

2050 MTP

Engagement Memo

January 2024

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Introduction/Overview

Maryland launched an effort to create a new long-range transportation plan, the 2050 Maryland Transportation Plan (MTP), in 2023. The new 2050 MTP, also known as The Playbook, establishes a 25-year vision for statewide transportation and provides policy direction to inform transportation investments. Maryland Department of Transportation (MDOT) conducted outreach to Maryland's transportation system users between April and October 2023.

As part of the MTP process, MDOT conducted extensive engagement both internally throughout MDOT and externally with its local, state, and regional planning partners and the wider public.

The feedback collected during the extensive engagement process was incorporated into the 2050 MTP.

Outreach Methods

MDOT provided information and progress updates to partners and the public via a project [website](#), e-blasts/newsletters, social media posts and ads, and a project web video.

Other engagement methods included supplying bookmarks and posters with QR codes to county public libraries to distribute at local branches throughout the State.

The public and stakeholders were invited to participate in the project online surveys and comment on the draft elements of the plan via email blasts, at various Metropolitan Planning Organization (MPO) meetings, active transportation outreach events, Consolidated Transportation Program (CTP) tour events, and Commuter Choice Maryland outreach events.

In addition to the feedback opportunities outlined above, updates were coordinated via the MDOTMTP@mdot.maryland.gov email, which provided an alternative for stakeholders and the public to provide feedback at any point during the plan process. MDOT will continue to share the final 2050 MTP for public reference on a website, [playbook.mdot.maryland.gov](#).

Public Feedback

Public Surveys

The public provided feedback on the draft strategic direction, transportation needs, and budget allocation. Over 2,500 survey responses were collected from the public survey effort. Participants also submitted a total of 578 comments that provided additional insight into their transportation priorities. The results of the survey are reported in this section. The individual comments were incorporated in the strategic development process.

Surveys were developed in MetroQuest and were available in English, Spanish, French, Chinese, and an accessible MS Word document.

The surveys were available via a hyperlink on MDOT's website. They were promoted on MDOT social media platforms and at an in-person event coordinated with the 2050 Bicycle Pedestrian Master Plan, as well as shared through email-blasts. MDOT also coordinated with

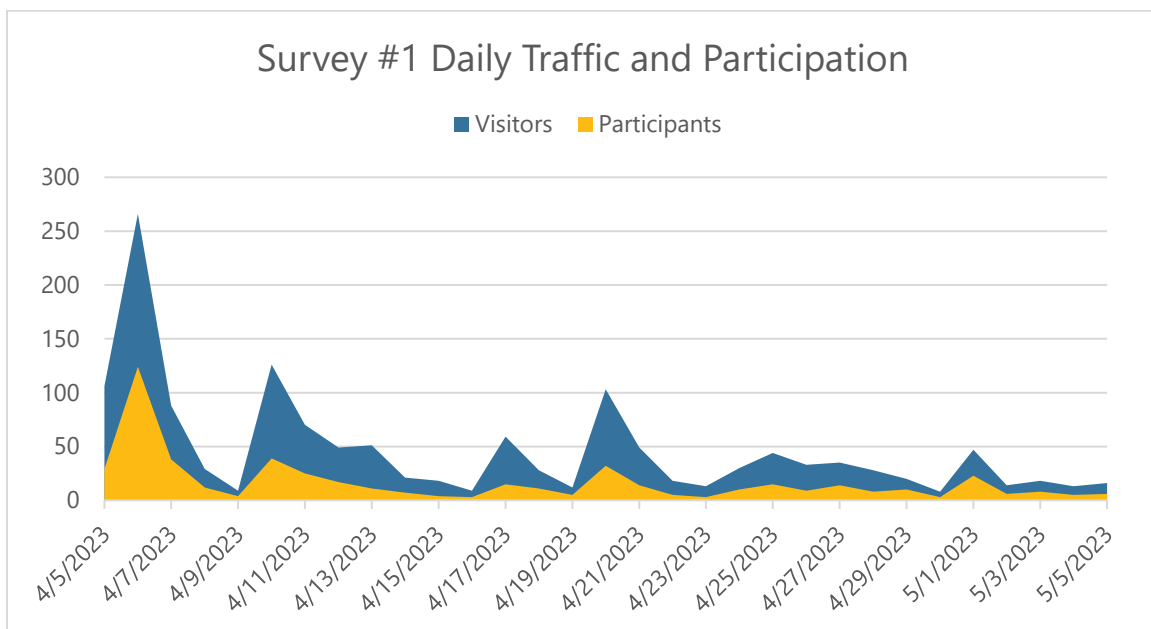
local government agencies and partner organizations to encourage a wide range of experience and perspectives from participants.

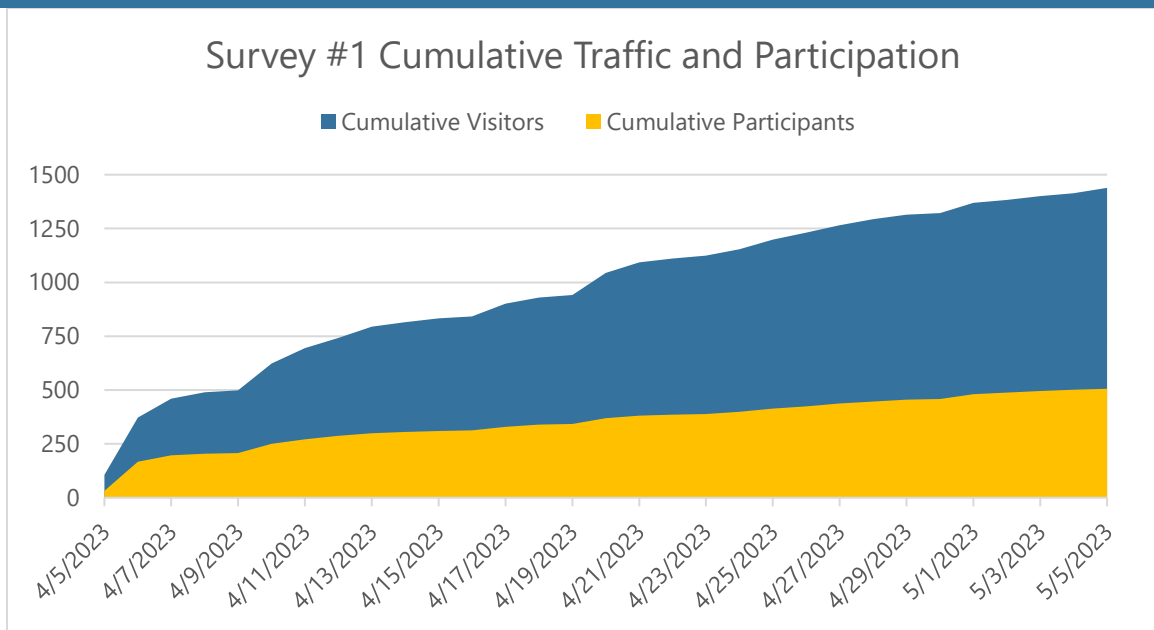
Survey Traffic

Survey #1 Traffic

The first online survey was active from April 5 to May 5, 2023. During this time, 506 survey responses and 357 comments were received.

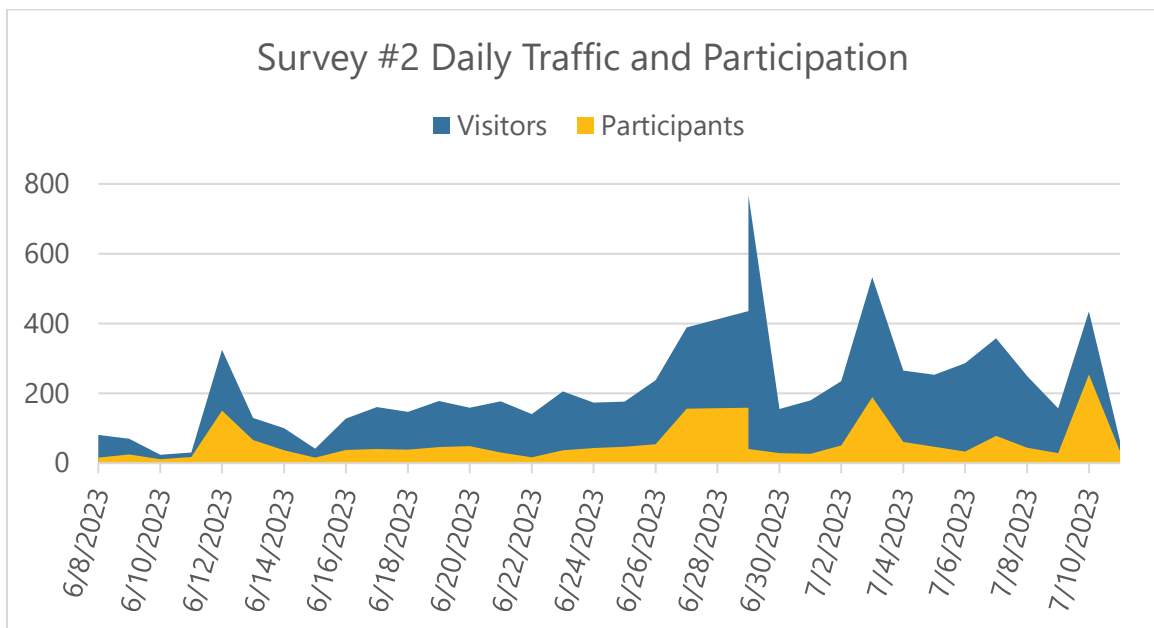
In total, 1,439 people visited the survey, yielding a response rate of 35 percent. On average, 46 people viewed and 16 completed the survey each day. In a single day, the maximum number of visitors was 266 and the maximum number of participants was 124. In a single day, the minimum number of visitors was eight and the minimum number of participants was three.



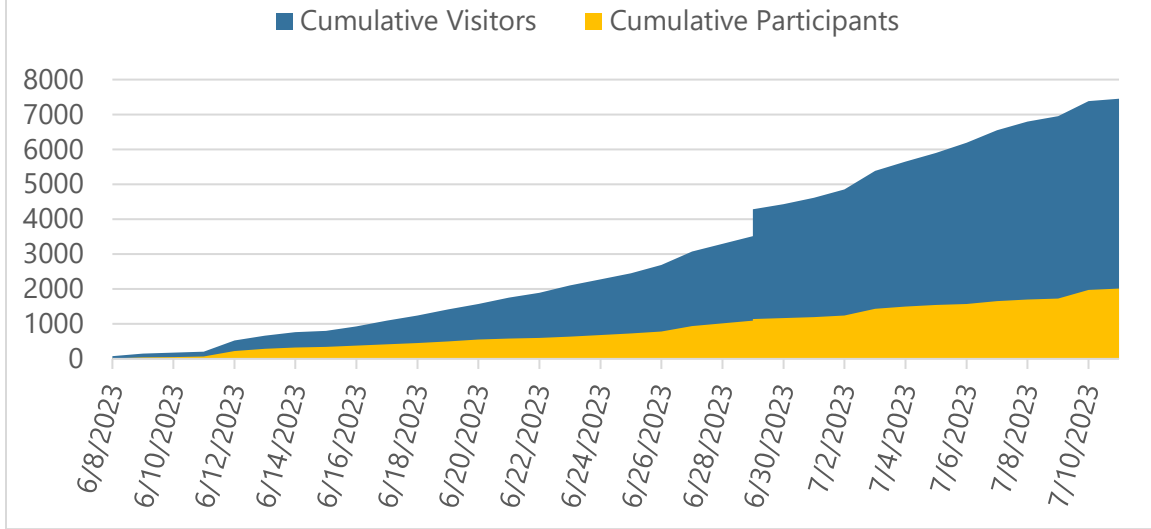


Survey #2 Traffic

The second online survey was active from June 5 to July 10, 2023. During this time, 2017 survey responses and 221 comments were received.



Survey #2 Cumulative Traffic and Participation

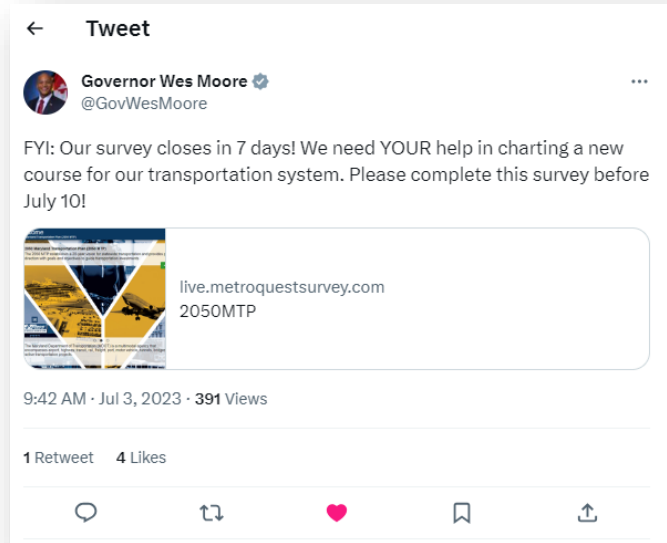


Social Media

For the second survey, MDOT implemented a paid social media campaign promoting the survey on Facebook. The promotion started on June 16, 2023, and ran throughout the survey. There is a direct link between the steady and rapid increase in traffic and the start of the paid social media campaign. The peaks in traffic can be attributed to shares of the organic and paid social media posts by prominent figures through their channels. For example, on July 3, 2023, Governor Wes Moore tweeted the survey link encouraging participation. MDOT received a 200-participant spike for that day as can be seen on the daily traffic chart.



Paid Social Media Survey Ad



Tweet from Governor Moore

The ad was seen over 304,000 times by over 162,000 Marylanders. Of those that saw the ad, over 69,000 people interacted by commenting, liking, and sharing. And of those that interacted with the ad, over 5,000 people clicked on the link to view the survey.

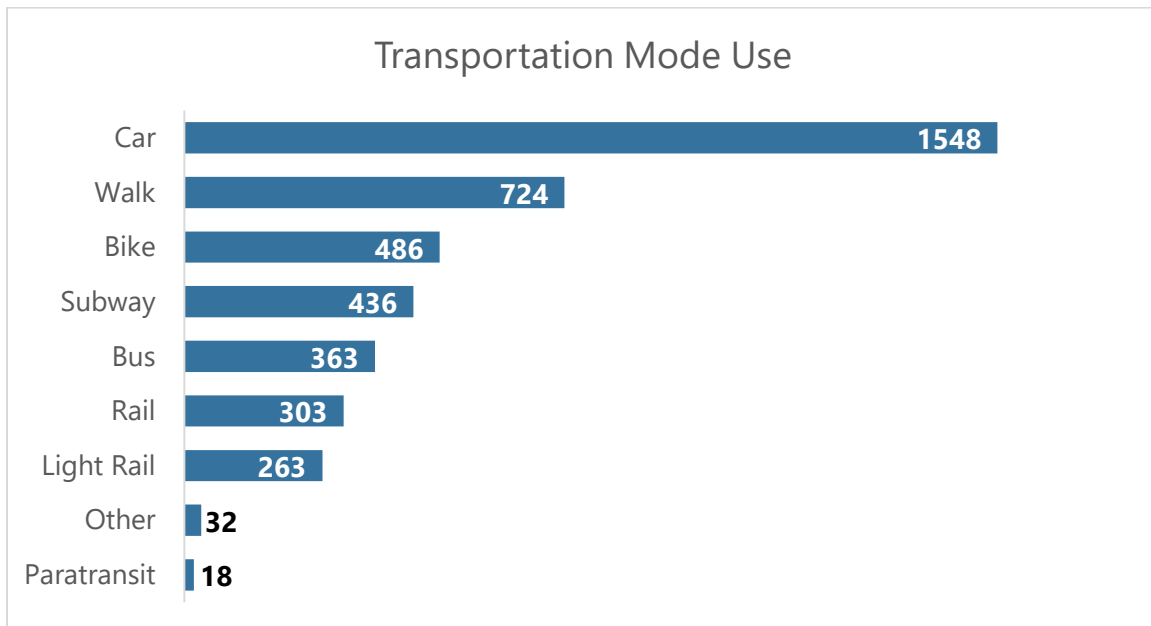
Clicks were split almost exactly in half between women and men (51% to 49%). Younger men and older women were more likely to click on the ads.

Survey Demographics

Participants were asked to answer optional demographic questions. The following are the results provided by participants.

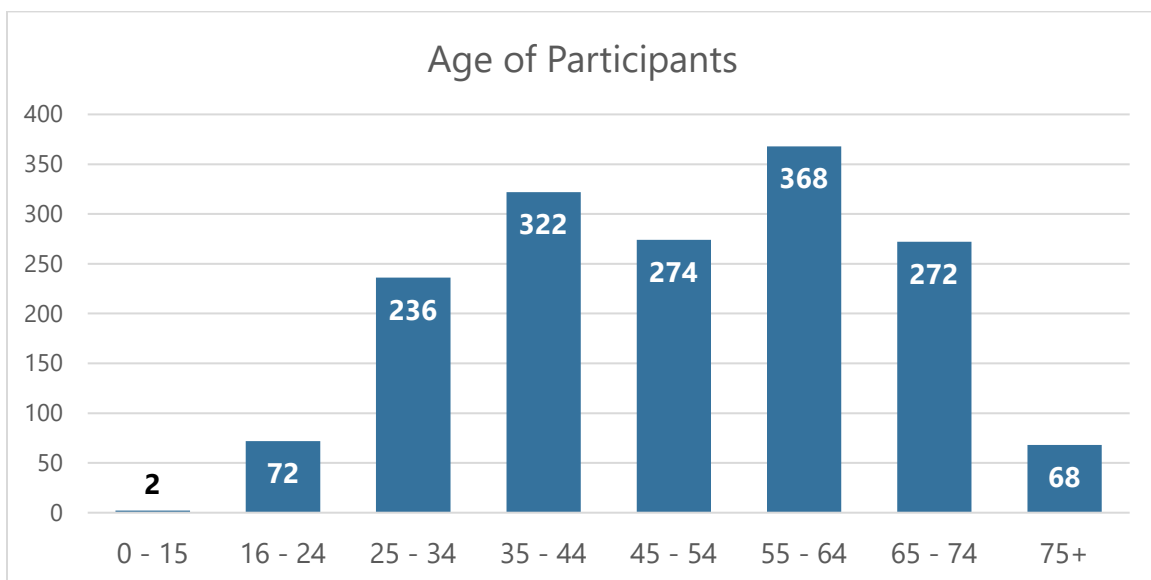
Mode Use

Participants were asked to select all of the transportation modes they use on a regular basis. Cars were the most commonly used transportation mode, followed by walking and biking.



Age

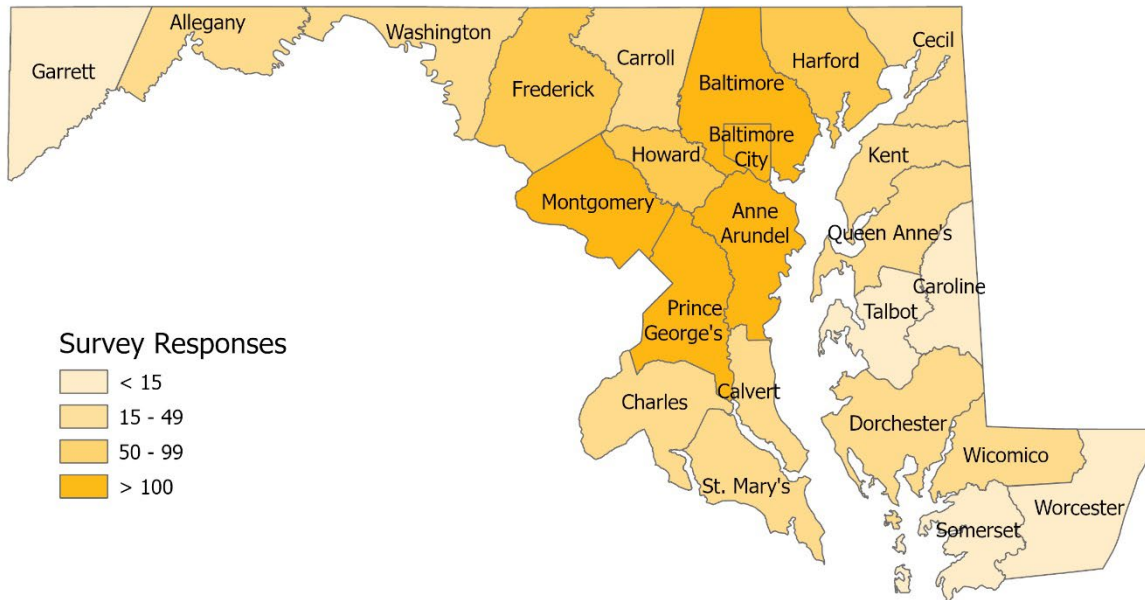
Over 200 responses were received within each ten-year age group between 27 and 75. Additional efforts to gain input from individuals aged 16-24 and over 75 may be beneficial for future iterations of the MTP.



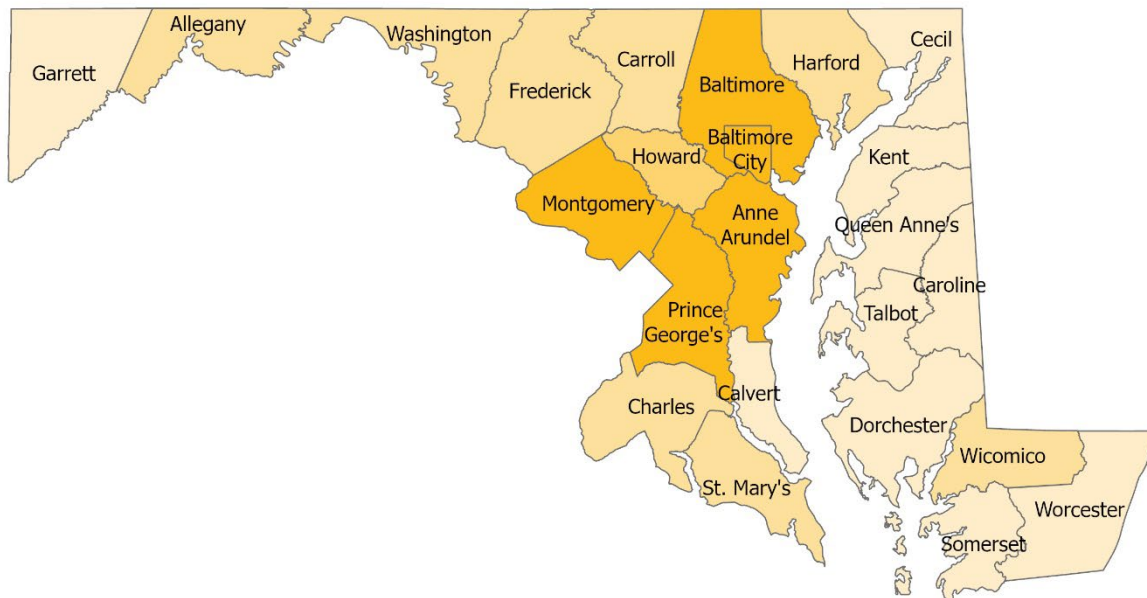
Location

The survey engagement efforts were successful in gathering public feedback from every county in Maryland. Survey responses were concentrated in the center of the State.

Survey Participation by County of Residence

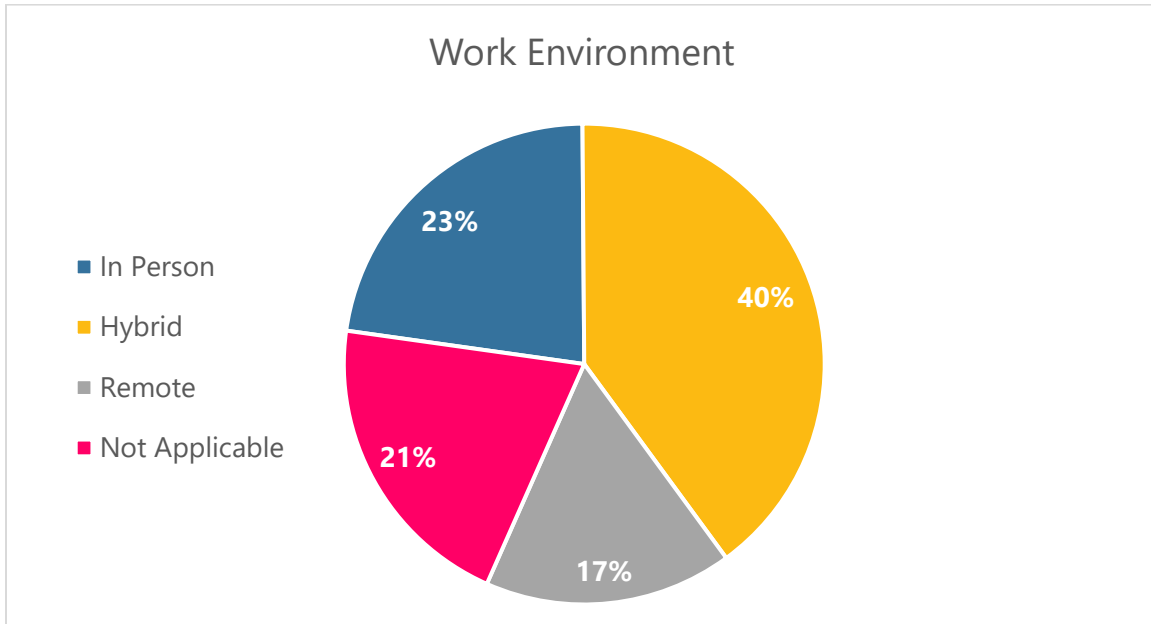


Survey Participation by County of Employment



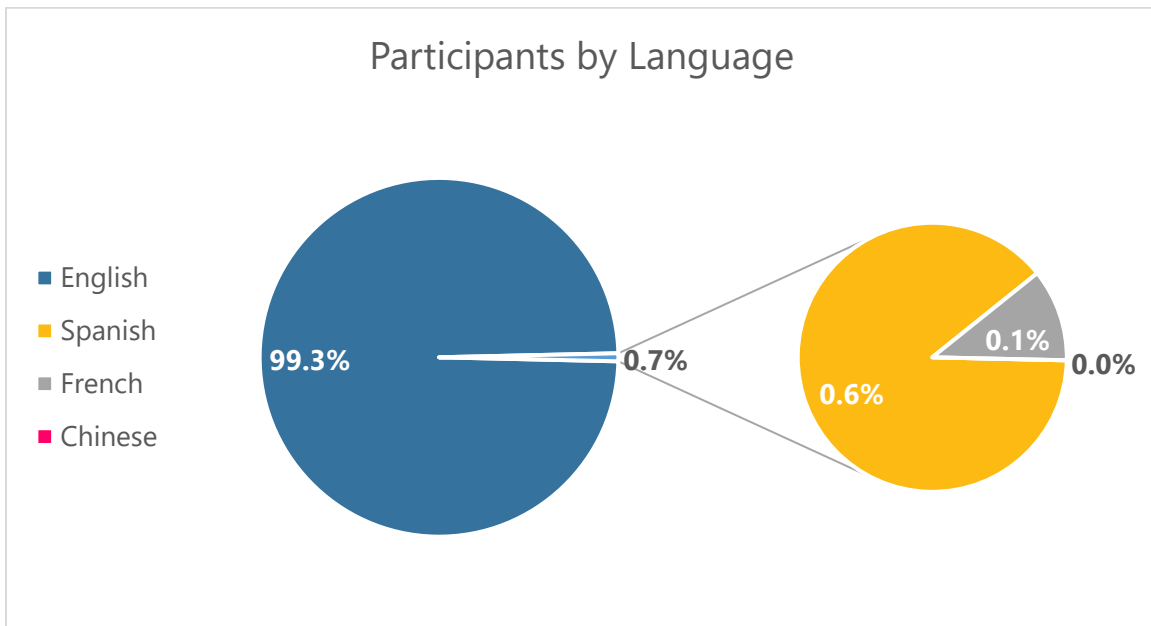
Work Environment

Most participants work in a hybrid (40%) work environment. There is roughly an even split between in-person (23%), remote (17%), and not applicable (21%).



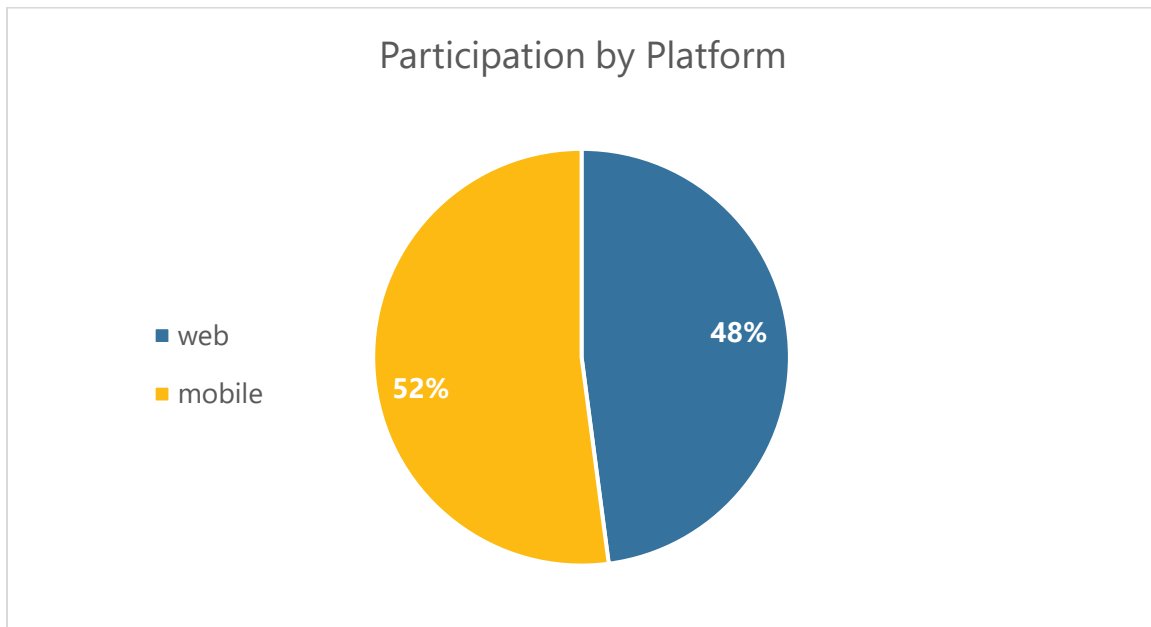
Language

The 2050 MTP Survey #1 was offered in 4 languages: English, French, Spanish, and Chinese. Of the 506 survey participants, 496 completed the survey in English, nine completed the survey in Spanish, and one completed the survey in French. No surveys were completed in Chinese. Completion rates, which refers to the percent of participants who opened the survey and finished it, varied by language. Completion rate was highest for the English survey (36%), followed by French (25%) and Spanish (16%).



Survey Platform

MetroQuest surveys are accessible on both web and mobile browsers. There was roughly an even split between web access (48%) and mobile access (52%).



Accessible versions of the surveys were developed for people with visual impairments or who use screen readers. The accessible surveys were posted on the MDOT MTP webpage. The first survey did not receive any submissions in the accessible format, but the second survey received four responses.

Further Interest

Survey respondents were asked for their email address in order to be informed about future opportunities for engagement and updates about the 2050 MTP. Over 500 responses were received. These email addresses were added to the MDOT Office of Planning and Capital Programming (OPCP) general email distribution list for MTP and other MDOT planning updates/news.

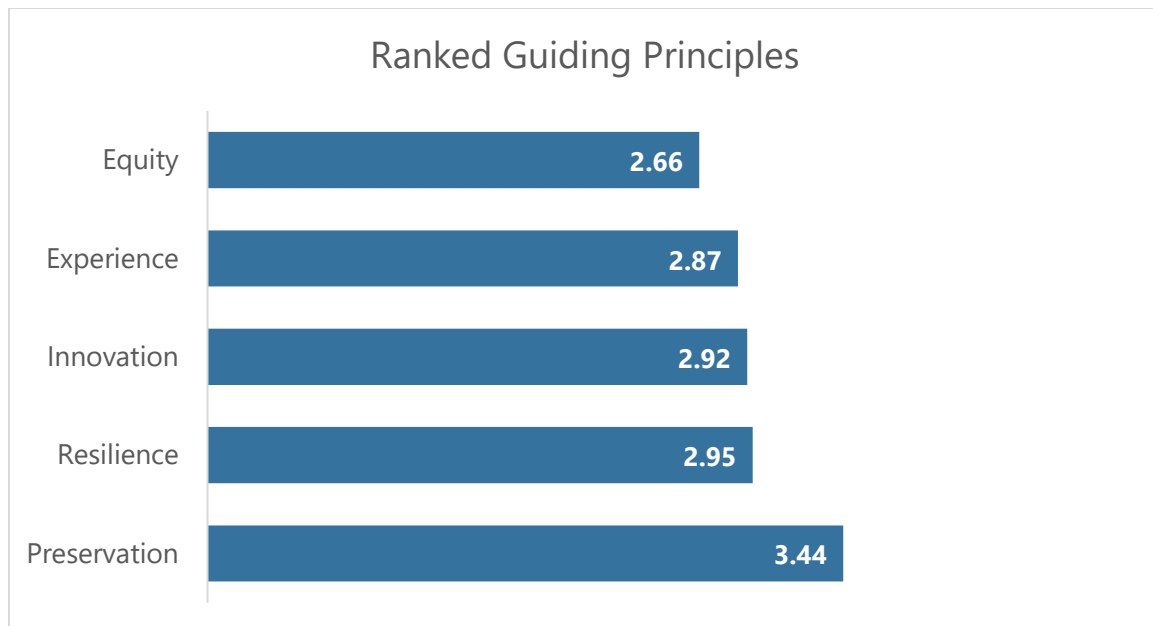
Survey #1

The first of several public outreach efforts was a survey that focused on draft strategic direction language. An inactive version of the survey can be viewed [here](#).

Guiding Principles

Participants were asked to rank the following guiding principles and were able to provide comments about how to improve the language. Lower scores reflect that participants indicated they would like a principle to rank highest.

- **Preservation:** Preserve the condition of the existing transportation system assets to provide safe and efficient movement.
- **Resilience:** Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.
- **Innovation:** Explore new ideas and technologies to transform the transportation system.
- **Experience:** Maintain an emphasis on improving the experience of the community we serve.
- **Equity:** Integrate equity considerations in all aspects of transportation planning, programming, and operational processes.



Participants provided the following feedback on how to change the language of the guiding principles.

- **Preservation:** add "enhance" to the statement → "Preserve and enhance the existing transportation system assets to provide safe and efficient movement."
- **Resilience:** resilience should also mean improving environmental health and reducing adverse transportation impacts on the environment. Perhaps, the statement could be changed to "Increase the transportation system resilience to natural weather and man-made threats and enhance environmental health." Can we identify climate change as being the result of man-made changes here?

- **Experience:** change the statement to "Emphasize improving the experience of the community we serve" to be concise. Change the last clause to "people's transportation experience". Expand the title to "Experience and Engagement".
- **Equity:** "equity considerations" is vague language. What does it mean? Add "to ensure that all benefit"
- Suggestion to Add New Guiding Principle
 - **Climate Change:** climate change should be added as its own guiding principle for the 2050 MTP. Transportation is the largest source of greenhouse gas emissions in Maryland. The global climate emergency and the Maryland Climate Solutions Now Act demand a major transformation of the State's transportation system by 2031 with further whole-scale changes by 2045. Resilience, while a critical principle of its own, does not address rapid GHG reductions. Thus, a separate "Climate Change" guiding principle is needed.

Several participants expressed a preference for implementing tried and tested solutions that have been successful elsewhere, rather than looking for new innovations. Comments included:

- We don't need "innovation" because there are known ways to improve the system. Focus on proven technology improvements (rather than untested or innovative solutions).
- Smart City Concepts must be used to the best extent, keeping in mind the technical advantages both for city management and the consumer.
- Use other cities (e.g., Puget Sound) as case studies and follow their models.
- Innovation is usually a dog whistle for "giving money to large companies" because businesses are "innovative".

The Guiding Principles were updated to Equity, Preservation, Resilience, Modernization, and Experience in the final document.

Goals

Participants were asked to rank the following draft goals and were able to leave comments about how to improve the language. Lower scores reflect that participants indicated they would like a goal to rank highest.

- **Economic Development:** facilitate inclusive economic development to support the movement of people and goods.
- **Best Practices:** adopt transformative management practices and build a world-class MDOT team.
- **Environmental Stewardship:** minimize environmental impacts throughout the transportation system.
- **Choice and Accessibility:** expand transportation connections and options to allow Maryland's diverse communities to access opportunities.
- **Safety and Security:** protect the safety and security of all residents, workers, and visitors.
- **System Quality:** deliver a reliable, high-quality transportation system.



Participants provided the following feedback on how to change the language of the goals.

- **Economic Development:** one participant requested that we define or contextualize "inclusive economic development."
- **Best Practices:** several participants left comments that this is an internal goal that is irrelevant to the plan and should be removed. Others suggested that this should apply to things outside of the MDOT office as well (e.g., implementation)
- **Environmental Stewardship:** add "reduce transportation section GHG emissions"
- **Safety and Security:** add "state, federal, and agency partners"

In the Final Document, the goals were updated to:

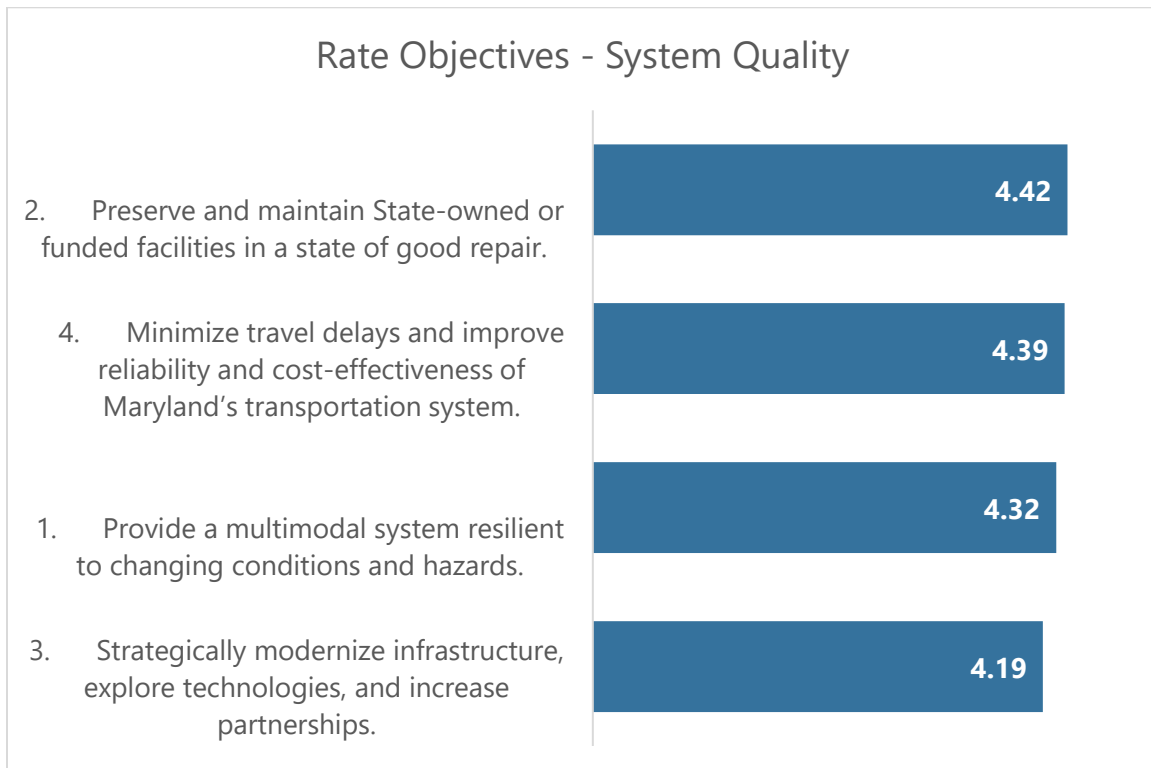
- Enhance Safety and Security
- Delivery System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

Objectives

Participants were asked to rate objectives on a scale of 1-5 stars (5 being most favorable and 1 being least favorable) for each goal area. Participants were also able to provide feedback on how to change the language of the priorities.

System Quality

Participants were asked to rate the following system quality priorities, which identify how MDOT will "deliver a reliable, high-quality transportation system."

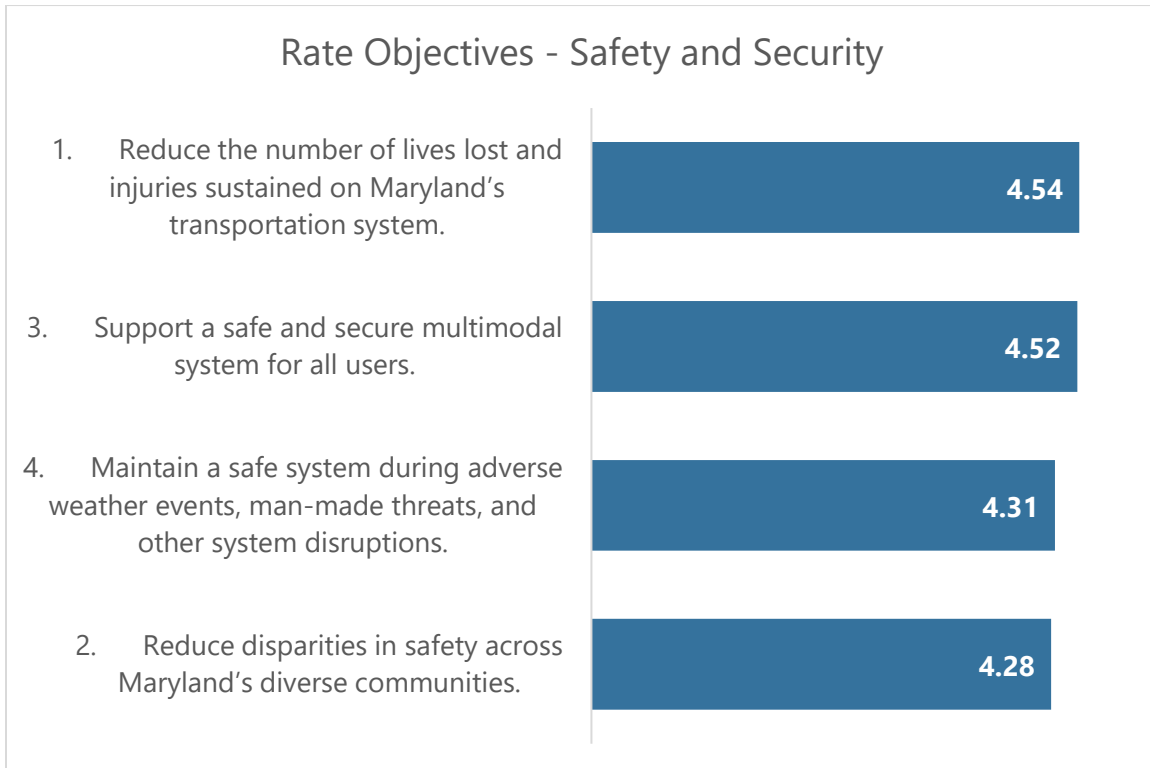


Objective	Feedback
1	Language: add reference to climate change
2	Language: suggest "Maintain and continue to evaluate..."
3	Dislike of Public-Private Partnerships (P3s): dislike of privatizing a public good/service and concern about profiteering Language: concern about the word "strategically". Unclear about what "technologies" would be.
4	Confusion about cost-effectiveness: does that belong under economic goal? Would that be used to justify underspending? Would cost-effective strategies actually externalize costs on disadvantaged communities? Or does this mean that it should be affordable for system users? Mode specification: dislike of priority if it focuses on cars and if it would come at a cost to other modes or the environment.

Safety and Security

Participants were asked to rate the following system quality priorities, which identify how MDOT will "deliver a reliable, high-quality transportation system."

1. Reduce the number of lives lost and injuries sustained on Maryland's transportation system.
2. Reduce disparities in safety across Maryland's diverse communities.
3. Support a safe and secure multimodal system for all users.
4. Maintain a safe system during adverse weather events, man-made threats, and other system disruptions.

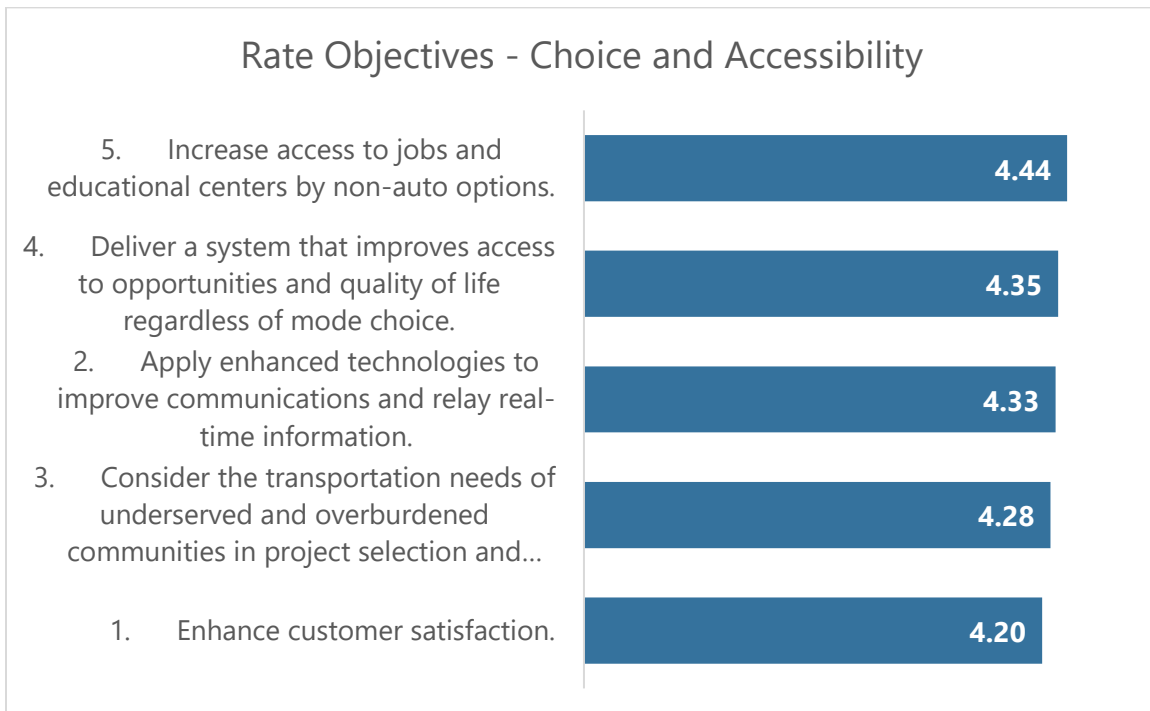


Objective	Feedback
1	Language: highlight focus on vulnerable users. Consider changing "reduce" to "minimize" or changing the language to "Prioritize efforts to eliminate lives lost or injuries sustained on Maryland's Transportation Systems"
2	Language: what does "disparity" mean? Use a stronger word than "reduce". Change language to "Prioritize efforts to eliminate disparities in safety across Maryland's diverse communities."
3	Language: change "Support" to "Ensure" or a "Improve". Identify "especially vulnerable users". Add "connected" and "integrated".
4	Relevance to plan: security-oriented concerns are statistically irrelevant compared to the harm caused by internally generated service interruptions, like lack of buses or fully unconnected light rail/metro services.
New Objective Suggestion	Address the critical safety needs of pedestrians, bicyclists, and other vulnerable road users, including the role of roadway and vehicle designs that put them at risk.

Choice and Accessibility

Participants were asked to rate the following choice and accessibility priorities, which identify how MDOT will "expand transportation connections and options to allow Maryland's diverse communities to access opportunities."

1. Enhance customer satisfaction.
2. Apply enhanced technologies to improve communications and relay real-time information.
3. Consider the transportation needs of underserved and overburdened communities in project selection and scoping.
4. Deliver a system that improves access to opportunities and quality of life regardless of mode choice.
5. Increase access to jobs and educational centers by non-auto options.

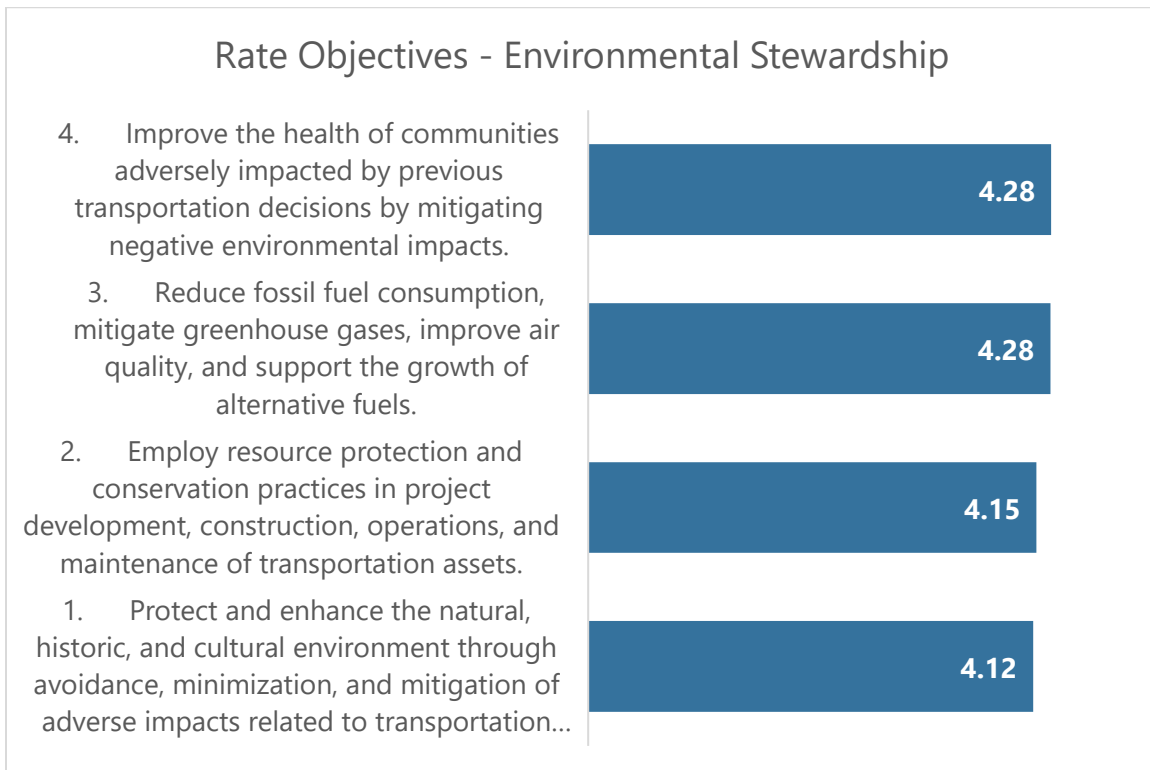


Objective	Feedback
1	Language: this statement is vague. Who are "customers" (citizens, residents, travelers, etc.)? Pay particular attention to vulnerable and low-income users.
2	Add the impact: increased levels of service: short wait and transfer times, etc.
3	Language: use a stronger word like "prioritize" or "incorporate". Identify the communities (racial groups, individuals with disabilities, low-income families).
4	Dislike of "Regardless of Mode Choice": want to favor modes that reduce reliance on fossil fuels and discourage auto-centric modes. Language: what does "opportunities and quality of life" mean? List housing, work, economic centers, schools, greenspaces, etc.
5	Combine with #4: expand to include access to all destinations that would enhance access to opportunities and improve quality of life
New Objective Suggestion	Facilitate and prioritize walkable, compact, mixed-use, transit-oriented land use, and help provide sufficient housing options and affordable housing in these locations.

Environmental Stewardship

Participants were asked to rate the following environmental stewardship priorities, which identify how MDOT will "minimize environmental impacts throughout the transportation system."

1. Protect and enhance the natural, historic, and cultural environment through avoidance, minimization, and mitigation of adverse impacts related to transportation infrastructure.
2. Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.
3. Reduce fossil fuel consumption, mitigate greenhouse gases, improve air quality, and support the growth of alternative fuels.
4. Improve the health of communities adversely impacted by previous transportation decisions by mitigating negative environmental impacts.



Objective	Feedback
1	Implication of "Historic": natural environment is very different from cultural and historic environment and should not be lumped together. Similarly, "historic" has both positive and negative connotations and therefore should be more clearly defined. We do not want to perpetuate systemic inequalities simply because they could be deemed to have "historic" qualities. Proactivity > Reactivity: do more than protecting, enhancing, and mitigating. Need to repair already damaged environment. Language: this may be confusing to people who aren't familiar.
2	Language: what does "resource protection and conservation" mean?
3	Language: preference for "eliminate" over "reduce".

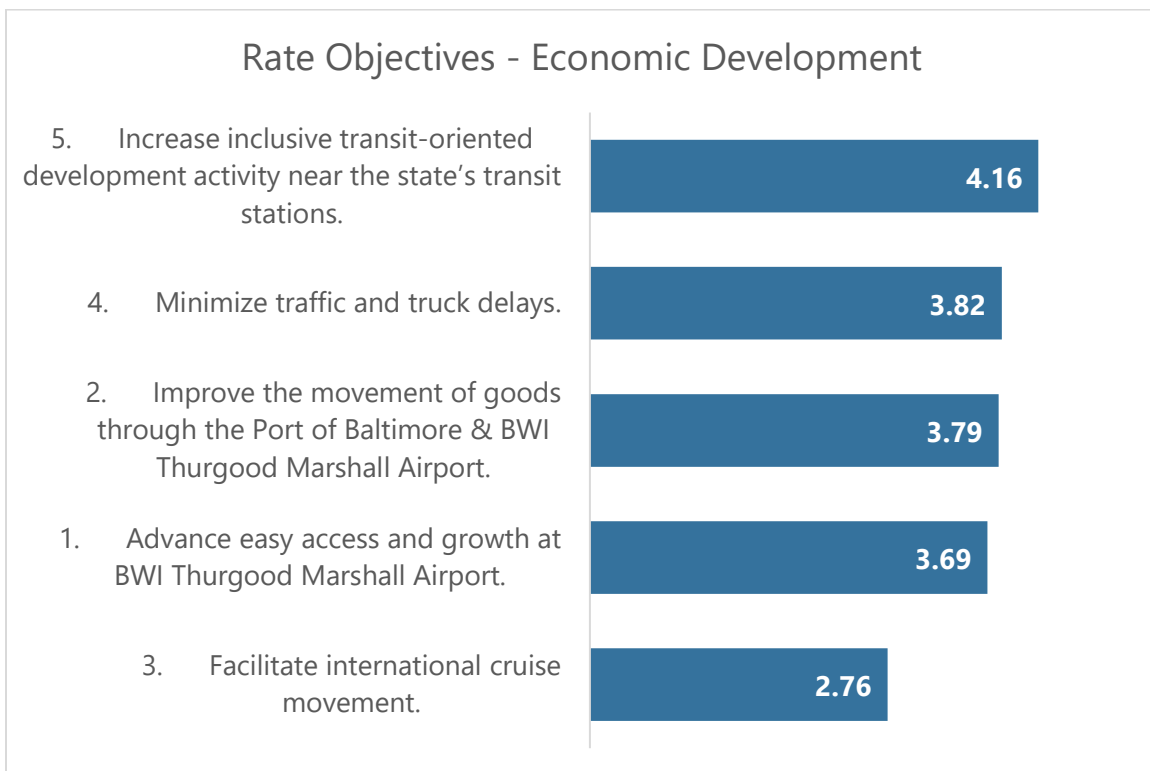
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And providing transportation options and amenities to support equitable outcomes.

Economic Development

Participants were asked to rate the following economic development priorities, which identify how MDOT will "facilitate inclusive economic development to support the movement of people and goods."

1. Advance easy access and growth at BWI Thurgood Marshall Airport.
2. Improve the movement of goods through the Port of Baltimore & BWI Thurgood Marshall Airport.
3. Facilitate international cruise movement.
4. Minimize traffic and truck delays.
5. Increase inclusive transit-oriented development activity near the State's transit stations.



Objective	Feedback
1	Shift to focus on multimodality: rather than prioritizing access to BWI, prioritize creating a multimodal hub at BWI, making it more useful even to those not flying and leverage existing assets like Light Rail and the MARC/Amtrak station.
	Confusing: what "growth" mean in this context?
	Externalized Costs: will the growth of the airport negatively impact the surrounding communities? Growth should not come at the cost of decreasing legacy residents home values and quality of life.
	Environmental Impacts: air travel is the least ecologically solvent system we have, and short-range trips should be eliminated by providing Mid-Atlantic regional high-speed train. Increasing the use of BWI decreases our ecological health.

2	<p>Externalized Costs: there is a continuing airplane noise issue that has not been addressed. An expansion should provide for no flights between 10 pm and 7am (limit goods movement to daylight hours).</p> <p>Environmental Impacts: import/export is good for jobs, but the local impact to ecological systems has been gigantic and must be addressed.</p> <p>Language: what does "improve" mean?</p>
3	<p>Remove: reduce cruises in Maryland. Dislike of cruises. Singling out and catering to the cruise industry should not really be a priority.</p> <p>Irrelevant: what is the economic benefit of this? How will the people of Maryland benefit from this? Is the cruise industry a significant portion of Maryland's economy when compared to other industries? If not, this should not be included as a priority.</p> <p>Environmental Impacts: the cruise industry is not environmentally sustainable by any stretch of the imagination. Instead, focus on improving industrial logistics by making it more efficient and profitable and as a result more sustainable. Cruises are second only to air travel in terms of ecological impact and should be forced to submit to significant ecological standards before being rewarded with incentives.</p> <p>Language: what does "facilitate" mean? Change to "Ensure reliable access to the Port for people accessing international recreation travel via cruises." Or combine with #2 to improve all port operations.</p>
4	<p>Preference for Modal Shifts in Transit: minimize traffic by incentivizing people to take transit. No more additional lanes to reduce traffic.</p> <p>Preference for Modal Shifts in Freight: modal shifts towards rail and away from trucking should be a priority, highway expansion should be deemphasized. I'd rather prioritize mode shift away from truck where possible over reducing truck delays.</p> <p>Long-term Impacts: acknowledge that widening roads and highways might provide short term relief but makes congestion and travel times get worse within a few years.</p> <p>Language: "minimize" to what degree? Differentiate between 'truck delays' and 'traffic'. Change to "Improve trip travel times and goods delivery" or "Maximize the efficient flow of goods in ways that provide economic and livability benefits to local communities as well as to regional economies, and that minimize pollution and other negative impacts"</p> <p>Dislike: delays create more particulate and noise pollution, but this goal is too non-specific to be effective and will be used to justify bad decisions about how we build and maintain highways.</p>
5	<p>General Support: this is very important! Transit-oriented development should be a key component of the plan. This is absolutely critical as people need to be able to live at/near the transit stations in this state.</p> <p>Confusion about MDOT's Role: MDOT is a transportation agency, not an economic development agency</p> <p>Language: what do you mean by "inclusive development"? This needs further refinement. Could change to "Increase affordable transit-oriented mixed-use development near the State's transit stations."</p>
New Objective Suggestion	<p>Recognizes the critical role and the needs of the Northeast Corridor and freight rail network in supporting Maryland's economy.</p>

Best Practices

Participants were asked to rate the following best practices priorities, which identify how to "adopt transformative management practices and build a world-class MDOT team."

1. Accelerate project completion through use of alternative project delivery methods and strategic partnerships.
2. Ensure a consistent and fair revenue stream and ample financing opportunities.
3. Adopt knowledge management strategies to maintain institutional knowledge.
4. Attract and retain the best employees at MDOT with a focus on exemplary customer service.
5. Develop and maintain workforce development programs that enhance the skills of transportation professionals and support career advancement.
6. Foster a culture of teamwork, collaboration, and innovation within the department.
7. Promote diversity, equity, and inclusion within the department and the transportation industry.



Objective	Feedback
1	<p>Dislike of Public-Private Partnerships (P2Ps/P3s): don't use P2Ps because the State can do it better and cheaper, and P3s are the privatization of a public good. No partnerships – we don't need to hand over tax dollars to a bunch of middle manager contractors who will just cause delays. Avoid P2Ps – the Purple Line shows that the State cannot rely on private partnerships to deliver transit projects on time or on budget. Partnership implies privatizing highways and mass transit to private profiteers, which will impede innovation and development raise costs, and price out poorer Marylanders.</p> <p>Preference for Government Intervention: pressure the State government to intervene instead of looking for partnerships.</p> <p>Language: what does "alternative" mean? What would the "methods" be?</p>
2	<p>Dislike of Focus: maximizing revenue puts cost before the purpose of transportation, which is to provide a utility to serve citizens and businesses.</p> <p>Concerns about Privatization: the language seems good, but I want assurances that privatization is not on the list of options for our infrastructure.</p> <p>Language: add language for accountability and quality. Add language for "not only for construction, but for long-term quality maintenance." Otherwise, we will keep building projects that need \$100+ million repairs no one can shoulder.</p>
3	<p>Relevance: not sure if this belongs here. This seems like an internal business issue, not for the public to weigh in on.</p> <p>Language: what does "knowledge management strategies" mean?</p>
4	<p>Relevance to Plan: this planning effort does not seem like the place to have that internal-focused discussion.</p> <p>Training > Customer Service: not all jobs are customer-facing, so customer service should not be the focus here. Instead, focus on enhanced training opportunities to help ensure employees learn and help deliver world class solutions for Maryland's transportation network.</p> <p>Concern about Bias: how will this be measured in an equitable way that avoids perpetuation of historic bias or other systemic issues?</p> <p>Language: perhaps use "high quality" over "best". Remove "customer service", as not all jobs are customer facing.</p>
5	<p>Combine with #4: tie together retention and workforce development</p> <p>Strategic Direction Element: is this more of a strategy?</p>
6	No Comments
7	Language: add accessibility

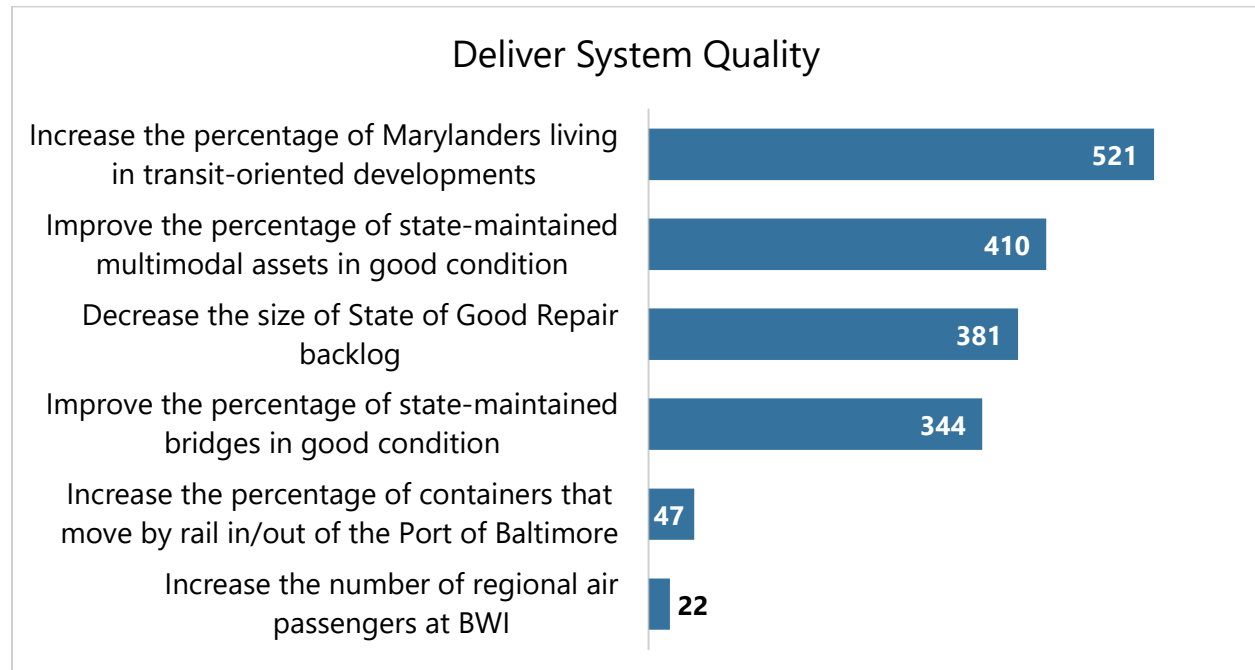
Survey #2

The second survey focused on key outcomes, mapping needs, and budget allocation. An inactive version of the survey can be viewed [here](#).

Key Outcomes

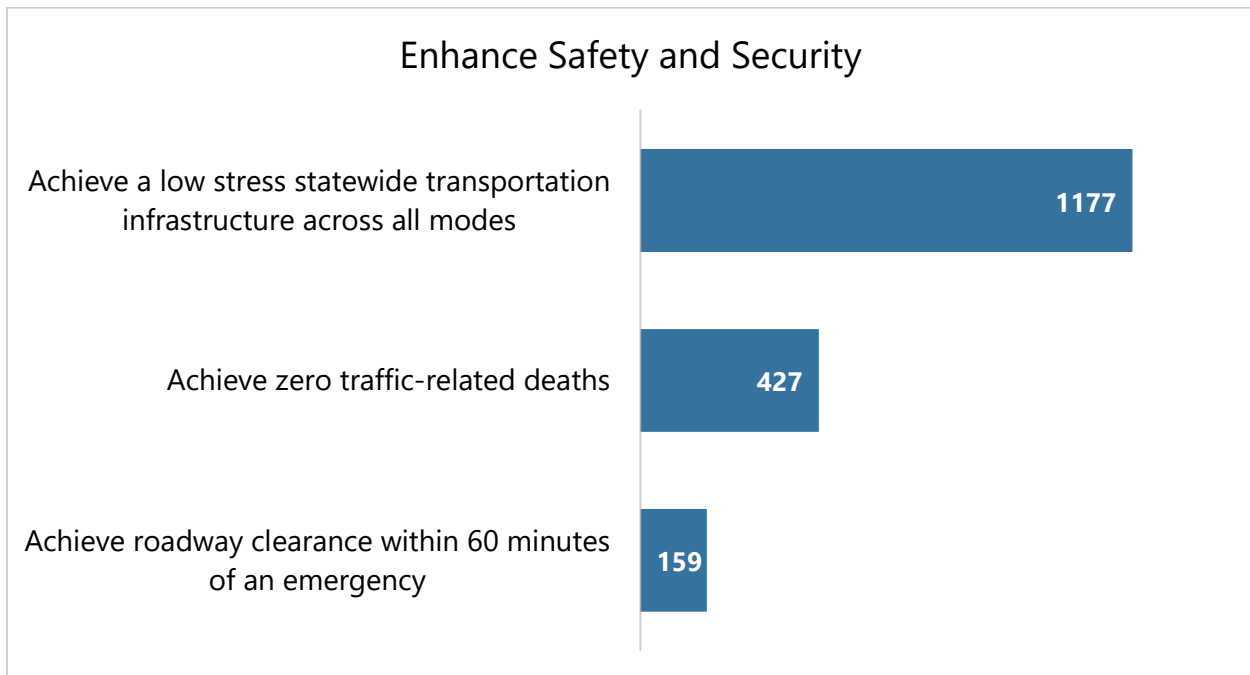
Participants were asked to indicate which outcomes were most important for MDOT to achieve through the 2050 MTP by selecting one key outcome for each goal area. Participants were also able to leave comments about how to improve the language of the key outcomes.

System Quality



- *Public Transportation Service Frequency*: greater MARC train frequency, improved reliability of the MTA system in Baltimore.
- *Public Transportation Service Accessibility*: improve transit accessibility in Annapolis (buses, trains, access to MARC link, BWI light rail, redline, Carr Beach site light rail), Westphalia (bus systems up and down Penn Ave), MARC Brunswick Line (increase size of engine sheds and engine capabilities to support evening and weekend service). Also improve the Whites Ferry landing by adding a traffic or rail bridge. Improve river crossings statewide.
- *System Condition*: maintain bridges and roads in a state of good repair, repair potholes on existing roads, improve the Bay Bridge.
- *Active Transportation*: improve active transportation connections between transit-oriented developments, invest in complete street projects.
- *Accurate Real-Time Data*: leverage smart technology to collect and distribute real time info on current conditions (e.g., Bay Bridge, MARC Brunswick line, CSX blockages/stoppages) and alternatives available to help in route planning and make traffic flow more efficient.
- *Connect Communities with Multimodal Public Transit*.

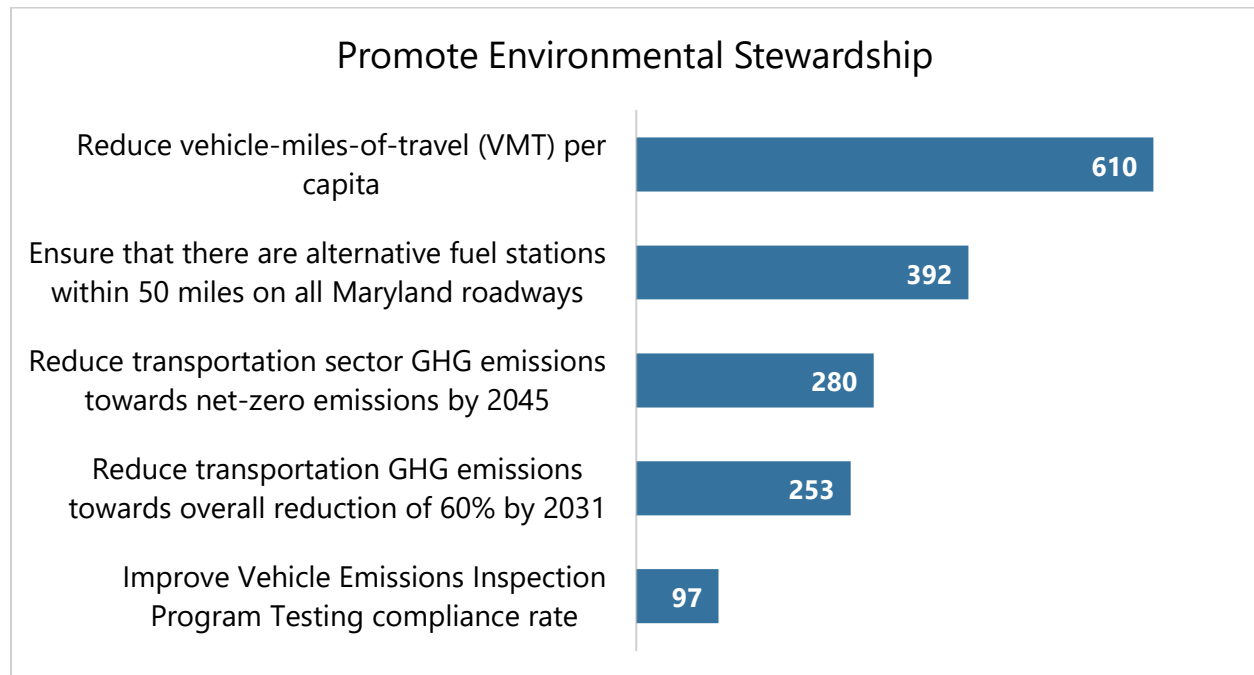
Safety and Security



- *Transit Safety:* add CCTV monitors to facilities, staff facilities with police officers at night.
- *Active Transportation Safety:* protected bike lanes that prioritize system users (unprotected bike lanes and non-dedicated paths are dangerous to bikers), develop complete streets in areas with low car ownership, establish an MDOT policy that grade-separated or protected bike/pedestrian paths within the right-of-way must be added when roads are repaved or widened.
- *Roadway Safety:* beltway and surrounding areas have frequent crashes, prevent developers from skirting the rules and building unsafe/impractical roads/traffic circles for the volume.
- *Transit is Safer than Single Occupant Vehicles:* favor transit-oriented development over car-centric development so that more people commute and travel safely.
- *Strong Preference for Vision Zero:* several participants felt that vision zero was the only logical choice for the top outcome, as nothing is more important than human life.
- *Skepticism about Achievability of Vision Zero:* some respondents doubted it being realistic to achieve vision zero.
- *Maintenance Safety:* use jersey barriers instead of plastic cones to protect workers.
- *Improve Accident Response:* improve response on specific roads (I-95).
- *Congestion:* traffic relief in areas with constant congestion (Frederick/Baltimore/DC/Waldorf, MD route 97 to and from Annapolis, 210, American Legion Bridge).
- *Enforce Traffic Violations:* increase police presence on highways to monitor and enforce various moving violations (speeding, reckless driving, aggressive driving, ignoring the "move over law", stolen vehicles), create an inter-state coalition (MD, VA, DC) to ticket drivers even after they pass state lines, create a "safe-zone"(Example locations: I-270, I-95, the beltway, Work Zones).
- *Expand the Use of Accessible Services:* make real-time transit updates accessible to everyone (e.g., audio announcements for blind passengers).

- *Better Define "Safety"*: participants made several requests to better define what is meant by safety. Some felt safety was in the design of roads to not contribute to accidents. Others asked for a better understanding of how safety applies to the different modes of transportation.

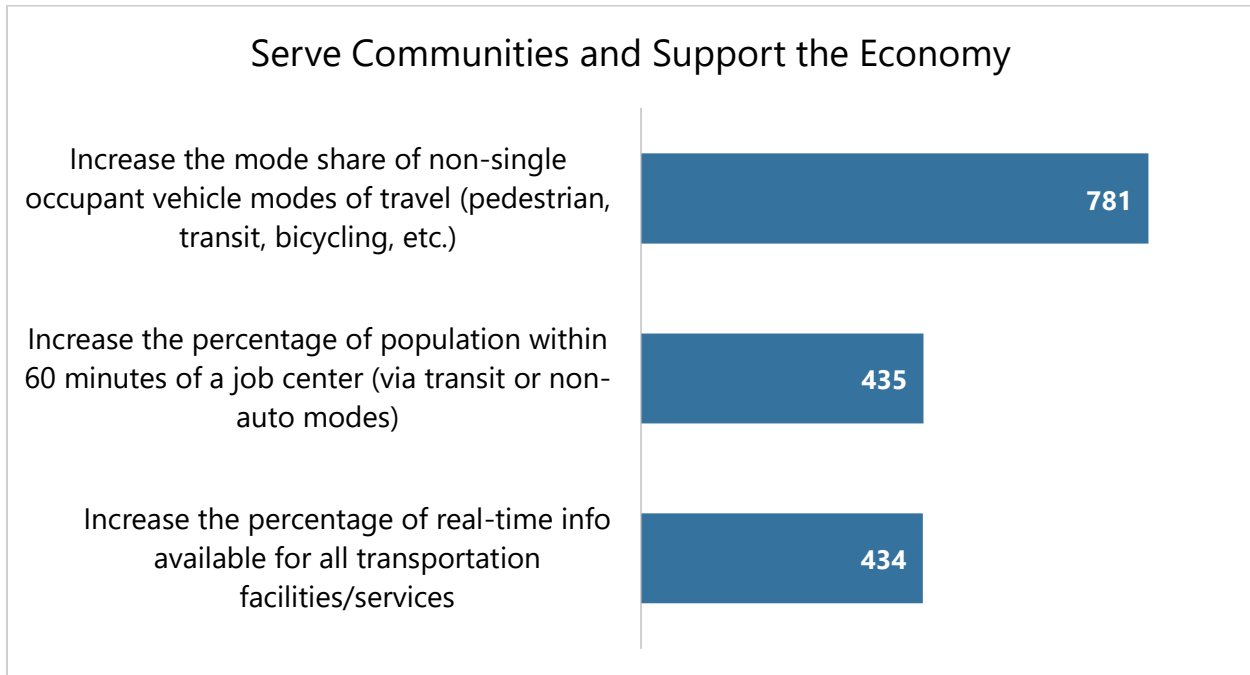
Environmental Stewardship



- *Duplicative GHG Outcomes:* participants could not differentiate between the two GHG reduction outcomes.
- *Reduce Vehicle Miles Traveled:* stop looking to Level of Service metric, upzone around transit nodes, increase the frequency and reliability of transit systems, do not contribute to induced demand by expanding roadway capacity, fund transit services.
- *Reduce Car Dependency:* numerous respondents said that car-centric infrastructure and reliance upon single occupancy vehicles is a challenge to environmental stewardship, is not a wise use of money overall and will always come at a cost to transit services. Respondents highlighted trips under thirty minutes or within the Frederick/Baltimore/DC/Annapolis corridors, in St. Mary's County, in Woodmore and in the California/Lexington Park 235 corridor. Participants also encouraged teleworking policies that would reduce commutes.
- *Incentivize Electric Vehicles:* utilize EVs in public transit, excuse EVs from emissions testing, support financial incentives for EVs, make sure EV charging stations are accessible, improve the electric grid and have a backup plan, utilize clean energy wherever possible.
- *Preference for Transit over Electric Vehicles:* some respondents noted that EVs still promote sprawl, have adverse land use impacts, emit power-based GHGs, and contribute to other systemwide wear-and-tear, minimize transportation waste by eliminating unpopular routes.
- *Protect Environmental Resources:* prevent spread of car-centric land use to remaining forests and other environmental areas, require each transportation project to allot a portion of the budget to saving existing trees and/or planting trees to reforest decimated urban areas, protect waterways by reducing effluent waste runoff from vehicle traffic that ends up in the Chesapeake.

- *Enforce Environmental Violations:* report environmental violations (e.g., dumping, excessive exhaust) and enforce penalties, prevent trains from carrying hazardous chemicals.
- *Improve Air Quality:* reduce emissions by expanding public transit, create more housing near work centers, make traffic flow more efficient via smart technology, be more stringent with historic vehicle place allowances.
- *Dislike of Public Funding for Environmental Efforts:* several participants expressed that they do not support environmental efforts, were skeptical about the scalability or efficacy of proposed environmental efforts, or do not believe that the government should fund them.

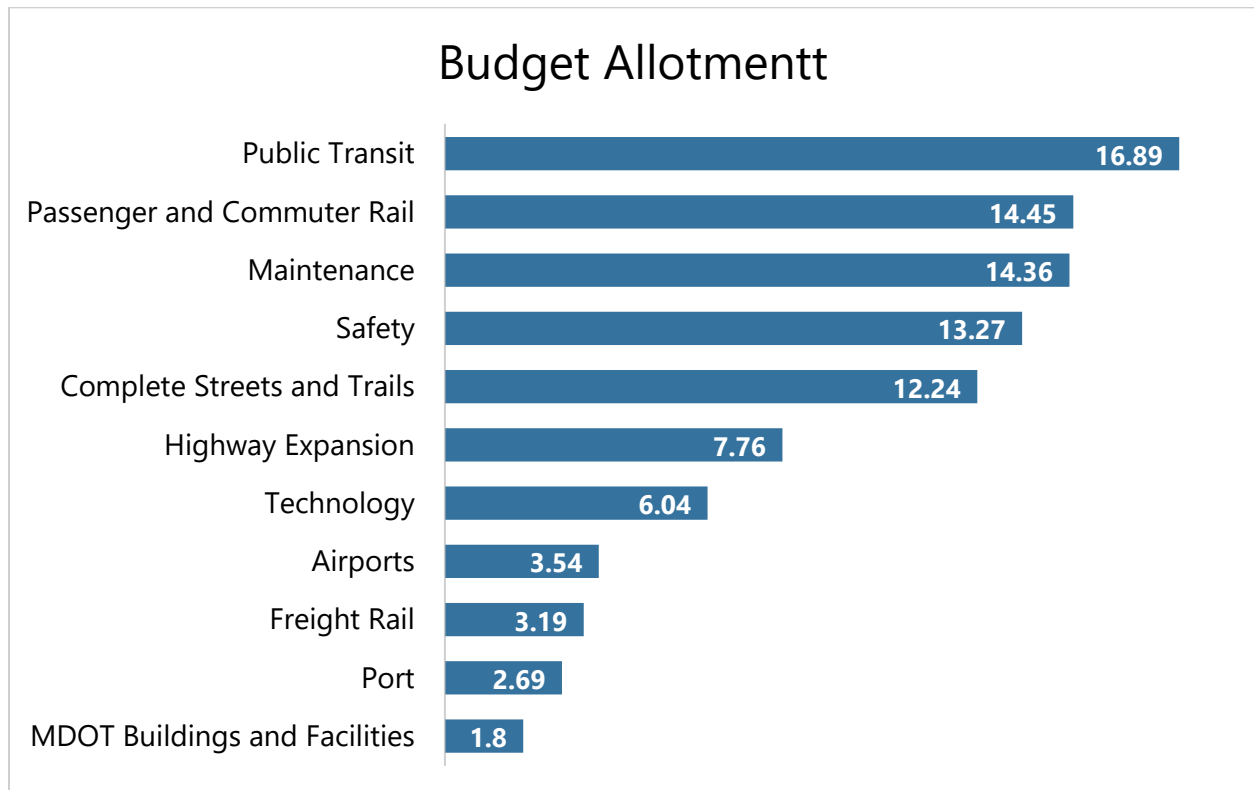
Communities & The Economy



- *Development and Housing:* build dense housing around transit systems, increase transit-oriented development, reduce sprawl, address land use policies, improve walkability.
- *Access to Jobs:* many jobs in Maryland are inaccessible to people without a car, increase the percentage of population within 60 minutes of a job center via non-auto modes and increase the number of economic nodes in proximity with transit hubs.
- *Active Transportation in Commercial Districts:* walking and biking encourages people to stop at businesses they pass.
- *Cost of Services:* remove EZ pass tolls for Maryland residents traveling from the suburbs to Baltimore.
- *Other Ideas:* increase the percentage of containers on train, ride share kiosks at Martin State Airport, utilize some of the budget to explore other options like adding more revenue by increasing the traffic to BWI.

Budget

Participants were asked to assign a budget based on a finite amount represented by \$100 that could be placed in given budget categories. Participants were also able to make custom comments about the survey exercise. Public transit, maintenance, safety and complete streets and trails were the top budget choices by a wide margin over all other options. Highway expansion was the top choice for the bottom half of the budget and MDOT buildings and facilities received the least amount of funding.

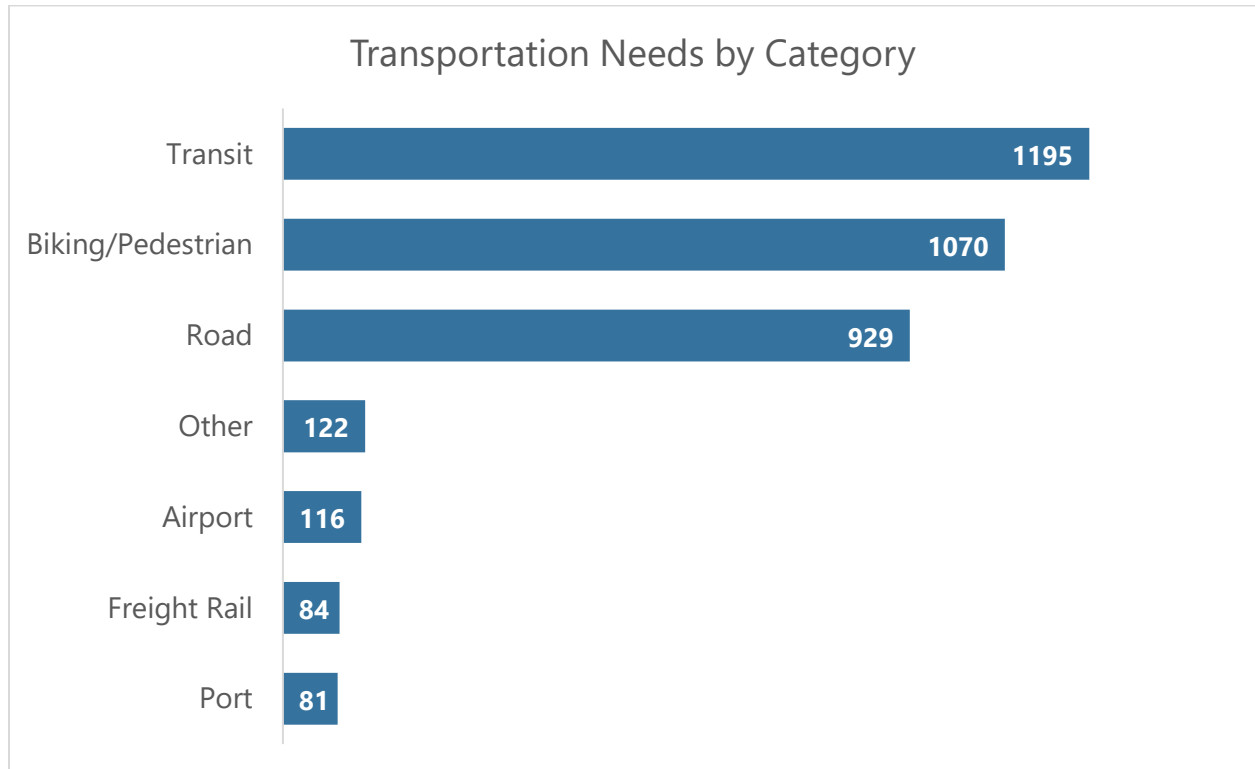


- *Coin Game Refinements:* participants commented that they would like to have more context regarding current funding levels for transportation. Requests were made for more single coins instead of the 10 provided. There were also requests to adjust the percentage of funding impact made by coins for different categories.
- *Public Transit and Commuter Rail:* allocate more resources to alternative forms of transit such as public transportation, biking, and walking, and reduce reliance on highway expansion. Address traffic issues between the eastern and western shores by considering the possibility of a train connection.
- *Maintenance and Safety:* emphasize reengineering roads to reduce fatalities and injuries, and enhance safety for all road users, including pedestrians and cyclists. Direct funds towards highway maintenance.
- *Complete Streets and Trails:* focus on building protected low-stress bike lanes and prioritize pedestrian-friendly infrastructure rather than building more roads for cars.
- *Highway Expansion:* calls for additional road lanes in specific congested areas. Implement toll-based express lanes to generate revenue for transportation improvements. Shift resources away from highway expansion and prioritize investments in public transit to reduce greenhouse gas emissions and air pollution.

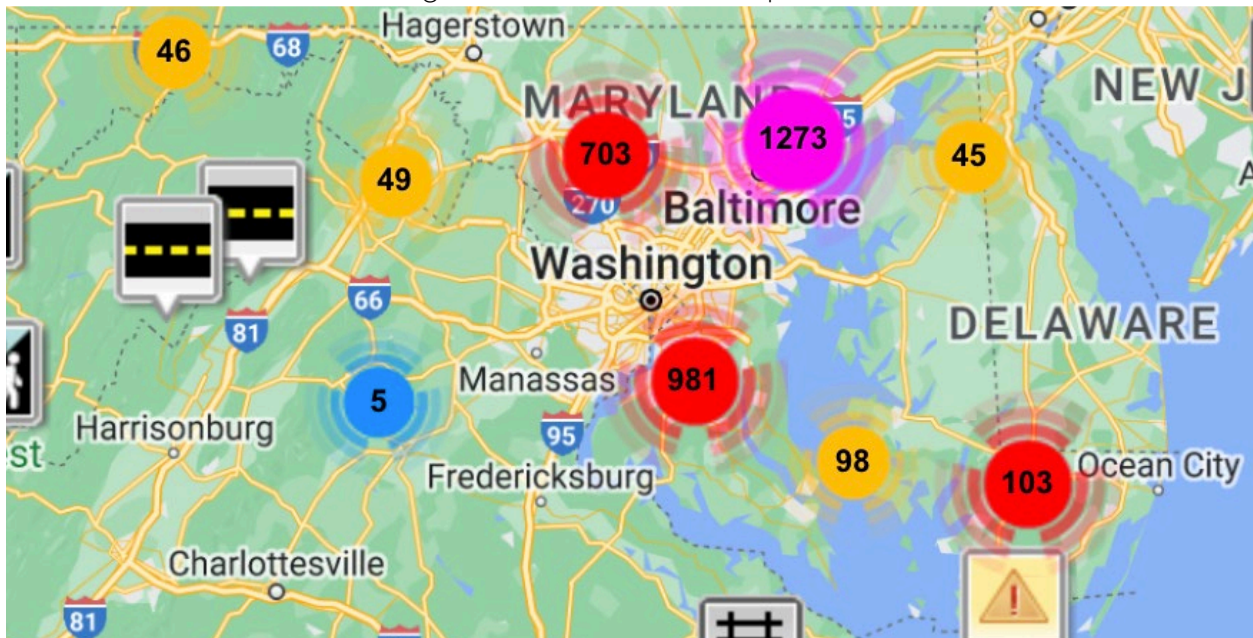
-
- *Technology*: utilize technology and increase law enforcement presence to improve road safety, including addressing aggressive driving and distracted driving.
 - *Airport Funding*: airports should fund their own improvements through airport fees rather than taxes.
 - *Freight Rail*: regulate and improve the safety of freight trains carrying hazardous materials and create safer railroad crossings with reduced horn noise.

Mapped Needs

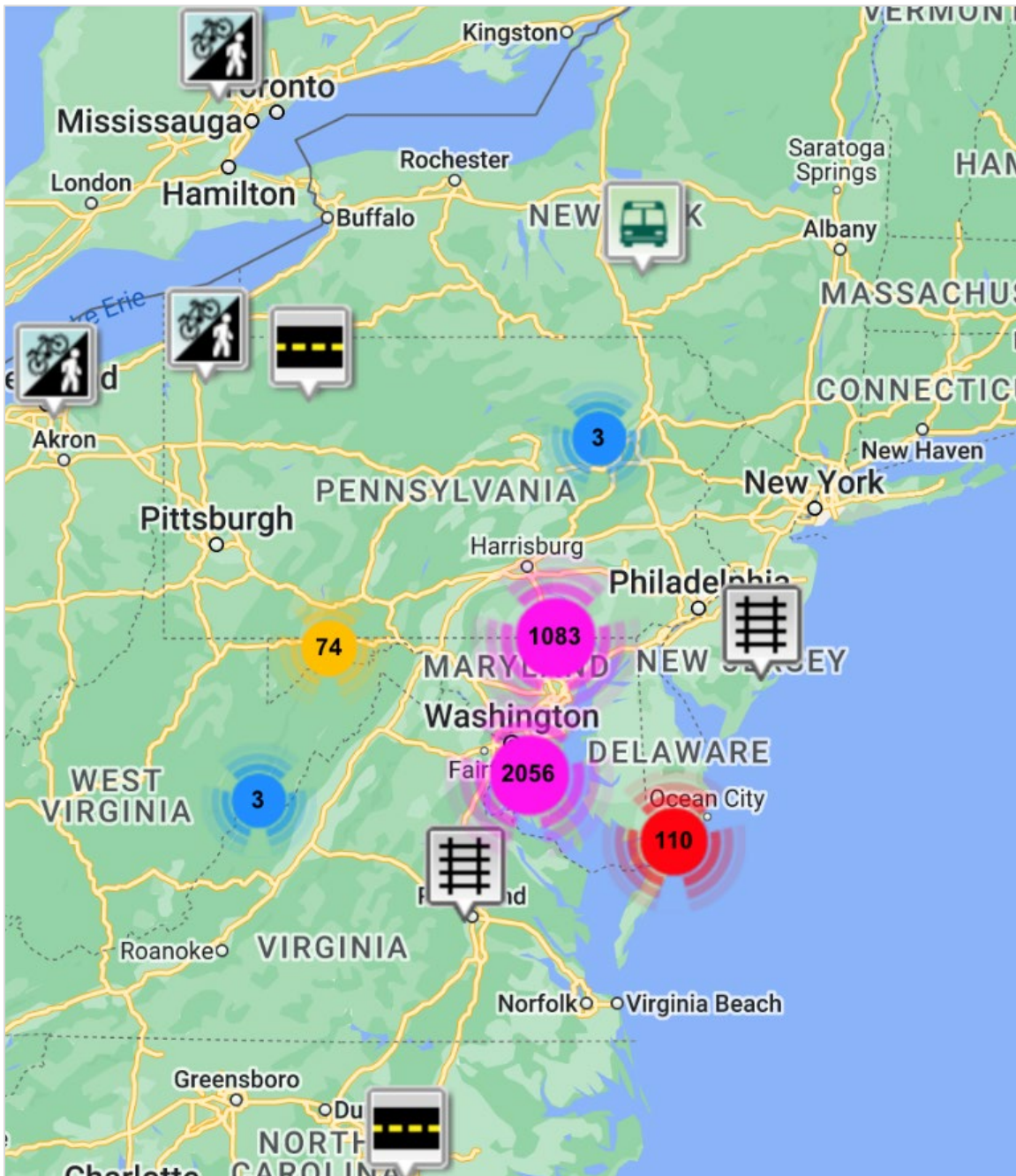
Participants were asked to place markers indicating areas needing transportation improvement. Six categories were provided with a seventh category offered to provide participants with a custom input option. Transit, biking, and road needs were the top pins placed on the map.



The table and maps below demonstrate how MDOT received suggestions from throughout the State to include the Washington and Baltimore metropolitan areas.

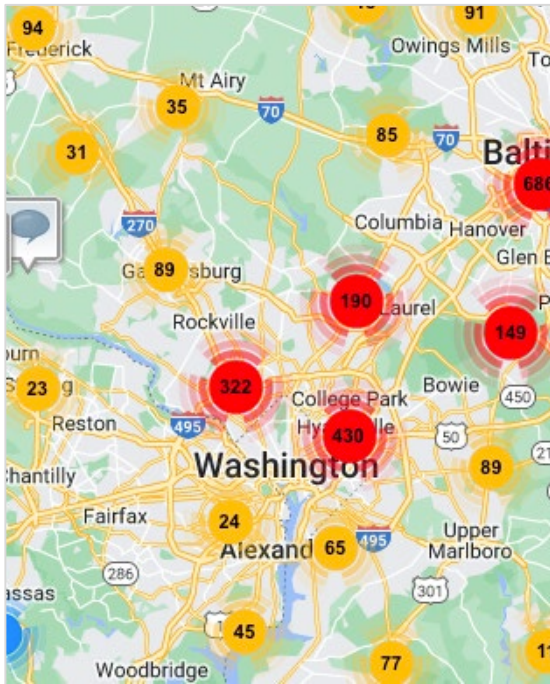


Some pins were placed outside of Maryland. While many were attributed to user error from dropping the pin in the wrong location, some were comments from Marylanders about areas of needed improvement outside the State as far away as Toronto, Canada.

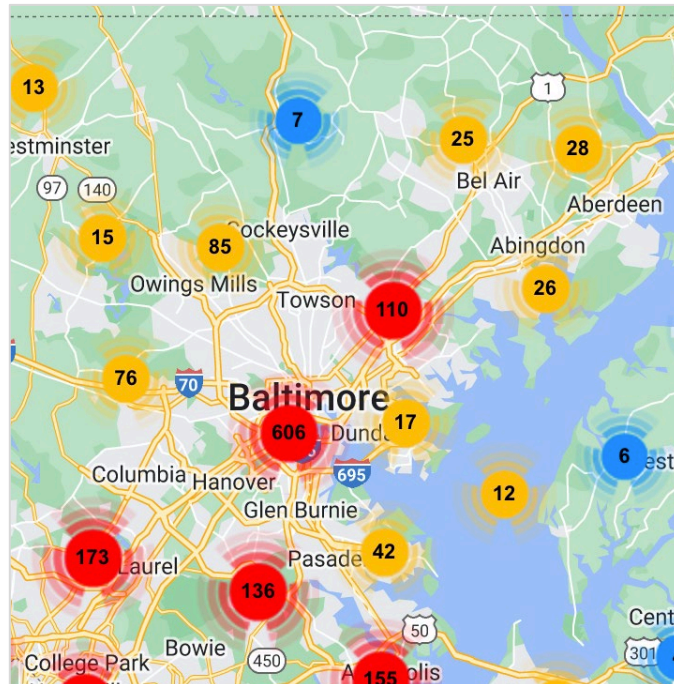


Zooming in on the State level map reveals the distribution of comments in finer detail. The following views were chosen based on the five distinct regions of Maryland. (Western, Central (Baltimore/DC), Southern, and Eastern Shore)

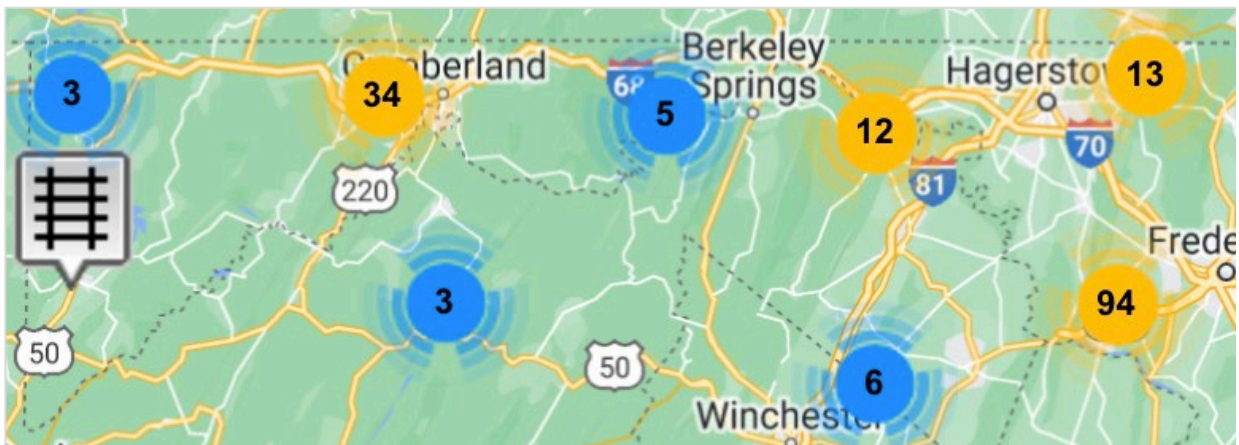
Central Maryland – Washington, DC



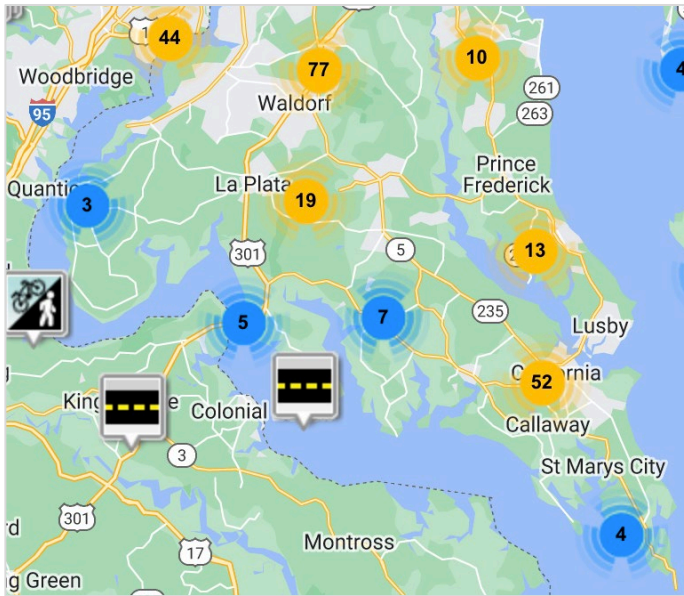
Central Maryland – Baltimore



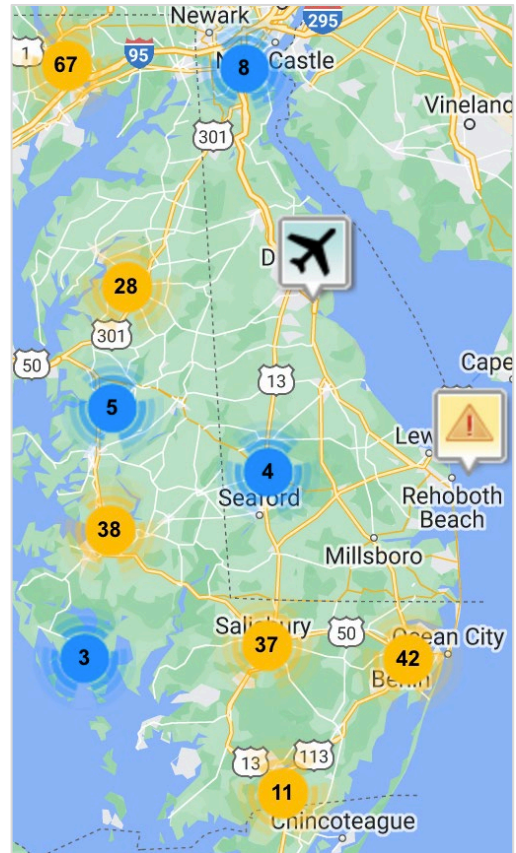
Western Maryland



Southern Maryland

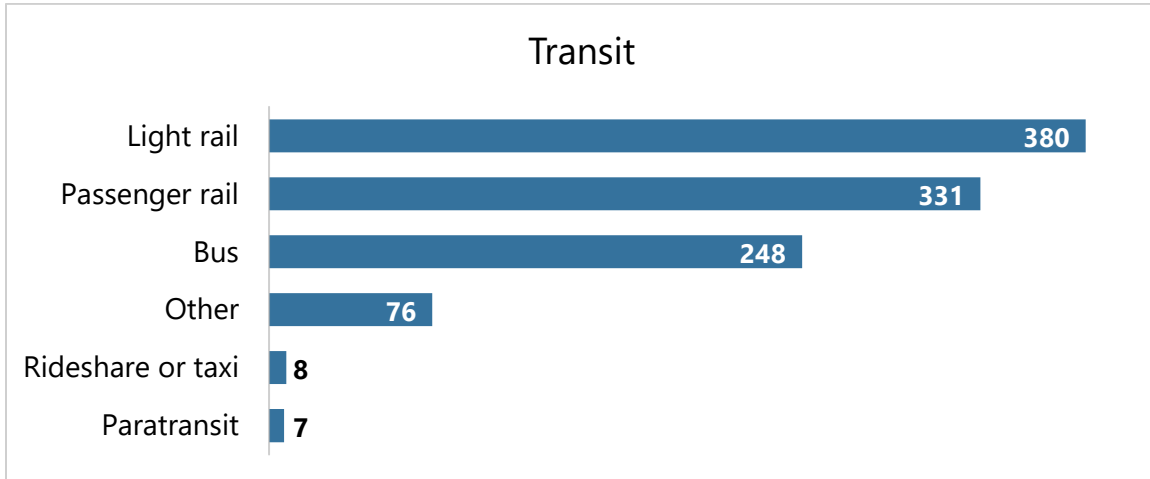


Eastern Shore of Maryland



Transit Needs

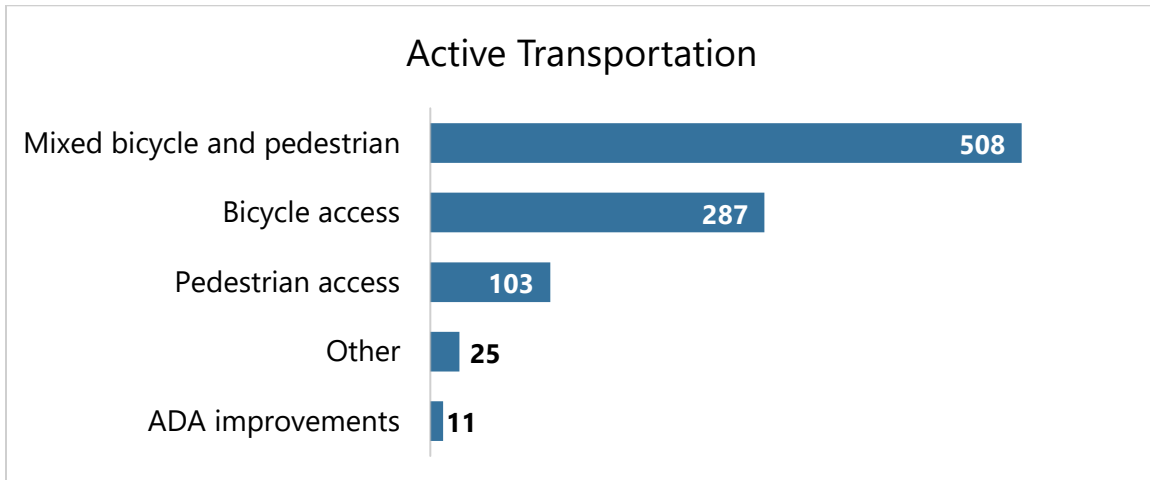
Overall, the public is calling for increased investment in transit options, including light rail, heavy rail, and bus services, to address traffic congestion, improve accessibility, and provide environmentally friendly transportation alternatives.



- *Expanded Rail Access:* a rail line connecting Annapolis with Baltimore and other neighborhoods in between. Participants emphasized that Annapolis, as the only state capital without rail access, is a prime candidate for a light rail line. Additionally, the MARC train service has received praise but also calls for improvement, including more frequent trains, weekend services, and better connections to various suburbs, cities, and the Eastern Shore.
- *Complete Projects:* comments from residents of Baltimore urging completion of the Red Line and the construction of a comprehensive metro rail system, which they believe will alleviate traffic congestion, reduce pollution, and provide transformative transit options. Request to complete the Purple Line.
- *Transit vs. Road:* the proposal to increase lanes on I-495 with toll lanes has been met with opposition due to concerns about its impact on neighborhoods and lower-income individuals. Instead, respondents suggest investing in public transportation alternatives.
- *General Suggestions:* improve bus services in various regions, extending MARC train services to areas like Hagerstown, Frederick, and the Eastern Shore, and creating more efficient connections between universities and other important locations.
- *More Transit Options:* there were several calls for the development of Bus Rapid Transit (BRT) lanes and light rail lines along major arterial routes connecting cities such as Baltimore, Annapolis and DC with their suburbs and employment centers. Calls for more transit options in suburban and rural areas like Carroll County, Southern Maryland, and the Eastern Shore were suggested.
- *Accessibility:* requests for safer and more accessible bus stops for the elderly and disabled.

Active Transportation Needs

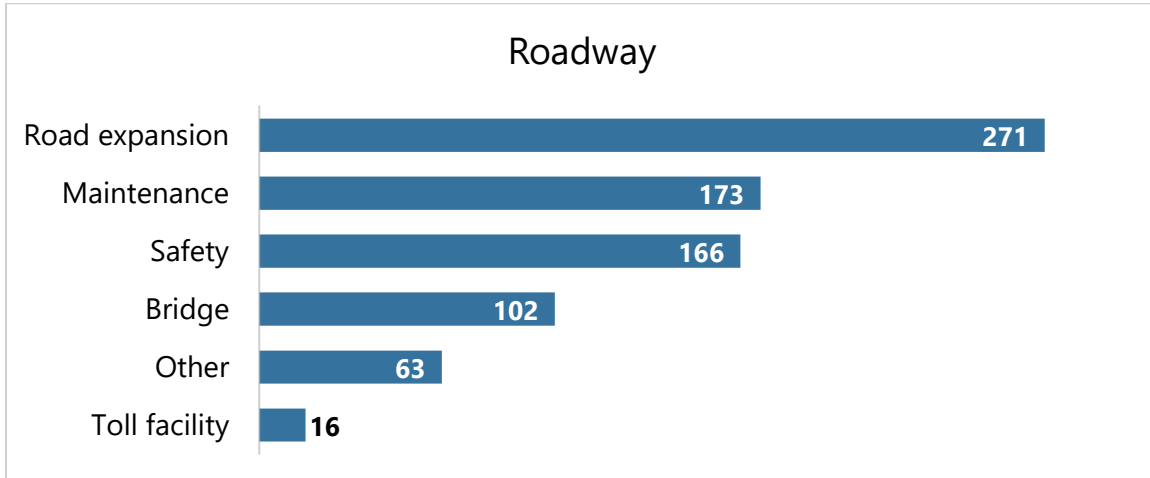
Overall, the comments demonstrate a strong desire for better infrastructure to promote active transportation, reduce car dependency, and improve safety for pedestrians and cyclists throughout Maryland. Common areas mentioned were Landover, Silver Spring, National Harbor, Greenbelt, Towson, Annapolis, and Baltimore.



- *Improved Bike Lanes:* many commenters are requesting separated or protected bike lanes to ensure safe cycling and reduce conflicts with motor vehicles. They want to see bike lanes extended onto major roads and highways.
- *Enhanced Pedestrian Access:* there is a need for more sidewalks and crosswalks in neighborhoods and around amenities like shops, schools, and transit stations. People want pedestrian pathways that are ADA-compliant and continuous.
- *Trail Connectivity:* there is a call for the expansion and connection of existing bike and pedestrian trails to create a comprehensive network, making it easier for people to travel across the State using non-motorized transportation.
- *Transit-Oriented Development:* in some areas, like Owings Mills and Randallstown, respondents are requesting more hiking, biking, and running trails, along with improved access to transit stations.
- *Safe Crossings:* several comments highlight the need for safe crossings over and along busy roads, highways, and rivers, both for pedestrians and cyclists.
- *Focus on Alternatives to Cars:* many people are advocating for a shift towards a less car-centered community, with more emphasis on walking, biking, and other alternative transportation modes.
- *Completion of Planned Projects:* some comments mention specific projects, like the Baltimore Greenway Trails Network and Capital Trails Coalition network, urging authorities to follow through and complete these initiatives.
- *Connectivity to Universities:* requests for safer bike and pedestrian connections to universities like the University of Maryland are common responses.

Roadway Needs

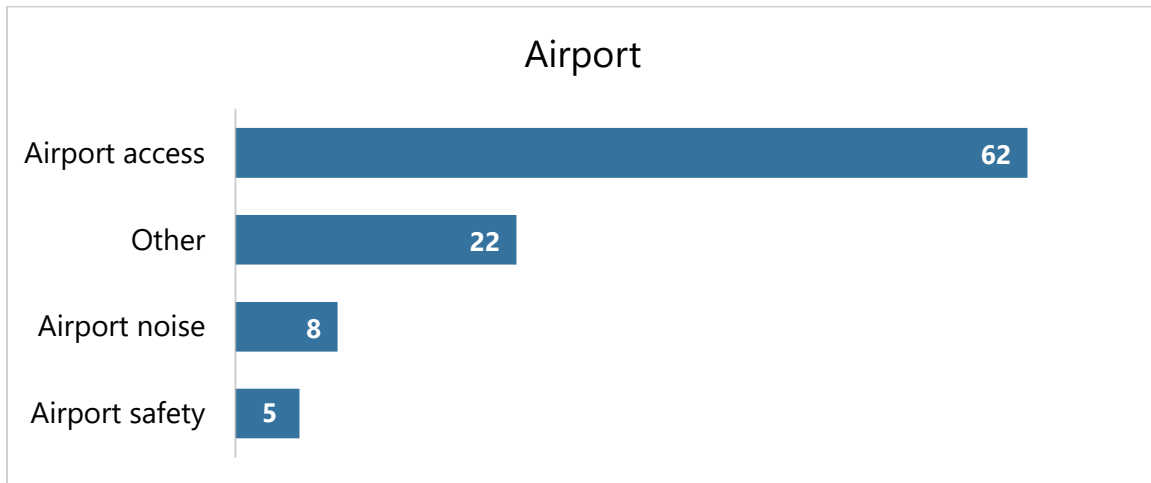
Overall, the major themes revolve around addressing congestion, improving road maintenance, enhancing safety measures, expanding roads, and considering alternative transportation options to meet the growing demands of Maryland's population and traffic flow.



- *Pothole Repairs and Road Quality:* numerous requests for filling potholes and improving road quality on routes such as I-795, I-695 Route 1, I-97, Route 90.
- *High Occupancy Vehicle (HOV), Managed, and Express Lanes:* add HOV-3 lanes on I-95 and create express lanes and managed lanes on I-95, I-270, and I-95.
- *Bridge Expansion:* requests were made to expand the American Legion Bridge, add additional Chesapeake Bay Bridge.
- *Signage Improvements:* improve signage on highways and add more real-time signs displaying travel time on more routes.
- *Safety Improvements:* safety improvements on the east-west highway, bridge safety measures, improvements to overpasses at MD-210, Route 32, and Intercounty Connector (ICC) to VA-28 bridge. Maintain painted lines on roads to improve driver visibility and safety.
- *Transportation Options:* alternate transportation options should run along major roadways. EV charging networks need improvements throughout the State.
- *Better Enforcement and Policing:* more police officer presence and traffic enforcement. Enforcement of trucks on the highway was also a concern. Implement traffic calming measures to slow people down and increase safety.
- *Road Expansion Support and Opposition:* there were many opposed to investing in highway expansion. However, many called for expansion of highways I-495 between I-95 and I-270, I-270 north of Germantown, I-295, and I-97. Participants that commented against expanding highways felt that funding should go toward repair, traffic law enforcement, and safety. Having more options regarding highway spending may be warranted.

Airport Needs

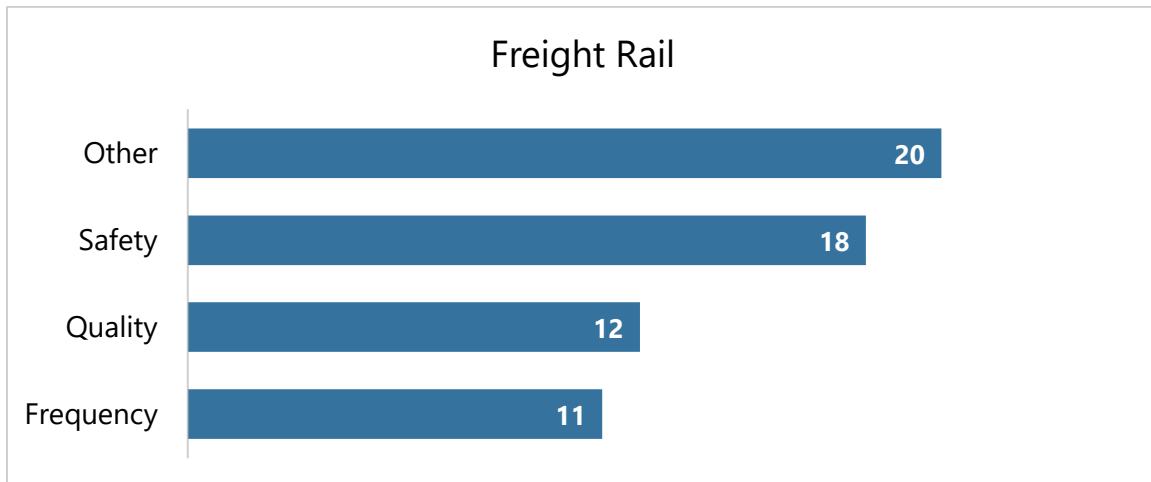
Overall, participants want to make airport travel more efficient, convenient, and comfortable for passengers by enhancing connectivity, traffic management, and service options.



- *Public Transit at Airports:* add more options for speedy mass transit to airports. Requests for Maryland Transit Administration to take over the Metro B30 connection to BWI. Increase public transit options to get to BWI from the Eastern Shore.
- *Traffic at Airports:* implement traffic management strategies to improve passenger pickup and drop off. Enforce traffic laws to cut down on speeding in drop-off/pick-up lanes.
- *Expanded Service:* create more small-scale flights from local airports to other locations such as New York, Virginia, and Ocean City that are affordable. Expand airport service and runway lengths at smaller airports such as St. Mary's County and Hagerstown. Consider adding another airline at BWI airport to improve service and destinations.
- *Access:* increase airport access from the eastern shore either by expanding local airports or improving travel time to the airport. Improve the connection from the MARC line to the airport.
- *Noise and Safety:* mitigate noise issues as much as possible near residential areas. Complaints about aviation noise around military bases.
- *International Flights:* make it easier to fly out of BWI internationally. Improve the reentry process for people coming back from international flights.

Freight Rail Needs

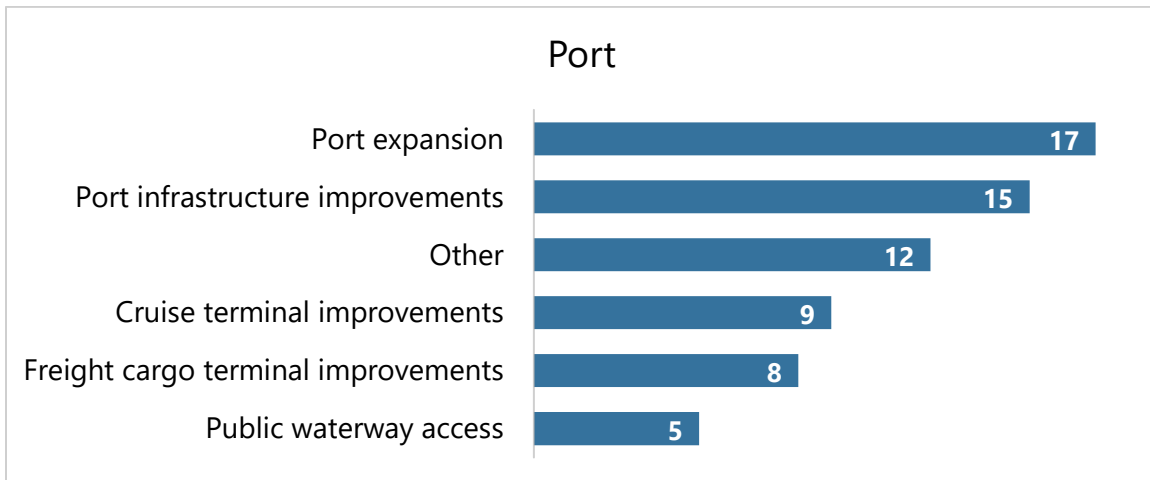
Overall, comments centered around utilizing existing freight rail efficiently so that it is safer and less impactful on communities through noise and hazards. Make use of abandoned rail lines to further other transportation goals.



- *Rail Improvements:* comments requesting tunnel construction and improved track/road crossings around the port of Baltimore. Create a railroad crossing of the bay. Improve the rail system to allow for double decker freight cars. Widen Camden line to allow more passenger and CSX trains.
- *Rail Safety and Noise:* regulate freight trains to make them safer, especially those carrying hazardous materials. Create safer railroad crossings that also reduce horn warning noise.
- *Rail Conversion and Alternate Use:* support the conversion of unused rail lines to trails. Create trails that run along freight lines for walking/cycling.
- *Freight Rail Requests:* rebuild the Wye and Howard Street Tunnel. Create more projects like the short line rail on the eastern shore to remove trucks from the highways. Stop the construction of the tunnel under reservoir hill. Create better crossings near freight yards.

Port Needs

Overall, many participants requested a ferry system to improve passenger transportation in congested and underserved areas. Providing port alternatives to Baltimore was also a common theme in places like the Eastern Shore and Southern Maryland.



- *Ferries*: develop a State funded ferry system to improve travel. Ferries to cross the bay and travel easier in southern Maryland to service Virginia, Prince George's County and DC were frequently mentioned.
- *Commercial Cruise Ships*: create a cruise ship terminal in Ocean City Maryland. Create more commercial access for cruise ships.
- *Surrounding Infrastructure Improvements*: improve roads and railways to the Port of Baltimore. Improve the commercial district around the Port of Baltimore. Invest in programs to ensure good paying port jobs.
- *Environmental Considerations*: consider the environmental consequences of dredging the bay for cargo ships. Make the port ready for sea level rise due to climate change.
- *Port Creation/Expansion*: create a port in Southern Maryland and Ocean City, Maryland. Add container cranes at Sparrows Point to handle the largest and tallest ships ever (that cannot pass under the Key Bridge) - this is contingent on replacing the Bay Bridge with the Bay Bridge Tunnel complex.

Other Survey Feedback

General Comments

Each survey screen had an option to provide a general comment. A summary of the 74 general comments is provided below.

- *Economy*: make MD a business-friendly state (currently too cumbersome and costly)
- *Taxes*: one participant expressed a dislike of being taxed for social programs, and another suggested changing tax laws to encourage seniors to stay in communities.
- *Housing*: housing is a critical need across all price points.
- *Crime*: hold criminals accountable for their actions. Clean up the crime in Baltimore and Montgomery County.
- *Economic Benefits*: many participants left comments encouraging planners to consider the economic benefits of better transportation options. Participants said the projects would create jobs during their completion and transport workers from areas inside and outside Maryland.

Survey Functionality Feedback

- *Leadership*: some respondents are concerned about leadership making meaningful changes.
- *Accessibility*: participants had issues manipulating the markers for the mapping activity and the coins for the budget exercise. Some also stated that they could not get the survey to perform on their cell phone. Some stated that the survey was not intuitive. This may have resulted in some filling out the accessible version of the survey.
- *Jargon*: some respondents were confused about statistical and technical jargon (e.g., multimodal asset, state of good repair, low stress network) that is hard to understand. One suggested using simpler language.
- *Dislike of Surveys*: one participant noted that they dislike filling out surveys and not seeing real change in their community, another was confused about how the various elements of the strategic direction connected to one another and felt that some of the items were misplaced.
- *Confusion about Timing*: one participant felt that 2050 was too far away of a goal post.
- *Concern about Relevance to Rural and Suburban Areas*: several participants noted concern that the key outcomes did not seem relevant to areas outside of Baltimore.
- *Need for Definitions or Background Information*: participants requested more background on transportation methods not typically encountered by the public such as airport, freight rail, and paratransit planning. Providing definitions along with the survey choices may help in the future.
- *Requests for Simplicity*: most issues concerning the function of the survey involved manipulating the mapping and budget exercises. Shorter and simpler text or image selection-based surveys may help in the future.
- *Dislike of Predefined Choices*: participants left comments stating that they felt the survey was attempting to limit how they could respond. The inability to provide their own custom choices in all survey activities prompted negative comments.

Incorporating Survey Feedback into the 2050 MTP

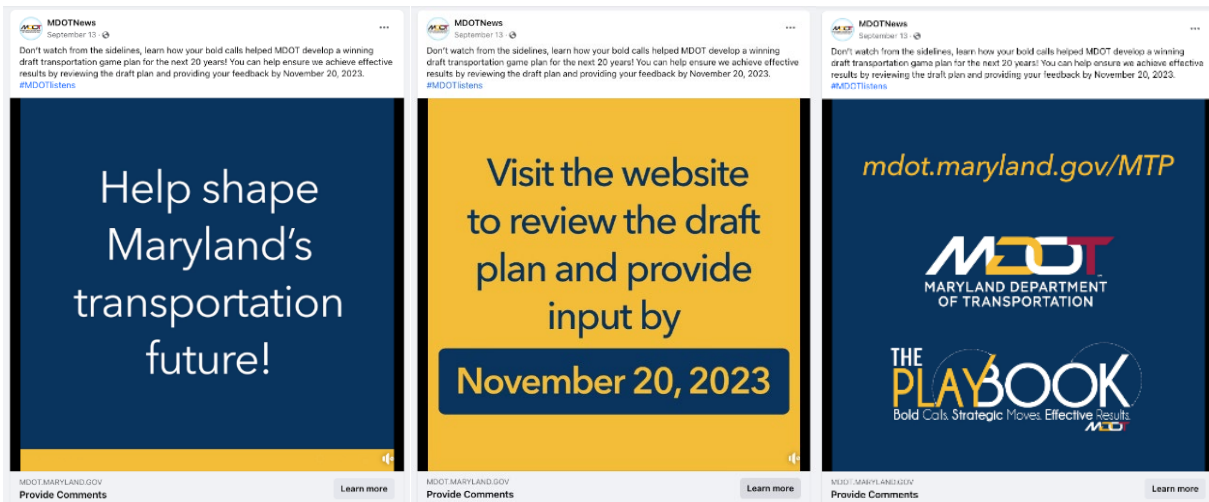
After each survey was closed, the responses were reviewed, summarized, and presented to MDOT leadership. Along with other engagement feedback, the survey responses were used in the development of final guiding principles, goals, objectives, and strategies. This process included revising, reassigning, adding, and removing strategic direction elements.

Public Comment Period

The draft 2050 MTP was published for public comment on the MTP website. The public comment period opened on September 12, 2023, and ended on November 20, 2023.

Social Media

The [MDOTNews Facebook page](#) posted the link to the draft 2050 MTP with an animated graphic. The post received 43 comments and was shared seven times.

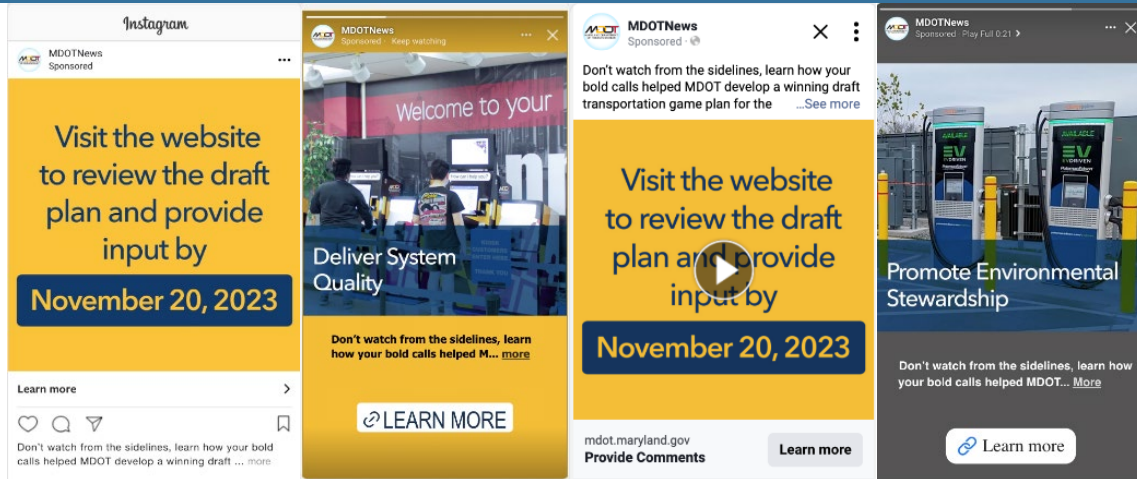


Advertisement

The 2050 MTP was also advertised with sponsored posts and stories on Facebook and Instagram to solicit feedback from the public.

The ad received 5,827 link clicks and achieved a click-through-rate (CTR) of 1.23 percent. Given that the typical CTR benchmark for government or outreach ads is under 1 percent, the 2050 MTP ads performed very well.

The ad reached 219,576 people and made 474,786 impressions. Impressions are the number of times a piece of content is seen. This includes multiple views from individual users. Impressions are calculated by tracking the total number of times a piece of content was displayed across a platform (e.g., in the user's feed or search results). On average, the ad had an impression frequency of 2.16 times per person.



Feedback

During the 70-day comment period, 44 individuals and organization representatives submitted 90 comments on the draft plan. These comments were incorporated into the final version of the 2050 MTP. Respondents also had the option to submit their email address; MDOT sent responses to those who did.

Section	Do you have any comments to share on the Draft 2050 MTP?
Entire Document	The new Bay Bridge must be a priority! There are too many accidents with two-way traffic and the violence of aggressive drivers both heading to either side to cross as well as on the bridge. This cannot be put off any longer.
	I don't have time to sit down and read all this stuff. I just want speed cameras everywhere, red light cameras at every intersection, bus, and bike lanes on every state highway, and for drivers to pay their fair share through tolling all of the interstate highways with variable congestion prices. You know what to do, so stop with the endless planning documents, and just do it already.
	I live in the rural section of NE Harford County. I am the Director of Getting There Ride Share, a program to transport seniors in NE Harford and west Cecil Counties to their appointments. This allows them to age in place and live longer healthier lives. This program is partially funded by MTA. I do hope this plan allows for continued funding for these seniors.
	I'm writing in support of the statewide trail network plan, and I advocate for MDOT to call out the completion of the East Coast Greenway and other major regional / national trails, and update and accelerate the implementation of the planned trails, including funds for maintenance, and new staff to add capacity to the trails implementation. I also think the bike and pedestrian crossing over the Susquehanna River should be added to the list of Game Changers, given that it would be a major economic development, sustainable action, and equitable transportation project to benefit the entire state by linking Havre de Grace and river access to the MARC and nearby Amtrak lines.
	Throughout the document there are mentions of "vision zero" but no mention of MDOT adopting a Safe System Approach. This aligns with the National Roadway Safety Strategy and the Safe System Approach is discussed in the Statewide Bicycle & Pedestrian Master Plan
	Thank you for your priorities of connecting people to employment through rapid affordable public transit, planning with the environment and climate change front of mind, and ensuring that the rural elderly will have affordable transit options for food and healthcare and to decrease isolation.
	This document shows trends towards mass transit. This doesn't work for western Maryland. The 81/70 corridor is dangerous and needs serious upgrades. We have had several fatalities on 81 and 70 in the last year.
	Don't widen I-495 and I-270. Environmental disaster. No toll lanes - violates your goal of equity. Also, it won't solve traffic congestion. Put more effort into transit. Don't let the concrete canyon in Virginia happen in Maryland.
	Transportation that caters to commuters traveling from Hagerstown & Myersville to Frederick. Existing train lines could be used for commuting purposes. Commuter bus lines also an option. Traffic on 70 is increasingly congested and dangerous; there are accidents more often shutting down highway and backing up side/back roads. With suburban sprawl and cost of living expenses, more people moving west to commute into Frederick; we need the infrastructure to have more cost-effective options that get cars off the road and are more environmentally friendly. Trains and bus routes from Washington County to Frederick County! It is only going to increase. Time to act is now.
Prefer mass transit (e.g., rail, bus, subway) investment over road and car infrastructure	

Section	Do you have any comments to share on the Draft 2050 MTP?
	Throughout the report, the maps are blurry and difficult to read. The selected font is difficult to read, and the colors for the maps often don't contrast enough with the background color. The statewide level of the maps and their small size exacerbates these issues. Consider having maps in the Playbook linked to a full ArcGIS map with more detail.
	Consider more emphasis on active transportation throughout the report and priorities. Walking and biking are not mentioned in the executive summary, and there are a few references elsewhere throughout the report (e.g. as ways to Promote Environmental Stewardship). It is mentioned in the Serve Communities and Support the Economy goal, but there are other opportunities as well.
	The cartoon people could be useful, but it's unclear how much value they add to this report as they are included currently – both in terms of physical appearance and content. They are, in many ways, distracting from the quality of the report. Consider removing or redesigning them. How do they relate to Guiding Principles, Goals, Objectives and Strategies, or Strengthening Our Team? It may be more helpful to tie them as examples to the objectives starting on p. 42
	I'm writing in support of the statewide trail network plan, and I advocate for MDOT to call out the completion of the East Coast Greenway and other major regional / national trails, and update and accelerate the implementation of the planned trails, including funds for maintenance, and new staff to add capacity to the trails implementation. I also think the bike and pedestrian crossing over the Susquehanna River should be added to the list of Game Changers, given that it would be a major economic development, sustainable action, and equitable transportation project to benefit the entire state by linking Havre de Grace and river access to the MARC and nearby Amtrak lines.
	Add mode shift to list of Guiding Principles and/or Goals. Incorporate mode shift into "Resilience" guiding principle, incorporate mode shift into "Promote Environmental Stewardship" goal "Changes," "Mode of Transportation to Work" chart. These results are disappointing, and MDOT needs to make mode shift away from single-occupancy vehicles a more prominent strategic priority. I am stunned that MD has lower bike/walk to work than U.S. avg and barely above U.S. avg for transit. MD has so many advantages on this (dense, East Coast city, fairly flat, good regional transit), this represents a shortcoming on the part of MDOT's past leadership and the State's political leadership. Increasing mode shift needs to be a TOP priority in this plan to correct this, added to "Guiding Principles" and "Goals," and more emphasis and actual metrics for mode shift integrated throughout.
Table of Contents	Consider improving the table of contents to make the document more legible.
Executive Summary	Consider adding "people" to this phrase: "...transit services, motor vehicles, and State highways that move people and vehicles large and small along our roadways, railways, and bridges"
Coach's Corner	Add the 2009 statewide trails plan under the list of other plans consulted. Please include the Bicycle and Pedestrian Master Plan here as well.
Scouting Report	VMT per capita increase from 2019-2020 may be inconsistent with VMT drop over the same period. VMT per capita drop from 2020-2021 may be misleading / inconsistent with VMT increase over the same period. The data presented imply that Maryland's population decreased by nearly 1 million people between 2019 and 2020; please check. typo in Washington Metro area: "rural"
	Under Demographics, you write, "Understanding where minority populations are located, along with other socioeconomic factors such as income and age, helps to identify the unique transportation needs of the regions." Whether a population has more or fewer people in minority groups should not affect planning. Aspects such as income and age should, since low income or great age may affect which mobility options are practical.
	The "Population Aged 15-64" is not very useful at this level of granularity. It may be informative if presented with similar symbology to the population density map (p. 19) or the "Percent of the Population Aged 65 Years or Older" map (p. 23), but only if it shows differences in the pattern of these groups.
	Your definition of "underserved" does not make sense. Those characteristics are demographics, not a definition of the level of service available. A low-income area in an urban area close to Metro and bus service might be very well-served. A low-income area in Western Maryland might be very underserved. The definition should relate to the availability of transportation options in the area relative to the need.
	You write, "People and communities of color suffer from higher fatality and injury rates due to dangerous roadways through their neighborhoods." That is a generally unsupported assertion. Income levels may have a stronger correlation, as may patterns of individual behavior (such as recklessly walking into traffic).
Transportation System Needs	You write, communities are considered disadvantaged based on a number of criteria, including whether they are "on land within the boundaries of Federally Recognized Tribes". Some of those criteria are plausible, but assuming that all tribal members are poor is racist and demeaning.
	Clarify how the equity measure and map relates to ongoing equity efforts at local and regional levels (i.e., MWCOG equity emphasis areas, Montgomery Planning Equity Focus Areas, Montgomery Planning Community Equity Index)?
Zero Emission Vehicles	Consider presenting the chart as a line graph with a consistent X axis rather than a bar chart with jumps between years. The current chart makes the gap between existing levels and the 2025 and 2030 goals look "steeper" than they are.

Section	Do you have any comments to share on the Draft 2050 MTP?
	Density suggests a spatial concentration, but these geographies with similar colors do not have similar concentrations of EVs. Consider relabeling the figure as "2023 Total EVs Registered per 1,000 persons in Zip Code" or reformatting the figure to show the number of total registered EVs per square mile.
Goods Movement Network	Consider clarifying the units of the bar chart rows. Is payroll represented in dollars or people? Is it the number of business establishments, or revenue, or something else? Employees is clear.
Transportation System Needs	<p>Consider showing how the "Average Public Preferred Budget Allocation" differs from the current budget allocation and set clear goals in this plan. It is not immediately transparent how budget priorities are set and what those priorities are. For the "2023 Needs" categories, consider showing what share of each of these needs are met or unmet in the budget.</p> <p>The Average Public Preference Budget Allocation bar graph has the same color scheme as the Expansion/Preservation/Operations pie chart. This is a bit confusing because it seems that the two charts are related.</p> <p>The survey results show low support for investment in freight rail. I hope this is not reflected in overall plans. We can reduce highway traffic and emissions by greater use of freight rail, including for short-haul segments, if we have enough capacity and reach. Having that, however will require reinstating lost routes, adding capacity on existing routes, possible electrifying routes, adding small intermodal yards to support local drayage, and adding effective scheduling to ensure timely shipments.</p> <p>You write, "The cost of construction has grown considerably due to inflation and supply chain issues. It will cost more to deliver the same program in the future." This is true to some extent, but the greater part of cost increases have been to poor design, management, and procurement choices. Many other high-income countries (although not all) deliver infrastructure projects at much lower unit costs. We need to adopt global best practices. That will include reducing the ability of "stakeholders" to hold the overall benefit for ransom.</p>
Game Plan	<p>Consider a different icon for the Equity guiding principle; this one is the same as the icon for the Enhance Safety and Security goal.</p> <p>Define the Experience principle to include accessibility, safety, and reliability. This will align with the vision identified in the "Plan Introduction" section.</p> <p>Align the order of the goals with the order of the goals in the detailed sections that follow.</p> <p>Consider noting that each of the headers are goals.</p> <p>Under "Identify best practices for reducing transit assaults." Many have been implemented over the years elsewhere, such catching and searching for fare dodgers (who are often bad guys). The aim should be to "Implement", not "Identify".</p> <p>Under the objective to "reduce the number of lives lost..", consider including a strategy related to active transportation modes, especially on state roads. Also consider replacing the word "reduce" with "eliminate".</p> <p>Add a strategy to explore alternatives to policing (e.g., speed cameras) since interactions with the police also contribute to injuries and lives lost on Maryland's transportation system.</p> <p>Consider initiating road safety audits for dangerous road corridors, as well as part of any already ongoing MDOT design projects.</p> <p>Speed is the major predictor of crash severity. The "Address multimodal safety needs..." objective must identify speed reduction as a strategy.</p> <p>Consider adding to the strategy, "Implement sustained sidewalk building program.", to emphasize implementing complete streets and context driven facility design so that active transportation receives more priority in Maryland's transportation system through all projects.</p> <p>Reconsider the emphasis on Crime Prevention Through Environmental Design. These efforts often exacerbate implicitly racist policies and criminalize Blackness or homelessness under the guise of safety. Consider alternatives that simply improve transit service connectivity and reliability and address accessibility issues to make transit facilities easier and safer for everyone.</p> <p>It is unclear what the check marks mean under the guiding principles. Does this mean that the objective addresses only the principles with the checkmark? Could strategies be added/improved to more deeply address equity across objectives?</p> <p>Clarify the key performance measure: "Annual number of fatalities and serious injuries in historically disadvantaged communities on all roads in Maryland." Does this measure aim to measure injuries in specific spatial communities? Or for all Maryland residents of color/low income regardless of where they live? If the former, then consider changing it to the following: "Annual number of fatalities and serious injuries on all roads in historically disadvantaged communities in Maryland." Overall, more measures for equity should be integrated into this plan</p> <p>Under "Minimize travel delays and improve reliability and quality", add "divert highway traffic to alternate modes, such as rail and water, as much as possible", to both reduce congestion and improve energy efficiency.</p> <p>Consider the impact of system capacity expansion on the long-term sustainability of the state of good repair. Consider the full maintenance costs of new transportation infrastructure.</p> <p>Acknowledge that reducing congestion and bottlenecks may make achieving other goals in this document more difficult by requiring substantial investments in costly highway infrastructure. These investments provide marginal travel time improvements while exacerbating unsafe outcomes for all road users, creating environmental damage, and worsening quality of life/public health along highway corridors. It's</p>

Section	Do you have any comments to share on the Draft 2050 MTP?
	not clear how investments in congestion relief can be accomplished while achieving the other goals in this plan effectively. The impetus must be on providing additional transportation options for people, not doubling down on automobile transportation corridors that are at or above capacity.
	Emphasis in the objective to "Minimize travel delays and improve reliability and quality" should be placed on reducing headways and improving transit frequency, not just operational and staffing policies for MTA. There must be more frequent, faster service.
	Include objectives and strategies related to the quality of the transportation system for people walking, biking, and rolling.
	Add more information about improving quality of active transportation & trail network (including total number of miles, connectivity, and safety) to the "Deliver System Quality" section
	Under "Provide a multimodal system resilient to changing conditions and hazards," consider the vulnerability of potential new infrastructure, the implications for ongoing maintenance, and the long-term value of the project.
	Consider clarifying the strategy, "Develop a project prioritization system..." to address if prioritization systems are different for each modal department. Consider including transparency as a criterion of an effective prioritization system. The public and local partners should be able to review MDOT prioritization policies for each modal department or type of project. Also include local agency partners in the development of this prioritization.
	Consider a recommendation to use an interactive data dashboard to track system quality. For example, how many bridges are deficient and how many can be improved?
	"Preparedness of the transportation system for weather conditions and hazards" should be rewritten to more clearly articulate how it will be measured. Consider including a measure of available alternative routes and modes.
	Include a pedestrian metric in the "Increase transit use..." objective.
	Consider a strategy under the "Increase transit use..." objective that will rethink the role of state highways in commercial areas and along major transit corridors to foster transit-oriented development, prioritize transit, encourage active transportation, and improve safety.
	In the objective to "Increase transit use, active transportation, and transit-oriented development (TOD)," add to the 3rd bullet "...and 2009 statewide trail plan."
	Add the 2009 statewide trail plan as part of increasing transit, active transportation, and transit-oriented development. I support the current mentioning of active transportation, the Bicycle and Pedestrian Master Plan and environmental stewardship in this section.
	I take the light rail, and the signs are often inaccurate about the next arriving train. Sometimes there is a train coming sooner than displayed. Additionally, I've experienced times when the trains are supposed to run every 15 minutes, with no alerts online saying anything to the contrary, and I've waited 30 minutes for a train or, several times, had to walk/run 1-2 miles to my destination instead in order to not be late. Such delays should be communicated ahead of time via alerts, and all trains should communicate effectively with the sign system so riders are not left wondering whether the train is coming soon or not. I also appreciate the focus on environmental stewardship & impacts, and resiliency. The transit and transportation sector has a huge effect on our environment, and vice versa. We need to move forward with this in mind.
	Consider removing the equity checkmark for "Improving the efficiency and competitiveness of the Port and BWI" as it is unclear how it addresses equity. Consider adding an equity checkmark to "Apply enhanced technologies to improve communication and relay real-time information" would address equity by helping people who rely on transit make better use of their time.
	A statewide bicycle network will have negligible impact, unlike well-selected bicycle connector routes, which would have a much lower cost. A statewide network is a sop for a very small, if vocal, group of people.
	As a goal, you include "a 20 percent reduction in vehicle-miles traveled per capita". This is not appropriate. Mobility is an important part of quality of life, and a valid metric is reduction of unpriced externalities, including greenhouse gas emissions and traffic congestion. You can fix those issues with pricing (such as highway tolls, including on all lanes, as on route 66 in Virginia) and incentives for conversion to zero-emission vehicles. Even the latter, however, will not get us to net-zero without more zero-emission power generation, so that needs to be part of any realistic statewide plan.
	What does "Lean on TDM" mean? Is this a funding priority? Are there going to be new programs?
	I applaud the several mentions of active transportation, the Bicycle and Pedestrian Master Plan, bicycle and pedestrian networks, on- and off-road facilities, and the statewide bicycle network throughout this section, as well as the reference to mode shift under "Promote Environmental Stewardship".
	Add an explicit reduction in VMT in Maryland as a strategy. Even fully electric vehicles contribute to air pollution via tire and brake wear. Reducing VMT by offering other transportation alternatives will also support multiple other objectives in this plan.
	Consider an explicit strategy to not expand roadways to limit environmental impacts. Conducting thorough environmental impact assessments is already required by law; the key is to develop a strategy that restricts environmental disturbance/degradation and mitigates any environmental issues--which will need to go beyond just "heightening awareness..."

Section	Do you have any comments to share on the Draft 2050 MTP?
	Key performance measures can include VMT per capita reduction, but they should also measure the actual absolute reduction in VMT. Emphasis should be placed on total VMT reduction.
	Consider measuring total square miles of impervious surface. Also consider adding additional environmental measures. Such as: volume of stormwater diverted into green infrastructure, pounds of construction material repurposed by material type, CO2/GHG impact of these efforts, amount of pollutants filtered out/mitigated from entering the Chesapeake Bay, mode shift, percentage of green infrastructure installed that use native plants and support plant diversity, percentage of green infrastructure installed that will provide canopy cover for streetscapes, dark skies guidance and policies for lighting on MDOT facilities and infrastructure
	Add "Provide local communities, particularly those that are underserved and/or overburdened, with funding and technical assistance."
Game Changers	Explain how an additional Chesapeake Bay crossing for motor vehicles would help the State address this plan's climate and environment goals
	Widening I-270 is also a game changer!
	On the list of projects, you list the Brunswick Line. This is a good item, but it needs an integrated plan to deliver more service and ridership increase. For example, local shuttles from and to high-density developments (such as King Farm and the Crown in Rockville and Gaithersburg) to nearby stations to meet trains, coupled with much more frequent and higher speed service, would enable much higher ridership. More frequent service may require an additional track for freight trains in some areas to avoid delays to either freight or passenger trains. DMU or, ideally, EMU cars would reduce the operating cost of more frequent service. Doing just one of the above would be unproductive.
Multimodal plans and reports	Change "MOOT" to "MDOT?"
	Consider including SHA's Context Driven, or subsequent efforts, which have been helpful in talking about different infrastructure needs for state facilities in different contexts.

Stakeholder Engagement

MDOT Planning Council

The MDOT Planning Council is comprised of the Planning Directors and staff from each MDOT modal administration. The Planning Council met four times during the Playbook development to discuss key milestones.

MPO Roundtable Meetings

Metropolitan Planning Organization (MPO) Roundtable Meetings were held with representatives from Maryland's seven MPOs four times during the Playbook development to discuss key milestones and seek input.

Attainment Report Advisory Committee

MDOT reports annually to the Governor, the Maryland General Assembly, and the public on its performance through the Annual Attainment Report on Transportation System Performance.

The Attainment Report Advisory Committee (ARAC) is comprised of 20 members from public agencies, nonprofits, universities, and other organizations with a focus on transportation. The ARAC met four times to review the goals, benchmarks, and indicators, as well as to advise MDOT on the selection of appropriate performance measures and targets.

Table 1. Attainment Report Advisory Committee Members

REPRESENTATION	NAME	TITLE	ORGANIZATION
Maryland Business Community	Alexander Austin	President/CEO	Prince George's County Chamber of Commerce
Disabled Citizens Community	Derrick Waters	Supervisor Contact Representative	Department of Treasury Internal Revenue Service (IRS)
Rural Interests	Charlotte Davis	Executive Director	Rural Maryland Council
Auto Users Group	Ragina Ali	Public; Government Affairs Manager	American Automobile Association (AAA) Mid-Atlantic
Transit Users Group	Jaime McKay	Deputy Director	Frederick County Transit Services
Transit Users Group	Ben Groff	Chair	Maryland Transit Authority (MTA) Citizens Advisory Committee
Transit Users Group	Sheila Somashekhar	Purple Line Coalition	University of Maryland
Goods Movement Industry	Louis Campion	President/CEO	Maryland Motor Truck Association
National Expert: Pedestrian/Bike Transportation	Chester Harvey, Ph.D.	Director, Transportation Policy Research Group	University of Maryland National Center for Smart Growth
National Expert: Transportation Demand Management	Mansoureh Jeihani, Ph.D.	Director, National Transportation Center	Morgan State University
National Expert: Transportation Performance Management	Ting Ma, Ph.D.	Standing Committee on Performance Management	Transportation Research Board
Environmental Advocacy Organization	Lindsey Mendelson		Sierra Club Maryland
Maryland Department of Planning	Charles W. Boyd	Director of Planning Coordination	Maryland Department of Planning
Maryland Association of Counties	Deborah Price	Demographic Planner	Harford County
Maryland Municipal League	Dennis Enslinger	Deputy City Manager	City of Gaithersburg
Health Equity	Shima Hamidi, Ph.D.	Assistant Professor	John Hopkins University Department of Environmental Health & Engineering
Immigrant Community	Gustavo Torres	Executive Director	CASA Maryland
Transportation Labor Organization	Brian Patrick Wivell	Legislative & Political Director	Maryland State and Washington DC American Federation of Labor and Congress of Industrial Organizations (AFL-CIO)
NAACP	Jacqueline Allsup	Vice President	Maryland State National Association for the Advancement of Colored People (NAACP)
Transportation Construction Industry	Robert A. Holsey, Jr.		International Union of Operating Engineers, Local 37

More information on the ARAC can be found at mdot.maryland.gov/ARAC.

Elected Officials

Communications were sent via email seeking input from elected officials to ensure their interests, and those of their constituents. Their comments are addressed in the plans' recommendations. Twelve responses were received from various levels of Maryland State Government to include the following:

Baltimore County

Kathy Szeliga (Delegate, District 7A) and Ryan Nawrocki (Delegate, District 7A) requested assistance with efforts to expand walking and biking trails in Eastern Baltimore County's Marshy Point area and connecting locations. Solutions are needed to enhance road safety for both cyclists and motorists on rural roads in northern Baltimore County.

Sheila Ruth (Delegate, District 44B) requested that we focus on building the Red Line as light rail, with an extension to Tradeport Atlantic job centers to promote transit-oriented economic development. The long-term vision involves integrating the Red Line into a comprehensive regional multi-modal transit network for cleaner, faster, and safer travel. Challenges include addressing pedestrian safety, improving MTA Mobility performance, maintenance around transit stations, correcting infrastructure issues, and expanding access to EV charging stations. She recommended community outreach and effective marketing as essential to overcome opposition and misinformation about transit, while adopting Complete Streets principles and reducing highway widening is crucial for creating more sustainable and pedestrian-friendly transportation infrastructure.

Harford County

Andre V. Johnson Jr. (Delegate, District 34A) noted that there is a need to address the transportation and walking/biking concerns in the Harford County waterfront area. The concerns include inadequate public transportation hours, limited access for those with night, early morning, or weekend shifts, insufficient bus stops with shelter, and a lack of safe biking infrastructure due to crowded roadways. Despite growth in the district, infrastructure struggles to keep up, posing challenges for seniors, veterans, and the growing teen population. A micro transit system may be an option to address CDL driver shortages, high costs of large buses, and road congestion. They also propose a cross-County transit system between Baltimore and Harford Counties and road repairs for better connectivity.

Howard County and Montgomery County

Natalie Ziegler (Delegate, District 9A)

Feedback identifies sidewalk concerns in front of high schools as a major issue. The lack of safe sidewalks in western Howard County is highlighted as a problem, especially given the increased walking and biking during the pandemic. She discusses successes in securing sidewalk improvements for seniors and ongoing efforts to address road safety and noise concerns. Delegate Ziegler suggests strategies for safer roadwork zones, proposes leasing SHA property for solar energy, and mentions constituents' worries about potential traffic issues due to new developments. She expressed openness to further collaboration on improvements.

Ariana B. Kelly (Senator, District 16), Marc Korman (Delegate, District 16), Sara N. Love (Delegate, District 16), and Sarah Wolek (Delegate, District 16) would like to see MDOT address key transportation concerns for constituents by improving sidewalk connectivity, addressing faded crosswalk paint, protecting existing bike lanes with buffer zones, ensuring cleanliness and obstruction-free conditions for sidewalks and bike lanes, creating protected crosswalks, delivering timely improvements, and managing speeding issues. They noted that the State Highway Administration (SHA) has become more responsive to requests thanks to the context driven guidelines. However, challenges include the need to balance congestion and safety, addressing debris and overgrowth on a case-by-case basis, understaffing at SHA, and communication difficulties with constituents. To address these, MDOT should implement a set schedule for clearing obstructions, enhance communication strategies and community outreach, provide transparent project plans and budgets, and offer clarity on the implementation of context-driven guidelines improvements.

Lorig Charkoudian (Delegate, District 20) emphasized several key points regarding transportation planning and improvement and calls for faster implementation of programs to improve vehicle travel efficiency, equity in addressing historically neglected communities, remedy of environmental injustices, mitigation strategies for communities affected by state projects, transit systems that combat the climate crisis, discourage highway widening, and improve maintenance. Overall, Delegate Charkoudian urges a more community-centered, equitable, and sustainable approach to transportation planning and maintenance.

Julie Palakovich Carr (Delegate, District 17) highlighted that in Montgomery County, various transportation modes are utilized, and key concerns include implementing Vision Zero with an emphasis on safety infrastructure, enhancing pedestrian and bicyclist safety on state arterial roads, expanding MARC service on the Brunswick Line, and creating more direct transit options from Montgomery County to Northern Virginia. They note SHA's responsiveness to safety concerns and recommend more data-driven decision-making in the Bicycle and Pedestrian Master Plan, prioritizing safety improvements at crash hotspots.

Baltimore City

Antonio L. Hayes (Delegate, District 40) highlighted transportation and biking priorities with a focus on the North Avenue Rising project, which requires further development. They express concerns about the effectiveness of MDOT representation on the WNADA Board and call for better communication. They support the TOD designation for West Baltimore MARC station and State Center, as well as Penn North and North Avenue Light Rail. They endorse the reconnecting communities grant and suggest improved communication through bi-monthly meetings. Lastly, they emphasize the need to enhance safety on Martin Luther King Blvd and Liberty Heights, major transportation arteries in Baltimore City, to protect pedestrians, cyclists, and commuters.

Mark Edelson (Delegate, District 46) requested focus on safe pedestrian areas and designated protected bike lanes that are well lit and connected and secure to reduce reliance on gas-powered vehicles. Traffic calming methods should be introduced to protect cyclists and pedestrians and encourage walkability in neighborhoods. MTA fares should be uncoupled from inflation to shield vulnerable transit users from unjust rate hikes. The Master Transportation Plan (MTP) should incorporate strategies for seamless connectivity among diverse transportation modes, fostering comprehensive regional transit and better linking transport options to reduce car dependency and enhance overall access.

Other Organizations

High School Students (Western Howard County, District 9A) urgently advocated for improved sidewalk infrastructure to enhance safety, mobility, and community well-being. They emphasize the importance of sidewalks for students walking or biking to school, mentioning the increased risks due to reckless driving. The lack of sidewalks also affects local businesses and traffic congestion. The students provide specific locations where sidewalks are needed and suggest improvements for existing sidewalks, highlighting the need for crosswalks, guardrails, and sidewalk extensions. They call for consideration and action to create a safer and more accessible environment for their community.

Michael Scepaniak (Strong Towns Baltimore) provided feedback on the 2023 Annual Attainment Report (AR) and offers suggestions for consideration by the Attainment Report Advisory Committee (ARAC). They praise the production value of the AR but express concerns and suggestions on various aspects to include methodology and calculations, report specifics, missing reports, vehicle miles traveled, and vision zero.

Maryland Chamber of Commerce emphasized the importance of efficient transportation systems and infrastructure for regional and national economic competitiveness. Key concerns include addressing traffic congestion, ensuring sustainable funding for the Transportation Trust Fund, enhancing regulatory predictability, promoting Public-Private Partnerships (P3s) for project completion, and maximizing benefits from the Infrastructure Investment and Jobs Act (IIJA) to advance Maryland's transportation and infrastructure goals.