

**2035 Maryland Transportation Plan Stakeholder Roundtable Workshop Summary**  
Greenbelt, MD – SHA District 3 Office

On January 29<sup>th</sup>, 2013, the Maryland Department of Transportation (MDOT) convened a roundtable workshop in Greenbelt, MD with key stakeholders, public officials, and members of the general public to discuss and gather input on goals, objectives, and strategies for the 2035 Maryland Transportation Plan (MTP). Participants were divided into small groups around six proposed MTP goal areas, and asked to offer their perspectives on strategies MDOT can implement to make progress toward achieving desired goals. Each goal area group was then asked to share their top three strategies with all of the attendees. After a ‘wrap up’ review of each group’s strategies, all participants were asked to vote on their top three strategies across the six draft goal areas. The first section of this document summarizes the top three strategies brought forth by each goal area group and the voting results (the strategies that received the most first place votes are highlighted in yellow). The second section of this summary lists all of the strategies developed by each goal area group.

The stakeholder input will inform the MTP development and will be shared with MDOT’s modal agencies for consideration in their strategic and business planning efforts. Additional information from the other stakeholder roundtables can be found on the project website at: [www.mdot.maryland.gov/MTP](http://www.mdot.maryland.gov/MTP).

**Top Strategies by Goal Area / Voting Results**

	<b>Total Votes</b>	<b># of First Place Votes</b>	<b># of 2<sup>nd</sup> Place Votes</b>	<b># of 3<sup>rd</sup> Place Votes</b>
<b>Quality of Service Goal Area (16 votes)</b>				
<i>1. Maximize participatory development and integrate local land use planning with transportation (transit, highway, bicycle, freight)</i>	10	3	2	5
<i>2. Focus resources on resolving the most congested and unsafe areas to maximize the movement of people</i>	2	0	2	0
<i>3. Maximize access to information and real-time data about transportation options and integrating multi-modal connections such as protected / dedicated bus and bike lanes</i>	4	0	0	4

	<b>Total Votes</b>	<b># of First Place Votes</b>	<b># of 2<sup>nd</sup> Place Votes</b>	<b># of 3<sup>rd</sup> Place Votes</b>
<b>System Preservation Goal Area (8 votes)</b>				
1. <i>Retrofit facilities to fit into communities in accordance with current day multi-modal policies</i>	4	0	2	2
2. <i>Utilize the existing system more efficiently to reduce the needs for system expansion (e.g. bus lanes)</i>	3	2	1	0
3. <i>Identify an outreach coordinator at the district level to interface with communities</i>	1	1	0	0
<b>Safety and Security Goal Area (10 votes)</b>				
1. <i>Implement improved and continuing driver and safety education especially for younger and older drivers and pedestrians</i>	7	1	1	5
2. <i>Execute an aggressive public relations campaign using social media to promote safety, the enforcement message against texting, and mass transit as a safer “sexy” alternative</i>	0	0	0	0
3. <i>Initiate a stricter and standardized state level initiative on traffic calming, speed cameras, humps (not bumps), and complete streets</i>	3	0	2	1
<b>Environmental Stewardship Goal Area (26 votes)</b>				
1. <i>Measure and report on environmental performance of system to support better decisions</i>	3	0	0	3
2. <i>Invest transportation money in our existing urban areas to promote efficient use of infrastructure / minimize loss of natural areas (smart growth)</i>	14	5	7	2
3. <i>Prioritize projects that promote a complete, connected multimodal transportation system</i>	9	1	6	2

	<b>Total Votes</b>	<b># of First Place Votes</b>	<b># of 2<sup>nd</sup> Place Votes</b>	<b># of 3<sup>rd</sup> Place Votes</b>
<b>Economic Prosperity Goal Area (25 votes)</b>				
<i>1. Address funding and investment (trust fund and beyond) using public / private partnerships and other options</i>	15	12	2	1
<i>2. Capitalize on Port of Baltimore opportunity with Panamax ships and address bottlenecks</i>	2	0	0	2
<i>3. Make direct investment toward addressing jobs / transportation balance using transit-oriented development strategies and linkages to jobs</i>	8	2	5	1
<b>Community Vitality Goal Area (23 votes)</b>				
<i>1. Lessen the impact of the transportation footprint (e.g. dual use medians, non-traditional easements, technology to lesson noise, etc.) to provide opportunity to do more public transit in an economically viable way</i>	8	3	3	2
<i>2. Improve efficiency of multi-modal system, including scheduling (connections), access for non-drivers and the elderly, and transit options (e.g. vans, bikes, etc.)</i>	6	3	1	2
<i>3. Bridge the gap between road projects and transit projects by creating a firewall on the Transportation Trust Fund and exploring investment in alternative modes of transportation</i>	9	3	2	4

## Full List of Proposed Strategies by Goal Area

### 1. *Quality of Service Goal Area*

- a. Maintain resident-led access to planning (more meetings at more times that maximize participatory development between the local government and community)
- b. Create an online website with more real-time information by travelers to other travelers
- c. Strive for more data and more open data
- d. Condense transfers between modes
- e. Ensure well-integrated payment and schedule interoperability between SmartCard, etc.
- f. Have reliable times for all modes
- g. Spend resources at and prioritize high demand areas
- h. Integrate land use and transportation planning, safety, and walkability
- i. Bike paths should include signs, etc. and be integrated with transportation and land use plans
- j. More protected bicycle paths in the more densely developed / populated areas
- k. Ensure bike paths and sidewalks along routes in rural areas
- l. Consider protected recreational bike paths as well
- m. Create better shelter / protection at bus stations (keep it warm, not totally in the elements) and make them more attractive with maps (including streets) and real-time information
- n. Commuter bus and trains should be more accessible
- o. Maximize a variety of access to different transportation options and modes
- p. Reach out to communities and local governments to get their vision / goals for their communities / jurisdictions
- q. Decide how to allocate resources to maximize moving the most people
- r. Maintain and improve the system first

### 2. *System Preservation Goal Area*

- a. Suggested goal area language change: “Preserve, enhance, and maintain the State’s existing transportation systems and assets while incorporating current standards and community needs”
- b. Retrofit facilities to fit into communities in accordance with current multi-modal policies (bike, ped, transit)
  - i. More efficient use of facilities (person throughput measures)
  - ii. Systematic change in decision-making needed (corridor-level perspective), connectivity focused
- c. Conduct conditions inventory of pedestrian and bike infrastructure
- d. Track the added maintenance costs attributable to climate change and adapt practices / designs accordingly
- e. Increase communication with local communities to ensure maintenance needs are met and appropriate improvements are made as character of community changes (e.g. as more density added)
- f. Explore tolling or private funding options to pay for system preservation / upgrades

- g. Consider lifecycle maintenance costs of new facilities and cumulative effects on transportation funding
- h. Promote transit as a way to reduce wear and tear on the road system
- i. Re-prioritize transportation funds to pedestrian / bike / transit improvements vs. new interchanges
- j. Provide reporting mechanism / technical support to help community groups deal with their transportation issues
- k. Develop transportation demand management plans for large government facilities
- l. Keep a focus on safe work zones
- m. Streamline the system preservation process

### **3. *Safety and Security Goal Area***

- a. Improve timing of doors closing (on transit/Metro)
- b. Make mass transit safer / more secure
- c. Extend the Metro Green Line into Southern Maryland
- d. Question: Is mass transit tied to evacuation plans?
- e. Increase compulsory and continued drivers' education
- f. Enforce on the first offense for those phoning / texting while driving
- g. Have delayed work arrival / telecommuting options for inclement weather
- h. Fund more speed cameras with a statewide standard increase in the network (outside school and construction zones)
- i. Intelligent Transportation System enforcement / revenue using future innovative technologies
- j. Increase bike safety possibly with dedicated lanes (especially in rural communities), restrictions, and bike plans
- k. Embrace the complete streets paradigm shift in planning for everybody
- l. Penalize (through taxes and fees) car usage in certain areas
- m. Consider land use policies as multi-modal infrastructure support embedded in roads / building
- n. Create incentive programs to promote bike / pedestrian usage
- o. Improve technology / enforcement related to transportation security
- p. Create rest areas for long-haul drivers (not just truck drivers)
- q. Have an aggressive advertisement campaign to modify attitudes and the way we drive using social media that appeals to the youth
- r. Use humps as opposed to bumps (county-level resident petitioned or state-mandated)
- s. Improve pedestrian awareness and driver education to improve pedestrian-vehicle safety (UK pelican crossings)
- t. DNR and SHA should work together on deer crossings

### **4. *Environmental Stewardship Goal Area***

- a. Ensure measurement of environmental impacts (e.g. runoff, air quality, habitat)
- b. Maintenance practices (MODOT Tracker)
- c. Measure impacts of roads vs. transit
- d. Re-evaluate priority growth areas

- e. Seek balance in jobs / housing
- f. Reform zoning to encourage mixed-use development
- g. Choose school locations that promote walkability
- h. Use of road salt concern (consider beet juice)
- i. Consider new highways causing environmental damage vs. reinvesting in existing areas
- j. Capitalize on environmental friendly ways to use existing infrastructure
- k. Smart growth
- l. No outer beltway for DC
- m. Subsidize smart growth
- n. Restrict investments to priority growth areas
- o. Make transit more attractive – use technological solutions
- p. Let locals have more input on how to invest money
- q. Raise awareness about transit-oriented development
- r. Consider value of street trees – need more sensitive policies
- s. Provide more modal choices / make more appealing
- t. Concern that bus rapid transit may add lanes vs. repurposing lanes
- u. Consider recycling and materials practices
- v. Stormwater concerns
- w. Wetland mitigation needs
- x. Better integrate the citizen involvement earlier in the project development process
- y. Property rights vs. public interest
- z. Create a complete, connected, and safe network for non-motorized modes (prevent problems from getting worse / retrofit) and prioritize projects in this area
- aa. Environmental justice: need to provide modal choices in all areas and safe access for all
- bb. Create a full transit system for Baltimore that will revitalize the city
- cc. Prepare for environmental consequences of Port of Baltimore expansion (big ships)

##### **5. *Economic Prosperity Goal Area***

- a. Support a reliable and convenient transportation system with linkages with an emphasis on transit-oriented development and a balance, considering the Washington region's transportation system east / west divide
- b. Provide linkage to destinations beyond the highway (rail, transit, etc.)
- c. Increase international service out of BWI
- d. Improve linkages and access to BWI
- e. Increase / target government investment at coordinated locations
- f. Protect and increase the Transportation Trust Fund
- g. Have a prioritizing element for economic opportunity (i.e. BWI, Sparrows Point, east-west divide)
- h. Increase funding sources to support economic growth and look for alternative funding sources
- i. Use public-private partnerships to launch project activity

- j. Recognize amenities like scenic byway and trail funding which are receiving less funding at the federal level that are important for economic development
- k. Promote bike / pedestrian (non-vehicular) transportation options for commuting
- l. Ensure Maryland understands what it will take to be well-positioned for the arrival of Panamax vessels (especially at Sparrows Point)

## **6. *Community Vitality Goal Area***

- a. Strong support of Objective 1 provided to the group: better land use / transportation coordination
- b. Increase transit in communities to get people out of their cars and into the financial districts
- c. Increase rapid transit
  - i. Connect the spokes of the existing system
  - ii. Review existing highways for parallel high speed transit where right-of-way exists
- d. Explore private investment in alternative modes of transportation
- e. Create a firewall for the Transportation Trust Fund
- f. Slow financial pressures on the transit system by reviewing / minimizing free fares and cost recovery
- g. Emphasize new development around transportation (transit-oriented development)
- h. Put housing where jobs are
- i. Invest in bus feeder systems to transit systems
- j. Examine non-traditional easements for rapid transit (e.g. power lines)
- k. Feed major employment areas in the State with rail transit options that can overcome community issues, zoning, etc.
- l. Construct “short” rail segments to access major employers (e.g. University of Maryland, Johns Hopkins)
- m. Address community barriers to increasing community vitality via options like rapid transit
- n. Lessen impacts of the transportation footprint, using technology to minimize noise and reduce scope
- o. Bridge the disconnect between planning and executed projects
- p. Proposed projects must meet identified transportation requirements
- q. Improve public education in the role of MPOs and how public input matters to the local process and funding
- r. Research best practices of other states to increase community vitality
- s. Build on PlanMaryland in developing the transportation plan
- t. Explore transit options for an aging population, particularly in rural areas (e.g. vans, etc.)
- u. Explore alternative modes of transportation besides transit (carsharing, bicycles, scooters, etc.)
- v. Have communities explore investment in plug-in stations to attract hybrid vehicles
- w. Increase multi-modal planning, especially to transit-oriented developments and facilities for bikes