled jobs (or some other breakdown that facilitates better understanding of what types of jobs are accessible to what types of workers). 	19	1	0

06/10/2020 - 3:09pm	<p>For the Objective: Be Equitable, we recommend that:</p> <p>a. The objective should include targets for race/ethnicity in addition to the targets for ADA accessibility, paratransit, low-income population, and zero car households (e.g. Increase the percent of the minority population with access to frequent transit by X% and access to jobs by Y% by 2045);</p> <p>b. Make the metric for the low-income population more meaningful by increasing it above 70%; and</p> <p>c. Define “access to transit.”</p>	22	1	0
06/10/2020 - 3:09pm	<p>For the Objective: Prepare for the Future, we recommend that:</p> <p>a. The target “Increase percent of people traveling by transit in the region to 15% by 2045” should be moved to the Grow Ridership objective, as this primarily addresses ridership;</p> <p>b. A performance metric should be established with a corresponding target that measures the system’s ability to manage the state of good repair needs (e.g., The entire transit system should be brought into a state of good repair by 2045 OR less than 5% of assets should be at or past their Useful Life Benchmark by 2025);</p> <p>c. Include a strategy in the Enhance Fiscal Sustainability bucket that makes it a priority to maintain the entire system in a state of good repair (a notable omission in the draft CMRTP); and</p> <p>d. The zero-emission vehicle fleet target should be more aspirational and aim for a 100% zero-emission fleet by 2045 (the useful life of a bus is typically 12-15 years, so by starting to purchase zero-emission buses within the next few years, it should be within reach to achieve a 100% zero-emission fleet by 2045).</p>	23	0	0

06/10/2020 - 3:10pm	For the Transit Network Improvements, provide vision and guidance for what makes an effective transit hub, such as classifying the potential transit hubs identified in the plan by mode or level of service and providing specific recommendations to create or enhance these hubs.	25	0	0
06/10/2020 - 3:11pm	For the Regional Transit Corridors, provide rule of thumb transit mode considerations for short and long-term guidance based on ridership, density, or land use.	34	0	0
06/10/2020 - 3:12pm	<p>For the 5-year Implementation Plan, we recommend:</p> <p>a. The Implementation Plan should be updated every 2-years instead of 5-years, which allows for more appropriately timed and detailed implementation plans to be created. This new update schedule would establish a cadence for the implementation plans to be updated the year before and after CMRTP updates rather than at the same time.</p> <p>b. Add, "Support Amtrak to complete design work for the new B&P Tunnel" in the Provide Faster, More Reliable Service objective. Amtrak indicates they are ready to move this project forward in FY2021 and complete the design aspect of the project over the next three to four years. This will largely be funded via Amtrak and federal resources.</p> <p>c. Edit, "Actively pursue transit-oriented development opportunities around rail stations, including joint development of MTA station properties" in the Grow Ridership objective.</p> <p>d. Edit, "Study extending MARC Train service to L'Enfant Plaza in Washington, D.C., and northern Virginia and study closing the commuter rail gap to the north and providing connectivity to SEPTA in Pennsylvania" in the Grow Ridership objective.</p> <p>e. Add, "Expand service hours and frequency, including weekend service for</p>	36	0	0

06/10/2020 - 3:13pm	The Implementation Plan should be updated every 2-years instead of 5-years, which allows for more appropriately timed and detailed implementation plans to be created. This new update schedule would establish a cadence for the implementation plans to be updated the year before and after CMRTP updates rather than at the same time.	36	0	0
06/10/2020 - 3:14pm	Edit, "Actively pursue transit-oriented development opportunities around rail stations, including joint development of MTA station properties" in the Grow Ridership objective.	36	0	0
06/10/2020 - 3:14pm	Edit, "Study extending MARC Train service to L'Enfant Plaza in Washington, D.C., and northern Virginia and study closing the commuter rail gap to the north and providing connectivity to SEPTA in Pennsylvania" in the Grow Ridership objective.	36	0	0
06/10/2020 - 3:15pm	Edit, "Identify ways to simplify fare structures and integrate all public payment systems throughout the region, including paratransit and Amtrak service" in the Improve the Customer Experience objective.	37	1	0
06/10/2020 - 3:16pm	Add, "Support Amtrak to complete design work for the new B&P Tunnel" in the Provide Faster, More Reliable Service objective. Amtrak indicates they are ready to move this project forward in FY2021 and complete the design aspect of the project over the next three to four years. This will largely be funded via Amtrak and federal resources.	36	0	0
06/10/2020 - 3:16pm	Add, "Expand service hours and frequency, including weekend service for light rail and subway" in the Grow Ridership objective.	36	0	0
06/10/2020 - 3:16pm	Add additional action items beyond ADA or paratransit needs in the Be Equitable objective, such as "Implement a Fare Capping pilot".	37	1	0

06/10/2020 - 3:16pm	Add, "Reduce state of good repair capital needs backlog year-over-year" in the Prepare for the Future objective.	37	0	0
06/10/2020 - 3:17pm	Add, "Conduct a Governance and Funding needs assessment across all providers" in the Prepare for the Future objective.	37	0	0
06/10/2020 - 3:17pm	The Goals could be more aspirational and clearer, especially "improve connectivity and integration of existing and future transit services." A clearer goal would be to "increase access to high-quality transit."	12	0	0
06/10/2020 - 3:18pm	Standardize the targets and metrics for the six objectives. Some objectives include targets for 2025, some for 2045, some for both, and a few targets have no timeline. The Partnership applauds the effort to include specific targets and metrics but encourages MDOT MTA to create short-term (5 year) and long-term (25 year) targets for each objective.	15	0	0
06/10/2020 - 3:19pm	Add a concise statement of benefits at the beginning explaining what will change if the plan is fully implemented.	4	0	0
06/10/2020 - 3:20pm	Add a map or visual that includes all the transit network improvements, including the regional transit corridors, transit hubs, and network improvement areas on one map or ideally an interactive online map.	27	0	0

<p>06/12/2020 - 12:42pm</p>	<p>If MTA really wants to improve the customer experience, it can start by increasing its customer service hours from 6am – 5pm Mon- Friday. (Yes, they offer telephone customer service only during "office worker" commute time—and have no customer service hours in the evenings or on weekends.) There’s no excuse for MTA to not offer 7-days-a-week telephone customer service and customer service via social media. Its peer transit agencies do. Adding service hours should be part of the plan.</p> <p>Port Authority (Pittsburgh) offers 7-days-a-week telephone customer service. Trimet (Portland, OR) offers 7 days-a-week telephone customer service and daily Twitter customer service. UTA (Utah Transit) offers Monday – Saturday 12 hours-a-day customer service and 5am – 9pm daily Twitter customer service. Denver Transit offers 7 days-a-week telephone customer service. GCRTA (Cleveland) offers 7-days-a-week telephone customer service. WMATA (DC) offers 7-days-a-week telephone customer service.</p>	<p>37</p>	<p>0</p>	<p>0</p>
<p>06/13/2020 - 10:35am</p>	<p>Mobile payment apps like CharmPass should be a main focus, as well as a reader that allows NFC payments from NFC enabled credit/debit cards to minimize delays from tourists and ill-informed riders. Expanding CharmPass capabilities to work with all regional/city transportation would be exceptional.</p>	<p>15</p>	<p>0</p>	<p>0</p>

06/13/2020 - 1:54pm	<p>Please incorporate a drawing master plan with the draft to include a diagram of future expansion of the water taxi service from Inner Harbor to Park Ride (in a swift boat) at locations In Upper Bay - Anne Arundel County and Eastern shore .</p> <p>Like many Harbor Cities and States in Europe the water taxi was and still is the earliest and most effective means of reconnecting those isolated . It's really readily achievable and with our moderate climate can operate all year round .</p>	26	0	0
06/13/2020 - 2:01pm	<p>Please add the master plan draft sketch New Rail lines linking Hartford and Cecil Counties with expansion to Newark Delaware.</p> <p>Also include a diagram linking Security Square Mall Ted Line stop to Greenbelt Metro .</p> <p>I would like to include a sketch for both but am unable to do so in this format; please advise</p> <p>May I have a POC to send it to?</p>	26	0	0
06/14/2020 - 11:18am	<p>How does the RTP relate to BMC's "Maiximize 2045" planning effort, which covers the same 25-year time span?</p>	5	2	0
06/14/2020 - 11:21am	<p>As regards the absence of Carroll County from the RTP's "region": How does this make sense? And how can it be squared with BMC's fuller region over many years which has always included Carroll County? [Incidentally, the words "region" or "regional" are used 136 times in this document!]</p>	5	0	0
06/14/2020 - 11:24am	<p>What will the "every five-year updating" consist of?</p>	5	0	0
06/14/2020 - 11:33am	<p>Specifically, what will it mean to "connect transit service to land use decisions"? Also, see the same reference to "land use" on pages 17, 30, 62.</p>	7	1	0

06/18/2020 - 6:04pm	<i>If this plan is about better land use, would the state be in favor of eliminating single family housing zoning?</i>	7	0	0
06/14/2020 - 11:34am	How about "attracting new riders"? Did not the public frequently suggest this too?	7	1	0
06/14/2020 - 11:38am	Get much more specific about how transit acts to "improve the quality of life" and "improving quality of life" and "impact their quality of life." Also, say something about how transit can serve and increase the public side of life.	8	0	0
06/14/2020 - 11:41am	Specifically, what types of trips are included in the 43% of Core Bus, Metro Subway, and Light Rail trips which are NOT work trips?	8	0	0
06/14/2020 - 11:41am	Why not also explicitly refer to getting people out of their cars, and less inclined to driving?	8	2	0
06/14/2020 - 11:45am	Provide more details here about the forecasted future growth in "areas not currently served by transit."	9	2	0
06/14/2020 - 11:48am	"recreation" should be included as one of the non-work trips for which transit is critical, along with shopping, reaching medical appointments and educational facilities.	9	1	0
06/14/2020 - 11:51am	Again, as commented at page 2 above, the glaring failure to include Carroll County as part of the RTP Region means a correlative failure to include the currently operating "Carroll County Transit System" along with the listing of the six other LOTS.	9	0	0
06/14/2020 - 11:53am	Say much more by way of explanation as to what is "transit priority infrastructure."	10	2	0

06/14/2020 - 11:55am	Under the heading of “shared mobility,” transportation network companies such as Uber and Lyft are providing ever-growing services. Shared mobility services are discussed through the Plan. However, this has potential negative implications for the reduction of emissions from transportation, under the Plan’s “Prepare for the Future,” one of the six objectives which are part of the Plan’s Strategies (see pages 37 and 38). According to a recent study by the Union of Concerned Scientists (UCS), the levels of transportation-produced emissions are vastly increased by current shared mobility practices. The study calls instead for many more “pooled rides” under shared mobility, as well as widespread conversion to electric (i.e. non-polluting) vehicles. Since the MTA wants to see such emissions reduced, the Plan should seriously consider and follow such suggestions, and make them part of this Plan.	10	0	0
06/14/2020 - 11:57am	What is the source and basis for the projections about future location of population and job growth “outside the Beltway”?	11	0	0
06/14/2020 - 11:59am	Specifically, what is meant here by “balanced approach to addressing the transportation needs of citizens”?	11	0	0
06/14/2020 - 12:00pm	It is better and more accurate to use the word “residents” rather than “citizens.”	11	1	0
06/14/2020 - 12:01pm	It is better and more accurate to use the word “residents” rather than “citizens.”	17	0	0
06/14/2020 - 12:03pm	Specifically, what are “identified enhancement needs”?	11	0	0
06/14/2020 - 12:05pm	Specifically, how does this Plan propose to “advance equitable access to jobs, education, and services”? This would appear to be a tall order, although certainly a worthwhile one or rather a combination of several objectives.	12	2	0
06/14/2020 - 12:06pm	With the target of increasing on-time performance for Core Bus to 85% by 2025, what is it currently in 2020?	15	1	0
06/14/2020 - 12:07pm	There should be much more TOD for the east side of Baltimore City, where transit is, or if not, should be as plentiful as it is in the rest of the City.	18	1	0

06/14/2020 - 12:09pm	Please say much more about why and in what ways are which areas are “not currently served by transit and likely not at density to support transit...” This begs the question whether increased transit itself could be an important factor in increasing their density.	19	2	0
06/18/2020 - 7:16pm	<i>Especially since those developments are autodependent and government subsidized we know the answer is NO!</i>	19	0	0
06/14/2020 - 12:11pm	When specifying the two Year 2045 targets, by way of comparison and perspective, reference should be made back to the current levels stated on page 9 – i.e. that 40% of the region's residents currently live within ¼-mile of a bus stop or ½-mile of a rail station, and that 50% of the jobs are currently accessible by bus or rail.	19	0	0
06/14/2020 - 12:15pm	Is there a potential policy tension here between “growth areas” and “existing communities”?	19	1	0
06/18/2020 - 7:19pm	<i>“Growth Areas” and “Smart Growth” are such fallacies. It’s funny to read the County Council Resolution to the Honeygo Plan in 1991. They said Honeygo residents would easily drive to the White Marsh Metro. It’s funny because there is no Metro station and the place is still heavily autodependent</i>	19	0	0
06/14/2020 - 12:17pm	Aren't these 2045 targets of 70% and 80% too low - for access to transit for, respectively, low-income populations and households with no car? Can't and shouldn't we aim higher than that?	21	1	0
06/14/2020 - 12:18pm	Please provide more detail about the meaning of trip-by-trip eligibility.	22	1	0
06/14/2020 - 12:20pm	Is it ambitious enough to increase the percent of people in the region traveling by transit just to 15% by 2045? I think it is not.	23	1	0
06/14/2020 - 12:21pm	Please clarify whether “zero-emission” refers only to electrical vehicles, or other technology as well?	23	0	0
06/14/2020 - 12:22pm	Please say more about the meaning of curbside management practices, and how this is an emerging technology.	23	0	0
06/18/2020 - 7:34pm	<i>It’s a novel discussion worth having. How do we implement curbside and where?</i>	23	0	0

06/14/2020 - 12:25pm	As to the two questions asked “where are the jobs today...?” and “Where will the people live in 25 years?”, aren't the answers to these questions influenced by the transit planning itself? In order words, how transit is planned, and where it is directed to go geographically will have an enormous influence both on where people work and where they live.	25	0	0
06/14/2020 - 12:28pm	As with the TOD map on page 28 above, why is the east side of Baltimore City relatively so underrepresented in terms of being targeted for network improvement. This area would seem to be an area equally if not more in need of transit network improvement.	26	1	0
06/14/2020 - 12:31pm	Where is located the “Transit Network Improvements and Regional Transit Corridors Technical Report” for which a link is provided to the MTA website? That link would not work in my Firefox browser and was reported as: "Warning: Potential Security Risk Ahead"	26	0	0
06/14/2020 - 12:36pm	The first sentence in the last paragraph reads in pertinent part: “...existing and project travel demand in locations in which multiple modes, routes, or transit providers intersection.” The two words "project" and "intersection" appear to be incorrect. Shouldn't this part of the sentence read instead: “...existing and projected travel demand in locations in which multiple modes, routes, or transit providers intersect.”?	27	0	0
06/14/2020 - 12:39pm	Again, on the east side of Baltimore City, as with TOD (map on page 28) and Network Improvement Areas (map on page 43), should not the east side of Baltimore City (both in the NE and the SE sections) be designated for some location of regional transit hubs?	27	1	0
06/14/2020 - 12:43pm	In the description of “North Avenue Rising,” there is a reference to “dedicated bus lanes” and “bus shelters.” Yet, just earlier in the Plan at page 58, it is stated explicitly that “This plan does not: Identify what mode of transit would be used.” Because of the possibility of a modern streetcar along the “Early Opportunity” North Avenue Corridor (#20) planned from Walbrook Junction to Berea, is it reasonable to conclude that the North Avenue Rising plans will not bind the MTA to choosing buses over streetcar for this corridor?	35	0	0
06/14/2020 - 12:44pm	Clarify meaning of the acronym “GHG”.	37	0	0

06/14/2020 - 4:46pm	I am writing to request transportation from the Turner Station,MD community to the Amazon Facility off of Broening Highway. Currently those workers have to walk a good distance when a modification to the #62 or #63 route could put them off at the facility.	1	0	0
06/15/2020 - 3:07pm	Should add a bullet that increased transit availability, frequency, and reliability are also factors in improving racial equity and lessening the wage gap.	8	3	0
06/15/2020 - 3:21pm	MARC should be running Camden Line trains in conjunction with all Ravens and Orioles games, with the trains timed to bring passengers into Camden Station at least 30 minutes prior to the start of the game to allow people to enter the stadiums. This could dramatically reduce the impact of traffic on the surrounding streets and neighborhoods, most of which are residential. In addition, special trains should regularly run from Frederick to Baltimore along the Old Main Line for all football/baseball games.	17	1	0
06/15/2020 - 4:57pm	Baltimore City DOT currently has a 7-year backlog on sidewalk repairs and needs \$26 million to get them done. (This is according to Steve Sharkey, BCDOT director, during the city budget hearing last week.) Given this backlog and BCDOT's annual budget of about \$4million/year for sidewalk repairs citywide, it's hard to see how BCDOT can help MTA achieve its accessible bus stops goal.	21	0	0
06/15/2020 - 10:41pm	This is so important! There are multiple colleges/universities along the MARC Penn line. improving the service/reliability and connectivity to the line will improve educational access.	22	0	0
06/15/2020 - 10:45pm	DC is very expensive to live in. Maryland is missing out on a lot of tax revenue in terms of income taxes, sales taxes, property taxes, etc. by not providing more fast, reliable transit options to DC...which can then be reinvested in schools and communities. Many of my friends would consider living in Maryland, but are adamant about having a commute under 1 hour.	25	2	0
06/15/2020 - 11:03pm	Northern Virginia is a big part of this-with more fast, reliable service, some who work there could be Maryland residents	17	1	0
06/15/2020 - 11:04pm	<i>Which would bring in more revenue for the state to improve services</i>	17	1	0

06/16/2020 - 9:49am	Bicycling can be a large part of getting people out of cars, and either part of or a complete commute to work. Please continue to put bicycle integration into the plans.	8	1	0
06/16/2020 - 12:06pm	Please improve our public transit system. It is a very important part of the success of the city. Thanks for your work on this proposal.	9	0	0
06/16/2020 - 5:29pm	I know this factored into a piece of recent legislation, albeit one that's currently been vetoed. But this really is essential. Among other things, the current Penn-Camden Shuttle is inconsistent, has terrible headways, runs even when the Camden Line isn't running (Which, due to the need to share track with CSX, is, honestly, most of the time), and perhaps most importantly clogs up the light rail track space in Midtown and Downtown Baltimore. I can't tell you how many times I've gotten on a Light Rail train intending to head home to Mt Washington, only to realize it was headed for Penn Station and I had to get off at the next stop to get on the right train. It's incredibly frustrating, especially when combined with the constant stop-and-start traffic the Light Rail still frequently gets stuck in on Howard Street and the fact that so many trains change drivers at the North Avenue Rail Shop immediately after finally clearing that traffic.	29	0	0
06/16/2020 - 5:32pm	<i>Honestly, it might even help with not having to close off as many Light Rail stops every time repair work needs to be done. I feel like last year's joint sinkhole incident/Cold Spring Lane erosion repair work kind of showed the problems with having to close that many stops at once.</i>	29	0	0
06/16/2020 - 6:18pm	Put in bus rapid transit route in the median of dundalk and boston streets to speed up tradepoint trips.	34	0	0
06/16/2020 - 6:19pm	put in a dedicate transit lane in eastern, for the orange route.	34	0	0
06/16/2020 - 6:22pm	Dedicated bus lanes in the Median of Security Blvd.	34	0	0
06/16/2020 - 6:24pm	dedicated bus lane in the median (which was originally street car, and part of red line plan) of edmonson, to west baltimore marc station.	34	0	0
06/16/2020 - 6:26pm	Autonomous shuttle service linking druid hill park, mondownmin station, and woodberry light rail, with hamden. This will aliviate parking issues.	34	0	0

06/18/2020 - 1:18am	<i>You can always extend the 21 or reroute the 22 to serve between Mondawmin and Woodberry (metro-to-light rail) but the that residents on the small section of Druid Park Drive may not be too keen on two-way bus service trudging through that tight spot.</i>	34	0	0
06/16/2020 - 6:28pm	noted elsewhere, dedicate microbus lane from near lake roland to towson.	34	1	0
06/16/2020 - 6:30pm	More frequent rail service to Aberdeen station, and dedicated bus onto APG. Possibly a dedicated shuttle bus on the grounds of APG.	34	1	0
06/16/2020 - 6:31pm	Dedicated bus lanes in Loch Raven Blvd median.	34	0	0
06/16/2020 - 6:33pm	Genuine dedicated bus lanes in the middle of north avenue. Not just some red painted traffic lanes, there was room when the streetcars ran on it.	34	0	0
06/16/2020 - 6:35pm	I know it's not one of the planned routes, but building a BRT lane in the east side disused railroad route which was planned for the redline, up to lombard street, to speed up service to bayview.	34	0	0
06/16/2020 - 6:37pm	Put in a dedicated bus line in the median of Boston street (which was part of the red line) to speed up the green route.	34	0	0
06/16/2020 - 6:38pm	I'm suprised the locust point area wasn't part of this study. Please replace the blue circulator, 71, and 94 bus routes with something frequent.	34	0	0
06/16/2020 - 6:40pm	Obviously not short term, but the hanover street bridge will need replacement. A study needs to be done to see if a drawbridge is even needed, and perhaps build a bridge next to it for autos. The use the existing bridge for buses, and pedestrians.	34	0	0
06/16/2020 - 6:42pm	The current bus station near the casino is not connected to any transit, thus requiring driving to it. Move it to westport, or cherry hill next to light rail.	34	1	0
06/16/2020 - 6:44pm	The sprawled area would be better served by some autonomous microbuses as circulators, so the MTA buses aren't taking a long winding trip around white marsh. iirc, this is why the dedicated white marsh/towson bus route was underused.	34	0	0
06/16/2020 - 6:46pm	This would be the Flash BRT lite	34	0	1

06/16/2020 - 7:24pm	This paragraph states that there are 3 overarching goals, but the bullets to the right list 4.	12	0	0
06/17/2020 - 2:34pm	Thank you for the work that you do to keep transit going during this time of COVID-19 and always.	2	1	0
06/17/2020 - 2:35pm	Fully agree -- public transit benefits everyone.	8	0	0
06/17/2020 - 2:40pm	This is of paramount importance for how we move forward with growth in Maryland -- which is supported well in your focus on corridors in Chapter 6.	10	0	0
06/17/2020 - 2:42pm	I am very interested in expanding rail transit, with a specific interest in the MARC/Penn line both north, south, and through Baltimore. This is a great regional asset.	10	1	0
06/17/2020 - 2:50pm	Strengthening regional transit corridors and building on what exists are key elements to job access, sustainable growth, livability, and air quality improvements.	13	0	0
06/17/2020 - 3:03pm	Very supportive of Aberdeen as a multi-modal hub and looking forward to seeing improvements there. This is a tremendous resource for regional employment and it is Harford County's access to international travel since both Amtrak and MARC stop here and BWI Thurgood Marshall Airport is directly linked. We need to continue to enhance this corridor.	18	0	0
06/17/2020 - 3:13pm	Is there any way to include Perryville in this document? The Town of Perryville is the northernmost end of the MARC on the Penn line and they have a robust TOD plan that should be acknowledged within this region as well as within WILMAPCO.	18	0	0
06/17/2020 - 3:20pm	Would like to see Martin Airport accentuated as a hub. There is an amazing opportunity for community reinvestment, sustainable growth, and employment in this region of Baltimore County.	18	1	0
06/18/2020 - 6:56pm	<i>Greenleigh is just up the street and there is no public transit connecting it to it or even White Marsh. For that matter, why isn't White Marsh a TOD?</i>	18	0	0
06/17/2020 - 3:24pm	Halethorpe should also be considered for TOD.	18	0	0

06/17/2020 - 3:53pm	Is it possible to consider Martin Airport as a future regional transit hub along MARC Penn line due to its proximity to employment centers, existing communities, and potential revitalization areas?	27	0	0
06/17/2020 - 4:33pm	How do the corridors identified here in this RTP relate to the corridors emphasized in the Regional Plan for Sustainable Development (RPSD) by the BMC?	35	0	0
06/17/2020 - 9:04pm	Now is the perfect time to expand MARC rail access to reduce traffic, and improve commute times	11	0	0
06/17/2020 - 9:06pm	Expanding MARC service by increasing train times (more trains and stops) and improving reliability are should be the priority for improving MARC	17	0	0
06/17/2020 - 9:11pm	This is just an addition but tell Hogan to make the RED LINE a priority. Cancelling it was downright criminal, and as the Black Lives Matter protests show, it is high time we start investing in our communities of color. We can start by giving them the transit infrastructure and attention they deserve.	29	1	0
06/18/2020 - 1:06am	An plan should be in place to expand our current metro subway line into East Baltimore to Morgan State University. Hillen Road and Perring Parkway would be an ideal corridor to place an aerial structure to support the subway.	26	1	0
06/18/2020 - 1:21am	There is a right-of-way used by CSX partially between the O'Donnell junction and Edgemere that could suit well for a rail line to operate side from Tradepoint Atlantic to at least Canton. What you or we there is up to debate but rail connection to Dundalk would be welcoming for that community.	34	1	0
06/18/2020 - 8:09pm	<i>I am sure there are many Amazon employees that have long, inefficient commutes to both the Amazon facility in Dundalk and Tradepoint Atlantic</i>	34	0	0
06/18/2020 - 1:27am	Adding a BRT-dedicated service between Baltimore and Laurel along Washington Boulevard would be a game changer though I do think adding midday trips and weekend service to MARC Camden Line would be beneficial to many.	34	1	0

06/18/2020 - 1:32am	<p>It's a shame no "local" bus line connects between Elkridge and Baltimore... With so many factory/warehouse jobs lined along Washington Boulevard, how is there no link between RTA and MTA?... no bus line from downtown to Jessup?... CommuterLink 320 doesn't even count as an argument when no knows of it's existence nor effectiveness. Yes, it's cheaper for MTA to hire a contractor to run the line but if it were ran as a "local" the revenue generated alone would pay for the line itself.</p> <p>Find a way to introduce a "LOCAL" bus line between Jessup and Downtown Baltimore. People's livelihoods have been heavily affected by the lack of connection with the two populaces a mere 10 miles apart.</p>	34	1	0
06/18/2020 - 1:37am	<p>Metro Subway expansion should be brought into discussion more wholeheartedly. Harford-North (Eastern District Courthouse); Clifton Park; Morgan State University; Perring Loch and Parkville is in need of having a rail line linking the city efficiently. Perring Parkway is about as open and resource dependent than anything.</p> <p>Besides the idea of Red Line making yet another comeback to build; metro subway expansion eastward to Morgan State University should be a priority for discussion.</p>	34	2	0
06/18/2020 - 8:06pm	<p><i>It's such a critical state institution it should not be neglected. Harford Road and BelAir Road historically had streetcars, so heavyrail should succeed it</i></p>	34	1	0

06/18/2020 - 1:46am	<p>You might wanna ask Baltimore DOT to invest heavily on synchronizing traffic signals ACROSS THE ENTIRE CITY. Some traffic signals are so outdated that buses are hindered heavily in one spot trying to allowing ghosts & dust to cross the street safely. The entire city needs to undergo a year long traffic signal consolidation plan. Adding a traffic control signal does not, will not solve traffic congestion issues if one intersection has but the next block doesn't or the timing is catering to a first come, first serve basis.</p> <p>Just my two cents to the whole "syncing" traffic lights. Plus, why Howard Street anyways?... Between Baltimore and Mulberry Streets it should be "light rail ONLY. Just a massive spaghetti confusing idiot drivers avoiding taking Park Avenue and/or Eutaw Street</p>	36	0	0
06/18/2020 - 1:53am	<p>Metro subway is in desperate need of an overhaul. I don't if any plans are set aside but Rogers Station being a primary candidate shouldn't being enduring concrete chunks falling off the supports after 40 years of rail traffic. Between Reisterstown Plaza and Upton stations, there needs to be a strategic plan to refurbish these station before they collapse due to neglect. The aerial sections alongside Wabash Avenue; those support columns need to be replaced and/or reinforced with protective shielding to prevent the wacky weather elements from deteriorating the structures.</p>	37	0	0
06/18/2020 - 8:20pm	<p><i>The architecture is so bland. It has the eerie, dystopian feel of brutalism</i></p>	37	0	0
06/18/2020 - 1:59am	<p>First step: LOCAL bus line between Downtown Baltimore and Jessup (Maryland Food Center) via Washington Boulevard.</p> <p>CommuterLink 320 hasn't cut it for a long time. You'd get more butts into seats and bodies to work if you just simply link people to where the job centers are located. Howard county is in-abundance of it, so it would be simple to have a "real" bus line fit the mode.</p>	36	0	0
06/18/2020 - 2:03am	<p>Someone said it before, dedicated bus lanes in the median would be more practical at least between Coppin State University and Belair Road but that'd mean investing in a BRT service cos unless we have five-door coaches, it'll be a failure. I do think a combination of a Quickbus and whatever line (Gold or 13) would help improve efficiency.</p>	35	0	0

06/18/2020 - 2:07am	Do it. C'mon... Extending the Camden Line to Newark or Wilmington to link with SEPTA for cheaper the cost than Amtrak would open up the fisherman's bucket of bait. The risk & reward would be a HUGE positive for each region.	31	1	0
06/18/2020 - 2:14am	Isn't this why Charm City Circulator exists?... Sagamore Development in Port Covington; Fort McHenry; Camden Sports Complex; Harbor East should be all linked with one bus route. The current routes right now aren't too practical from an expert's perspective (patrons are... meh!?) but CCC re-branding and hunkering down to just one line doing a simple semi-loop around the Inner Harbor would improve ridership and be more cost effective than playing copycat with MTA lines.	29	0	0
06/18/2020 - 2:23am	This needs to be done. West Baltimore Station is a heavily-used terminal that is in need of a brand new structure. Occupy the space of the abandon warehouse on Franklin Street as the base retail/patron hub. Have two platforms and build a walk bridge linking the terminal to the bus station and parking lots. The potential is all there because there isn't any to begin with when you have a massive warehouse being an everlasting eyesore to West Baltimore aside from the Highway to Nowhere.	18	0	0
06/18/2020 - 2:30am	I have an idea of ccreating a new MARC line to Westminster along the northwest ROW utilized by CSX's coal train. The tracks along this corridor; believe or not, use to connect to the N.E. corridor. Only problem is that a portion between CSX and NEC (Amtrak/MARC) corridor needs to be unearthed within a concrete supply site but it shouldn't hindered their daily activities when the path is still marked out as if a train still runs through there. Otherwise, you could have a MARC line from Penn Station to Westminster with 85-90% of the tracks available for use. Adding stations in Owings Mills (above Painters Mill Road) and at the end in Westminster (alongside Main Street) would be a good suggestion.	18	0	0
06/18/2020 - 2:33am	Brunswick Line needs midday & weekend service; at least between Union Station and Frederick, MD. This additional service would benefit a lot of people dependent on public transport, as well as, park more cars at home with adequate service between D.C. and Frederick, MD.	18	0	0

06/18/2020 - 8:35am	Please consider Halethorpe also as a transit hub, with its relationship to existing communities and proximity to UMBC and its bus network. It would seem that there are great opportunities here for revitalization and community investment around this MARC station.	27	1	0
06/18/2020 - 8:45am	Yes, please -- improvements are needed here to maximize opportunity for the long-term. Please consider Martin State as a future transit hub -- great center for nearby communities and growth corridors and it is the northernmost location for weekend MARC service to Baltimore and DC on the Penn line. Potential for expanded bus service for job access to major employment centers in this region.	30	0	0
06/18/2020 - 8:56am	Yes, please -- bridging this gap between major systems will allow for a greatly expanded and connected transit future in the mid-Atlantic region.	31	0	0
06/18/2020 - 9:14am	I would love to see a focused effort on high-level corridor planning for US 40 and MD 150 with the MARC Penn line as the spine. This would be for a greater regional corridor plan for the northern segment of MARC Penn Line and bus service into Baltimore City to connect communities with employment centers, esp. in light of the job growth at Tradepoint Atlantic, but for all industry in the region.	35	0	0
06/18/2020 - 9:27am	Would like to expand on existing corridors and assets, like Martin Airport, as MARC hub for future multi-modal transit improvements to employment centers and for access to BWI Thurgood Marshall Airport and Wash D.C.. Martin Airport is northernmost point of weekend service for MARC.	38	0	0
06/18/2020 - 9:57am	Please find comments from 30 organizations via this link: https://bit.ly/3fFWtC3	1	0	0
06/18/2020 - 12:16pm	There needs to be included in this plan a specific public relations/grow ridership campaign that addresses the safety of riding public transit post pandemic. The planning for that needs to start now -- it will be a huge mountain to scale to earn back public trust.	17	0	0
06/18/2020 - 12:23pm	Think Big Here. Fiscal (and decision-making) sustainability should include making changes on the policy levels high enough to ensure MTA has agency ... so that hands aren't tied on making decisions or funds being denied/taken away. Make it Maryland Transit AUTHORITY instead of Administration. Easy switch -- you don't even have to change the logo!	24	0	0

06/18/2020 - 1:54pm	The charm city circulator does not serve the entire City- it is focused in the Downtown area and the other parts of the City, that needs free transportation the most are not serviced.	9	0	0
06/18/2020 - 1:56pm	increase access for job opportunities within the transit sector as well	19	0	0
06/18/2020 - 2:30pm	Additional capacity needs to be created at well located stops. An upgrade to the station at Laurel Park will provide additional capacity to support the oversubscribed service at City of Laurel Station.	16	0	0
06/18/2020 - 2:38pm	Increased investment in the Camden Line is needed. MTA needs to work with CSX to develop additional capacity without impacting freight operations. New and redeveloped stations will lead to an enhanced customer experience.	18	0	0
06/18/2020 - 2:45pm	TOD's represent the best opportunity to leverage public private partnerships. The public sector needs to provide meaningful technical, political and financial support for TOD's. The redeveloped stop at Laurel Park offers a tremendous opportunity for multi-jurisdictional cooperation (Counties, State and Federal). The MTA can serve a role as a catalyst between these levels of government.	18	0	0
06/18/2020 - 2:50pm	Trash along the Camden line is deplorable. The State needs to hold CSX accountable.	20	0	0
06/18/2020 - 2:55pm	This Map needs to include Laurel Park. Given the current position as a major sports hub and future development plans, this currently is and will become a more important transit node.	25	0	0
06/18/2020 - 3:02pm	Laurel Park should be identified at a regional transit hub. It is served by the MARC Camden line and has easy access via Rt. 1 and Rt 198. These major corridors serve regional retail and employment hubs.	27	0	0
06/18/2020 - 3:17pm	I am troubled by the use of the word "appropriate." Is there an "inappropriate" use of transportation? How would that be measured or characterized?	5	0	0
06/18/2020 - 3:47pm	This needs to be Laurel Park/Maryland City. Not sure what is being referenced by Maryland City? What is the "there" there?	28	0	0
06/18/2020 - 3:48pm	Add Laurel Park MARC Stop TOD as part of redevelopment of Laurel Park and neighboring Paddock Pointe in Howard County	28	0	0

06/18/2020 - 3:54pm	Route 1 Corridor is a major employment corridor with a growing residential component. Increased growth in the corridor makes sense, but transit investment is critical to connect major north-south nodes-North Laurel to Savage to Jessup to Elkridge. Coordinated local bus service with commuter rail line stops is needed.	32	0	0
06/18/2020 - 3:59pm	Shared Mobility/Microtransit Solutions should be considered in the Route 1 Corridor for people to access residential or employment to the east or west of the corridor.	32	0	0
06/18/2020 - 4:53pm	Given the existing and planned growth along the Route 1 Corridor in Howard County, this offers a great opportunity to introduce much needed transit investment to serve both residents and employees. This corridor offers the most direct access to job centers in Baltimore and DC. For these reasons it should be upgraded to a at least a Mid-Term Corridor.	34	0	0
06/18/2020 - 5:01pm	For this Plan to be successful, there needs to be greater coordination between State Agencies-MDOT, MOP, Commerce and there needs to be better State to County and County to County coordination. Jurisdictional cooperation needs to be a major focus. The private sector can and should also play a role.	36	0	0
06/18/2020 - 5:53pm	I see no mention of homeowners or community associations	7	0	0
06/18/2020 - 5:55pm	I am pretty sure at some point, someone brought up Climate Change. I know Maryland is concerned about Greenhouse Gas emissions that lead to sea level rise. Our state and many of these counties are on sea-level.	7	0	0
06/18/2020 - 5:56pm	Was there any mention of improving local zoning laws? You can't have quality transit without the changing of restrictive zoning laws.	7	0	0
06/18/2020 - 6:14pm	All lot of riders would beg to differ on the "efficient" part of that statement	9	0	0
06/18/2020 - 6:30pm	With the Development of Greenleigh and the uncertain future of the White Marsh Mall, I expect to see more infrastructure development. White Marsh would make a great transit hub for shuttle and Metro rail services. Why isn't there a better public transit connector that links White Marsh, Greenleigh, and Martin's State Airport? So much potential. Plenty of employers and housing!	38	0	0

06/18/2020 - 6:33pm	Do we really need more bus service or do we need to maximize efficiency through systems like BRT? Montgomery, Howard, and Anne Arundel Counties are all doing that	10	0	0
06/18/2020 - 6:36pm	All these statements are true about housing, except I don't see that in Maryland. Transit is inefficient and housing in the city is expensive. No wonder people are able to live in the Deep South and Midwest autoless. It's also because there zoning laws allow for more Multifamily housing in those cities.	10	0	0
06/18/2020 - 6:50pm	Sounds like the need for BRT, but you mention it without saying it! Especially the bus lanes part	15	0	0
06/18/2020 - 6:59pm	York Road would make a great place for TOD, but the rich people and their restrictive zoning from Roland Park to Towson make it impossible. It's amazing the Light Rail cut their Ruxton and Lutherville	18	0	0
06/18/2020 - 7:03pm	Hey folks! Notice how there is nothing for the East side. No excuses. Plenty of important places not connected like CCBC, Franklin Square, Greenleigh, and many industrial establishments	18	0	0
06/18/2020 - 7:06pm	According to the City Zoning map, the blocks around the station are either PUDs or TOD designated....as of now, nothing! Don't know why	18	0	0
06/18/2020 - 7:10pm	Downtown is such a complete mess when it comes to the lack of connectivity of the Light Rail, Subway, and Buses. We need something like the Paul Sarbanes Center in Silver Spring. It's a central location for the Purple Line, BRT, Buses, and Metro	18	0	0
06/18/2020 - 7:14pm	Many of our sidewalks either lack crosswalks and no one in their right mind can tell me they are ADA accessible or compliant	19	0	0
06/18/2020 - 7:21pm	Want to make great investments? Deregulation! I'm serious. Many businesses are forced to provide parking spaces which hinders things people want like outdoor venues, outdoor seating, outdoor recreation like gyms, and an overall walkable community. San Diego last year abolished minimum parking requirements near transit stations, it can be done in Maryland	19	0	0
06/18/2020 - 7:24pm	Many bus stops are poorly lighted. Also, is there any recommendations for heated bus stations. They are popular in Chicago!	20	0	0
06/19/2020 - 12:18am	19% in the region	22	0	0

06/18/2020 - 7:30pm	Rule of Thumb - if you can't walk to there safely or see at night, it's not accessible!!	22	0	0
06/18/2020 - 7:31pm	Install some native plants for our migratory birds, insects, and pollinators	23	0	0
06/18/2020 - 7:35pm	Would there be a state mandate as to how much electric vehicle parking there should be at each station/hub?	23	0	0
06/18/2020 - 7:36pm	I don't want there to be a subsidization of electric vehicle parking which would be antithetical to transit equity	23	0	0
06/18/2020 - 7:39pm	Could community associations pay it this? I feel they would have a better grasp at these issues than bureaucrats themselves	24	0	0
06/18/2020 - 7:41pm	Like a private-public partnership?	24	0	0
06/18/2020 - 7:46pm	Maybe there should be an audit on what kind of subsidies certain communities are getting. Are they getting mostly autodependent subsidies? Are those capital projects just building more roads?	25	0	0
06/18/2020 - 7:48pm	With regard to transit hubs in Baltimore City, I hope that over the time horizon of this plan, transfer facilities between MARC and Metro are taken into consideration and eventually implemented. In previous transit plans, MARC/Metro transfer stations in both East and West Baltimore have been proposed, though nothing has come of it yet. Unfortunately, there is no mutually held vision between city and state for economic development of Baltimore City. However, seamless connections on both sides of the region (assuming eventual extension of the Metro) between MARC and Metro, not only improves local transit service, but also creates better access and stronger ties to DC (and soon Northern Virginia); and both these local and regional upgrades can be catalysts for economic development in both Baltimore City and Baltimore County.	29	0	0
06/18/2020 - 7:48pm	This whole draft notably lacks a section for trails and bike lanes. I am very disappointed	26	0	0
06/18/2020 - 7:52pm	Downtown Annapolis needs to be a better transit hub and/or TOD. No excuse it can't have heavy rail like a subway or a water taxi. In fact, a trolley used to connect Baltimore to Annapolis where MD-2 is now	28	0	0
06/18/2020 - 7:56pm	There needs to be heavy rail options directly in the center of Baltimore. It can connect Downtown to Hopkins Homewood campus and to the many employers in Towson. No excuses parts of Greenmount/York/MD-45 should be so blighted.	29	0	0

06/18/2020 - 7:59pm	Many of these Baltimore County suburbs were built on public transit (mostly streetcars); therefore, I think there needs to be an awakening for more public transit in the County. This page is very lacking. Barely anyone commented	30	1	0
06/18/2020 - 8:01pm	Don't forget the trails and walkability part. That's the backbone of urban development	33	0	0
06/18/2020 - 8:08pm	With Eastpoint Mall and the surrounding commercial areas in such decay it should be a transit hub to link Tradepoint Atlantic employees. There also be better transit options that run through Downtown Essex	34	0	0
06/18/2020 - 8:10pm	York Road/MD-45 need to be better maximized from Towson to Hunt Valley. Light Rail is not cutting it	34	0	0
06/18/2020 - 8:12pm	With all the development and effort put into Greenleigh, I would expect some discussion on connectivity from Martin's State to White Marsh. More diverse infrastructure on MD-43	34	0	0
06/18/2020 - 8:16pm	Counties are going to have to have more discussion on deregulation of land use policies	36	1	0
06/18/2020 - 8:18pm	Don't forget about the ecology! Have native plants for our native insects and birds	37	0	0
06/18/2020 - 8:25pm	40 miles down the road, we see what the WMATA Metro system has allowed the DC region to accomplish in the way of Transit-Oriented Development. Let this be a lesson to us; we began planning our Metro system around the same time as DC, yet we were only able to get one line built. Part of the challenge of implementing TOD here is that the transit system is not extensive enough (especially rail). This will have to be improved massively in order to implement TOD on the scale that we see in DC and elsewhere. In general, we already have the urban form and density to be successful, but we need an actual transit system and it will be plenty expensive to now do what we should have done long ago.	17	0	0
06/18/2020 - 11:45pm	Do municipal parking and meter fees bring in a substantial amount of money to the budget (whoever's that may be)? Is it worth considering eliminating some of these fees in the interest of resident preference and economic growth? I have often refrained from travel because of parking fees. Not sure if this is at all relevant to this draft, just thinking.	7	0	0
06/18/2020 - 11:47pm	Impressive.	8	0	0

06/18/2020 - 11:50pm	Transportation access is freedom!	9	0	0
06/18/2020 - 11:55pm	Yes! I have a disability and I get so exhausted by the steep stairs to the bus.	15	0	0
06/18/2020 - 11:56pm	I am wary of private partnerships - remember to focus on equity.	18	0	0
06/18/2020 - 11:58pm	Yes! Can't wait to see improved wayfinding for people with disabilities!	18	0	0
06/19/2020 - 12:02am	Please remember how infrastructural deficits, like broken sidewalks and the absence of tactile paving, bar MANY people with disabilities from accessing transit.	19	0	0
06/19/2020 - 12:03am	Great idea.	19	0	0
06/19/2020 - 12:03am	Absolutely!	19	0	0
06/19/2020 - 12:07am	Definitely... and, crucially, make sure nursing facilities and assisted livings are accessible by transit. This inhibits social isolation and guarantees access to community life for those residents.	19	0	0
06/19/2020 - 12:07am	PLEASE	19	0	0
06/19/2020 - 12:08am	This would help potential riders feel more confident.	20	0	0
06/19/2020 - 12:09am	I think that's a great idea. Would do a small part to foster economic security for transit-dependent families.	20	0	0
06/19/2020 - 12:10am	Operators are courageous civil servants and should feel safe at work.	21	0	0
06/19/2020 - 12:11am	Remember to ensure equity for people of all abilities when developing this plan.	21	0	0
06/19/2020 - 12:13am	25% every 10 years is unacceptable, regardless of bureaucratic constraints. Let's focus on what is right, not what is convenient.	21	0	0
06/19/2020 - 12:14am	We also need to improve transit for Black residents and other residents of color.	21	0	0
06/19/2020 - 12:15am	Yes! It's what's right.	21	0	0

06/19/2020 - 12:16am	Transportation = freedom.	21	0	0
06/19/2020 - 12:16am	Yes, including Centers for Independent Living!	22	0	0
06/19/2020 - 12:17am	This is critical!	22	0	0
06/19/2020 - 12:20am	Crucial. Also hospitals, rehab facilities, etc.	22	0	0
06/19/2020 - 12:21am	Definitely!	22	0	0

Comments Received Through Email/Phone/Other

Comment Received Through	Date Received	Comment
Email (sent to RTP email address)	5/5/2020	I have reviewed the Regional Transit Plan. The main thing missing in this plan for the next 25 years is any new rail system project. What I see in th is increased maintenance of our existing system, including good ideas such as dedicated bus lanes. But our region is in desperate need of new hea light rail. Good ideas have already come and gone. The Baltimore Metro has never been completed, as it was supposed to go to Hopkins Bay View Baltimore Red Line would have provided much needed rail service from east to west across the Baltimore region and connected to existing rail, bu cancelled. I suggest that these project, and perhaps others be added to this plan. We must invest in this region, in order to save it. This 25 year pl presented, includes good maintenance and incremental improvements. I would suggest that it should also propose a few new projects and invest in rail in order to really carry us forward for 25 years.
Email (sent to RTP email address)	5/18/2020	Thank you for the opportunity to review the draft plan. I thought it showed a lot of good work and analysis. I would like to pass along the followir suggestions. · It would be useful to see some background tables on ridership and what modes people are using in different key corridors, with the identifying where we could best make an impact by establishing new services or options. Similarly, some analysis focused on social equity (access etc., for areas with lower incomes) would be helpful to help identify those needs. · The document mentions bikes in a few places, but as a whole is probably justifiably -- more focused on mass transit. Are there some significant bike infrastructure projects that could be highlighted, though, that make a meaningful difference? Is there a vision of what volume or percentage of traffic could be moved to bicycles? For example, how feasible w be to aim for 10% of all commutes? I'm struck by the increase in bike sales in response to the COVID situation: https://www.reuters.com/article/health-coronavirus-usa-bikes/wary-of-public-transport-coronavirus-hit-americans-turn-to-bikes-idUSKBN21Z1BX This might be an opportunity to ridership permanently, once folks own bikes, particularly if we can get safe lanes and storage options developed.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	please help us be a stronger and fairer nation-- so that public transit is a positive choice with clear benefits for all! thank you.
Sierra Club email	5/23/2020	Baltimore mass transit is pretty awful, slow, undependable, far from comprehensive. It is stunning that with existing buses, light rail AND subway Baltimore still has such bad coverage. Get going NOW!
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Now is the right time to make the change and make transportation easier and better for the environment.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	This matters to me because I care about climate, and being healthy and saving money (by not needing a car).
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Gov. Hogan in true anti=People style KILLED the RED LINE! We must get efficient mass transit back on track for Maryland.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	I recognize that at least 30% of Marylanders can not afford cars and are utterly dependent on the public transit system to go to work, shop for foo visit healthcare providers. We need to have a public transit system that is environmentally responsible. I thank you very much for your efforts on of essential workers who are utterly dependent on public transportation,
Sierra Club email	5/23/2020	n/a*

Sierra Club email	5/23/2020	Having an equitable, adequate and efficient transportation system that gets people to jobs and students to school is essential to our economic gro
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	We must cut down on individual transportation and need MTA to do better at getting rider
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	We only have about 10 more years to halt the most disastrous effects of climate change! Building a fossil free transportation system everyone car key.
Sierra Club email	5/23/2020	Personally, this matters to me to reduce air pollution, which in turn reduces water pollution from storm runoff picking up air pollution particles frc roadways. More equitable transit matters because my sons and some of their friends are afraid to drive. They watch the traffic while I am driving too many wild and dangerous things happening that they do not want to deal with. This limits where they work or live.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	We only have this one planet and we need to do everything we can to save it.
Sierra Club email	5/23/2020	I sincerely want to do my part to help with the climate crisis which includes not having to drive my car when I go to Baltimore.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	The Greenhouse Gas Reduction Act requires huge greenhouse gas reductions by 2030. We need to convert our public transit buses to all electric u This is not only good to meet the GGRA goals but will also reduce air pollution significantly. Air pollution is a hidden killer of primarily low and mic income families. So now is the time to invest in all-electric vehicles both for the climate's sake and for the health of so many people.
Sierra Club email	5/23/2020	Only reliable mass transit will lower the numbers of vehicles on our streets and roads. This will improve air quality, and by switching to electric bu even hybrids, the air quality will benefit even more.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
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Sierra Club email	5/23/2020	n/a*
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Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Our family believes that public transport is the only way to continue to allow for covering distances and saving our air. Baltimore city needs a syst takes people to all surrounding suburbs and keeps our air healthy as well. This can be done. Please do it.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	As a parent and someone who has spent a fair amount of time learning about the harms humans have done to the environment I think it is extrem important to invest in transportation programs that reduce fossil fuel dependence.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*

Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	I grew up in Baltimore and relied on public transportation to get to and from school. Inner city residents need public transportation to get to work travel around town. Clean air is critical to human existence. This is a great opportunity to address two important issues with smart policy decision
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Now is the time to transform our part of the world with systems that work for everyone, including the planet. The Covid crisis has made even clearer flaws in our current lifestyles and infrastructure. Let's take this opportunity to implement positive changes. We need to rally together during these difficult times, too.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Climate change is real and we need real forward thinking vision and immediate action to address this issue.
Sierra Club email	5/23/2020	I am a senior citizen who depends on public transportation. Keep up the good work.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Baltimore has good transit options in some areas, which is great. But more public transit needs to be available throughout the area - to help people don't have cars or who don't want to be driving everywhere. Electric buses can move a lot more people more efficiently and with less environmental impact than a whole bunch of personal vehicles (the latter includes Uber and Lyft, which use people's personal vehicles, after all).
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Yay! This would make such an incredible difference, for the environment and for travelers/workers.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Baltimore City in particular has made amazing strides when it comes to climate-friendly public transit, but it and the state of Maryland as a whole have a long way to go. We shouldn't stop now!
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	The continually growing gap between the wealthy and the rest of the populace is an inequality that undermines our communities, families, and environment. A clean, just and equitable transit plan has an integral part to play in restoring balance to our environment, society, and economy.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	We have seen public rail transit working well in Europe over the past 30 years. We visit France every year, and we've seen city after city add streetcar systems using handsome, comfortable modern cars. People leave their cars at home and go everywhere by streetcar. We should be able to do that in our neighborhood we would have used the Red Line, and we want to see it revived and built to serve our part of Baltimore County.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	A better transit system will support the economy and cut down on greenhouse gases. Good for people and good for the environment!
Sierra Club email	5/23/2020	Cleaner air for better health for all. Pretty clear the change during the commute drop during COVID-19 - fewer respiratory medical emergencies. From the medical outcomes and science. Time to get 'moving cleaner' and climate friendly leading to less exhaust pollution, asthma and other related conditions.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Climate change is an issue that is important to all of mankind and it must be addressed NOW. It all starts with simple things like transportation.

Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	I lived at home in Buffalo, NY during college in the late 1960s and early 1970s. I took buses every day except Sunday to my university - even in the harsh Buffalo winters. My working-class family had one car which my Dad used for work - we could never have afforded a car for me and my sister. Without public transit, I (and my 3 sisters) would not have been able to attend and graduate from college. I am always grateful that we had that option and that it was affordable and reliable. Baltimore reminds me a lot of my hometown of Buffalo - and has many of the same needs and challenges. Baltimore residents need equitable and climate friendly public transit so they can travel to work, shopping, doctors' appointments, schools and universities reliably and safely. It is an important factor in providing access to opportunity and quality of life. Thank you for taking the time to read my comments.
Sierra Club email	5/23/2020	I always used public transportation through the Silver Spring hub to commute to jobs in DC and Virginia and was often the only English speaker on the bus. Clean and green transit is critical for the survival of lower income people, the disabled, seniors, and non-English speakers. Please consider how public transit is a lifeline for so many people and ensure we have an equitable and climate friendly system in the greater Baltimore area where it is desperately needed.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	I hope that we can make the transportation industry in Maryland totally green with electric and solar vehicles, buses, and trains. Climate change needs to be addressed and implemented today.
Sierra Club email	5/23/2020	Using the metro was what enabled me and my husband to afford to live here while he finished his doctorate at Johns Hopkins. Work to expand the transit system and to do it greenly is an opportunity to increase jobs, allow more people to work and study in the city, and create a healthier Baltimore by reducing pollution.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Please help the future of our planet and all its life.
Sierra Club email	5/23/2020	If Baltimore is going to have so many food deserts there first priority should be public transit that is clean to prevent disease in the area. Be the change in Baltimore and Amazon and Exelon should pay the bill.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Cutting down on needing to drive your own car will greatly improve the quality of our air and help reduce the negative impact of climate change.
Sierra Club email	5/23/2020	Although I do not live in Baltimore, I want fair and environmentally correct transportation for all residents of Maryland. We are in this "state" together.
Sierra Club email	5/23/2020	Moving forward our mobility must be safe and climate friendly! Green future for Baltimore please
Sierra Club email	5/23/2020	Please do the right thing and make transportation better for the community and our environment. Thank you.
Sierra Club email	5/23/2020	We need to make the best use of economic resources while remaining focused on preventing further damage to the environment.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	The environment should matter to everyone. Electrified busses would improve air quality and reduce greenhouse gases.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	The virus has shown us that a reduction in tailpipe emissions will quickly cut down on pollution. With solar electricity on the rise, electrification is a way to quickly improve the air and the public health. I will not miss the stinky busses that woke me every morning as a kid.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	I am moving from Silver Spring to Baltimore partly to be able to avoid driving. Having a good and safe transit system is personally important to me.

Sierra Club email	5/23/2020	My grandson lives in Baltimore. He turns 2 next week. Please invest in the transit system we need for the next 50 years so that he can grow up healthy and strong, whatever zip-code he lives in. More than ever, we need robust, reliable, low-emissions, affordable public transit in the Greater Baltimore area. With so much coastline and so many low-lying agricultural areas, Maryland is especially vulnerable to consequences of climate change. In Baltimore, where you live is a prime determinate of many health outcomes. Especially in at-risk neighborhoods, where increased exposure to air pollution contributes to health disparities, people need to be able to get where they need to go when they need to be there without using single-occupancy vehicles powered by fossil fuels.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Do the right thing!
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	By making the transit system more equitable and climate friendly we can make Maryland a model for the whole country
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	For two years I used the MTA buses Monday to Friday to commute to my job as a teacher. Each and every day I experienced delayed and overcrowded buses. Please consider improving the state of Baltimore public transportation to ease the commute for thousands of local citizens while also encouraging tourists to feel safe using the buses. So few people consider visiting Baltimore because they only see the city as the Inner Harbor when in actuality there are dozens of vibrant neighborhoods that are unexplored. Let's expand our green energy impact and put Baltimore on the map as a leader in alternative energy.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	I live close to York Road in Towson and want to use public transit. However, I won't use it again until MTA used electric buses.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/23/2020	Travel in the Baltimore-Washington DC Metro areas is costly, time-consuming, and very stressful. Most transit systems are spokes on a wheel, with many people do not necessarily work in downtown Baltimore or Washington DC. We need options to move East-West and to industrial parks and business parks, where public transportation is sorely lacking.
Sierra Club email	5/23/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	This issue matters a lot to me. Many people rely on the public transit system throughout their day. By improving the public transit system, we give more access and control to their job, their families, and other things they need.
Sierra Club email	5/24/2020	n/a*

Sierra Club email	5/24/2020	Baltimore lacks adequate transit that will transport commuters to jobs, medical appointments, recreational activities, and shopping while reducing and climate pollution by limiting vehicle traffic. The Regional Transit Plan will serve Baltimore with affordable, accessible, and reliable public transportation. A commitment to a 100% electric bus fleet will further improve air quality.
Sierra Club email	5/24/2020	Public transportation can be an important part of our overall plan to have a cleaner planet and for healing our damaged planet. Do your part.
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	By reducing congestion and air pollution public transportation improves public health and well-being.
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	I see them in other, cleaner cities and wonder why my hometown cannot do equally well.
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	About 10 years ago, I worked in Baltimore City and was able to ride the light rail to a stop very near my job. It saved me time, traffic hassle, and money for parking. Even then, about once a month, there were significant delays for downed trees on the line, or mishaps with the rail cars themselves. boost the support of our Public Transit options, so that more people can depend on reliable transportation to reach their jobs and home again. Thank you!
Sierra Club email	5/24/2020	I live in Charles Village and have difficulty getting around the city with the current public transit options. We need to electrify buses, have better, more reliable scheduling, more bus lanes and more bike lanes.
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	My brother, his wife, two of his daughters and a one year old grandson live in Baltimore. His sister-in-law and her family live in Baltimore as well. all need a clean public transit system.
Sierra Club email	5/24/2020	Electric transportation and more routes. Connection to Frederick and other outlying towns would help reduce congestion and pollution.
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	Our future is with PUBLIC TRANSPORT! Thanks and best wishes!
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	Let Baltimore be a showcase for a smart future!! Electric mass transit Buses- garbage trucks- as many vehicles as possible for clean air- and off our fossil fuel addiction! BTW_ I am a MD resident - the drop down menu is not working easily
Sierra Club email	5/24/2020	Thank you for supporting a healthier Maryland.
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/24/2020	n/a*
Sierra Club email	5/25/2020	As a resident of Charles Village in Baltimore, getting more reliable bus and train times matter to me to keep the city functioning efficiently for ever
Sierra Club email	5/25/2020	n/a*
Sierra Club email	5/25/2020	n/a*
Sierra Club email	5/25/2020	n/a*
Sierra Club email	5/25/2020	Having lived for many years in Europe without needing a car, I was shocked to find how difficult life is in Baltimore without one.
Sierra Club email	5/25/2020	Climate-friendly transportation is a must for Maryland!
Sierra Club email	5/25/2020	Having an extensive transit system is key to equitable economic opportunities. In addition to the obvious benefits to the environment of lower carbon emissions.
Sierra Club email	5/25/2020	We shouldn't have to have a pandemic to get cleaner air. Start with cleaner forms of public transit.
Sierra Club email	5/25/2020	n/a*
Sierra Club email	5/25/2020	n/a*
Sierra Club email	5/25/2020	n/a*

Sierra Club email	5/25/2020	n/a*
Sierra Club email	5/25/2020	n/a*
Sierra Club email	5/25/2020	As a Maryland native transitioning to living in Baltimore, having equitable AND climate friendly public transit means a lot to me. I want to be able to like I can rely on public transit and not use a car. Plus, there are so many people that don't even have the option of a car!! Even though at first mass buses electric seems to be better for climate change alone, it isn't. It's better for human health! Reducing emissions on Baltimore streets can help residents be healthier and happier.
Email (sent to Jamie McKay in response to an email sent on 5/21 to Interagency Committee Members)	5/26/2020	For Page 51: Crosstown Services and improvements to peak for Line 37, 76, 77, 78. Crosstown service for express routes (Along Route 40 East-West area plan demand-response Microtransit for Dundalk. Add two more to top transit hubs (Eastern County, Northern County and Western County).
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	I'm a student in New York City, but from Ellicott City. Although I love Baltimore, one major difference between Baltimore and NYC for me is the public transportation! Port Authority and DeBlasio have done so much to make public transport clean/energy saving. It doesn't only make sense environmentally, but can be cost-saving as well! I think the current state of transport in the Baltimore-DC area does a huge disservice to not only residents but to people who want to move into the region as well. I love Baltimore, and think the city has so much potential to flourish! But with the ridiculous traffic, the Marc train's prices and limited scope, it's incredibly difficult to live in the area without a car. So many people commute within the city. Baltimore has so much to offer, but its potential is definitely limited by the lack of accessible, fairly-priced, and eco-friendly options. I'm now considering moving to Baltimore after college, but the transport is my biggest deterrent.
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	I support the transit system. I have read that transportation is the biggest contributor to climate change in Maryland. So improvements in public transit could have a substantial impact. I only occasionally use public transit but if it were more reliable and convenient, I would use it more. The one time on MARC in the past year, I was stuck on the train for 30 minutes between Laurel and Savage. It did not inspire me to increase my usage. In previous years, I regularly lost 15 - 45 minutes waiting to pick up a passenger on MARC. The lack of reliability of the buses to work, led my partner to purchase a car for his commute to work sooner than he might have otherwise.
Sierra Club email	5/26/2020	The best possible Regional Transit Plan is also critical for existing employers and businesses considering the region for a new location or expansion. Businesses can't attract, retain or get the most productivity out of employees if the transit system isn't reliable, safe and efficient. Recall that Amazon listed high quality mass transit as a requirement in their HQ2 search.
Sierra Club email	5/26/2020	I'm writing to encourage the expansion of public transit in the Baltimore and DC corridor. The more cars we can take off the road the better our air quality and we won't have to widen the beltways! I did not own a car until I moved to MD. I had always used public transit. Public transit is the right choice for many reasons.
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	n/a*
Sierra Club email	5/26/2020	Although I do not live in Baltimore, I want fair and environmentally correct transportation for all residents of Maryland. We are in this "state" together.
Email (sent as follow-up to his previous email on 5/26)	5/27/2020	Attached is a map with proposed pedestrian improvements to supplement comments regarding transit improvements.
Sierra Club email	5/27/2020	n/a*
Sierra Club email	5/27/2020	n/a*
Sierra Club email	5/27/2020	n/a*
Sierra Club email	5/27/2020	Public transportation is the environmentally responsible choice, but if it's well-designed and accesses all parts of the city it's also the most convenient option. No need to worry about parking, and we'll all enjoy a more vibrant and walkable city!
Sierra Club email	5/27/2020	n/a*
Sierra Club email	5/27/2020	n/a*
Sierra Club email	5/27/2020	n/a*
Sierra Club email	5/27/2020	Our climate is in a state of unprecedented and unpredictable weather patterns, poor air quality, disgusting diseases and much more. We need a climate solution now! No more dancing around the issue. We need to do what we can to make a better way. We need to slow human population growth and the impact that it's having. Please, make sound judgements regarding this issue. The time to react is now!

Sierra Club email	5/27/2020	Hi, here's a personal note in addition to the form letter. It's very important to not only give people an alternative to using a car, but also to make t alternative more appealing than using the car. That is to say, using the car for an individual trip should be no more convenient and no cheaper tha transit. A lot of policymakers overlook the importance of relative marginal prices and also of convenience.
Sierra Club email	5/27/2020	Effective, efficient public transit is essential to a sustainable future and a thriving Charm City.
Sierra Club email	5/28/2020	n/a*
Sierra Club email	5/28/2020	n/a*
Sierra Club email	5/28/2020	We need clean air so our water stays clean.
Sierra Club email	5/29/2020	n/a*
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	Let?s continue the momentum and opportunity offered us by recent events. Let?s reduce traffic congestion, accidents and pollution with a viable effective public transportation system!! Better for all of Baltimore! One of the reasons I don?t visit downtown more often is it?s terribly expensiv find parking. Trolleys and light rail and subways could make our city and our lives better. Now and for our children. Invest now!! Seize this opporrt Don?t fail us!!
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	Creating a comprehensive and equitable Regional Transit Plan for Central Maryland is critically important for so many reasons. If done right, it car improve the health, safety and lives of both riders and businesses who rely on the workers and customers who use transit. And the reduction in a pollution and negative impacts on health can be quite significant!
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	n/a*
Sierra Club email	5/30/2020	We need safe and fair public transportation or more than ever. For those who don?t own cars and need to rely on it to live ?and for those who do cars but should use them less to help safe our planet.
Sierra Club email	5/31/2020	n/a*
Sierra Club email	5/31/2020	n/a*
Sierra Club email	5/31/2020	n/a*
Sierra Club email	5/31/2020	Please consider the health and well-being of our people and environment. Our future depends on choices that put children and the environment f foremost above all other considerations.
Sierra Club email	5/31/2020	n/a*
Sierra Club email	5/31/2020	Convenient and energy-smart transit is key to a healthy future for Maryland.
Sierra Club email	5/31/2020	Public transit will be necessary component towards allowing our state to be at the forefront of combating climate change and promoting social jus and equality.
Sierra Club email	5/31/2020	Let's build a Monorail to Frederick MD instead of expanding the highway.
Email (sent directly to Holly Arnold)	6/1/2020	I had an additional suggestion for the RTP, but it was too detailed to bring up on last week's call. It concerns the target on page 34 to increase the of bus stops and stations that are ADA accessible by 25% every 10 years. Given that MTA is both encouraging Mobility riders to use fixed-route service and reconsidering conditional eligibility for paratransit (both mentio Mobility's Cornerstone Plan), improving ADA access to bus stops and stations is vitally important. But I see better ADA access as a goal to be reach partnership with the jurisdictions—not a goal MTA can achieve on its own. The plan should frame this goal accordingly as a collaboration. Additio MTA needs to include the current % of its stations that are ADA accessible and include estimates of what % of bus stops are accessible in the city a counties.** If you don't have those baselines, the target is pointless. I would also like MTA to define what makes a bus stop accessible (curb cuts? sidewalk width?) and possibly reference your standard or definition. would also be helpful for riders to see a list or a map of stops that are ADA accessible. Could MTA add an ADA access field to this Bus Stop GIS map –and possibly link to it within the plan? **Here is what I know about Baltimore City's sidewalks and ramps. According to a Baltimore City Council Transportation Committee presentation (Street Resurfacing and ADA Compliance) given by Steve Sharkey la: 85% of the estimated 42K curb ramps in Baltimore city have been assessed through phase 1, and 35,700 are not ADA compliant. An estimated 3,6 (8.6%) are expected to be. As for sidewalks, only 10% of Baltimore City sidewalks have been assessed for ADA compliance so far.

Sierra Club email	6/1/2020	n/a*
Sierra Club email	6/1/2020	n/a*
Sierra Club email	6/2/2020	n/a*
Sierra Club email	6/3/2020	n/a*
Email (sent to RTP email address)	6/4/2020	I hear from residents in Ellicott City about the need for a transit connection between Ellicott City, Catonsville and Baltimore. This void in the regional transit network results in job access and mobility problems for residents of the region. I am pleased to see it identified as an early opportunity in the RTP. I hope that the state will find a way to soon fund this important service that connects jurisdictions .
Email (sent to RTP email address)	6/7/2020	When is the 115 Perry Hall route opening up again????
Sierra Club email	6/8/2020	With so much pollution and we are part of the 1st world countries we must do more every day our buses should be electric , if we say that Africa is the 1st world how come they are moving from fuel to electric all across the board come on folks let us get it together
Sierra Club email	6/9/2020	n/a*
Sierra Club email	6/9/2020	Equitable and climate friendly public transit is a matter of public health. Increasing safer, more eco-friendly transit not only improves the environment but the people who walk the streets everyday. Reliable transit is a public essential that Baltimore could do better on. Increasing the amount of people who use transit and where transit goes can help decrease the segregation in our city at a time when white folks in particular need to be face-to-face with their black and people of color neighbors.
Email (sent from Kimiya Darrell following a live presentation to disabilities community (coordinated by Katie Collins-Ihkre)	6/10/2020	When measuring OTP for paratransit, it is important to track it against reaching the destination on time vs. pick-up. Consider installing beacons at key hubs or stops to assist those with vision impairments knowing where they are in proximity to the stop/station. There are many interesting case studies around the world, including Japan, of agencies using tactile warning strips to differentiate a bus stop area. Trip planning tools that include information on stop accessibility would be vitally useful to those with mobility devices or other physical disabilities. MTA and the jurisdictional partners should consider a scoring system that prioritizes ADA improvements in locations that need it most and serve the largest origin/destination populations served. Including social determinants of health and more emphasis on minorities and lower income populations is needed in the Be Equitable section.
Sierra Club email	6/11/2020	It matters to me. First, as a matter of simple justice, to allow low income people who do not have access to a car to be able to move about to work, family, friends, recreation etc. in ways that do not disadvantage them so drastically as now from car drivers. Second, each year, instead of going down, total carbon emissions go up. We all should have the welfare of our children and grandchildren in mind and promote and use public transit.
Sierra Club email	6/12/2020	This is important to me because Baltimore is a dangerous place to drive (in 2017 and 2018 it was ranked the U.S. city with the highest number of non-fatal vehicle accidents per capita), therefore public transport reduces the number of drivers on the road and saves money, public transport reduces greenhouse gas emissions, and public transport systems which use the most environmentally friendly technologies available is good for human health, the environment, and Baltimore's status at both the national and international level. Therefore expanding, improving, and greening our transport has a panoply of benefits for present and future persons of Baltimore.
Email (sent to RTP email address)	6/12/2020	So the will be change soon
Email (sent to RTP email address)	6/12/2020	Can I even ride the buses these days?
Sierra Club email	6/15/2020	n/a*
Sierra Club email	6/15/2020	Greatly increased public transit capacity has to be part of the solution to the air pollution and climate change situation. So having a plan for improving public transit and for transitioning buses to electric is a necessity. I support the new Regional Transit Plan for Central Maryland.
Email (sent to RTP email address)	6/16/2020	A simple change will get you kudos from everyone, take the old 40 express route and run an Orange express from Essex to Social security mall, the people who used the 40 for work commutes will cheer you all

Email (sent to RTP email address)	6/16/2020	<p>Hello, Thank you for the opportunity to comments on the draft RTP.</p> <p>Comments on Specific Pages</p> <p>Page 8 – Under The Environment section, add a sentence about the state Greenhouse Gas Emissions Reductions Act of 2016 and the goal of reducing greenhouse gas emissions 40% by 2030.</p> <p>Under The Economy, add a sentence on the importance of leisure rides too.</p> <p>Page 16 – Under Improve Light Rail Speed and Reliability, add double track from near the Gilroy Rd. station to near the Pepper Rd. station. This will remove the bottleneck which will also eliminate the delay.</p> <p>Page 22 – For bus lane enforcement, police and camera enforcement should both be used.</p> <p>Page 32 – Under Enhance the Station/Stop Environment, install real time signs with the wait time at the Metro-Subway stations.</p> <p>Page 63 – Under Grow Ridership, add extending MARC weekend hours, specifically during the evening and increase the service frequency. I would recommend a goal of having a service frequency in each direction of at least every 2 hours. For specific examples on evening service, I would suggest the following:</p> <ul style="list-style-type: none"> -On Saturdays going from Baltimore Penn to Washington Union Station, I would suggest looking at adding a last train around 10:45 PM -On Sundays going from Baltimore Penn to Washington Union Station, I would suggest looking at having the last train around 10 PM. -On Saturdays going from Washington Union to Baltimore Penn Station, I would suggest looking at having the last train around 11:15 PM. -On Sundays going from Washington Union to Baltimore Penn Station, I would suggest looking at having the last train around 10 PM. -Having later weekend hours could help the tourism/entertainment spending in both cities. <p>General Comments</p> <p>It is excellent to have weekend MARC train service! I use it as much as I can when going to DC and back to Baltimore. I have noticed it is busy which is great. Improving weekend service would increase the number of leisure customers and give those considering current and future housing near stations another reason to live near them.</p> <p>Light RailLink and Metro SubwayLink should have dedicated storage areas for bikes.</p> <p>Some items I do agree on as written are improving MARC connectivity, transit oriented development and extending LightRail Link hours.</p>
Email (sent to Kevin Quinn, forwarded to Holly Arnold)	6/16/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/17/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)
Email (sent to Holly Arnold and other MDOT MTA officials)	6/18/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)
Email (sent to RTP email address)	6/18/2020	Letter sent (see attached)

****Each Sierra Club email contains the following form letter as the baseline. Anyone marked as "n/a" used only the form letter and did not add customized text:***

Dear Maryland Transit Administration,

We must seize the opportunity the Regional Transit Plan gives us to provide people better connections to jobs, medical care, and other essential destinations while giving a much-needed boost to the economy by creating jobs. We must also use this opportunity to cut harmful pollution that exacerbates climate change and respiratory diseases like COVID-19. While the draft plan is off to a decent start, it must be strengthened to improve access, safety and reliability, better protect our environment, and ensure more equity in our transportation system.

I urge you to consider the following measures to strengthen the draft Regional Transit Plan:

-Provide strategies and targets that substantially increase access to frequent transit that connects people to employment centers, particularly in communities of color and other marginalized communities.

-Provide strategies to minimize fossil fuel consumption from transit vehicles by setting a target date to electrify the fleet by 2035.

-Set targets to substantially reduce peoples? commute times.

-Develop concrete strategies for identifying and leveraging funding to meet the needs of the plan.

-Provide a baseline measurement of what the current conditions are now so the public can understand how the conditions are being improved over time.



M A R Y L A N D
County Executive Steuart L. Pittman

Transportation Commission
Anne Arundel County Government
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

June 16, 2020

Re: Comments on Draft Regional Transportation Plan Central Maryland

Kevin Quinn
MDOT MTA Administrator
7201 Corporate Center Drive
Hanover, MD 21076

Dear Administrator Quinn,

We write you to extend the support to the Draft Regional Transportation Plan (RTP) from the Anne Arundel Transportation Commission. We would like to thank you for continuing this effort despite of the hard times we are all facing in Transportation due to the COVID-Crisis. This letter includes our comments and suggestions to recover and build back with integration of micro-mobility and micro-transit to make the Public Transit System more resilient, more efficient, and the backbone of a trusted and competitive mobility network of choice for the region.

The Transportation Commission was actively involved in Anne Arundel’s Transportation Master Plan “Move Anne Arundel”, which resulted in the following Vision statement: “Anne Arundel County will provide a safe, efficient, equitable, sustainable, and multimodal transportation system that provides residents, travelers, and visitors with connectivity and choice”

The TMP included goals with measurable performance measures for the 20-year horizon until 2040. The goals were aligned with the MDOT 2040 Transportation Plan and were defined as follows:

1. A safe transportation system
2. A multimodal transportation system that provides practical and reliable transportation choices and connections for all users
3. A transportation system that is resilient and protects the environment
4. A transportation system that is in good condition

The comments in this letter are intended to align the RTP with the goals and objectives defined in the TMP for Anne Arundel County.

Anne Arundel County is the Southern most county covered in the plan, with critical economic drivers for the region such as the State Capital Annapolis, the BWI airport, the NSA headquarters, the Community College, The Naval Academy, and Route 50 with the Bay Bridge as critical corridor between the Eastern Shore and a large economic area of Virginia, the District of Columbia, Maryland and neighboring states. Anne Arundel County has larger areas with lower density areas and has a large share of commuters to the district of Columbia and Virginia.

We request the committee to review the Regional Transportation Plan in regard to the following topics:

Data collection and Analysis

We recommend that the Regional transportation plan provides more insight in travel data of the population in the service area at various times of day, for various groups of people for various purposes and “chains” of activities and modes of transportation used. This information will form the basis for decision making about travel times, financial performance, cost per passenger, service concepts and the location of the future transit hubs.

Focus on travel times and equity for the Anne Arundel Region

The RTP mentions how 60% of the region’s residents will live within ¼-mile of a bus stop or ½-mile of a rail station. However, the Anne Arundel County numbers will likely be a lot lower. We request the plan outlines the current and future travel times, wait times and number of connections per passenger trip for all routes and services for the AAC residents to travel to and from their destinations. We request this information will also outline which groups of travelers are targeted for the service delivery.

Financial performance

We request the RTP provides insight in cost per passenger trip at the current and future routes and services provided in the system. Understanding the cost per passenger trip will enable better decision making for service design and will drive innovative solutions. We would like to understand the expected costs and provided funds for the transit operations in our county.

A more focused approach on flexible solutions

The low density of Anne Arundel County requires a more flexible solution to deliver competitive, efficient, and effective services.

We advise to consider an integrated concept of OnDemand and flexible services with Pooled ride hail in lower density areas to reduce subsidy per trip and serve more people, Flexible transit and ride hail to increase access to express service and Publicly-funded pooled ride hail or flexible transit to improve convenience of suburb-to-suburb travel. Hourly productivity of the various services can be the initial guideline for the choice of these various concepts

Multi-Modal approach with paratransit

We recommend reviewing the entire network of all LOTS and review services for Paratransit included in the bus and OnDemand Service design. When a concept as mentioned under the previous paragraph is implemented, paratransit services can be largely reduced.

Mobility Hubs

We suggest implementing extra mobility hubs in Anne Arundel County, at locations such as the Anne Arundel Community College on Route 2, BWI airport and business district, and Downtown Annapolis.

Prioritization of Transit Corridors in Anne Arundel County

The AAC Transit Corridors are listed as long-term opportunity corridors. We request these corridors will be prioritized to early or mid-term corridors.

More attention for bike-ped, scooter and bikeshare services in the plan

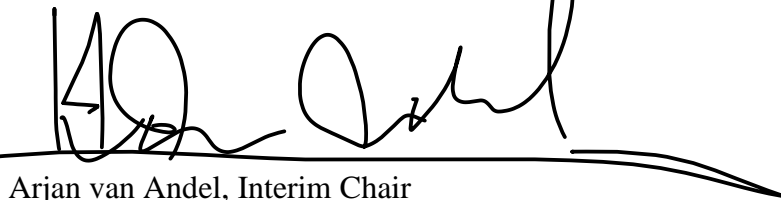
The Anne Arundel County Services cannot exist without having people to walk and bike to their nearest stop or pick-up location. We request the plan outlines more clearly how safe bike routes and sidewalks can improve the performance of the Transit Services.

School transportation

Until COVID, school transportation would have never been considered for transportation plans. However, with providing safe and equitable transportation to schools, we recommend that school transportation will also be evaluated under the transportation plan to provide more choice and more efficient and effective transportation to schools.

We trust these recommendations and comments will contribute to a more resilient and valuable transportation network in our County and the Baltimore Washington Service Area.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'Arjan van Andel', written over a horizontal line.

Arjan van Andel, Interim Chair
Transportation Commission

Copy: Mr. Steuart Pittman, County Executive Anne Arundel County
Mr. Ramond Robinson, Director, Office of Transportation
Ms Amy Jones, Chair, Anne Arundel County Transportation Commission

Cc: File

Wednesday, June 17th, 2020

Maryland Transit Administration & Regional Transit Plan Commission
6 St. Paul St.
Baltimore, MD 21202-1614

Re: Comments from Twenty-Eight Organizations on the Draft Regional Transit Plan for Central Maryland

Dear Maryland Transit Administrator Kevin Quinn and the Regional Transit Plan Commission,

Thank you for your leadership in the process to create a Regional Transit Plan that is vital to residents in the region. Public transit will always be a necessary service that keeps health care and other vital systems running both during a global pandemic and in the absence of one. The COVID-19 crisis has further reinforced that we need to make structural changes to our public transit system to address inequities and ensure that everyone has access to the important places in their communities. The Regional Transit Plan can address these deficiencies and can also serve as a critical tool to employ in the economic recovery of the region by both creating jobs and allowing people to get to jobs. [Every \\$1 billion invested in transit supports and creates over 50,000 jobs](#). While the Draft Regional Transit Plan's overarching goals are well-chosen, the plan should be improved to significantly address inequities that disproportionately impact people of color, people with disabilities and other marginalized communities and to set a higher bar to improve access, reliability, and protect our environment.

We, undersigned groups encourage you to strengthen this important plan by enacting the following measures:

- 1. Improve access to frequent transit connected to employment centers for marginalized communities and reduce the number of disconnected communities.** Everyone deserves to be able to travel to the places where they live, work, and play. Everyday, communities of color have disproportionately less access to critical destinations due to redlining and structural racism. The neighborhoods in Baltimore with the highest percentage of people **traveling more than 45 minutes to get to work** and also taking transit are predominantly Black communities. The plan should provide strategies and targets to substantially increase access to frequent transit service for communities of color and other marginalized communities to connect to employment centers. The plan should also reduce the census blocks with disconnected communities--communities where there is over 5% unemployment and over 20% of workers are commuting over 45 minutes to get to work.
- 2. Improve the reliability and accessibility of transit for people with disabilities.** Our public transit system must work for everyone. People with disabilities are disproportionately impacted by inadequate transit. The plan should significantly increase On Time Performance of Paratransit and upgrade the percentage of stops and stations that are ADA accessible at a much faster pace than 25% every 10 years. The plan should also include strategies that provide users with better notification systems of vehicle arrival times and provide an analysis of the number of vehicles needed. It is important that the

plan include measures to increase the number of wheelchair accessible vehicles and provide special funding for transit services for health care.

3. **All bus replacements should be for zero emission buses starting in 2024.** We need to travel in ways that keep us and our planet healthy. Most of our buses run on diesel fuel that spew out pollution that makes us sick and exacerbates climate disruption. The plan should include a target and strategies that lead to the full transition to a zero-emission transit fleet by requiring that in 2024, all bus replacements be for zero emission buses. Each zero-emission bus reduces pollution as much as taking 27 cars off the road. This goal is achievable, needed to protect public health, and consistent with the goals of comparable jurisdictions. New York City is transitioning 100% of their fleet to electric by 2040.
4. **Provide faster service to reduce people's commute times.** If people are spending less time traveling each day, they can spend more time with their loved ones. If people can get from point A to B faster on public transit, they will use it more. Currently, people can reach fewer than 1 in 10 jobs in the Greater Baltimore region in less than 45 minutes on transit. While the draft plan recognizes that faster service is important, it does not offer concrete targets. The plan should set targets to substantially reduce peoples' commute times.
5. **Provide concrete strategies to pay for the plan.** Investing in public transit benefits communities across the region. If we want to see the benefits in the plan, we need to fund them. The plan should develop concrete strategies for identifying federal, state, and local funding and leveraging funding to meet the needs of the plan, with an emphasis on funding strategies in the next 5 years.
6. **The plan should have consistent short-and long-term goals for improving transit and details of what transit improvements will occur in early priority corridors.** The plan should provide 5-year and 25-year targets for each objective: providing faster, more reliable service; growing ridership; increasing access to jobs and opportunities; improving the customer experience; being more equitable; and preparing for the future. MTA should include assessments on how strategies under these objectives will slow the growth of vehicle miles traveled (VMT) in the region and explain how the corresponding decline in greenhouse gas emissions aligns with the Administration's Greenhouse Gas Reduction Act Plan. The draft plan does not offer consistent metrics; instead it uses different baselines and target years for different indicators. MTA should provide a baseline of current conditions so the public can understand how the conditions are being improved and so that improvements can be reliably monitored and measured. The plan should also outline what transit improvements will occur in early priority corridors identified in the plan and outline the corridors that MTA will study.

Thank you for your consideration of these proposed improvements. Please note the improvements outlined in this letter are by no means exhaustive but outline some of the key measures that should be improved.

Sincerely,

Niamh McQuillan, Co-Lead, **350 Baltimore and Climate Reality Project Baltimore**

Klaus Philipsen, FAIA, **ArchPlan**

Liz Cornish, Executive Director, **Bikemore**

Nanci Wilkinson, Chair, Environmental Justice Ministry, **Cedar Lane Unitarian Universalist Church**

Steven Hershkowitz, Maryland Director, **Chesapeake Climate Action Network**

Emily Ranon, Maryland Director, **Clean Water Action**

Jane Lyons, Maryland Advocacy Manager, **Coalition for Smarter Growth**

Floyd Hartley, Chair, CARS (**Consumers for Accessible Ride Services**)

Donald M. Goldberg, Executive Director, **Climate Law & Policy Project**

Eric Norton, Director of Policy & Programs, **Central Maryland Transportation Alliance**

Robin Murphy, Executive Director, **Disability Rights Maryland**

Lore Rosenthal, Program Coordinator, **Greenbelt Climate Action Network**

Liz Feighner, **Hoco Climate Action**

Richard Deutschmann, Climate Action Team Lead, **IndivisibleHoCoMD**

Joe Uehlein, President, **Labor Network For Sustainability**

Richard Willson & Lois Hybl, Co-presidents, **League of Women Voters of Maryland**

Rachel London, Esq., Executive Director, **Maryland Developmental Disabilities Council**

Kim Coble, Executive Director, **Maryland League of Conservation Voters**

Cecilia Plante, Co-Chair, **Maryland Legislative Coalition**

Josh Tulkin, Director, **Maryland Sierra Club**

Ronza Othman, President, **National Federation of the Blind of Maryland**

Timothy Judson, Executive Director, **Nuclear Information and Resource Service**

Cheryl Barnds, **Rapid Shift**

Mark Southerland, Ph.D. Legislative Director, **Safe Skies Maryland**

Diana Younts, **Takoma Park Mobilization Environment Committee**

Tafadzwa (Taffy) Gwitira, Founder and farmer, **Tele Farm**

Jimmy Rouse, Co-Founder, **Transit Choices**

W. Phil Webster, **Unitarian Universalist Legislative Ministry of Maryland**

These additional comments support the letter dated Wednesday June 17, 2020 and signed by Twenty-Eight Organizations containing comments on the Draft Central Maryland Regional Transit Plan.

General Comments

- The overall structure and content of the goals and objects are good at a high level, and MTA is to be commended for identifying measures and targets, including some specific ones that advocates have encouraged them to use.
- We want a more direct and clear statement, earlier in the document, of what the transit plan will do for our region both in the short and long term. For example, the early-opportunity regional corridors should be highlighted earlier in the document. We understand that this may conflict with feedback from the Commission.
- MTA should be more specific with its strategies; basically, there should be implementation items for each strategy. For example, if the strategy is to Improve paratransit trip scheduling, MTA should say what will be done to achieve that.
- In general, all measures and targets should be completed, and MTA should show their work. This means: (1) Explaining methodology and all definitions; (2) Showing a baseline for each metric; (3) Giving a five-year and 25-year target for all metrics. We understand that this feedback will largely be resolved by MTA's provision of technical reports and appendices for the RTP.
- We want to see analysis of changes to VMT and other metrics like access and commute times. In other words, if we implement the plan, how will the system improve?

Comments on *Objective: Provide Faster, More Reliable Service*

- The plan should provide measures and targets for faster transit service. This could include looking at commute times, or simply providing measures and targets for corridor transit travel time.

Comments on *Objective: Grow Ridership*

- TOD should be a central strategy for growing ridership, and every single rail station in the network should have their own TOD plan.

Additional CMRTP Comments Supporting Comments from 28 Organizations

- MTA should increase marketing to grow ridership, as well as increase marketing of the commuter benefits program to employers and their employees.

Comments on *Objective: Increase Access to Jobs and Opportunities*

- A metric for frequent transit access should be developed and published, for example, the percentage of the region's residents and percentage of the region's jobs within a quarter mile of a bus stop or rail station served by frequent transit.

Comments on *Objective: Improve the Customer Experience*

- The target for safety is unclear: how is being "one of the safest" systems defined? How is "top 12" transit agency defined?

Comments on *Objective: Be Equitable*

We appreciate that the section on equity specifically includes people with disabilities. However, this section must also acknowledge the reality of the region's many neighborhoods that are characterized by historic discrimination, low opportunities for meaningful employment, high poverty rates, low access to private transit, schools with poorer performance outcomes and poor health metrics. In such communities people of color and people with disabilities are disproportionately located and impacted by poor transit and poor transit opportunities.

- In general, *Objective: Be Equitable* is vague and needs more substance, and the metrics need greater definition.
- This section should ask, If the plan is implemented, will the core problem of transportation equity be addressed, i.e., disparities in access, commute time, and other overall metrics that are based in race, ethnicity, income, etc.?
 - For example, we need strategies to radically change how communities like Sandtown access suburban jobs. This plan should include that kind of strategy under *Objective: Be Equitable*.
- There should be clearly defined equity metrics. Ideas include:
 - Access to frequent transit
 - A disconnected community metric, based on BNIA's disconnected communities indicator.

- We find the strategy and goal of increasing the percentage of stops and stations that are ADA accessible by 25% every ten years to be much too long. And the plan fails to identify the total number that needs to be addressed such that readers cannot know what number is represented by 25%. The goal to replace all high-floor /lift equipped fixed-route transit vehicles with low-floor designs does not have a stated time frame that we could identify.

The treatment of paratransit services also has some deficiencies:

- On time performance and service goals that have been inappropriately lowered by MTA in the past few years. The plan should change rectify this.
- The plan should establish emergency back-up actions for when the paratransit system crashes, which repeatedly occurs causing extreme hardships.
- The plan should address with specificity improvements to paratransit scheduling that are needed to improve efficiency, OTP, and to reduce long on board travel times.

Comments on *Objective: Prepare for the Future* (Objective + Strategies)

- Under this section, the plan should explore more how to integrate demand-based/fixed-route transit.
- The plan should clarify paratransit and last-mile/TNC work together in the future? Since paratransit is thought of as being for people with a mobility impairment, but yet is also a type of last-mile/TNC service, the way these systems will work together is unclear.
- Regarding paratransit services, the following are needed:
 - A plan to make upgrades such as notification systems for tracking vehicles and knowing when the vehicle will arrive.
 - A plan to use rideshare services as part of the paratransit service to improve efficiency and reduce overall costs.
 - Outline improvements to vehicles, starting by including an analysis of the actual number and configuration of vehicles needed as MTA paratransit demonstrates the greatest amount of growth and less budgetary increase than other transit modes.
 - Increased private accessible vehicles for use as shared ride paratransit services.
 - Improved access to computerized services such as reservations and late trip information.

Comments on *Transit Network Improvements*

Additional CMRTP Comments Supporting Comments from 28 Organizations

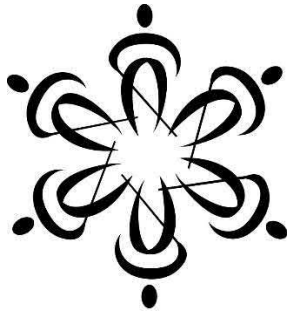
- MTA should be more specific about how transit hubs are selected and defined and what exactly is being proposed for each of the transit hubs.

Comments on *Regional Transit Corridors*

- When it comes to considering and prioritizing investment in corridors, MTA should demonstrate how each proposed investment will impact the objectives and targets set forth in the plan, so that a kind of cost-benefit analysis can be conducted.

Comments on *Next Steps/Implementation*

- The plan should better develop the section on assaults on operators.
- The implementation section or forthcoming implementation plan should include a treatment of concrete funding strategies.
- The implementation plan should include modeling the performance of the system under different scenarios.
- The plan should include a clear statement of roles and responsibilities, for example, a chart showing each action and who is responsible (New Orleans example)
- In light of the COVID-19 emergency, the Transit Emergency Response Plan should be expanded upon and include a plan to operate transit in pandemics, natural disasters, terrorism, and other emergencies.
- To satisfy equity, there should be more and faster investment in communities with historic disinvestment, signalling seriousness and urgency for dealing with equity issues.



**NATIONAL FEDERATION
OF THE BLIND**
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Subject: Comments on Regional Transit Plan for Central Maryland

To: MDOT/MTA

From: Members of the National Federation of the Blind of Maryland

**Contact: Sharon Maneki, Director of Legislation and Advocacy
National Federation of the Blind of Maryland
9013 Nelson Way
Columbia, MD 21045
Phone: 410-715-9596
Email: nfbmd@earthlink.net**

Date: June 18, 2020

The National Federation of the Blind of Maryland offers the following comments on “Connecting Our Future: A Regional Transit Plan for Central Maryland”. Our comments surround the three themes of accessibility, quality, and equity. We applaud the goals and objectives listed in this plan. However, to reach these goals, the plan must also address needed policy changes if they are really to be achieved.

Throughout our comments, we have identified several considerations missing from this plan. Because of these omissions, we strongly recommend that a blind person from a consumer organization, who has knowledge and experience with using multiple forms of transportation be appointed to the committee who will further develop the plan.

Accessibility:

If you want input from the public, you should provide a website that is accessible to all of the public, including the blind. The Connecting our Future website (<https://rtp.mta.maryland.gov/>) was difficult to read. Graphics were poorly labeled, if labeled at all, and the PDF document was very unwieldy. While we appreciate the value that online comments can offer, it was much too difficult for a person using a screen reader to find the appropriate space for the comment, and it could not be done without using sighted assistance. Using instructions such as “click here” does not help a blind person since we cannot

use the mouse and must use keyboard commands. The captcha in the website designed to prove that you are not a robot is completely inaccessible and unusable by people using screen readers. Since we cannot use the collaborative tools provided, we are preparing a separate document outlining our concerns.

In Chapter 3, on page 17, the plan states that objectives will be achieved through initiatives. One of the initiatives mentioned is the category of strategies which are specific actions. Accessibility should be listed as one of these strategies. Throughout the document, there is mention of accessible transportation which is definitely appropriate. However, accessibility is broader than just physical access. Websites, phone apps, and signage are also part of accessibility. The document does not address these accessibility issues, and it should.

In Chapter 4, on page 21, the objective “provide faster, more reliable service to both serve existing customers and to attract new riders” offers another example where accessibility should be considered as a strategy to reach these criteria. All ticket vending machines, fare card readers, mobile payment apps, must be accessible to all of the public including the blind. Accessibility requirements must be issued as part of any proposed methods of off-board or on-board fare collection. When phone apps or websites are upgraded, efforts must be made to maintain accessibility. For example, the MARC Train app used to be accessible but now it is no longer accessible due to such upgrades.

Quality:

Goal 2 of this plan is to “optimize existing transit services.” One explanation given in the plan about this goal is “improve service quality, customer experience, and safety on existing services.” If the plan is really to achieve this goal, thought must be given to the unintended consequences created by policies. For instance, in Chapter 4: Strategies, on page 21 under the objective, “Provide faster more reliable service” the plan describes how to improve bus speed and reliability. One of the suggestions for improvement is to create dedicated bus lanes. We do not object to dedicated bus lanes but believe the plan should ensure that pedestrian safety is part of the consideration when bus lanes are created. If a blind person or any other pedestrian has to negotiate traffic to get to or find the bus lane, are you really improving the customer experience? We also do not object to transit signal prioritization. However, how are you considering the needs of pedestrians who must cross the streets?

We applaud the use of technology mentioned throughout the plan. Technology can solve many problems if it is properly used and can improve the customer experience. Automated bus announcement technology should not have been omitted from the plan because it provides valuable information to customers. Policies and practices can reduce the effectiveness of technology so planning must consider how to mitigate these consequences. For instance, bus announcement technology has not been as effective because bus operators can turn it off. The plan should address this problem. Another example is the unintended consequence caused by instructing bus operators not to open the front door of the bus due to concerns about the COVID-19 virus. Blind people no longer know which bus is at the stop. The automated bus announcement does not work unless the front door opens. Transportation service providers must find a way to meet both the concerns for the safety of the bus operator as well as providing needed information to the customer.

We certainly applaud the objective “Increase Access to Jobs and Opportunities” listed in chapter 4. On page 29, one of the strategies offered to reach this objective is “Integrate Shared Mobility options (e.g.,

microtransit, scootershare, bikeshare, carshare, and rideshare) to complement existing services.” While it is reasonable to promote the use of bicycles and electric scooters for transportation to the bus stop or train station, the plan does not consider the need for protecting pedestrian access. For instance, there must be parking pens for dockless scooters in the train station so that they do not impede pedestrian access. Dockless scooters should never be permitted on the train platform because of the hazard they will create for pedestrians. Bicycles and micro-mobility devices have their place in the transportation realm, but their use must be regulated so that they do not impede the access and safety of pedestrians.

Equity:

We applaud the plan’s recommendations in Chapter 4 under the heading “Improve Transit Accessibility” on page 36. We also applaud the recommendations under the heading “Improve the Paratransit Trip.” However, the plan needs additional paratransit recommendations. There should be reciprocity between jurisdictions concerning eligibility. Riders who use paratransit from multiple jurisdictions such as MTA Mobility and RTA, should not be forced to file separate applications, obtain doctor information, and go for an interview to use the service in every jurisdiction of the region. If traffic signals and bus locations can be synchronized, then databases in different jurisdictions should also be able to talk to each other.

Paratransit scheduling needs to be more efficient. For instance, dispatchers will send two vehicles to the same household to take two individuals to the same location. Sometimes, policies create inefficiencies. For example, RTA will not take individuals to Johns Hopkins Hospital if they are not Howard County residents. Consequently, they will take a person from Laurel to Arundel Mills Mall, then the person must take MTA mobility the rest of the way to Johns Hopkins. This is an inefficient use of resources and inefficient for the customer as well.

Too many jurisdictions limit the hours of daily paratransit trips, do not operate on the weekend, and restrict destinations. People who must use paratransit service should not be penalized by such restrictions. Turning paratransit into an on-demand service is paramount. The plan should study how to achieve on-demand service by developing community partnerships and using ride-sharing systems such as Uber and Lyft. People who must use paratransit should have the same freedom to travel as people have when using other forms of public transportation.

Conclusion:

Since the needs of blind persons were not addressed in this plan, we strongly recommend that a blind person from a consumer organization, who has knowledge and experience with using multiple forms of transportation be appointed to the committee who will further develop the plan.

Chapter 7: Next Steps does not address milestones for improving the customer experience for transit users with disabilities. The “Tracking Our Progress” section on page 66 should include accessibility milestones for each of the six objectives. The plan as currently drafted will leave persons with disabilities, including the blind, behind if accessibility strategies and milestones are not clearly defined in the plan.

The plan covers the needs of persons with disabilities primarily when discussing paratransit rather than when discussing all forms of transportation. Persons with disabilities, especially the blind, can and want to use all forms of public transportation. For instance, pedestrian safeguards should be part of every

implementation target of the plan. The needs of persons with disabilities should be considered when discussing all six objectives or they will never be achieved.

Currently, paratransit systems are separate and unequal forms of transportation. Persons with disabilities deserve the same high-quality standard of transportation available to the nondisabled public. The goal of equal transportation for all citizens should be added to this plan.

Thank you for considering the views of the National Federation of the Blind of Maryland.



Delivery By Electronic Mail

June 18, 2020

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Re: Comments of ACLU of Maryland on Draft Regional Transit Plan

Dear Mr. Quinn,

Thank you for the opportunity to comment on the MTA's Draft Regional Transit Plan for Central Maryland, *Connecting Our Future* (the "RTP"). The ACLU of Maryland is a statewide organization with over 41,000 members that advocates for civil rights and civil liberties, particularly for communities that have experienced systemic oppression and rights violations. We view transportation as more than just infrastructure. It is a vehicle through which Marylanders are granted or denied equitable access to the necessities for health and well-being, such as living wage paying jobs, quality schools, safe housing in a choice of neighborhoods, parks and open space, and other publicly funded amenities.

As a result, we read the draft Regional Transit Plan through the lens of racial equity. While we found a number of good strategies, which we applaud, we were disappointed to see that the plan appears to have been developed with a false "colorblindness," rarely mentioning race and ignoring the role that transportation policy historically played in our region (and across the country) in causing the racial segregation, exclusion and disparities that are now cemented into our landscape. Even when addressing the stated "Be Equitable" objective, the RTP veers away from any discussion of the transit needs of the Region's Black and brown population, solely focusing on the needs of seniors and people with disabilities.

This is particularly disappointing --- and surprising --- because at the same time that the MTA was preparing the draft RTP, it was also preparing its 2020-2023 Title VI Implementation Plan, and the Baltimore Metropolitan Council was conducting the region's 2020-2025 Analysis of Impediments to Fair Housing. These two documents alone could have provided a wealth of data and analysis



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that should have informed the Regional Transit Plan, but neither are referenced in the Plan. With this draft RTP, we have missed an opportunity to align the region's transit, land use, and housing policy and planning in the way that the General Assembly intended when it called for this plan.

It is also surprising because, as shown by the MTA Title VI analysis, MDOT's transportation networks systems are so racially bifurcated. Local Bus and Metro riders are overwhelmingly African American, with the ridership of other modes better reflecting the region's demographic make-up. That bifurcation has fed Not in My Backyard sentiments that MTA has often had to contend with in determining route selection and the location of stops. It has also lead to the unfortunate reality of "separate and unequal" service. By not talking about these issues, the RTP misses an opportunity to rise to the moment and genuinely fulfill the stated objectives of the RTP, especially "increasing access to jobs and opportunities," "preparing for the future" and being "equitable."

In the comments that follow, we more specifically highlight particular elements of the RTP and planning process more specifically:

- The draft RTP is quite general, without implementation details or any sense of costs for various strategies (in absolute terms or in relation to each other). While the need for additional research and analysis is understandable, we would have expected much of the groundwork regarding transit options and tradeoffs to have been done previously as part of the ordinary course of long and short range transportation planning. This raises a concern: plans that contain general recommendations without concrete operational steps, timelines and identification of potential funding sources, tend to be treated as merely aspirational and to be relegated to sit on a shelf.
- The Title VI Analysis indicates that 83% of MTAs Core Bus routes are "minority routes" serving Black neighborhoods, and that most Core Bus, Light Rail and Metro riders are Black. But many analyses have shown that residents of Baltimore's Black neighborhoods have the longest commute times in the region. The bus simply does not go where people need to go, when they need to go. The call for better, faster, more reliable and more extensive transit service was one of the most frequently raised calls for change following the 2015 uprising.



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- Yet, it does not appear that MTA’s outreach for the RTA or the Title VI Analysis included events or efforts targeted specifically to civil rights and/or other organizations lead by people of color. The RTP and Title VI outreach could have been coordinated and resulted in a more intentional focus on race equity and the role of transit in connecting Black neighborhoods to economic opportunity, and opening more equitable housing choices for Black and brown Marylanders.
- The draft RTP finds that fully 50% of the region’s jobs are not accessible by transit, and 60% of the population lives in an area that is not near a train station or bus stop (p.10). Almost by definition, this means that transit dependent persons, who are disproportionately people of color and/or or disabled, are excluded from working in 50% of the region’s jobs and living in 60% of its neighborhoods.¹ This important finding highlights the need for an intentional race equity lens in MTA’s transit planning.
- We very much agree that “plans for growth could be better aligned with existing or planned transit.” (p. 29). The draft RTP acknowledges that the exclusionary growth patterns of our region are getting worse, as much of the projected growth (300,000 people and 440,000 jobs by 2045) will be in areas outside the Beltway, away from areas served by transit. (pp. 10,14, 29) By deciding where road capacity will be increased, transportation planners decide where growth can occur. By deciding where transit will also be provided, transportation planners and policy makers effectively decide where people without cars will be able to live, work, shop and recreate ---- and where they will not be able to do so. Aligning transit, land use and economic development, and applying a race equity lens, is necessary to create equitable growth and change our region’s pattern of exclusionary growth.
- To highlight one obvious example of deliberately exclusionary growth, the Honeygo/White Marsh area has received tens of millions in public investment, making possible thousands of high density housing units, millions of feet of retail, new Regional Parks, a new school, and a new state of the art Perry Hall library. But transit dependent people are excluded from these facilities and neighborhoods because there is no transit service from the White Marsh Mall north on Honeygo Boulevard to its end at new library (which we note has a drive through window but not

¹ It is not clear whether these statistics include Carroll County.



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bus service). This exclusion is not accidental. Against all sound principles of transportation and land use planning, transit service is not provided on Honeygo Boulevard because it has been opposed by some residents and their elected officials, and MTA capitulated to the NIMBY opposition. This violates Title VI and must change.

- Transit oriented development (TOD) is one strategy for aligning transportation and land use planning. The draft RTP should, but does not, call for TOD to include affordable housing to ensure that it is inclusive. We note there are prime opportunities for inclusive TOD overlooked by the RTP, particularly near the Hunt Valley terminus of the Light Rail and redevelopment of obsolete strip shopping centers in the Light Rail corridor.
- We applaud the RTP's objective to "increase access to jobs and opportunities," especially the extent to which it focuses on future job and residential growth. Transit should be viewed through this lens, and not just as a race neutral piece of infrastructure.
- We also applaud the draft RTPs identification of "Regional Transit Corridors" and its recommendation to align land use and zoning ordinances to be more transit supportive." (p. 61) To materially increase access to opportunity, the MTA must focus on bringing transit to the areas with relatively high housing and/or job density, but that are located outside the Beltway in areas not well served by transit. This Development Oriented Transit (DOT) strategy leverages the huge public investment in development that has already occurred in resource rich areas, making the housing and job opportunities there available to marginalized people who are excluded when those areas do not include transit.
- The equally important piece of increasing job accessibility and opportunity must include improving connections and reducing commute times from Black neighborhoods, particularly those in Baltimore City, to suburban areas where the RTP finds that jobs are growing. MTA should implement Regional Transit Corridors with Commuter Bus routes that run



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from West and East Baltimore to suburban job centers.² It must also expand east-west service that allows City residents to efficiently move around the City without usually having to go downtown and back out. These east-west routes should also be viewed as Regional Transit corridors as they would enable people to get to jobs in Woodlawn, Trade Point, Holabird and Bayview. For example, it should not take an hour or more, even at peak times to travel from Gilmore Homes in Sandtown-Winchester to the Amazon warehouse on Holabird Avenue, with the last leg of the journey requiring an 8/10 mile walk.

- The impact of transit decisions on job accessibility for marginalized people is illustrated by the RTP. Over the next 20 years, unless we implement the Regional Transit Corridors, the number of transit accessible jobs will drop to just 45%. This will presumably be true even if faster and more reliable service is provided on current routes. Just to remain static at 49% accessibility requires an increase in the number of areas served by transit. On the other hand, if all 30 corridors are implemented, 62% of jobs will be accessible. (p. 61).

Beyond the insufficient reach of the current transit network, service unreliability, poor route design, and inefficient connections make transit challenging even for areas of the city that are theoretically well-served. For example to travel from Gilmore Homes to downtown Towson, a twenty minute car ride, takes over an hour under ideal circumstances due to transfers and the placement of stops. For routes that run less frequently, missing a connection can increase travel time by an hour or more. We therefore applaud the focus on increasing service speed and reliability, particularly the emphasis on improving connectivity between routes.

We were glad to see the minimization of service disruptions to the light rail identified as a strategy within the objective “Provide Faster, More Reliable Service.” Long disruptions, such as the shutdown of the Metro in February-March 2018, can cause significant harm to those who depend on transit and can result in a permanent decrease in ridership that undermines the long-term viability of the transit system. We agree that the preventative steps identified in the Plan, like

² This is the reverse of MTAs current vision of Commuter Bus service which consists solely of service from suburban and exurban areas (many of them low density with buses operating at about half capacity) to the City. The Title VI Analysis describes a bus system that is segregated by race, with 83% of Core Bus riders Black compared to only 45% of Commuter Bus riders and even more so by income. Only 4.2% of Commuter Bus riders have incomes below \$50,000, while 92% of CORE Bus riders do. Fully 58% of Commuter Bus riders have incomes at or above \$100,000.



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erosion control and tree trimming, are important for decreasing the frequency of service disruptions. However, with climate change expected to cause more frequent extreme weather events over the next several decades, it is also critical to identify steps for mitigating the effects of disruptions to the light rail when they do occur. These should include:

- Locate bus bridges next to light rail stops. Most bus bridge stops are in the immediate vicinity of the light rail, but the Woodberry bus bridge is placed on Falls Road, approximately 0.6 miles from the light rail. This is an unnecessary layer of inconvenience to riders who utilize that stop.
- Provide better signage directing riders to the bus bridge. Even when the bus bridge stops within a few blocks of the light rail, the signage can be challenging and insufficient. Signs should name the intersection of the temporary stops, and they should also be identified on a map on the MTA website.
- Provide real-time information about bus bridge arrival. The lack of information about arrival times can add significantly to riders' commute. Particularly during extended disruptions, MTA should provide real-time information about the arrival of bus bridges.

We also support the emphasis on sustainability and adaptation to climate change within the objective "Prepare for the Future." While the ACLU has no expertise in climate science, it is well established that Black and brown neighborhoods already suffer disproportionately from the climate crisis. As the plan notes, transit is essential to Maryland's goal of reducing emissions by 40% by 2030, and with this in mind, we urge the more ambitious target of transitioning to majority zero-emission vehicle by 2030. This goal would align with the predictions of the Intergovernmental Panel on Climate Change that carbon pollution must decrease by a minimum of 45% by 2030 to keep warming levels below 1.5C, the threshold for potentiality catastrophic climate change that would be felt most acutely by people of color.³

³ Intergovernmental Panel on Climate Change, "Summary for Policy Makers of IPCC Special Report on Global Warming of 1.5°C", October 8, 2018, <https://www.ipcc.ch/2018/10/08/summary-for-policymakers-of-ipcc-special-report-on-global-warming-of-1-5c-approved-by-governments/>



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Following these overarching comments, we offer observations on transit network improvements by jurisdiction and Regional Transit Corridor. In doing so, we note that a regional transit system should not really be viewed through the lens of individual jurisdictions. MTA and the draft RTP should not continue to show undue deference to local discretion over what is inherently a regional transportation system. That said, MTA and DOT should show more deference to regional priorities, and should explore a shift from state control to a truly regional transit system.

- **Anne Arundel County:** It should be a high MTA priority to improve the connectivity between Baltimore City and County and the state's capitol in Annapolis. The fact that it is so difficult and time consuming for people to travel to Annapolis impedes the ability of transit dependent people to participate in the state legislative process or to engage with state agencies based in the capitol. Importantly, providing transit service in the Ritchie Highway corridor will also improve access to Anne Arundel County Community College. A spur or loop from Ritchie Highway to College Parkway to Route 50 could also open up access to the Sandy Point State Park, and to fairly dense and relatively affordable housing opportunities on the Broadneck Peninsula. These improvements would combine to serve MTA's stated objectives to expand job access and opportunity and promote equity.
- **Baltimore City:** As mentioned previously, the priority for transit network improvements within, to and from Baltimore City should focus on east-west cross-city express or Commuter Bus service to rectify the cancellation of the Red Line, and connectivity to suburban job centers, the need identified in the last regional rail plan. This should include expansion of service to Honeygo Boulevard via White Marsh Mall and to Columbia via Ellicott City and Columbia. While we do not support the Port Covington TOD, we question why Port Covington is identified as a "transit hub" but not a site for mixed income TOD.
- **Baltimore County:** In our view, the priorities for transit system improvements in Baltimore County involve improving connectivity between Towson and the Light Rail corridor, between Towson and White Marsh, and within the White Marsh/Honeygo area. We note that White Marsh is mentioned three times in the discussion of new Local and Express transit routes, but is not identified as a transit hub. It should be viewed as the transit hub linking the northern part of the I-95 corridor,



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from downtown Baltimore to Fallston/Bel Air and the job centers in Joppa/Edgewood/Aberdeen. Mixed use/mixed income TOD should be a priority for Hunt Valley, Cockeysville and White Marsh, as well as Timonium and Martin State Airport. In addition to opening the Light Rail station at Texas, it is long past time that a station, be opened in Ruxton/Mays Chapel.⁴ Finally, it is important that MTA bus service connect transit dependent people to the major regional park and recreation facilities that exist in Baltimore County such as Patapsco and Gunpowder State Parks, Oregon Ridge Park, the Loch Raven Reservoir and Cromwell Valley Park. Bus service to these public facilities is almost non-existent. This disproportionately denies Black and brown children and adults the opportunity to enjoy the benefits of healthy recreational activities in these public green spaces. Currently, the RTA pays no attention to providing service to State Parks or major regional facilities.

- Harford County: We support closing the gap in regional rail between MARC and SEPTA service. But more must also be done to improve Local bus connectivity between Baltimore City and the major MARC/I-95 job corridor. MTA service should also connect the Bel Air/Fallston area with that corridor via MTA service, not just LOTS.
- Howard County: We applaud the suggest transit line from Baltimore City via Route 40 to Ellicott City and Columbia. We agree that the Ellicott City to Convention Center Transit Corridor, listed as “Early Opportunity,” should be considered a high priority. Indeed, one of the highest priorities for the entire region should be the expansion of 7 day, all day MTA Local and Express Bus service within Howard County and connecting Howard County to Baltimore City. Columbia is a large, dense, population and job center. The idea that it is not included in the regional transit system denies equal housing and employment opportunity and defies all notions of good transportation and land use planning.
- Carroll County: Although omitted from the draft RTP, Carroll County is part of the Baltimore region. The RTP should not have excluded Carroll County simply because its elected officials wanted to opt out. Every year,

⁴ It was both surprising and distressing to see that the map of the Light Rail service area actually shows a gap in the Ruxton area, despite the fact that the Light Rail tracks go right through the artificial “gap.” The racially motivated NIMBYism that originally caused MTA to drop location of a station in Ruxton Village can no longer stand.



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Carroll County seeks federal LOTS funding for intra-county transit, but has maintained an express policy of excluding transit between Carroll County other jurisdictions in the region, including the nearby Owings Mills Metro. While this policy inconveniences many residents of Carroll County who need or want to use the Metro to get to jobs or health providers in Baltimore City/County, it is designed to limit the ability of people of color who are lower income from living and working in the County and thus violates Title VI.⁵ At a minimum, there should be Local Bus service from the Owings Mill Metro to Westminster and points in between. Carroll County should not be allowed to receive federal LOTS funding for intra-jurisdictional transit if it wants to opt out of regional transit.

- **Corridor Prioritization:** We generally agree with the identification of Regional Transit Corridors. All seem rationally designed to increase access to opportunity. But it is not clear what criteria were used to designate specific corridors as “Early Opportunity,” Mid-Term or Long Term. We would urge MTA to move the Glen Burnie to Annapolis and Towson to Hunt Valley corridors from Long Term to Early Opportunity, and likewise the Fallston/Aberdeen and Bel Air/Edgewood routes. These routes will not only serve job centers, but some will also open up housing opportunities in areas served by some of the region’s highest performing schools. The Mondawmin/Bayview Route should be moved from Mid-Term to Early Opportunity because it provides the much needed east-west connection within Baltimore City as well as links to the Metro.

We were disappointed to see that the draft RTP included no timelines, beyond the prioritization of delineating long, medium and short term corridors. We were glad to see the inclusion of a section titled, “Tracking Progress” that proposes several measures of progress in meeting the six identified objectives, and generally provides for annual tracking. The metric that will track percentage of jobs as an indicator of increased access to jobs and opportunities is one of the most critical objectives and should also be tracked annually and not just every five years. (p. 66).

⁵ According to the Title VI Analysis, MTA has not conducted a Title VI Compliance Review for Carroll County since January 2018. The county’s official policy banning inter-jurisdictional transit service should certainly be viewed as a red flag under MTA’s Title VI risk assessment system.



However, the only metric given for tracking progress on the “Be Equitable” objective is a measure of ADA accessibility. This completely ignores imperative to track improvement in racial equity. What gets measured is what gets done. MTA should work with the Baltimore Metropolitan Council’s Regional Housing Committee and the regional jurisdictions’ Fair Housing Work Group to devise racial equity metrics that are aligned with the Regional Analysis of Impediments to Fair Housing.

We thank you again for the opportunity to comment on this draft Regional Transit Plan and for your consideration of our comments.

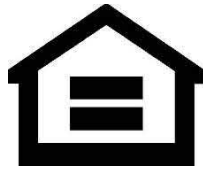
Sincerely,

/s/

Barbara A. Samuels

/s/

Rosemary Qessem



Baltimore Regional Fair Housing Group

c/o Dan Pontious • Baltimore Metropolitan Council • 1500 Whetstone Way • Suite 300 • Baltimore, MD 21230

Comments on *Connecting our Future:* *A Regional Transit Plan for Central Maryland*

June 18, 2020

The Baltimore Regional Fair Housing Group is a collaboration among the Baltimore metropolitan jurisdictions who receive their federal housing funds directly from the U.S. Department of Housing and Urban Development (HUD), as well as the public housing agencies for those jurisdictions. We include the Cities of Baltimore and Annapolis, along with Anne Arundel, Baltimore, Harford, and Howard Counties. We work together regionally, with staff support from the Baltimore Metropolitan Council, to carry out our duty to affirmatively further fair housing under the federal Fair Housing Act. As part of that duty, we are currently finishing our 2020 Regional Analysis of Impediments to Fair Housing Choice (AI). We appreciate the opportunity to comment on the draft Regional Transit Plan for Central Maryland.

As part of our fair housing analysis, we must look at how our jurisdictions' activities related to housing and urban development affect the groups of people protected under the Fair Housing Act – whether they contribute to or ameliorate disparities in access to opportunity. Public transportation is a key element of affirmatively furthering fair housing – enabling classes of people protected under the Fair Housing Act to access employment and other aspects of opportunity from where they live.

According to the 2012-2016 American Community Survey (ACS), wide racial disparities in reliance on public transportation exist throughout our region:

Who Takes Transit To Work?

	White, non-Hispanic	Black	Asian	Hispanic
Total Region	3%	16%	6%	8%
Annapolis	3%	12%	30%	12%
Anne Arundel County	3%	8%	4%	6%
Baltimore City	8%	25%	19%	18%
Baltimore County	2%	10%	4%	8%
Harford County	1%	5%	2%	2%
Howard County	3%	7%	4%	3%

Region-wide, African Americans are more than five times more likely to take transit to work than white residents. Asian and Hispanic residents are at least twice as likely. We also know from a resident survey we conducted for our fair housing analysis that, "When asked what changes were most needed to improve residents with disabilities' access to employment, health care services, and community facilities and amenities, access to **reliable, affordable public transportation** was one of the most common responses." (Section VII, p. 17 of draft AI; emphasis in original) Because of disparities in income and wealth related to historic discrimination, African Americans are also more dependent on publicly assisted housing. Employment disparities mean the same is true for people with disabilities.

As a result, we believe that affordable, accessible housing near transit centers is a key element of affirmatively furthering fair housing. When discussing transit-oriented development, as the draft Regional Transit Plan does, we believe it is important to include accessible and affordable housing, including deeply affordable housing, as an integral part of transit-oriented development. On page 26, under "Grow Ridership for all Transit Services," we urge you to add the underlined language to the third point:

Pursue transit-oriented development at Light Rail, Metro Subway, and MARC Train stations (see map on page 28), including homes with deep affordability and homes accessible to persons with disabilities.

And then on page 28, we urge you to add this sentence to your definition of TOD in the inset:

Development that includes deeply affordable homes and homes accessible to persons with disabilities makes sure there is a place near transit for those who need transit most.

Given that much of the concrete decision-making in this plan is left to the implementation phase, we hope to keep working with you so that fair housing goals can be kept in mind as our region's transit system is improved and potentially expanded.

Thank you for your consideration of our comments. If you have any questions, please feel free to contact us, and we look forward to working with you in the future.



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Penn Station MARC Riders Group
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June 18, 2020

Regional Transit Plan Project Team
Maryland Transit Administration
6 St. Paul St.
Baltimore, MD 21202

Re: Comment on the Draft Central Maryland Regional Transit Plan

Dear Regional Transit Plan Project Team,

The Penn Station MARC Riders is an all-volunteer group of riders and supporters who advocate for faster and more reliable MARC service between Baltimore and D.C. Thank you for the opportunity to comment on the Draft Central Maryland Regional Transit Plan (Draft RTP). We support the initiatives laid out in the Draft RTP for the MARC system. We appreciate the careful thinking and concerted effort that is evident when reading the draft. Below, we comment on specific initiatives contained in the Draft RTP as they pertain to MARC. We also suggest *additional strategies* to include in the final plan that would support the Draft RTP's objectives as they pertain to MARC. We conclude by underlining the importance of MARC to the Central Maryland region. Our comments are organized by the objectives laid out in the Draft RTP.

I. Objective: Faster, More Reliable Service

We support both strategies in the Draft RTP for meeting the objective of faster, more reliable service for the MARC system:

“Support Amtrak construction of a new Baltimore and Potomac (B&P) Tunnel on the MARC Penn Line.”

“Construct a fourth track between Odenton and Halethorpe on the MARC Penn Line.”
Draft RTP at 23.

The existing B&P tunnel, built in 1873 is a primary choke-point on the Northeast Regional Corridor. According to the B&P Record of Decision, “Trip times through the existing B&P Tunnel range from 5 minutes and 48 seconds to 7 minutes and 16 seconds.” B&P Tunnel Project Record of Decision at 6. A new tunnel designed for

modern high-speed trains would improve travel time by 2 minutes and 31 seconds for Amtrak trains and 1 minute 49 seconds for MARC trains.” B&P Tunnel Project Record of Decision at 15. Also, the cost of delaying the construction of a new B&P tunnel is very risky: the old tunnel is a growing safety hazard that could mushroom in the years ahead as it deteriorates further. Any collapse or significant repairs would be disastrous for mobility in our region. Constructing a fourth track between Odenton and Halethorpe would allow for improved trip times and reliability.

Please consider *adding* the following two strategies under this objective:

- extend the fourth track between Odenton and New Carrollton,
- add an additional main line track between New Carrollton and Washington, D.C.

A full, four-track railroad provides MARC with flexibility to optimize service to meet and anticipate demand. Both additional strategies are outlined in MTA’s recently published MARC Cornerstone Plan at 63.

II. Objective: Grow Ridership

We support the strategies in the Draft RTP for meeting the objective of growing ridership as it pertains to MARC:

“Work with host railroads to accommodate growing ridership.”

“Replace West Baltimore Station in coordination with Baltimore and Potomac (B&P) realignment.”

“Study extending MARC service to L’Enfant Plaza in Washington, D.C. and Northern Virginia.”

“Identify bus infrastructure improvements at MARC stations.”

“Study closing the commuter rail gap to the north and providing connectivity to SEPTA in Pennsylvania.”

“Explore opening additional stations where indicated by demand.”

Draft RTP at 27.

As you may know, House Bill 1236, introduced by the Maryland General Assembly in February 2020, would support many of these objectives. That legislation requires MTA to

- study MARC pass-through service into Virginia;

- hold good faith negotiations with Delaware on establishing a pilot program for new MARC service to connect with the SEPTA commuter train line in Newark, DE;
- and to study a connector between the Penn Line and the Camden Line to allow for train storage and repair at the Camden Line’s Riverside Yard;
- require the MTA to advance the planning and construction of the Bayview MARC station in coordination with Baltimore City.

Many of these items would support, and indeed, are one and the same as many of those strategies listed on page 27 of the RTP. Additionally, a new station at Bayview in East Baltimore would support Corridor #17, “West Baltimore to Hopkins Bayview” listed in the Draft RTP at page 60 as an Early Opportunity Corridor.

We suggest another way to grow MARC ridership which could be included in the Final RTP: either convert an existing MARC Penn Line train into an express train, or add an additional train set, to provide a 40-minute, one-way commute for Baltimore workers to jobs in D.C. Such a train would stop at Penn Station and West Baltimore Station (and in the future, at a Bayview Station in East Baltimore), and then continue all the way to D.C. without stopping. Currently, assuming no delays, the fastest morning MARC train to D.C. takes 55 minutes, and the fastest evening return MARC train—with the fewest stops of any train during the commute period—takes 48 minutes to reach Baltimore. The commute times for the remaining MARC trains between these destinations range between 58 minutes to as long as 70 minutes. These times are just too slow, deterring those considering a move to Baltimore, draining the quality of life of thousands of commuters who currently take the train, and stifling the competitiveness of our region. We made a case for this in a 2019 opinion piece in the *Baltimore Sun*: <https://www.baltimoresun.com/opinion/op-ed/bs-ed-op-marc-express-train-20190829-b2athfn5nfg25b7ho3tv7gvzny-story.html>.

A 2016 opinion piece expressed the same idea: <https://www.baltimoresun.com/opinion/readers-respond/bs-ed-recruit-letter-20160203-story.html>

We underline that any express train should stop at West Baltimore Station as well. Our fall 2019 opinion piece was not clear on that point.

III. Objective: Increase Access to Jobs and Opportunities

We wholeheartedly support the initiatives laid out in the Draft RTP around improving first and last mile access, facilitating transfers, and strengthening transit-served areas with transit-oriented-development and coordinated decision making by local and state authorities.

“Establish a connection between the MARC Penn and Camden Lines.” Draft RTP at 29.

Specifically, with regard to constructing a Penn-Camden connector on the existing right-of-way, we believe this is particularly urgent to accommodate future growth of the Penn Line. As the Penn Station redesign progresses, overnight train storage available there will be diminished. The Penn-Camden connector will allow locomotives to be serviced at the Riverside Yard and will allow train sets to be stored at a refurbished Mount Clare Yard. It is crucial that we move forward with connecting the two train lines quickly so that Penn Line service is not reduced, and indeed, can continue to accommodate growing demand. As shown on page 14 of MTA’s September 9, 2013 “Growth and Investment Plan Update: 2013 to 2050,” ridership on the Penn Line grew from about 10,000 riders in 1997 to over 20,000 in 2012. The last eight years has seen continued upward growth.

The Penn Station redevelopment is a prime opportunity for improvements to last-mile/first-mile access at that transit hub: redevelopment should include traffic-slowing measures on Charles and St. Paul (such as raised pedestrian plazas on both streets), expanded bicycle storage at the station, and an improved bicycle lane and sidewalk on St. Paul Street.

IV. Conclusion: The Benefits of Investing in MARC

The benefits of investing in MARC and planning to improve the MARC system are difficult to overstate. To paraphrase MTA’s September 9, 2013 “Growth and Investment Plan Update: 2013 to 2050” at page 18: MARC provides fast, reliable transportation in key corridors, including I-95 and I-270; provides an efficient and environmentally sustainable mode of transportation; reduces the need to expand highways; encourages efficient regional land use development and transit-oriented development; and provides a backbone for an integrated Maryland regional transit system.

Additionally, a recent dynamic made clear in recent years is that an affordable housing shortage exists in Washington, D.C. At the same time, there are many abandoned housing units in Baltimore City due to past population decline. With appropriate policies in place (such as property tax safety-valves) to ensure existing Baltimore City residents are secure in their homes, a faster, more reliable MARC system will encourage population growth in Baltimore City with resulting benefits to property tax and sales tax revenues as well as the success of transit oriented development along the MARC train lines.

Finally, while the Draft RTP is conceptual, we would like to take this opportunity to state that we support HB 368, the “Transit Safety and Investment Act,” introduced

during the curtailed 2020 legislative session, which sets a minimum capital funding level for the Maryland Transit Administration for FY2022-2027 and prohibits reductions to operating funding levels during the same time period. This legislation is necessary to ensure that the MTA system can be brought into a state of good repair as recommended by MTA's July 2019 Capital Needs Inventory (CNI) report.

Thank you again for the opportunity to comment on this important planning initiative.

Sincerely,

A handwritten signature in black ink, appearing to be the initials 'CB' followed by a stylized flourish.

Colin Beckman, President
Penn Station MARC Riders Group
1606 Barclay Street
Baltimore, MD 21202
[facebook.com/PennStationMARCridersGroup](https://www.facebook.com/PennStationMARCridersGroup)

SENT VIA EMAIL

June 18, 2020



BYRON S. COMATI

Vice President

CORPORATE PLANNING

R. Earl Lewis, Jr., Deputy Secretary
Policy, Planning and Enterprise Services
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

RE: Amtrak comments to Draft Central Maryland Regional Transit Plan

Dear Deputy Secretary Lewis:

Amtrak is in favor along with the Maryland Department of Transportation | Maryland Transit Administration (MDOT MTA), the Central Maryland Regional Transit Plan Commission, and the Baltimore Metropolitan Council on the development of the Draft Central Maryland Regional Transit Plan (CMRTP). This draft plan presents a bold vision for improved transportation services over the next 25 years benefiting the people and businesses of the region, including both Maryland Area Regional Commuter (MARC) and Amtrak rail passengers utilizing the Amtrak-owned and operated Northeast Corridor (NEC).

In response to MDOT MTA's request, Amtrak offers the following comments and feedback to help MDOT MTA and the Regional Transit Plan Commission refine the draft plan and to identify those improvement elements that Amtrak believes should be considered to fulfill the long-range plan's strategic vision. Amtrak stands ready to collaborate with MDOT MTA and the CMRTP's stakeholders to take the vision plan and advance its project objectives to preserve, enhance and expand regional and intercity passenger rail service and improve the core rail assets in the region.

To that end, Amtrak offers the following comments on the Draft CMRTP:

1. Amtrak supports the Plan's recognition of the need to replace the 147-year-old Baltimore and Potomac (B&P) Tunnel (Draft Plan pages 23, 50), which is an essential link for rail passenger services between the Baltimore and the Washington metropolitan areas. Due to its age and condition, replacement is an urgent requirement to ensure continued and reliable rail operations. Amtrak is interested in collaborating and partnering with MDOT MTA on the B&P Tunnel's replacement, including the associated improvements to the West Baltimore MARC Station (Draft Plan pages 27, 50), that will make that facility ADA accessible (while also promoting the CMRTP's objective of "Being Equitable").
2. Building on the comment above, Amtrak suggests that the Draft CMRTP's Five-Year Implementation Plan include the enabling projects listed in the Federal Railroad Administration (FRA)'s Record of Decision for the B&P Tunnel Project. These necessary "early action" projects are discrete projects that can be individually managed and completed prior to and in anticipation of constructing the new tunnels proper. Amtrak and MDOT MTA successfully applied for discretionary Federal grant funds for one such project – the NEC Track A Winans to Bridge Improvement Project – which will commence within the next few months.

3. Amtrak endorses the Draft CMRTP for including an objective of “Providing Faster and More Reliable Services,” and particularly for recognizing the potential benefits of adding a fourth track between Odenton and Halethorpe on this section of the NEC hosting the MARC Penn Line (Draft Plan pages 23, 48). Amtrak notes that the long-term goal (as stated in the FRA’s NEC FUTURE EIS Record of Decision) is to extend the fourth track the entire length from Baltimore to Landover, MD which would serve all MARC Penn Line stations between Baltimore and Washington. In addition, this investment should include expanding station platform capacity and the reconstruction of the BWI Airport station to accommodate and best utilize the four-track configuration.
4. Amtrak is very much in alignment with the Draft CMRTP’s objective to “prepare for the future by mitigating and adapting to climate change, enhancing the financial stability of transit services, and embracing emerging technologies.” While the Plan identifies one of the associated strategies as “Transition to majority zero-emissions vehicles by 2045” (Draft Plan page 38), it is not apparent that the Plan upholds a greater use of electrified MARC commuter rail services. MDOT MTA and the Plan’s partners are encouraged to not only focus on buses and electric vehicles, but also to reduce its reliance on diesel locomotives. New electric or even dual-power locomotives can bolster not only the “Prepare for the Future” objective, but also the “Providing Faster and More Reliable Service” objective because of their higher performance. Specifically, Amtrak recommends the Draft CMRTP incorporate a strategy of using only electrified locomotives on the electrified MARC Penn Line, replacing all MARC diesel operations on the NEC.
5. The Draft CMRTP identifies one of the strategies as establishing a connection between the MARC Penn and Camden Lines (Draft Plan pages 30, 49). Amtrak commends the Draft CMRTP’s vision and would promote a robust, grade separated revenue-service connection between the Penn and Camden Lines, complementing the MARC Cornerstone Plan’s projected investment in a new Camden Station facility in downtown Baltimore. These investments could potentially both increase frequencies and significantly reduce travel times between downtown Baltimore and Washington. Amtrak believes this work, in combination with Amtrak’s pending operating plan to increase its Acela high-speed rail service through the Baltimore-Washington corridor from hourly to half-hourly in peak periods, would respond to crucial connectivity gaps in the region.
6. Another MARC ridership growth strategy identified in the Draft CMRTP is to “study extending MARC service to L’Enfant Plaza in Washington, D.C., and Northern Virginia” (Draft Plan page 27, 64). While Amtrak is supportive of this aspiration in concept, it cautions that many technical challenges (infrastructure capacity and configuration, equipment capability) and institutional/commercial obstacles (multi-state and multi-agency terms and agreements, etc.) must be resolved before this service expansion can be pursued.

7. Apart from a passing reference in the context of transit-oriented development (Draft Plan page 28), the Draft CMRTP does not appear to acknowledge adequately the importance of, and need for substantial station investments at BWI Airport, Baltimore Penn Station and Washington Union Station. Amtrak believes these investments will be essential to help improve MARC service capacity and reliability, and thereby increase access to jobs and provide expanded travel options for regional commuters, and therefore should be highlighted in this Plan.
8. The Draft CMRTP also should include the Martin's Yard Upgrade project, currently part of the MARC Cornerstone Plan and the NEC Commission's Draft Strategic Development Plan, which would increase MARC trainset capacity at the yard. Amtrak also proposes highlighting MDOT MTA's longer-term goal for a full-service maintenance facility at this location or other NEC-adjacent site (in order to provide full servicing of Penn Line fleet electric locomotives) and continuing to advance a new station facility at Martin State Airport.
9. The Draft CMRTP includes maps that show the Baltimore to Washington projected path of the Northeast Maglev project within the Plan's boundaries (e.g., Draft Plan page 67). Amtrak has gone on record with MDOT MTA and the FRA in opposition to any public financing for this project as it is in direct contradiction to the comprehensive multi-state vision for robust federal/state support for the NEC as certified in the July 2017 Record of Decision for NEC FUTURE. This comprehensive investment program of high-performance NEC rail infrastructure improvements already serves the travel market of the proposed maglev project, without the major impacts to scarce public funding sources and negative environmental impact the maglev would impose on existing residents. Amtrak has also questioned this maglev project on the grounds that it does not incorporate a proven, commercially viable technology (unlike high-speed rail, already in operation on the NEC). Other countries which have previously pursued maglev systems – primarily Germany, China and Japan – have not been successful in recouping these substantial public-funded investments (Japan's project continues to face daunting financial and technical obstacles, and German and China have essentially abandoned further development), and have instead focused resources on expanding and improving their lower cost high-speed rail networks.

Amtrak appreciates the opportunity to comment on the Draft CMRTP and looks forward to addressing these comments and recommendations with MDOT MTA.

Sincerely,



Byron S. Comati
Vice President, Corporate Planning



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Memo

To: Maryland Transit Administration & Regional Transit Plan Commission

From: Nikki Highsmith Vernick, President and CEO, Horizon Foundation

RE: Comments for Regional Transit Plan for Central Maryland

Thank you for the opportunity to provide comments on the Regional Transit Plan for Central Maryland. The public health crisis of COVID-19 underscores the importance of making structural changes to address inequities and ensure greater access to employment, healthcare, healthy food and community institutions. The Horizon Foundation addresses three key priorities to help ensure that everyone in our community can achieve better health. As part of these priorities, we advocate for funding and policies that will support biking and walking infrastructure making it easier to be more physically active. Most importantly, we understand the connectivity of public transit and active transportation and appreciate this opportunity to share recommendations.

The acknowledgement of improving sidewalks, crosswalks, paths and bike lanes that are safe, accessible and connected to public transportation is critical. Regional jurisdictions with support from the state, should prioritize investment in biking and walking infrastructure. Communities of color, people with disabilities, older adults and low-income families rely upon public transit *and* the biking and walking infrastructure to access these modes of transportation. **Including targets for active transportation infrastructure** is needed to monitor progress related to each objective.

While the plan underscores the objective of being equitable, the plan **needs strategies and tactics that increases connectivity to employment, services and opportunities for communities of color and other marginalized communities.** Without these specific strategies and tactics, the plan loses sight of addressing the structural inequities within our public transit system. Using data such as the Vulnerable Populations Index (VPI) and other data sources disaggregated by race may help identify neighborhoods and communities where greater connectivity and transit access is needed.

To better monitor progress, five-year and twenty-five year targets should be listed for each objective. Currently, the plan has inconsistent targets and indicators across objectives with no clear understanding of the short-term, intermediate and long-term steps that will advance these objectives.



While there are a variety of strategies outlined for each objective, it is unclear how these strategies will be evaluated and when these strategies will be implemented across the span of the plan. In addition, providing an estimated timeline for the early, mid-term and long-term opportunity would also provide greater clarity. Overall, **consistent metrics paired with greater detail regarding strategies and timelines** are needed to better monitor and evaluate progress.

Intentional and equitable investment in our public transit and active transportation infrastructure is a part of public health. Addressing these recommendations with federal, state and local funding mechanisms will better position our region to see this plan in action.


Thank you for your consideration.



Maryland DEPARTMENT OF PLANNING

Memo

To: Kate Sylvester, Director, Planning & Programming, MDOT MTA

From: Chuck Boyd, Director, Planning Coordination, MDP 

CC: Bihui Xu, Scott Hansen, Victoria Olivier, Susan Llareus, Joseph Griffiths, and Michael Bayer, MDP

Date: June 18, 2020

Re: The Draft Central Maryland Regional Transit Plan

The Maryland Department of Planning (Planning) applauds the Maryland Department of Transportation (MDOT) Maryland Transit Administration's (MTA) collaborative effort to develop the Central Maryland Regional Transit Plan (CMRTP), which outlines initiatives to improve, optimize, and expand transit systems in the central Maryland region. Planning is also pleased to see that the CMRTP addresses the linkage between transit investment and land use planning to help grow ridership and support economic development and environmental sustainability.

[A Better Maryland](#) (ABMD), the new State Development Plan, includes various **transit supportive** strategies in the transportation infrastructure, land use, community and economic development, and environmental subject areas such as improving coordination and effectiveness across the state's different transit systems, supporting transit-oriented development (TOD), revitalizing corridors in urban/suburban centers and towns, emphasizing alternative transportation to attract new industries, promoting age-friendly communities, modernizing Maryland's multimodal transportation system, and addressing impacts of autonomous vehicles and other new technologies to facilitate multimodal planning.

Implementation of the CMRTP would complement ABMD's objectives and vice versa. Planning is looking forward to assisting and working with MDOT MTA to implement the CMRTP, especially in land use related subject areas such as transit corridor selection and planning, TOD, and transit hub development.

Staff members at Planning have reviewed the draft CMRTP and provide the following comments and questions for each chapter of the CMRTP as well as general views regarding the transit plan.

- Transit Today

On page 8 (re: "The Environment") and page 12 (re: "Concerns about the environment and climate change"), the CMRTP should include the information that in Maryland, the transportation sector accounted for 40% of Maryland's gross GHG emissions (See Page IX and X in [the 2019 GGRA Draft Plan](#)).

On page 14 (re: Population Growth and Job Access), Planning staff suggests including the millennials' population information in the central Maryland region. The BMC's County Transportation Data Books have the millennial cohort data for all the counties/Baltimore City in the region.

- Goals and Objectives

Page 16: Planning staff recommends adding a goal: "Support community sustainability, economic growth, and resilience" to address issues such as GHG emission reduction, providing travel choice, transportation affordability, promoting TOD and transit supportive land uses. The three other proposed goals focus on the operations of the transit system but not on how the regional transit systems impact communities. All six of the objectives further this additional goal.

- Strategies

In addition to state, regional, and local transit or transportation plans and local comprehensive plans that the CMRTP team reviewed, Planning staff suggests the CMRTP team review [the annual county priority letters](#) as a project information source for the CMRTP.

In this Chapter, the CMRTP should fully address "frequency" issues in addition to "Speed and reliability." Without frequency you will not grow ridership.

On page 21, regarding the target to have all transit vehicles accurately reporting real-time data by 2025, are locally operated transit systems (LOTS) vehicles included in this goal?

On page 23 (re: Improve Commuter Bus Speed and Reliability), the CMRTP identifies "dedicated bus lanes or bus-on-shoulder" as potential strategies. As part of the

CMRTP implementation effort, Planning encourages MDOT MTA to consider studying bus-on-shoulder or dedicated bus lanes on major highways such as I-695, I-97, MD 100, MD 32, etc. to connect major employment and activity centers.

Page 26: Planning agrees, 'Expand Frequent Transit Network' as a strategy to grow bus ridership is crucial, especially to those who need to transfer. Given that it is such a prominent issue perhaps it could be mentioned more often earlier in the document. Outside of the 'Frequent Transit Network,' the remaining bus lines that (pre-COVID 19) operated at 40-minute intervals at peak times and 1-hour intervals otherwise do not seem to be addressed. This schedule likely reduces riders of choice and makes bus dependent riders vulnerable.

Page 27: Grow Metro Ridership Strategy 'to improve wayfinding in and around stations' is vital but it is recommended that you be explicit that wayfinding includes real-time arrival digital signs on platforms. This could also be included on Page 32 under 'Enhance the Station/Stop Environment.'

Page 25-27 (re: TOD), Planning would like to partner with MDOT MTA to help promote and initiate pre-project planning at the TOD Opportunity Sites (page 27). The state government and local jurisdictions have been supporting developments around transit stations; however, growing ridership as a result of "TOD" in Maryland has had mixed outcomes. The state should ensure its TOD efforts would maximize the potential of growing ridership while fostering more sustainable communities.

MDOT MTA may want to consider exploring the feasibility of air rights development at transit hubs such as Penn Station to attract high-density mix use development in areas with high land values.

The CMRTP calls for exploring opening additional MARC stations where indicated by demand (page 27). In [its 2019 priority letter to MDOT](#), Baltimore City requested MDOT to support the "Bayview MARC Station" project. Has the CMRTP team evaluated the request proposal?

As the CMRTP indicated, much of the regions forecasted population and employment growth is expected to be in areas not currently served by transit. Planning is pleased to see the CMRTP includes integrated transit and land use strategies (page 29-30) to promote better alignment of transit investment with local growth and development. MDOT MTA may want to consider partnering with Planning, DHCD and Commerce, and local jurisdictions to prioritize corridors and

hubs for transit investment by focusing existing infill and future residential/employment development at strategic locations to support state and local smart growth policies.

Page 30: Planning is encouraged by the inclusion of the strategy to incentivize “businesses to choose locations that are accessible by transit and allowing higher-density infill development”, as the accessibility of employment in higher density areas proximate to transit will both promote TOD and enhance job opportunities for a larger portion of the population. However, employers are only one side of the equation. Planning suggests a complimentary strategy to develop and implement educational resources and other tools that can encourage jurisdictions to plan for higher density land uses accessible to transit and support them throughout the implementation process, including zoning.

Page 32: Please note the misspelling of “policies” in the second strategy.

Page 34: The Objective “Be Equitable” and Strategy ‘Integrate Equity in Transit Planning and Service Provision’ are currently using language that is more reminiscent of addressing equality, rather than equity. Strategies that address equity could take into account historic disinvestment and meaningfully address current disparities through prioritization in allocating limited resources, tracking and measuring success from an equity perspective and the inclusion of marginalized populations in decision making. One way to maximize equity outcomes is to create an equity framework that is accessible to stakeholders. Currently there is only one metric related to equity on page 61 and it is exclusively focused on ADA. An example of such a framework is found here: https://greenlining.org/wp-content/uploads/2019/01/MobilityEquityFramework_8.5x11_v_GLI_Print_Endnotes-march-2018.pdf

Page 36 (re: Improve Transit Accessibility), Planning staff suggests including a strategy to address integration of aging-supportive communities and transit service planning, e.g., designing walkable and transit accessible communities for all ages and encouraging senior housing development near service and activity centers and transit hubs.

On page 37, in the “What we found” - “Transit in the region needs ongoing reinvestment,” please replace “SGR” with “state of good repair.”

On page 39, Planning is pleased to see the CMRTP includes creative financing tools such as Tax Increment Financing. Planning developed a Models and Guidelines on this topic in 2013. For more information, please visit:

<https://planning.maryland.gov/Documents/OurProducts/Archive/72195/mg29-Tax-Increment-Financing.pdf>

- Transit Network Improvements

Page 45 (re: Create or Enhance Transit Hubs), MDOT MTA may want to leverage transit hub investment to encourage transit-supportive land use and community design in and around transit hubs.

It will be helpful to include all identified transit hubs (page 46) on the Map on page 43 to show how transit hubs are co-located with the Transit Network Improvement Areas. Aberdeen, Port Covington, Lexington Market, Penn-North, and Penn Station Transit Hubs are not included on the Transit Network Improvement Areas Map.

The Potential Commuter Connections/Endpoints on the Transit Network Improvement Areas Map (page 43) should be corresponding with the Area Names in the jurisdictional transit strategies' tables. For Anne Arundel County, "BWI Airport" and "Lake Shore" on the Map (page 43) are missing from the tables on page 47 while "Parole" and "Woodcrest" in the tables (page 47) are missing on the Map (page 43). For Baltimore City, "Hamilton," "Overlea," and "Downtown Baltimore" are missing from the tables on page 49 while "Inner Harbor" and "Cherry Hill" are missing from the Map (page 43). For Harford County, "Havre De Grace" is missing from the Map (43). For Howard County, "Hickory Ridge" and "Montgomery Woods" are missing from the Map (page 43).

On page 45, fifth paragraph, first sentence.
Please replace "intersection" with "intersect."

On page 50, Planning staff suggest including West Baltimore in "Transit-Oriented Development," which is included on the TOD map (page 28).

- Regional Transit Corridors

Planning is pleased to see the CMRTP includes the recommendation of a set of early-, mid- and long-term regional transit corridors and the broad implementation steps to study or build these corridors in in the next 25 years. Planning would like to

partner with MDOT MTA and other state and local agencies to help develop the transit corridor strategies and plans to build transit and/or transit-supportive land use capacities along the proposed corridors. Through technical assistance and coordination with local jurisdictions, Planning can also encourage inclusion of CMRTP's transit initiatives in local comprehensive plans.

On page 61, Planning staff suggests adding "other state agencies" to the paragraphs where the collaborative entities, i.e., "jurisdictions, MDOT MTA, BRTB, and/or local transit providers," are listed. Other state agencies could be MDOT SHA, Planning, DHCD, and/or Commerce, etc., as appropriate.

On page 61 (re: Next Steps for Early Opportunity Corridors), it is likely that there would be a need to enhance transit supportive land uses along the early opportunity corridors. Therefore, the corridor studies should also consider reviewing land use policies and regulations to be more transit supportive.

- Next Steps

The Five-Year Implementation Plan does not include all "Strategies" recommended in Chapter 4 and all Transit Network Improvements in Chapter 5. It will be helpful to address how and when the rest of the "Strategies" or "Transit Network Improvements" would be implemented.

This draft plan was written Pre-Covid-19, as referenced in the Statement from the Maryland Department of Transportation and additionally, the draft was written before George Floyd's death that has inspired a nationwide reassessment of government priorities. These two events provide new information and analysis on how transit can support public health and be targeted to address inequities across the region. On Page 65 the Five-Year Implementation Plan includes three actions, all of which address ADA/Paratransit. We would suggest that, if strategies are updated to reflect this national conversation on race and wealth disparities, they are integrated into the near-term implementation plan and metrics.

On page 65 (re: Prepare for the Future), Planning would like to be part of the coordination committee to address the consistency between transit investments and state planning policies/local plans.

Although it is unclear how and/or to what extent the COVID-19 pandemic would affect short- or long-term use of transit, the pandemic effects may affect the

implementation of the CMRTP which would begin in 2021. MDOT MTA may want to mention potential pandemic effects in the CMRTP and discuss some general approach to address the effects such as enhancing or reducing services in certain areas and promoting Micro-Mobility to support and complement transit services.

- General comments on inter-regional transit connections

We are pleased to see that the CMRTP recommends (a) two regional transit corridors connecting to Silver Spring through the US 29 corridor and to Union Station from Annapolis, (b) studies of future MARC extensions to the north connecting to SEPTA in Pennsylvania and to the south connecting to rail services in Washington, D.C. and Northern Virginia, and (c) a new B&P tunnel and a new track between Odenton and Halethorpe that would benefit the whole MARC system.

In addition, has the CMRTP study team evaluated other needs for enhancing current transit and/or establishing new connections, especially bus services to/from outside the central Maryland region, e.g., the Washington D.C. Region including Frederick County and the Eastern Shore including Cecil County? Will MDOT MTA address inter-regional connections in separate planning initiatives? Planning recommends the CMRTP include a strategy to address coordination among MDOT MTA, other transit agencies, local jurisdictions and MPOs to improve inter-regional transit connections, especially with communities at the perimeter. The Washington D.C. Region contains many employment and activity centers and attracts commuters from the central Maryland region. As an evidence, [the 2009-2013 American Community Survey county to county commutation data](#) shows that for workers who commute outside the county to work, 46% of them from Anne Arundel County and 43% from Howard County commute to the D.C. Region to work. On the other hand, employment and activity centers in the central Maryland region also attract workers and travelers from areas outside the region. For instance, for workers who commute outside the county to work, over 40% of them from Queen Anne's County and 40% from Cecil County commute to the central Maryland region to work.

In the next 25 years, residents of Carroll and Queen Anne's counties will depend on a multimodal and sustainable transportation network to get them to destinations. Since the 2018 Maryland Metro/Transit Funding Act does not include these two counties, it appears that the counties may miss opportunity to be considered in the CMRTP long-range planning effort. This may affect the counties' ability to provide safe and reliable transit now and into the future. For example, many Carroll County residents travel along MD 140, I-795, I-695, etc. to reach Baltimore Metro and job

centers in the Baltimore Region. Multimodal solutions including transit can help address current and future congestion problems on these major highways. Since the CMRTP provides for updates every five years, transit needs for Carroll and Queen Anne's counties should be evaluated to determine if priorities and service areas changes warrant updates to the plan.

Thursday June 18, 2020

Maryland Transit Administration & Regional Transit Plan Commission
6 St. Paul St.
Baltimore, MD 21202-1614

Dear Maryland Transit Administrator Kevin Quinn and the Regional Transit Plan Commission,

My name is Sarahia Benn.

I am a resident of Harford County.

One of the most frustrating issues for residents of Harford County is that if you have a car and it breaks down you several options repair the car with savings, loans or credit cards if available or if you don't have the prior options you end up losing the job because you don't have access to adequate transportation that can get you to work on time. This is a cycle far too many Harford County residents live in and I believe it reflects many in the region. Add extra impact if you are marginalized/Black/LatinX etc., elderly, or disabled, Just imagine how overwhelming that can be.

Additionally, I reside in a County near water which has a major impact on the environment so finding additional ways to reduce auto pollution through providing public transportation should be a very important factor in the Transit Plan too.

Upon Reviewing the entire Draft Regional Transit Plan I saw objectives for the Region that seem reasonable yet it was clear the Harford County draft needed refinements, more aggressive objectives, and more specifics that addressed the large marginalized, military/veteran, working and non working elderly and disabled populations in the area. My letter doesn't cover all those refinements however it does provide some experiences and observations as Harford County residents who have used or currently use the transportation system and some suggestions. With the Covid having happened I was hoping for the possibility of more meetings so even more notice could be made for more participation because this issue is so impactful on marginalized and Historical Black communities in Harford County.

A short story....My Cousin's car broke down and he could not afford to have it repaired at the time because like most Americans he lives paycheck to paycheck. My cousin was walking from Aberdeen Md to Belcamp MD to go to work five to six days per week. He was walking approximately 20 miles a day to work. Going to work as early as he did there were no busses running. My Cousin should have had more options than his two feet. Later, when I found out he was doing this there was shock that not only he had been doing this but other workers were too.

Suggestion: Schedule review for early commuters

Another short story....My Mother was paralyzed and could not afford Medical transport on her fixed income so we used Link mobility transport to take her to her Doctor's appointments. Everytime I took her to an appointment it was extremely stressful. The rides were extremely rough due to the type of shocks on the back of wheel bases on the busses which made the rides for wheelchair riders harsh and then add that many of the Link driver's at the time seemed to drive without considering the impact of how their driving had on their wheelchair riders.

Disabled peoples shouldn't be traumatized by just getting a ride to their doctors appointment or going to the store because they lack other options. They should be able to depend on MTA and Harford Transit to

provide safer transportation than myself and my Mom received at that time. When I notified the local transportation department, they did not seem concerned by the crazy and unsafe driving of some of their drivers.(And I didn't even mention the Driver who almost drove us into a median.)

I ended up working extra hours and paying the extra monies to ensure my Mom could get medical transportation for her needs from then on because I could not allow her to go through that trauma again however I know others do not have those options. Disabled Marylanders deserve a Transportation system that considers their comfort and safety.

Suggestion: Purchase smaller mobility busses with better shocks. Dedicated mobility drivers. Cameras on busses to observe driver behavior. Design of mobility restraints and seats should provide more comfort for disabled and elderly riders. Newer state of the art mobility transport.

Route 40 district is overrun and filled with Warehouses but transportation options are almost nonexistent. Those warehouses have been back there for decades. I've heard of workers being injured/hit trying to walk from the job to home because there are zero transportation options.

Suggestion: Schedule transport on warehouse shifts to connect with other lines.

The Town of Edgewood has approximately a population of 35k (the largest in the County) but lacks express service around Harford County. Just about all the County services are at the County seat in Bel Air. All the educational opportunities at Harford Community College in Churchville, MD. I know numerous Harford Community Students in Edgewood that took Link bus service and had to take multiple busses to get to the college and it took hours of time because a significant amount of time was spent waiting to go approximately 20 transit miles for 12.9 car miles.

This is why express service around Harford County from Edgewood would alleviate much of the negative impacts being felt on students and other riders coming from marginalized communities trying to attain an education or servicing needs necessary to improve their lives.

Suggestion: Express service to Harford Community College for college students then to Bel Air for Court and other Services.

Covid 19 elucidates the need for a more robust and safe public transit system in Maryland. Less people on the road means less traffic. We do not need anymore Route 40 Intersection developments over top other developments over top empty warehouses over top more empty warehouses without first taking time to determine the community impacts over private developer benefits. My focus and hope is to start revitalizing the community with a solid Regional Transit Plan that will help us move one more step closer to that end.

Respectfully,



Sarahia Benn

"The Peoples Champ"

SarahiaBenn@gmail.com

CORY V. MCCRAY
Legislative District 45
Baltimore City

Budget and Taxation Committee
Capital Budget Subcommittee
Health and Human Services Subcommittee



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THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

June 25, 2020

Mr. Kevin B. Quinn, Jr.
Maryland Department of Transportation / Maryland Transit Administration
Office of the Administrator
6 Saint Paul Street
Baltimore, Maryland 21202-1614

Re: Regional Transit Plan

Dear Administrator Quinn:

I would like to thank you for the work that you and your team have already completed on the Draft Regional Transit Plan for Central Maryland. Having read the plan in its entirety, I would like to make suggestions and ask for clarity about cleanliness, job prioritizations and definitions, Baltimore City Public Schools, regional transit hubs, and corridors.

On page 31, the plan recognizes that cleanliness is a significant issue when it comes to increasing ridership. As I have driven through my community, I have also become concerned about the level of trash at the stations and bus stops. I agree that a cleaner transit system and cleaner boarding stations have the ability to impact those who have a choice between using public transit or a personal vehicle. But it was not entirely clear to me how trash concerns are going to be alleviated under the plan. In the final draft, I would like to see more solutions in this respect.

The plan also discussed 1.25 million jobs and potential job growth throughout Central Maryland. I assume that the Network Improvement Areas and the Regional Transit Hubs—discussed on page 41—are being developed using research about job growth. In the final draft, I would appreciate clarity on whether this assumption is correct. I am also curious about which Regional Transit Hubs and Network Improvement Areas will be prioritized due to job growth. It would be helpful to see a layout of where the 1.25 million jobs are located with a visual laid out on a map.

Upon researching and inspecting the Regional Transit Hubs, I noticed a hole in East Baltimore/North East Baltimore for a Regional Transit Hub. My suggestion would be focusing on growth such in areas such as the Station North Community, North Avenue and Maryland Avenue, Belair Road and Erdman Avenue, and Frankford Avenue and Belair Road. It is important to recognize that we have large populations of families that are seeking transit to the

large job hubs at Tradepoint Atlantic, Harford County, Aberdeen Proving Ground, and BWI Airport.

Baltimore City Schools are a major customer for public transit in Baltimore City and the Maryland Transit Administration. However, the plan lacked information on this subset of transit riders and did not include a discussion on how to improve service for our young people in the City of Baltimore. Could you clarify whether student riders were engaged in the development of this plan and, if so, how you plan to implement their experiences and solutions into the final draft.

Last when addressing Regional Transit Corridors, I am concerned that the draft plan does not allow Harford Road and Belair Road to reach its maximum potential. Can these corridors be expanded to reflect the extensive job growth occurring in Harford and Baltimore County given that they are natural routes to Harford County and have some connectivity to the eastside of Baltimore County and its job growth? I believe that my district is highly shortchanged when these two corridors are not part of the conversation.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Cory V. McCray', with a stylized flourish at the end.

Cory V. McCray
Maryland Senate
45th District

cc: Gregory Slater, MDOT

June 29, 2020

3016 Edgewater Drive
Edgewater, Maryland 21037

Ms. Holly Arnold
Deputy Administrator
Maryland Transit Administration
6 St. Paul Street
Baltimore, Maryland 21202

RE: Responses to draft Central Maryland Regional Transit Plan, as presented June 18, 2020.

Dear Holly:

I am providing the following comments on the draft plan, drawing on presentations and comments made at both our May Small Group Commission meetings and the June 18 full Commission meeting. Some of these recommendations were expressed at those meetings; others are in response to information presented. I appreciate the vast amount of work that has been put into the development of the plan by all parties, and believe we all share a goal of improving transit for the people of Maryland.

1. Expedite Commission's Review of final plan

With the closing of the public comment period (700+ comments) and the June 18 Commission meeting, the recommendations of the public and Commissioners (including those made by Commissioners at the Small Group meetings) will be evaluated and subsequently, revisions will be made to the Plan. The potential changes will likely be substantive, and a new Executive Summary will be added.

Given this, I believe it is imperative that the ensuing final plan be provided to the Commissioners as early as possible to allow Commissioners to have a last opportunity to review and comment. It was stated at the June 18 meeting that at the final September Commission meeting, any changes recommended by Commissioners would of necessity need to be "small" due to timing of the submission of the report.

If possible, Small Group meetings could be set up in August to review the final plan, so the Commission's recommendations could be incorporated. Commissioners need the opportunity to provide feedback and recommendations in a more substantial way. These Small group meetings have been a successful opportunity for meaningful discussion and feedback.

I also recommend that if the Implementation Plan team is to start work prior to the September Commission meeting, as was mentioned at the June 18 meeting, that membership of that group, and its initial work plan shared with the Commission.

- 2. Strongly agree with the Greater Baltimore Committee's (GBC) recommendation regarding the establishment of a standing business partner advisory committee.** The Committee purpose and potential work plan were outlined by the GBC.

Purpose: *“to identify concrete mechanisms for developing partnerships with private companies, developers, nonprofits, and education/workforce entities to maximize public-private coordination.”*

As stated by the GBC:

“This advisory committee would examine the coordination on major new developments, address issues with existing service, facilitate coordination of shuttle services, and enhance opportunities for increased public-private partnerships in development and operations.

This group would be an appropriate venue to address many of the recommendations listed under the “enhance fiscal sustainability” section on page 39 as well as the recommendation contained in the 5-year plan that suggests convening a group to explore shuttle services exclusively”.

This is an outstanding opportunity for the MTA to formal integrate the business/private sector community into its planning and operational decision-making. Having served in my career in transportation in positions in government, the private sector, and non-profit organizations, I recognize the great value of joining efforts to achieve common goals, bringing the expertise, knowledge and experience of all to the process.. I suggest that a member of this Advisory group be part of the Implementation team to ensure a private sector voice in that group.

3. Separately identified plan for MARC

It was stated at the June 18 meeting that recommendations regarding MARC would be pulled together within the Plan. I suggest that going further than pulling together existing recommendations, and reviewing and incorporating that potential improvements to MARC identified from both public comments and the submitted Comments from the Greater Washington Partnership (GWP). This should include not only improvements in infrastructure, but service improvements and expansion. Simply put, MARC is regional, growing, and thus should be strengthened and its routes be identified as important transit corridors.

4. Implementation plan

Stakeholders: The implementation team is noted as having “Stakeholders” on the team. Representatives of the business community, transportation advocacy groups, and citizens advisory groups would be ideal candidates for this representation. I recommend that 3 positions on the group be identified for these representatives.

Two year action plans. I echo the recommendations of the GBC and GWP on this timeframe as noted below:

“The GBC strongly recommends the development of two-year action plans to drive the implementation of the plan, similar to the process used in the implementation of DDOT’s [moveDC](#) 25-year plan. A two-year action plan requires more immediate metrics and target dates, yields greater accountability, allows for adjustments based on unanticipated fluctuations or disruptions to revenue and operations, and would also serve as a bridge to connect the legislatively required 5-year plan updates.”

GWP notes “The Implementation Plan should be updated every 2-years instead of 5-years, which allows for more appropriately timed and detailed implementation plans to be created. This new update schedule would establish a cadence for the implementation plans to be updated the year before and after CMRTP updates rather than at the same time”

It is often said that plan should not just sit on a shelf, and to ensure this one does not, swift, and meaningful forward movement is essential.

5. Funding

The “Enhance Fiscal Sustainability” goal, although a major subject is early Commission meetings and a priority to many Commissioners, was not fully developed in the Plan. A fuller analysis of potential funding sources and mechanisms is still necessary. Nothing can, or will happen without funding. At this juncture, it seems perhaps most appropriate that we work to ensure this analysis of funding is addressed in the immediate future. This should be a part of the Implementation team’s deliberations. And I concur with the GWP’s recommendation to add “Conduct a Governance and Funding needs assessment across all providers” in the Prepare for the Future objective.

I further concur with the GWP’s recommendation to “Include a strategy in the *Enhance Fiscal Sustainability* bucket that makes it a priority to maintain the entire system in a state of good repair (a notable omission in the draft CMRTP).”

6. Transit hubs

The transit hubs identified in the draft plan were questioned by commenters and several commissioners. There was little information about what the vision was for a successful transit hub, and why a specific named hub might fit certain criteria other than where bus lines intersect. A fuller explanation and clarity regarding these hubs needs to be added to the plan.

7. Transit equity

As 30 years have now passed since the signing of the Americans with Disabilities Act, it is time to **move quickly to fully implement ADA accessibility across the transit system, and address service needs.** Therefore I support the need to:

Upgrade the percentage of stops and stations that are ADA accessible at a much faster pace than 25% every 10 years.

Significantly increase On Time Performance of Paratransit, and Include strategies that provide MTA Mobility users with better notification systems of vehicle arrival time.

I would suggest that the plan include measures to increase the number of wheelchair accessible vehicles (based on analysis of needed vehicles)

Finally, examine the opportunities for special funding for transit services for health care.

Again, I recognize the tremendous amount of work that has already been done to bring the draft plan to this point, and I appreciate the opportunity to comment further. I look forward to reviewing the draft Final Plan later this summer.

Sincerely,

Linda Greene

Comments on the Draft Regional Transit Plan

Four major problems loom for the transportation system of Central Maryland. The Draft Regional Transit Plan (the “Draft Plan”) mentions three of them in passing, ignores a fourth and provides solutions to none.

The first major challenge is that many residents, especially those dependent upon public transportation, live far from jobs. The Draft Plan acknowledges that only forty percent of the region’s 255 million residents live near a transit stop and fully one half of the region’s 124 million jobs are not accessible by bus or rail. Draft Plan at 9. A 2017 study showed that 100% of the jobs in the region are accessible to those who own a car and are willing to drive an hour, but only 10% of the jobs are within a one-hour transit commute. University of Minnesota Accessibility Observatory, <https://access.umn.edu/research/americantransit/2017> at 26 and 31. And this mismatch is destined to worsen. According to the Draft Plan, “by 2045, the region is forecast to grow by nearly 300,000 people and 440,000 jobs. Much of the growth will be in areas not accessible by transit.” Draft Plan at 9 (emphasis added). In sum, the system today provides grossly inadequate access to jobs for those without a car and if we do not dramatically improve and extend our transit system, the situation will deteriorate to dire levels. The Draft Plan does not propose sufficient improvements or extensions of the transit system to deal with this issue.

A related problem is the negative impact the transportation system has on the region’s African-American population. The system has played a major role in creating and continues to reinforce Central Maryland’s pronounced racial segregation. Thousands of the region’s residents – many of them persons of color - are trapped in impoverished neighborhoods, unable to reach jobs or opportunity. A well-regarded Harvard study has shown that commuting time has

emerged as the single strongest factor in the odds of escaping poverty. The longer the average commute in a given location, the lower the chances of low-income families living there moving up the ladder. “Transportation Emerges as Crucial to Escaping Poverty,” New York Times, May 7, 2015. Despite the negative impact the region’s transportation system has on the African-American community and the undeniable importance of this effect, the Draft Plan makes no reference at all to the issue.

The third mega-problem intertwined with the region’s transportation is the system’s deleterious effect on the environment. Emissions from automobiles now constitute the “largest source of greenhouse gas emissions in the U.S.” Draft Plan at 8. The benefits of a better, more widely used transit system are clear. The Draft Plan recognizes this fact. “Public transit saves the U.S. 4.2 billion gallons of gasoline annually. Communities that invest in transit reduce the nation’s carbon emission by 37 million metric tons annually.” Draft Plan at 7. With climate change and its adverse consequences on the horizon, the environment demands immediate and substantial attention. The Draft Plan accords it only superficial treatment.

The fourth major problem the region’s transit faces is significant underfunding. The MDOT/MTA 2019 Capital Needs Inventory found that there will be a \$2 billion shortfall over the next 10 years, just to keep the existing transit system in a state of good repair. And this deficit will exist without any investment in improving or expanding transit. There have been no capital investments in improving and expanding Central Maryland transit in over 20 years. The last was for 1997 improvements to the Light Rail, for double tracking and the addition of the Penn Station spur. Between 2006 and 2015, there was significant focus on the Red Line project in which the state invested over \$200 million. Nine hundred million dollars of federal money was all but secured. But in 2015, without any public discussion or debate, the current

administration cancelled the project, wasting the state's investment and forfeiting the federal subsidy. Meanwhile, traffic congestion in Central Maryland increased by 34%, reducing commuters' productivity and choking the atmosphere with pollution. The Draft Plan offers Central Maryland no redress for the funding deficit.

These are big, existential problems. The deficiencies of the Draft Plan in failing to address them are legion, both large and small. They are set forth below. The region needs a bold and transformative plan. The Draft Plan proposes neither.

A Plan for a Transit Network is Needed

We are operating now and have been since 2002 without a plan of any type. A fresh, robust plan is a necessary starting point. It will take concerted effort over many years to build an adequate 21st century transit system. Without a plan providing guidance, improvements will be ad hoc and uncoordinated. That will mean, at best, more disconnected "roads to nowhere." A good plan would bring improvements more efficiently, saving money, and expeditiously, saving time. If the region continues at its aimless pace, the price of transit improvements will rise and the costs of an inadequate system will mount. A good plan would promote consensus and engender the political support that substantial transportation investments require. All in the region would see the benefits a transit system contributes to the whole. Parochial jealousies that have exacerbated discord about transportation investments would subside.

The Draft Plan does not provide the vision needed. Most fundamentally, it does not lay out a system or network. It makes no attempt to provide for faster transit service nor reduce commute times to employment. It does not address at all, much less take head on, the devastating racial inequity of today's system. There is no provision for obtaining adequate resources – nowhere is there even a hint at the required state investment in the needed

improvements. And by setting out nothing more than a “to do” list of operational items, the Draft Plan leaves no hope that transit ridership will increase sufficiently to reduce automobile congestion and avoid environmental calamity.

Regional Corridors

The principal recommendation of the Draft Plan is for 30 Regional Corridors categorized as “early,” “mid-term” and “long-term” opportunities. See Draft Plan at 59 and Exhibit A, a map which was distributed to the Commission and delineates the 30 corridors by number. They purport to connect residents with jobs and opportunities but the Draft Plan does not provide an analysis that supports the corridors’ selection. Draft Plan at 57-58, 60. Crucially, there is no attempt to arrange the corridors to create a system or a network.

A comparison of the Regional Corridor map (Draft Plan at 59) with the chart of BaltimoreLink bus routes (Draft Plan at 9) reveals striking similarities. The routes of both have essentially the same right and left turns, straightaways and bends. From Rodgers Avenue both go straight south and then turn to the east – south of Mondawmin and then east again at Pratt Street, both have a route that jogs to the east – south of the West Baltimore MARC stop, both have a straight north/south line along Charles Street, both have routes that arc to the north at State Center, both have east/west routes at North, Monument, Fayette and Pratt Streets and both have arcs to the west – south of Morgan State just south of Penn Station and again east at Hopkins. In fact, essentially all of the Regional Corridors in the City are current bus routes as is evident from a comparison from the two maps. See Exhibit B. Rather than proposing a regional network, better connecting people with existing opportunities, or projecting connections for the future, the Draft Plan substitutes bus routes for a regional transit plan.

The proposed Regional Corridors are redundant. For example, in the Northwest quadrant, there are two proposed corridors (14 and 15) that run closely parallel to each other and even have the Metro in between them. In the City, corridors 9 and 17 also run parallel, separated by only several blocks. There is also considerable overlap. Proposed corridors 13, 16 and 17 are intertwined in a number of stretches, as are corridors 6, 9 and 17. See Exhibit A.

In addition, some of the corridors proposed by MTA make right angle turns, just as a bus route might, but decidedly unlike any reasonable rail line. Heading east, corridor 17 turns right at Poppleton, left at the UM Transit Center, and then runs along Lombard until it turns right again to go south to Johns Hopkins Bayview. Corridors 6, 8, 9, 12, 16 and 19 have similar abrupt, right angle turns. See Exhibit A.

The result is a mass of intertwined circuitous lines, not a network of linear transit pathways. While the MTA/MDOT's operating premise has been that the corridor alignment is to be mode neutral, the proposed set of corridors imply local bus service. The point should be to identify corridors or pathways potentially worthy of capital investment in fixed transit. The plan can still be "mode agnostic" but it should have corridors which merit capital investment, including Bus Rapid Transit ("BRT," defined by actual dedicated lanes or bus way) and Light, Heavy or Commuter Rail.

In lieu of the spaghetti configuration of the Draft Plan, the attached map, Exhibit C, presents a different array. The corridors are fewer in number and create a coherent network. Exhibit C's proposed corridors combine the Draft Plan's Regional Corridors and consolidate them into five pathways. The consolidation takes into account the "early opportunity corridors," but also extends them into Anne Arundel, Howard, Baltimore and Harford Counties.

There are several salient features to the system depicted on Exhibit C. To the extent possible, the corridors call for a build out of rail lines, maximizing their potential utility, while minimizing capital costs. The proposed system also includes a corridor running east – west across the northern side of center city, roughly at North Avenue. Together with corridors running diagonally through East and West Baltimore, the system would thus provide City residents with better access to jobs outside the City. The system would also add an east – west corridor on the south side of center city, roughly along the path of the Red Line. This corridor would enable residents to reach job opportunities across the City itself. In all, Exhibit C presents a system conducive to fixed guideway transit investment.

The extended corridors on Exhibit C do not necessarily nor immediately call for continuous high frequency service. As they stretch into less populated and job rich areas, the frequency (and no doubt the mode) of transit will change. A single corridor might have a variety of modes, operating at different frequencies. These choices might change over time with shifts in population density and job opportunities. The core of Exhibit C’s lines should be prioritized for high frequency service immediately. Simultaneously, the counties, Baltimore City and MDOT should plan, engineer and finance (including seeking federal investment) construction of high capacity, rapid fixed guideway transit, such as BRT, light rail or heavy rail for those lines.

Connectivity to the Northeast Corridor

The Draft Plan does not focus sufficiently on the connectivity between transit in Central Maryland and rail along the Northeast Corridor. Being in the center of the Northeast Corridor is perhaps the region’s most significant asset and a good plan should carefully examine, promote and enhance its position. The Draft Plan does mention under the heading of “Improve MARC

Speed and Reliability” that the region should “support”... “AMTRAK construction of a new Baltimore and Potomac (B&P) tunnel on the MARC Penn Line.” Draft Plan at 23. The only other passing acknowledgement of a larger picture is that MARC should “study” extending into DC and Northern Virginia as well as connecting with SEPTA in Pennsylvania. Draft Plan at 27, 64 (the 5-year implementation plan later in the Report calls for a study only of the DC/N.Va idea. Apparently, the study of a SEPTA connection will have to wait at least another 5 years). And that is it for connectivity.

An assessment of Central Maryland’s place in the Northeast Corridor is critically needed. The Draft Plan fails to explore where and how it connects with the larger system, what could be done to enhance its role in it (e.g., improvements to Penn Station), or how that system itself could be improved (for example MAGLEV or similar high-speed technology).

Hubs

Key components of a transit system are hubs that connect the corridors and that seamlessly elide the enhanced system into the larger Northeast Corridor rail network. The hubs that dot the map on page 46 of the Draft Plan do neither effectively. There is no coherent description of the analysis that generated the hubs chosen, and they appear to be more or less randomly selected. See Draft Plan at 45.

Several key existing hubs, all of which need enhancement, include West Baltimore and BWI Airport, on the AMTRAK and MARC Penn Lines. Neither appears on the map of hubs on page 46. A West Baltimore station would be integral to Regional Corridors 13, 16 and 17, which run through West Baltimore, if in fact, the Draft Plan is serious about improving those corridors. See Exhibits A and C. Likewise, BWI Airport is critical as it links AMTRAK, MARC, a new Regional Corridor, the airport itself and the proposed MAGLEV line. See Exhibits A and C, and

Draft Plan at 59. Similarly, Camden Station, already a connector of the MARC Penn and Camden lines and the Light Rail, would seem to be an important hub as well. Yet it too is absent from the Draft Plan's map of hubs. All three of these locations are hubs for the transit system depicted on Exhibit C.

Instead, the hubs proposed in the Draft Plan include one at Port Covington, an important destination, but not clearly a point of transfer as suggested by a "hub" designation. Similarly, Johns Hopkins Bayview seems more a destination than a transfer point. City Hall is where a number of bus lines converge but its utility as a hub in a regional transit plan is unclear. See Draft Plan at 46. Exhibit C selects Mondawmin, Penn Station and Johns Hopkins Hospital as sites for hubs in the City with a potential hub in Baltimore County, en route to Sparrow's Point.

Commute Time

An effective regional plan should aim to get more people to more opportunities more quickly and more efficiently. The Draft Plan establishes that the residents of Central Maryland have poor transit access to jobs but offers little to alleviate the problem. It uses proximity to a bus stop or transit station and on-time performance as its only metrics and makes no attempt to measure commute time. The Draft Plan therefore does nothing to address the unacceptable length of many residents' trips to jobs.

In defending its failure to use a commute time metric, the MTA has contended that it is impossible to measure commute times along the Regional Corridors. Why then, do other regions employ this important metric? See e.g., New York MTA's bus performance dashboard, which tracks a bus's average end-to-end speed along a route. MTA itself uses GPS to track its buses, it has access to the American Community Survey data about commute time, and it has formed a

partnership with Transit App that captures the location and movement of people who use it. In short, measuring commute times is readily doable.

One of the six major objectives in the Draft Plan is to “provide faster, more reliable service,” and yet there are no metrics to measure whether the service is faster and no targets which focus on whether that objective is achieved. Commute time is key and any proposed system must demonstrably reduce it. The Draft Plan’s failure to use it as a metric is indefensible.

As to the metrics that are used, the improvement of on-time performance claimed by BaltimoreLink is difficult to verify because of a coincident change in the definition (from on-time being no more than 1 minute early or 5 minutes late to being no more than 2 minutes early or 7 minutes late). No definition of on time performance is provided in the Draft Plan. The proximity of bus stops and rail stations to jobs is measured but not significantly improved. Early in the Draft Plan it is revealed that 50% of the jobs in Central Maryland are situated near a transit stop. Draft Plan at 9. Much later, under the heading “Benefits of the Regional Transit Corridors” the Draft Plan projects that if all 11 of the early opportunity corridors are “implemented,” 49% of the region’s jobs “will be accessible transit [sic].” Draft Plan at 62. The Draft Plan thus projects a decrease in job access. Only if all 30 of the proposed corridors are “implemented” will job access improve to a relatively modest 62%. Draft Plan at 62. And that only by 2045, twenty-five years from now. Draft Plan at 29. Rather than providing a bold vision of a better future, the Draft Plan struggles to preserve the status quo.

In fact, whether job growth occurs beyond the reach of bus and train riders, or concentrates where transit service is best, will be heavily influenced by the spending priorities that MDOT and the local jurisdictions choose. An adequate plan must give those policy makers

clear direction on how to exercise those spending priorities. The Draft Plan provides little such direction.

Light Rail and Metro

Under the heading “Grow Ridership” the Draft Plan deals briefly with the Light Rail and the Metro, both of which have seen steep declines in ridership in recent years. The first solution proposed for both is to assemble Task Forces of MDOT/MTA and a host of others – “state agencies, city and county agencies, business representatives, community representatives and riders” – to come up with ways to grow ridership. Draft Plan at 26, 27. Of course, those various groups have been consulted for the Draft Plan. No reason is given for embarking on what would seem to be a repetitive exercise. If Task Forces are needed, guidelines should be given and specific obstacles identified. If some of these groups are responsible for low ridership because they oppose these lines of transit that should be stated and a rebuttal set forth.

Other than convening Task Forces without charters, the Draft Plan makes several seemingly trivial proposals. For Light Rail the suggestion is “to expand service hours and frequency” and for Metro “to improve signage and wayfinding around stations.” Draft Plan at 26-27. It is hard to imagine that these suggestions would make any appreciable difference in ridership, and it is difficult to see how they amount to a sufficient strategy.

Increasing frequency might grow ridership if it is accompanied by steps to make the transit more useful, such as for example, addressing the last mile gap by seeking to increase the number of jobs reachable by a 10-minute walk or bike ride from a transit stop. But as an isolated improvement, greater frequency will just result in more empty trains traveling the Light Rail route more frequently.

The Draft Plan's final recommendation is to connect the two lines at the Lexington Market and State Center. Draft Plan at 26- 27. This suggests but does not solve the real problem with the Light Rail and the Metro – that the two lines are independent, parallel and not part of a system. A key feature of the Red Line was to provide an east-west link, not just to enable riders to move across the City but to provide an integral part (and by no means the last piece) of a transit system for the area. If they are not part of an effective system, the Light Rail and Metro will not be optimal and will probably never be fully used. The proposed connection between the Metro and the Light Rail at Lexington Market and State Center does not solve the problem because it does not change the independent, parallel nature of their alignment, nor make them part of an overall coherent network. In addition to improving transfers between the two lines, the Draft Plan must say more about expanding the network of fixed guideway transit. See Exhibit C and earlier comments on Regional Corridors at 4-6 above.

Transit Oriented Development (TOD)

TOD is an important and beneficial by-product of a new and improved transit system. Many parts of the District of Columbia have seen flourishing development adjacent to the D.C. Metro which has revitalized many areas. A bold and transformative transit plan for Central Maryland could spawn the very same in Baltimore. But the Draft Plan provides little narrative about its TOD strategy, only a map showing a number of existing stops where TOD presumably would be encouraged to occur. Draft Plan at 28. There are a few in Baltimore City but none on the Light Rail between Timonium Fairgrounds and State Center and none between State Center and Westport. How the suggested sites were divined is not clear. We have only the cryptic statement that they were “responsive to opportunities identified by local jurisdictions as well as input from the public and subject matter experts.” Draft Plan at 27. This is odd because one of

the consistent complaints about the cancellation of the Red Line is the loss of the TOD that had been expected along that corridor. There is no proposed TOD even close to similar corridors on the Draft Plan's TOD map.

Environmental Impact

Having identified the environment as an important concern (see Draft Plan at 6, 8, 12), the Draft Plan does little to address it. Of course, if the plan were to design a system of good transit in the region, delineating a seamless network of corridors and hubs, providing faster and more reliable service, ridership would grow and the environment would benefit.

In addition to incorporating the recommendation above proposing such a system, the Draft Plan should provide more specifics designed to ameliorate damage to the environment. The environmental goals it does propose are exceedingly modest. It announces a target of a zero-emission bus fleet but postpones its implementation to 2045. Draft Plan at 37. Then, a page later, it dilutes the target by projecting only that there be a majority of zero emission vehicles in the fleet by 2045. Draft Plan at 38. Another isolated target proposes a connected and automated vehicle (CAV) pilot project, to be done in collaboration with the CAV work group. Draft Plan at 37. There is no description, other than defining the acronym CAV on page 38, of what this is all about nor how it might fit in a regional transit plan.

The Draft Plan leaves the region's environmental crisis unabated.

Be Equitable

One would have thought that this section of the Draft Plan would focus on the racial disparity fostered by Central Maryland's existing transportation system. Instead, it mentions only 1) seniors, 2) the disabled, and 3) households with low income and/or no automobile. And

the focus on the third group, as it turns out, is designed principally to improve things for mainly white residents of rural parts of Central Maryland. What is proposed for them is exceedingly modest. The targets call for an increase for low income residents in access to transit from 59% to 70% and for households without cars from 74% to 80%, neither until 2045. Draft Plan at 34. A long run for a short jump.

The Draft Plan must acknowledge the racial issues the region faces and it needs an equity evaluation, addressing the following questions:

1. How is an equity lens incorporated within the Plan?
2. Does the Plan explicitly account for potential racially disparate outcomes? If so, how? If not, how can it be incorporated?
3. How is an equity lens incorporated in tracking Plan outcomes?
4. Will the Plan increase access and opportunity for communities of color? How?
5. Will the Plan have a positive impact on racial / ethnic equity, inclusion and full participation of all people (in the process, in the implementation, in the breadth of outreach and participation, in decision-making and culture of decision-making, etc)?
6. Will the Plan protect against racial violence, racial profiling and discrimination? How?
7. What are the mechanisms in place to ensure accountability (such as equity-focused benchmarks or indicators)?
8. Do the lens and tools for accountability incorporate a racial equity framework? How?
9. Are there changes that could be made to make the Plan more equitable and inclusive?
10. What are the economic and social benefits of incorporating an equity lens in this Plan?

See Associated Black Charities “Ten Essential Questions for Policy Development, Review and Evaluation” attached as Exhibit D. Central Maryland’s critical racial disparities in transportation services demand an assessment of and answers to these questions.

Funding

A truly robust and effective transit system would be invaluable to the residents of Central Maryland and to the state as a whole. The state has made no capital investments in improving or expanding transit for Central Maryland in over 20 years. No prospects are in the queue now. And the Draft Plan assiduously avoids making even a request for increased state investment in transit.

After making “Enhance Fiscal Sustainability” one of three “overarching goals” developed through an elaborate, laboriously described process (Draft Plan at 15-16) and establishing that there is a \$2 billion projected shortfall in funding just to maintain the current system (Draft Plan at 14), the Draft Plan spends little more than half a page for the entirety of its discussion of the issue. Draft Plan at 39. A number of the laundry list of items appearing on that page simply note what needs to be funded (e.g., “[e]xpand commuter transportation options,” and “[r]ehabilitate, replace and service critical assets on time.”). The remainder of the hodgepodge enumerates, without any specifics or explanation, potential entities to “partner with” (i.e., get money from) – the federal and local governments, businesses, the military, colleges and universities, and medical campuses. Nowhere is there any reference to state funding. There is a vague suggestion to “explore potential jurisdictional and regional funding opportunities.” Draft Plan at 39. But there is not a whisper about a Regional Transit Authority.

A Regional Authority for governing and financing transportation or some aspect of it would open the possibility for areas most impacted by the transit system to tax themselves to

supplement the state's investment in it. It would also make decisions about the transit system more accountable to the local governments, citizens and employers where it operates. Such changes would be critical to implementing the improvements envisioned in an adequate regional transit plan.

Consistent with the timidity of its proposals, the Draft Plan calls for funds insufficient to do more.

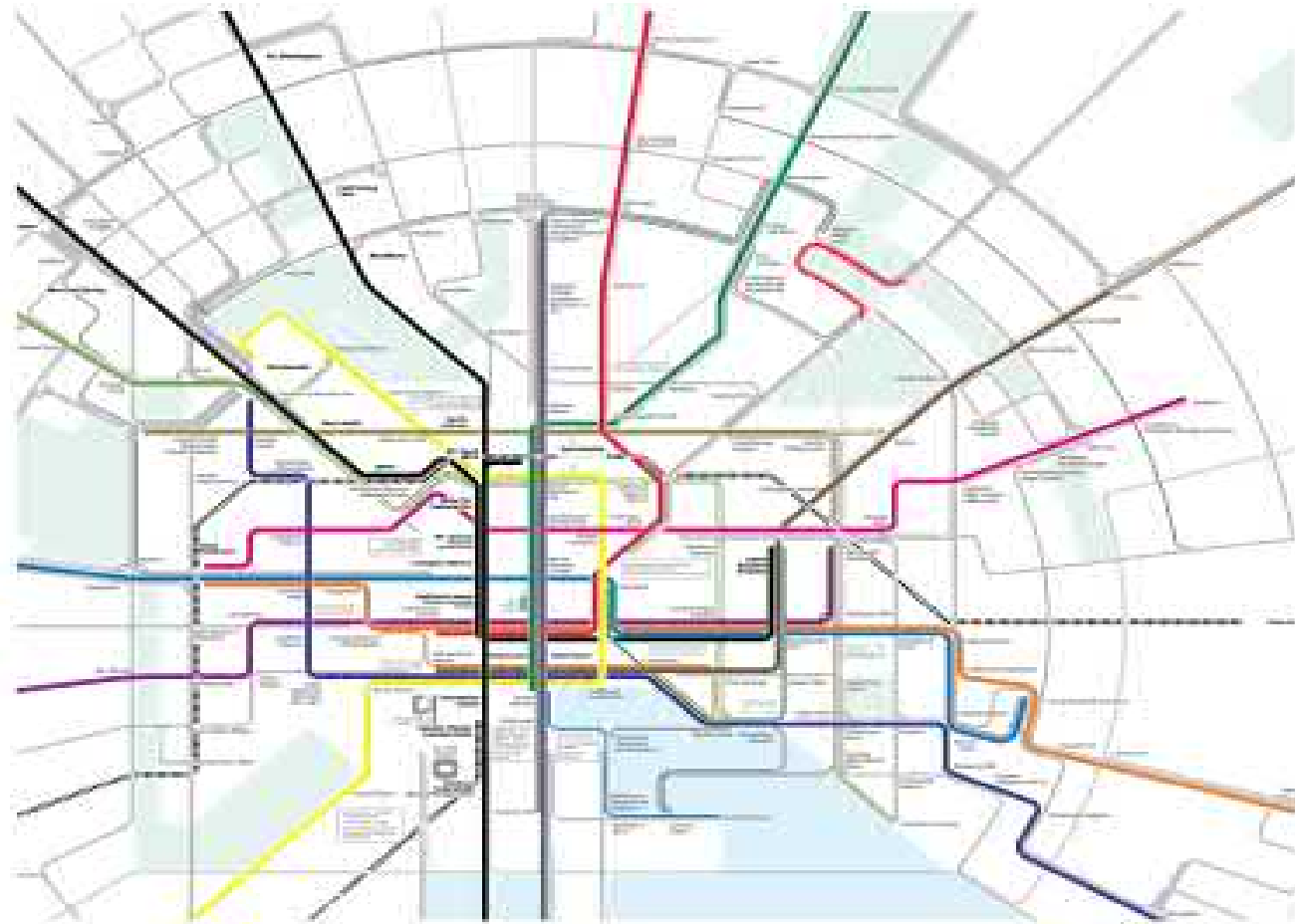
Conclusion

Central Maryland faces enormous challenges. A regional transit plan is an opportunity to identify those problems with candor and foresight. Hiding or ignoring them will not make them go away. A plan is an opportunity to envision a future with a transit system that serves the residents of Central Maryland well. There is no great region in the world that does not have a great transit system. Central Maryland is not now one of those great urban regions. It can be, but it needs a bold vision and a firm commitment to invest in the future. A satisfactory plan could set that direction. The Draft Plan does not capitalize on the opportunity to do so.

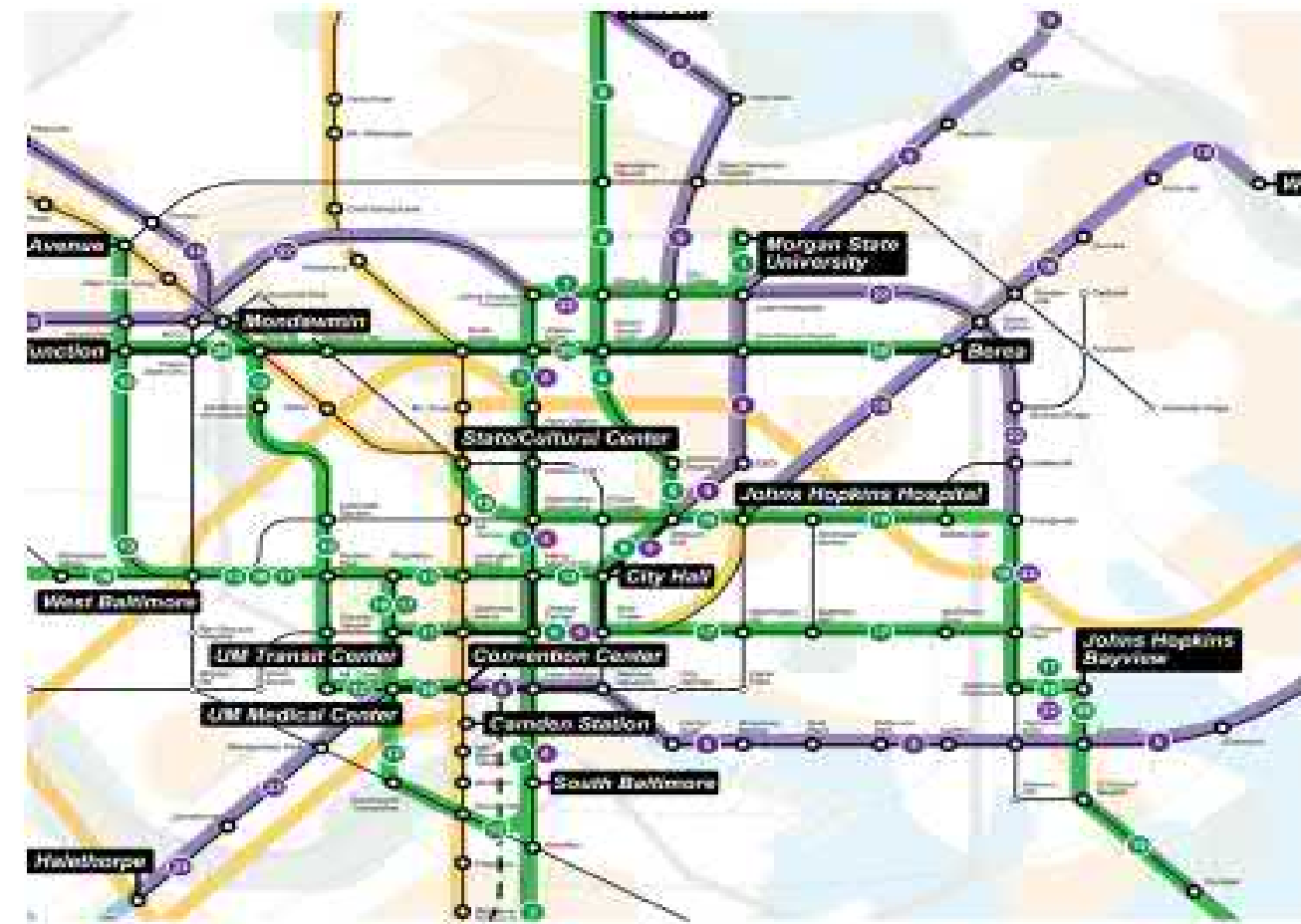
Exhibit A

Exhibit B

Existing Bus Lines

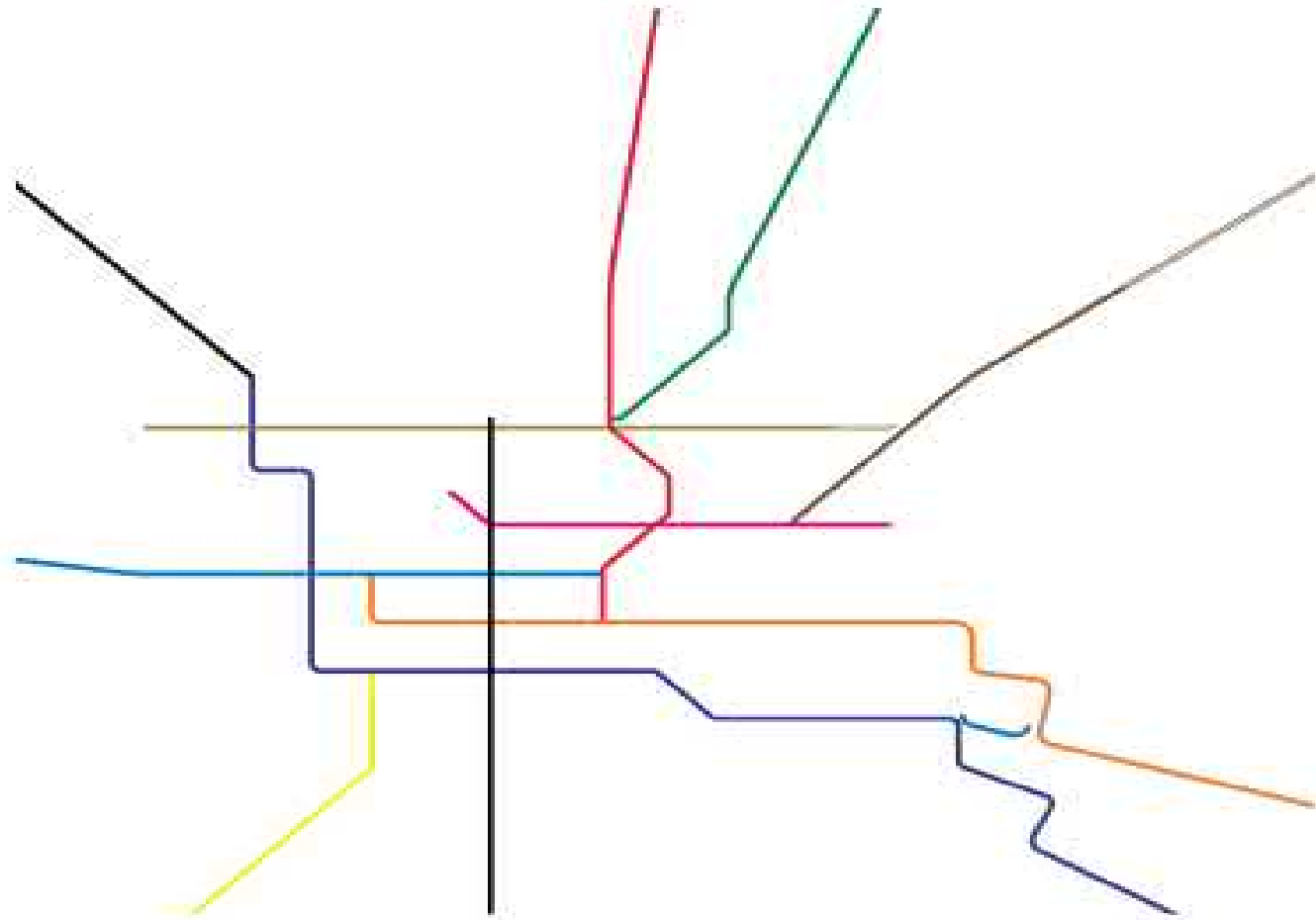


Proposed Corridors

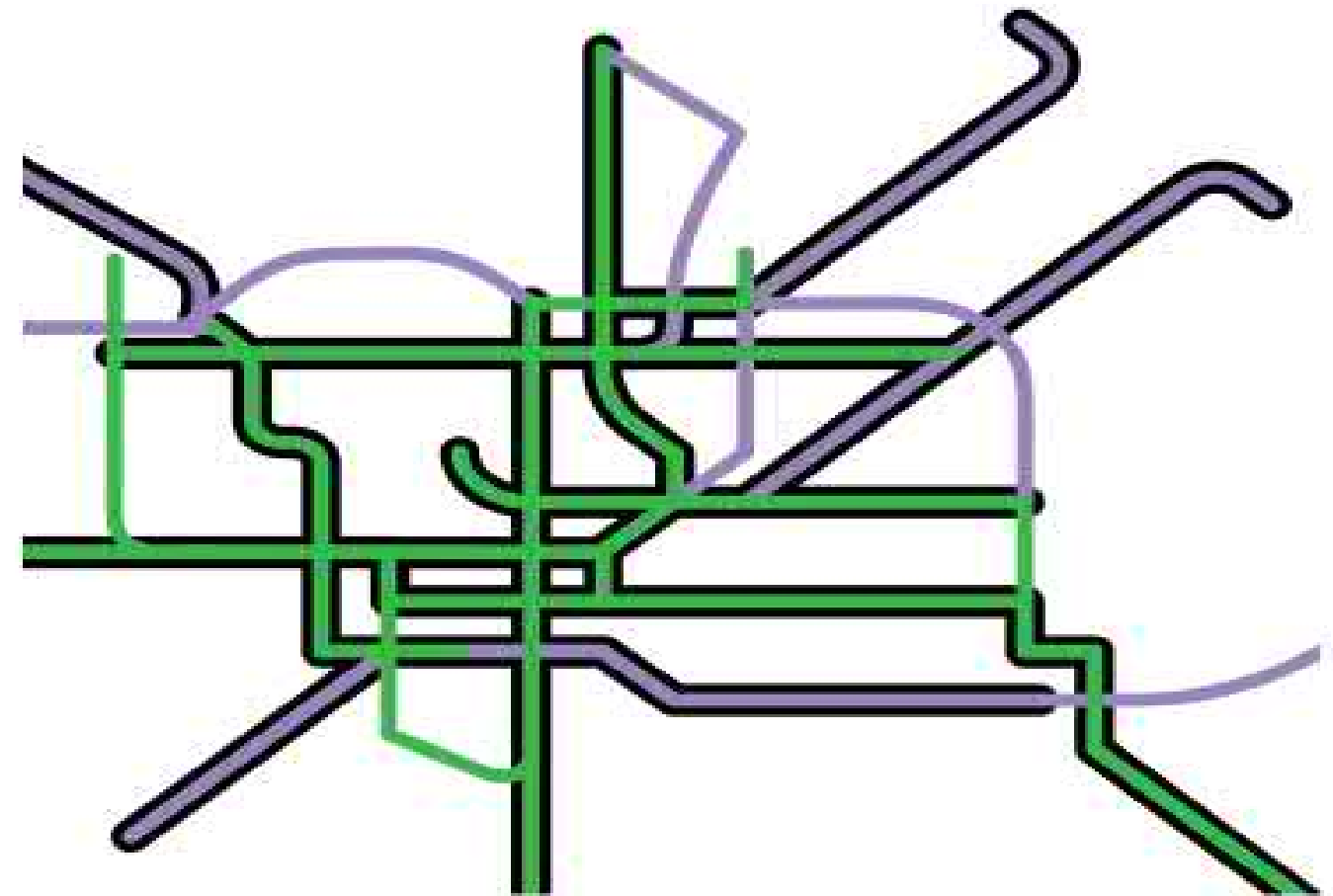


These are the published maps of the bus system, BaltimoreLink, and of the proposed Regional Corridors.
The scale of the maps is different.

Existing Bus Lines

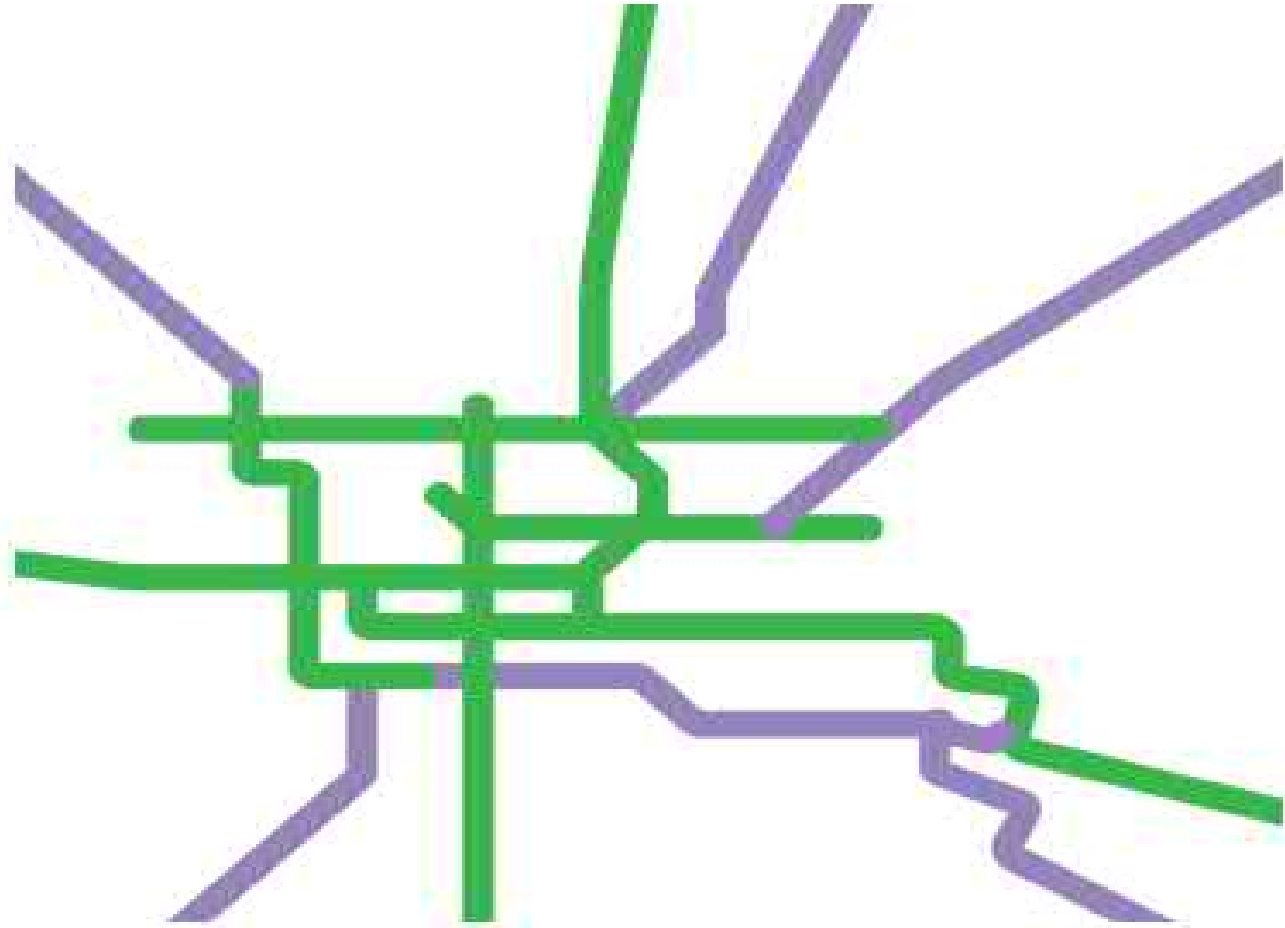


Proposed Corridors

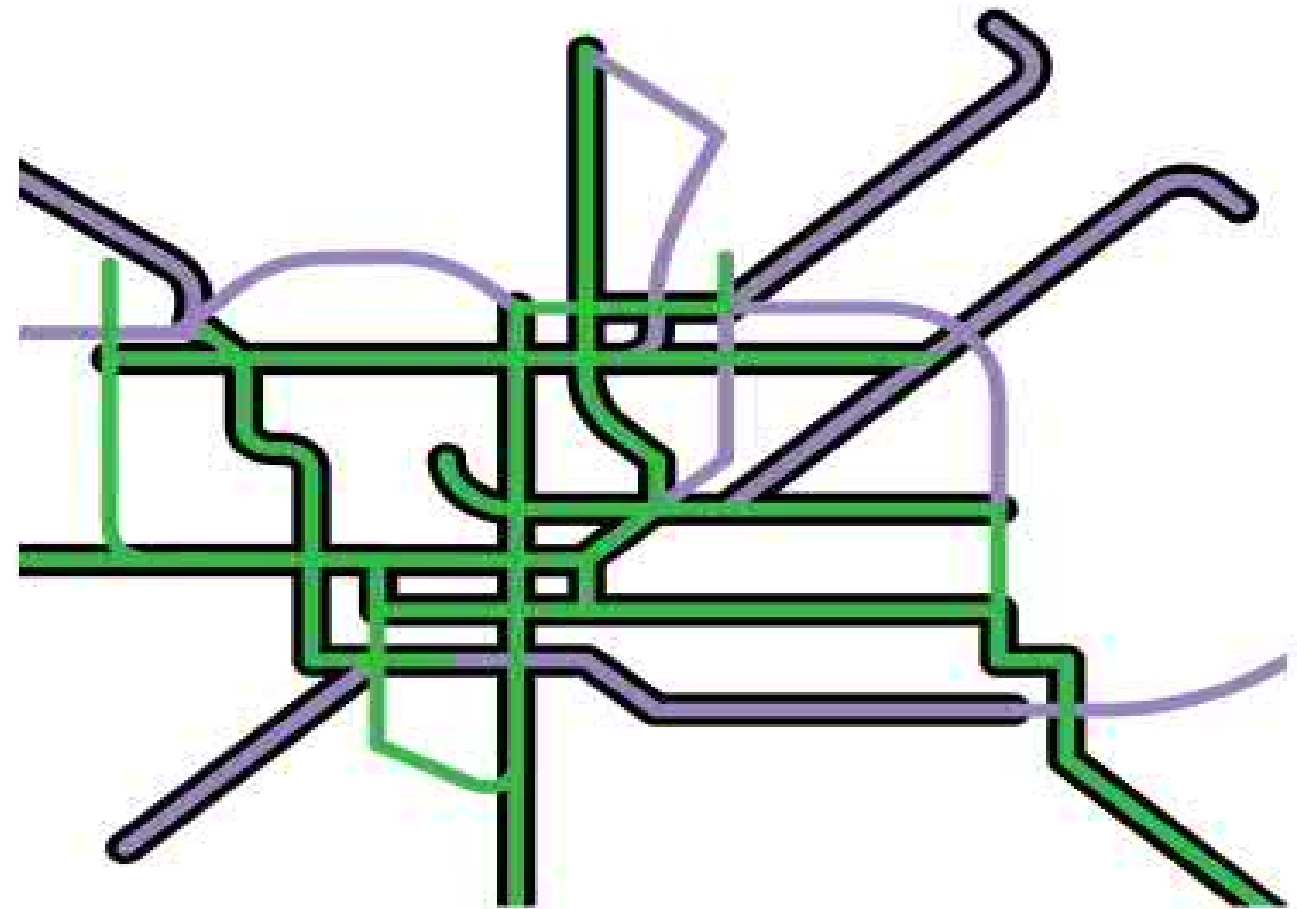


The proposed Regional Corridors are outlined in black where they are identical to an existing bus route. The scale of the map outlines is different, but the overlap, where indicated, is exact. All roads, intersections and landmarks are identical.

Existing Bus Lines



Proposed Corridors



The proposed Regional Corridors are based on the existing bus routes in Baltimore.
Most of the proposed corridors are exactly the same as a bus route.

Exhibit C

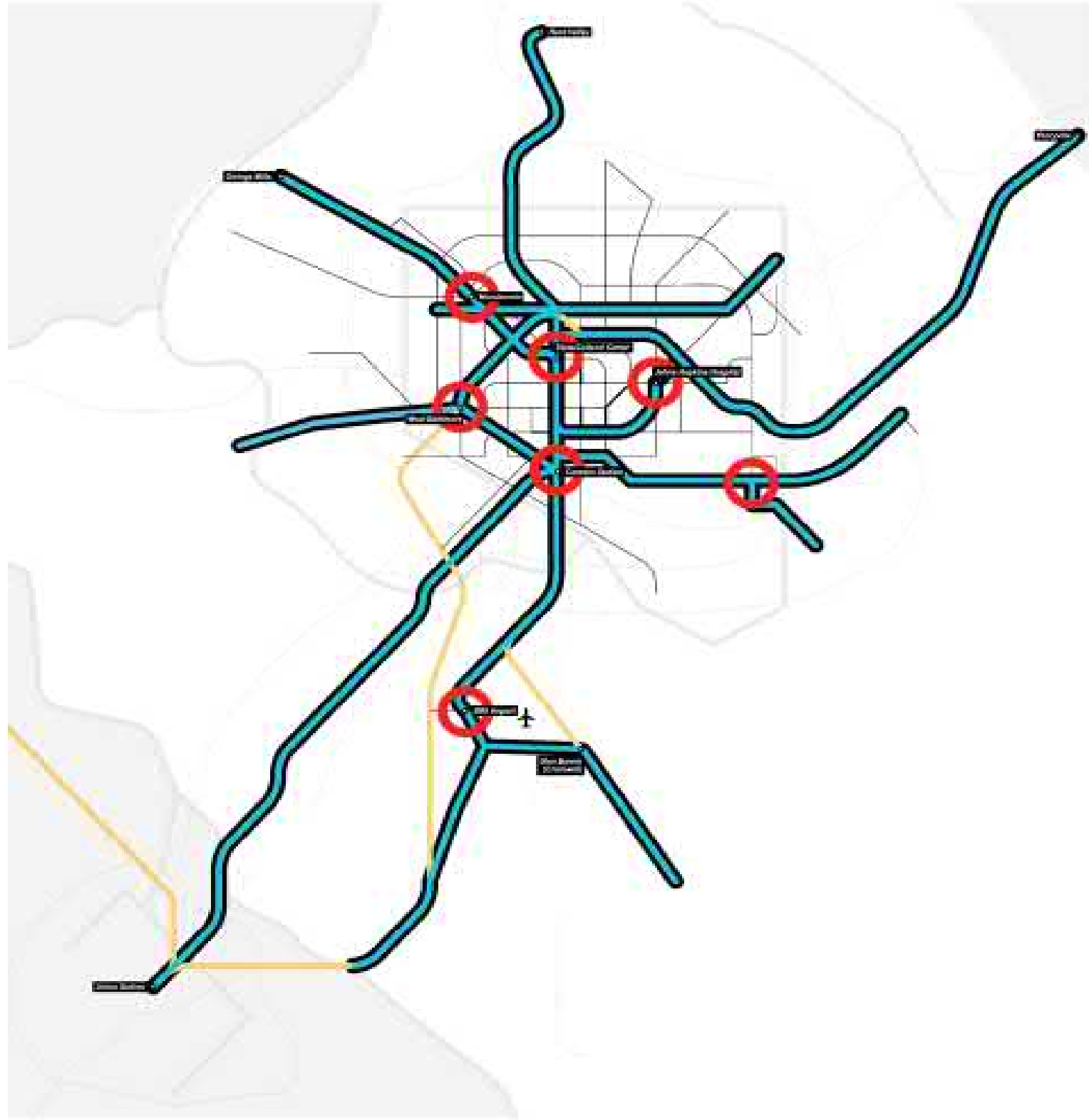


Exhibit D



Ten Essential Questions for Policy Development, Review and Evaluation

CHANGING THE FUTURE: The Work of Associated Black Charities ...

Associated Black Charities is determined to *change the future*. We work – through policy-related education and advocacy, collaborations, and incubation and testing of strategic intervention models – to strengthen Maryland's economy by focusing on the economic growth, economic inclusion, and economic influence of African Americans.

In Maryland, ABC is a champion for economic transformation for African Americans and other marginalized communities on issues related to our organizational mission – *to advocate and facilitate the creation of measurable healthier and more prosperous communities through capable leadership and philanthropic investment throughout the State of Maryland.*

Supporting good policy is an essential component of our work. Because policy is not “race neutral,” we work with policy makers, civic and institutional leaders, advocates, and others to build greater understanding of why using a racial equity lens matters and how to use it effectively in policy design. A shared understanding of this lens by Maryland leaders increases the potential for advancing policies that ensure that economic opportunities advance all Marylanders as we navigate the 21st Century.

To contact Associated Black Charities about research or technical assistance regarding use of Policy Applications of a Racial Equity Lens, please contact A. Adas Ayra, Project Manager, More in the Middle Initiative, aaayra@abc-md.org, 443.524.7732.

A special thanks to Associated Black Charities' Board of Directors.

Thanks to our partners Aspen Institute Roundtable on Community Change, Baltimore Aspen Workgroup, Baltimore Community Foundation, Baltimore Racial Justice Action, and to all who have informed this work.

www.abc-md.org

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CHANGING THE FUTURE: Stepping Toward Equity...

The City of Seattle introduced its Race and Social Justice Initiative in 2005. In doing so, it was the first city that had ever undertaken a specific initiative focused explicitly on improving community well-being by addressing institutional racism and eliminating racial inequity.

Public policy has played a pivotal role in both creating and dismantling the structural and institutional barriers that have disproportionately affected marginalized groups, including racial groups, in America. Although the most obvious racially discriminatory policies have been overturned or mitigated, factors that disadvantage communities of color—intended and unintended alike—continue to operate in American society and in public policy.

ABC and our partner organizations consistently receive questions from policy-makers and other leaders regarding practical applications of a racial equity framework in assessing the racial impacts of policies, practices, and programs. These questions represent a larger shared vision of fairness that is far more likely to be achieved if we can increase effectiveness in evaluating the impact of policies on all groups of Maryland residents. This shared vision places Maryland firmly in the forefront of high caliber policy development. Using a racial equity lens in developing policy puts Maryland at the forefront of cities and states that directly address racial equity. Removing structural and institutional barriers that have racially disproportionate impacts on residents increases Maryland's reputation as a livable state and strengthens its economic vibrancy.

This pocket guide is a concrete educational tool for policy leaders and others wanting to translate their commitment to justice and equity to practical applications.

The Challenge

Most policies are developed from a "universalist" perspective that assumes everyone has equal access and opportunity. Such an approach, however, does not account for the structural and institutional barriers to opportunity that continue to operate in American society. Racialized barriers don't just hurt individual racial groups; they hurt our national economy, generating losses on our economic and material productivity. Developing a racial equity approach to policy can assist in changing that dynamic. For example, closing race-based earnings gaps by 2030 would increase U.S. GDP by 1.6% — more than \$5 trillion a year — increasing corporate profits by more than \$450 billion and federal tax revenues by more than \$1 trillion.² As Maryland's population grows and changes, becoming more racially diverse, it is even more critical to examine how policy — legislation, budget priorities, regulatory issues, judicial decisions, and other policy that affect opportunities, access, and day-to-day lives of residents — is likely to impact the different groups in our society, especially those who have been historically cut off from fully benefiting from economic opportunity.

CHANGING THE FUTURE: Policy Applications of a Racial Equity Framework: Background

The UK's Public Sector Equality Act of 2010 requires public authorities to have "due regard to equality considerations when exercising their functions." Although not required by this law, the use of Equity Impact Assessments are strongly encouraged to assess certain policies regarding their potential impact on equality prior to their implementation.

Analyzing the impact of policies on racial and other marginalized groups is not new, either nationally or internationally. The UK, for example, has frequently updated its "Equality Act," including a "Public Sector Equality Duty and Equality Impact Assessment" which obligates public authorities to give "due regard to the need to advance equality of opportunity."

Nationally, city governments are becoming more responsive to the calls of coalition groups (advocacy, business, community) for policy assessments that address racial (and other forms of) equity. Whether called Racial Equity Impact Assessments, Equity Impact Assessments, or Race and Social Justice Initiatives, cities and states across the country³ either have or are advocating for racial equity impact assessments as standard parts of the policy process.

- Seattle, WA's process is regarded as a model in policy impact assessments. It has a concrete and far-reaching plan of action that incorporates internal outcomes in City government, public engagement and City services, as well as race-based disparities in Seattle communities.
- The state of Connecticut has a narrower focus, applying its racial equity assessment lens only to policies that affect prison populations. In 2009, its General Assembly created measures requiring its Office of Legislative Research to prepare racial and ethnic impact statements for all bills affecting prison population size, when requested by its Legislative Committees.

In these cases, each targeted effort moved from a seemingly "race neutral" decision-making perspective to one that supports legislators in more effectively addressing implicit biases and barriers in systems — and in the process, transforming them.

Leading With Race

Race has thus far maintained an intractable role in American society. Specifically addressing this issue — not from a personal or interpersonal perspective, but from the often invisible structural and institutional perspective — is essential. As we developed this pocket guide we learned that some are concerned that use of an equity lens benefits some groups and not others. Research⁴ has shown, though, that inequity is damaging to the economic well-being of communities, regions and nations alike. Using a framework that carefully acknowledges the detrimental economic and social impact of racism from a structural and institutional frame is not beneficial only to particular groups — it benefits the entire state. By using a racial equity framework, decision-makers signal that they recognize that challenges faced by some groups ultimately and adversely affect everyone. Intentional and consistent use of a racial equity framework prepares our state for the demographic changes to come by expanding pathways to opportunities that advance the overall interests of as many Maryland residents as possible.

CHANGING THE FUTURE: Policy Applications of a Racial Equity Lens In Maryland ...

The City of Madison established its Racial Equity and Social Justice Initiative in 2013, focusing on eliminating racial and social inequities in two main areas in municipal government: policies/budgets and city operations. Equity considerations are now integral to major decisions, with the focus on achieving equitable allocation of resources.

Policy makers in Seattle, Washington; Madison, Wisconsin; and other cities in the United States are on the front lines of taking action by simply asking questions with a racial equity lens when drafting, reviewing and before passing public policy.

Below are 10 essential questions that every policy-maker and civic leader involved in policy development, review and evaluation should use to identify the potential of unintended race-based disparities and, when appropriate, to inform policy decisions. While it may not always be possible to answer every question in detail, each should at least be asked and considered. Asking these questions is an acknowledgement that policy is not "universal" or "colorblind" and that incorporating an equity lens to policy increases the economic growth prospects for Maryland and all its residents.

Ten Essential Questions for Policy Development, Review and Evaluation:⁵

1. How is an equity lens incorporated within the policy?
2. Does the policy explicitly account for potential racially disparate outcomes? If so, how? If not, how can it be incorporated?
3. How is an equity lens incorporated in tracking policy outcomes?
4. Will the policy increase access and opportunity for communities of color? How?
5. Will the policy have a positive impact on racial / ethnic equity, inclusion and full participation of all people (in the process, in implementation, in breadth of outreach and participation, in decision-making and culture of decision-making, etc.)?
6. Will the policy protect against racial violence, racial profiling and discrimination? How?
7. What are the mechanisms in place to ensure accountability (such as equity-focused benchmarks or indicators)?
8. Do the lens and tools for accountability incorporate a racial equity framework? How?
9. Are there changes that could be made to make the policy more equitable and inclusive?
10. What are the economic and social benefits of incorporating an equity lens in this policy?

From: Holly Arnold
Sent: Friday, June 26, 2020 3:15 PM
To: Katie Collins-Ihrke; Triandos, Simela; Kate Sylvester; Oluseyi Olugbenle; Theodore Krolik; Kimiya Darrell; Veronica Battisti; Sifuentes, Alvaro; Taylor, Simon; trrobi45@aacounty.org; trbish47@aacounty.org; Ngongang, Theo; Akilo2, Veobia; Bridget Johnson; Penny, Charles W.; Sharkey, Steve; Vigil, German; 'Elisabeth Sachs'; Lisa Morris; Gartner, Bruce; Killian, Bradley; Sidh, Sameer; cjett@howardcountymd.gov; Shea, James L.; Jlane@dpob.org; Linda Greene; Gina Stewart; jc.hendrickson84@gmail.com; Mike Kelly; Don Halligan; Todd Lang; Bridget Johnson; Hendley, Kathryn A.; Sandy Brennan; Monica Meade; dmiller@foursquareitp.com
Subject: RE: Central Maryland Regional Transit Plan Commission Meeting

Thanks Katie! We appreciate your thoughts and will work to incorporate as we advance to the final report.

Holly T Arnold
Deputy Administrator
Chief Planning, Programming, and Engineering Officer

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The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities.

The Maryland Transit Administration, providing safe, efficient and reliable transit across Maryland with world-class customer service.

From: Katie Collins-Ihrke <kihrke@arinow.org>
Sent: Friday, June 26, 2020 3:11 PM
To: Holly Arnold <HArnold@mdot.maryland.gov>; Triandos, Simela <striandos@wrallp.com>; Kate Sylvester <KSylvester@mdot.maryland.gov>; Oluseyi Olugbenle <OOlugbenle@mdot.maryland.gov>; Theodore Krolik <TKrolik@mdot.maryland.gov>; Kimiya Darrell <KDarrell@mdot.maryland.gov>; Veronica Battisti <VBattisti@mdot.maryland.gov>; Sifuentes, Alvaro <Alvaro.Sifuentes@jacobs.com>; Taylor, Simon <srtaylor@wrallp.com>; trrobi45@aacounty.org; trbish47@aacounty.org; Ngongang, Theo <Theo.Ngongang@baltimorecity.gov>; Akilo2, Veobia <Veobia.Akilo2@baltimorecity.gov>; Bridget Johnson <BJohnson13@mdot.maryland.gov>; Penny, Charles W. <Charles.Penny@baltimorecity.gov>; Sharkey, Steve <Steve.Sharkey@baltimorecity.gov>; Vigil, German <German.Vigil@baltimorecity.gov>; 'Elisabeth Sachs' <esachs@baltimorecountymd.gov>; Lisa Morris <lmorris@baltimorecountymd.gov>; Gartner, Bruce <bgartner@howardcountymd.gov>; Killian, Bradley <bkillian@harfordcountymd.gov>; Sidh, Sameer <ssidh@howardcountymd.gov>; cjett@howardcountymd.gov; Shea, James L. <JLShea@Venable.com>; Jlane@dpob.org; Linda Greene <m.lindagreene@outlook.com>; Gina Stewart <gstewart@bwipartner.org>; jc.hendrickson84@gmail.com; Mike Kelly <mkelly@baltometro.org>; Don Halligan <dhalligan@baltometro.org>; Todd Lang <tlang@baltometro.org>;

Bridget Johnson <BJohnson13@mdot.maryland.gov>; Hendley, Kathryn A. <Kathryn.Hendley@wsp.com>; Sandy Brennan <sbrennan@foursquareitp.com>; Monica Meade <mmeade@rkk.com>; dmiller@foursquareitp.com
Subject: Re: Central Maryland Regional Transit Plan Commission Meeting

Hi Holly,

In consideration of public comment as well as a few other recommendations I suggested during the last Commission meeting, I would appreciate the following points be reviewed and added to the fullest extent possible to the Plan.

1. Working to get large for profit dialysis chains to address or contribute to the cost of transportation care of their patients- Or for MTA to develop alternative methods for service delivery for this distinct service and health care need; and
2. Scheduling routes focused on transit equity and development for those geographic sectors without service or with limited transit services. Such focus would look at areas with high metrics of poverty; minority concentration, poor health outcomes, poorer performing schools, less opportunity for higher wage employment etc, and which, through poor transit service, amplifies our discriminatory patterns of segregation.
3. Significantly increasing On Time Performance of Paratransit and upgrading the percentage of stops and stations that are ADA accessible at a much faster pace than 25% every 10 years.
4. Including strategies that provide users with better notification systems of vehicle arrival times and provide an analysis of the number of vehicles needed.
5. Including measures to increase the number of wheelchair accessible vehicles and provide special funding for transit services for health care.

My sincerest thanks to you and the rest of MTA for ensuring that people with disabilities are able to access transit equitably.

Best,
Katie

Katie Collins-Ihrke, MBA, MS
Executive Director
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From: Holly Arnold
Sent: Monday, June 29, 2020 2:29 PM
To: Gina Stewart
Cc: Sam Triandos; Kimiya Darrell; Theodore Krolik
Subject: RE: Additional comment

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Gina!

Holly T Arnold
Deputy Administrator
Chief Planning, Programming, and Engineering Officer

Maryland Transit Administration

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From: Gina Stewart <gstewart@bwipartner.org>
Sent: Monday, June 29, 2020 9:58 AM
To: Holly Arnold <HArnold@mdot.maryland.gov>
Cc: Sam Triandos <striandos@wrallp.com>
Subject: Additional comment
Importance: High

Good Morning Holly,

Hope you enjoyed your weekend. I wanted to thank you and the team for all the hard work you have put into the draft Central MD Regional Transit plan. Your willingness to listen and make the necessary changes in response to all the comments from riders and other stakeholders is commendable.

I really appreciated the opportunity to serve on the Commission on such an important planning initiative for the future of transit in our region.

I did want to share one comment I have. I think to make the plan even stronger, we should consider changing the language in the Implementation section 7 of the RTP (see p. 64) that says the MTA will "initiate" 2 or 3 planning studies

for early opportunity corridors within the next 5 years and revise it to say the MTA will “complete” 3 studies. It will make it a little more action-oriented.

Again, I would like to express my interest to serve on the Implementation team to assist in this area.

Thank you again,
Gina

Gina Stewart
Executive Director



1306 Concourse Drive, Suite 215

Linthicum Heights, MD 21090

P: 410.859.1000 • **C:** 443.867.4546

gstewart@bwipartner.org

From: Holly Arnold
Sent: Wednesday, July 1, 2020 7:58 AM
To: Theodore Krolik; srtaylor@wrallp.com; Kimiya Darrell; Kate Sylvester; Monica Meade; Sifuentes, Alvaro
Subject: FW: Comments

Holly T Arnold
Deputy Administrator
Chief Planning, Programming, and Engineering Officer

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From: Ramond Robinson <trrobi45@aacounty.org>
Sent: Wednesday, July 1, 2020 12:00 AM
To: Holly Arnold <HArnold@mdot.maryland.gov>
Subject: Comments

Hi Holly,

First and foremost, I believe we have come a long way regarding the Central Maryland Transit Plan. In lieu of previous comments that have been made I would like to add these additional notes.

To make the plan as strong as it needs it's important to indicate more clearly what will happen in Regional Transit Corridors, Transit Network Improvements, Transit Hubs and Transit-Oriented Development sites.

Based on the comments the plan needs to make more clear what Regional Transit Corridors it prioritizes and what will happen in them and how the performance measures tie into that. Transit Network Improvements and Regional Transit Corridors need to be clearly identified.

I would also agree that we should have measures that respond to comments to focus on equity and unmet needs.

Thanks for the opportunity to add these comments.

--

Ramond A. Robinson

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