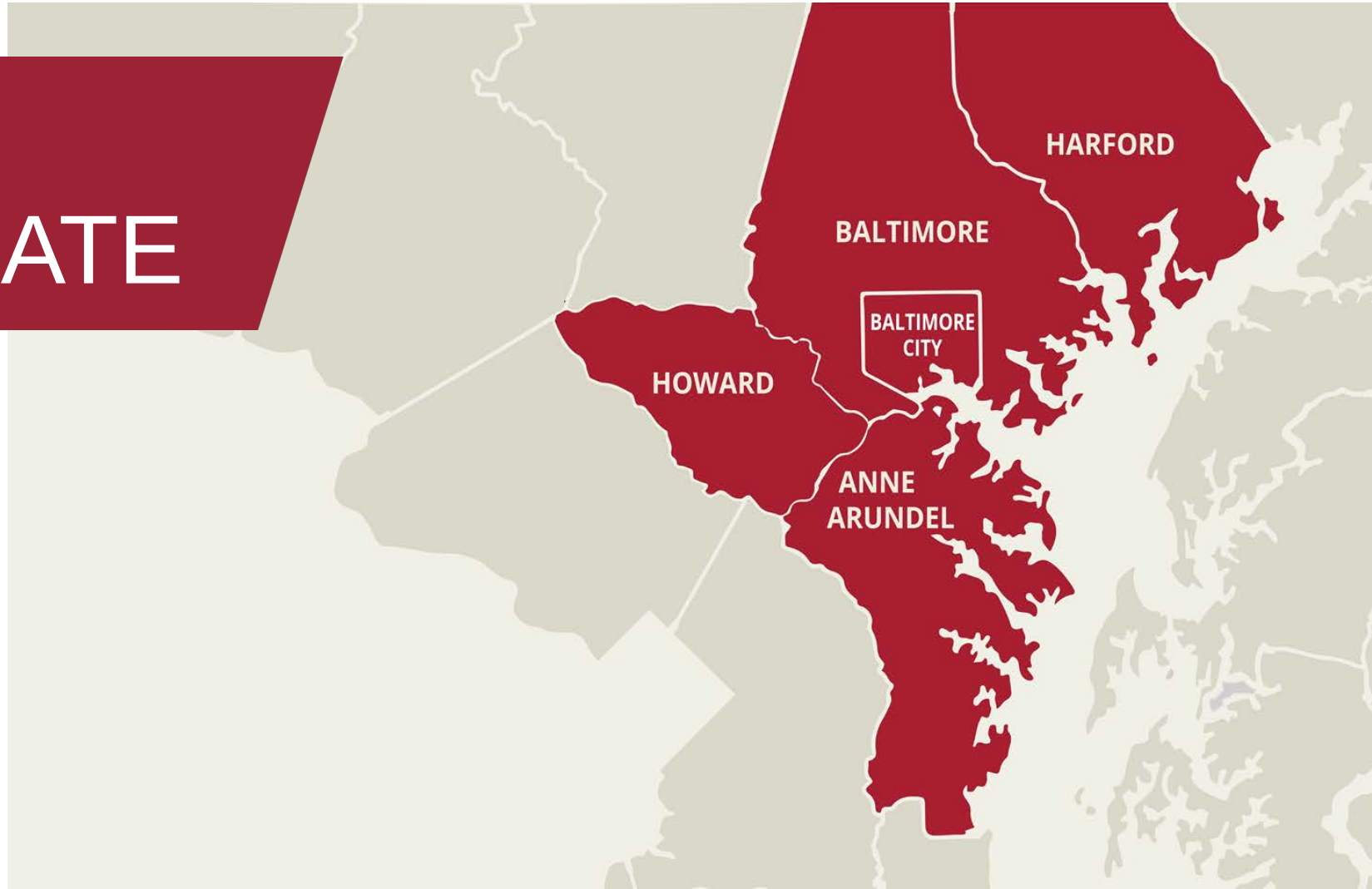
Connecting Our Future

A Regional Transit Plan for Central Maryland

PROJECT UPDATE

Transit Choices Meeting
Impact Hub Baltimore
September 26, 2019



MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

PRESENTATION OUTLINE

- RTP Background & Approach
- RTP Goals
- Transit in the Region Today
- Identifying Transit Needs & Corridors of Opportunity
- Public Outreach Approach
- Looking Ahead

RTP BACKGROUND & APPROACH

Purpose & Approach

MDOT MTA is developing this 25-year plan to meet the transit needs of the Core Service Area, guided by Maryland Chapter 352 (2018).

PURPOSE

- Develop a new Regional Transit Plan (RTP) for Central Maryland that will define public transportation goals over the next 25 years

VISION

- Address traditional transit (buses and trains) as well as explore new mobility options and technology

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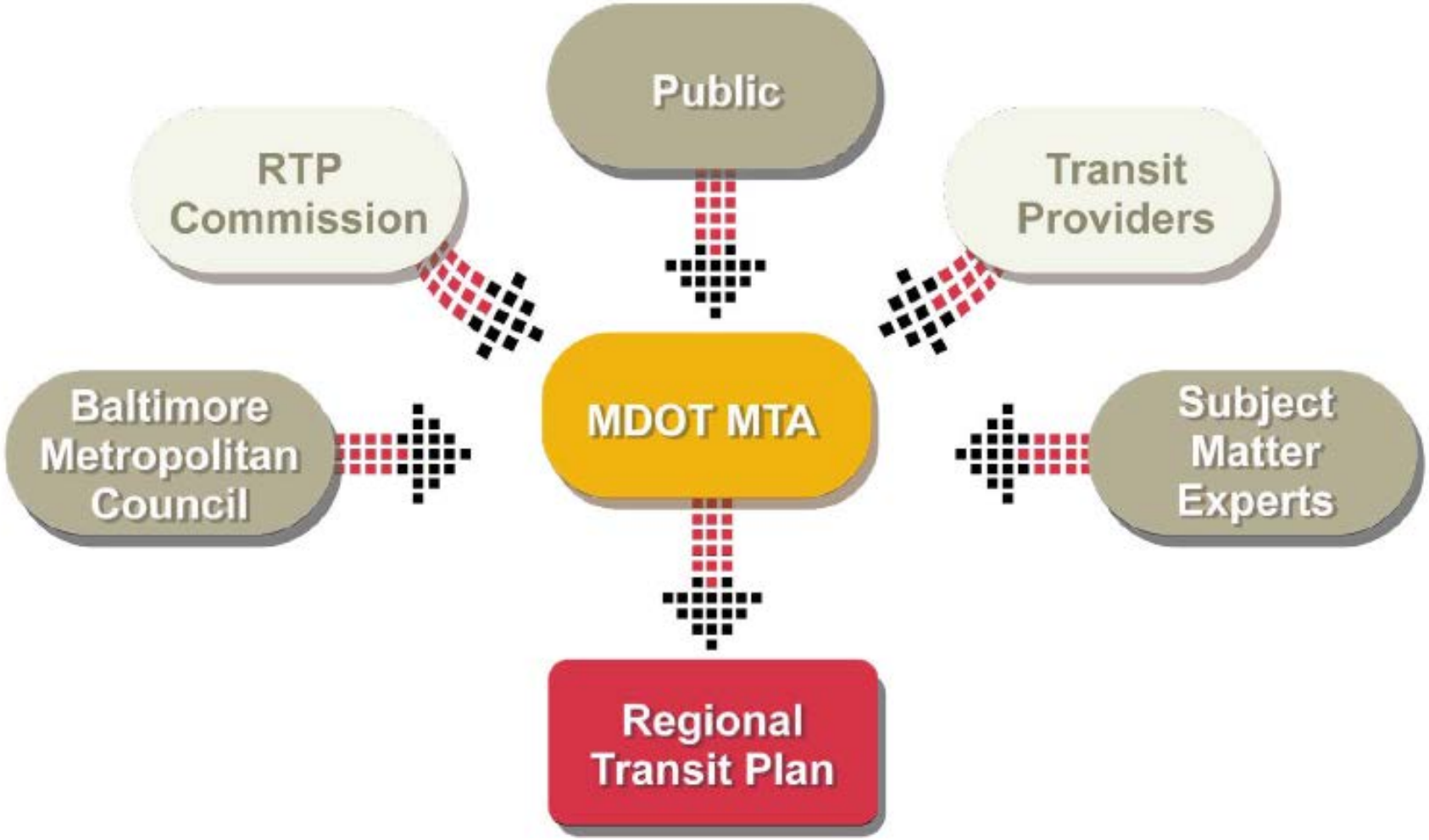
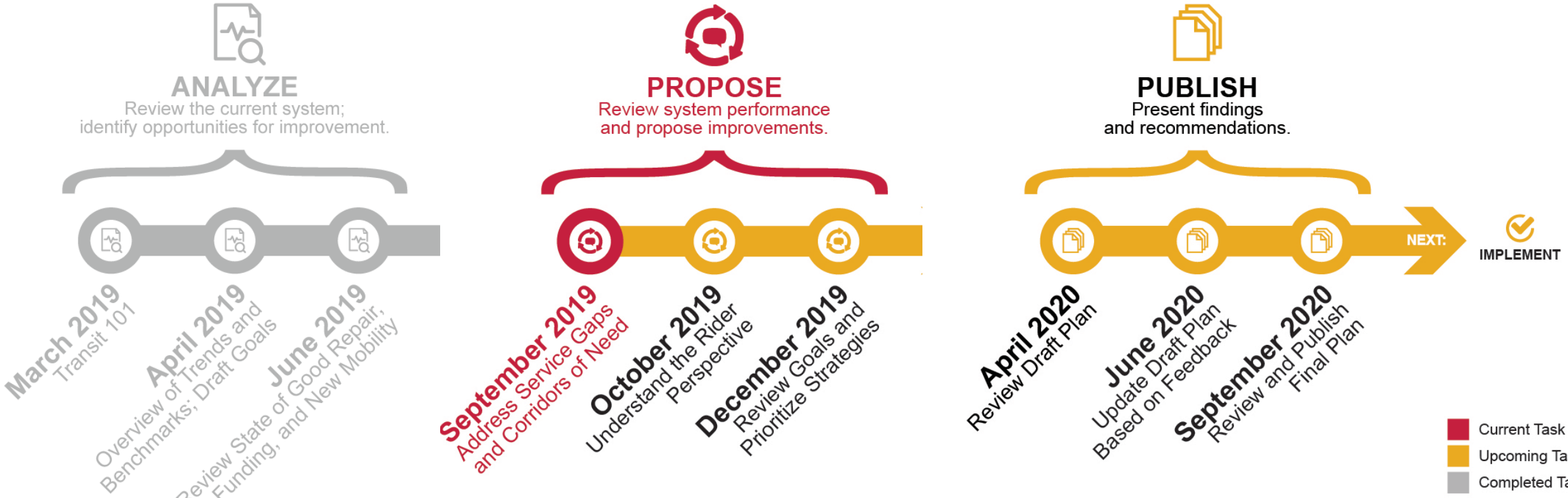
Project Partners



Project Schedule



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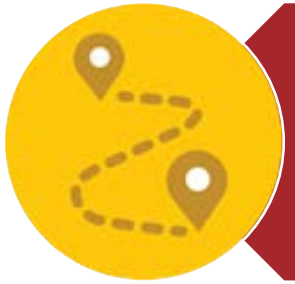
NEXT STOP 2045
My #1 goal for public transit is
EQUAL ACCESSIBILITY

RTP GOALS

Draft RTP Goals

Improve connectivity and integration of existing and future transit services



Optimize existing transit services

Enhance fiscal sustainability

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Draft RTP Goals

Improve connectivity and integration of existing and future transit services

Connecting Our Future should…

a. Reduce or eliminate gaps in current transit services

b. Prioritize connection to economic opportunities and services

c. Prioritize existing and emerging transit-supportive corridors and nodes for new or enhanced services

d. Increase regional collaboration

Draft RTP Goals

Optimize existing transit services

Connecting Our Future should…

a. Advance equitable access to jobs, schools, and services

b. Promote travel choice, affordability, reduce delay, and reduce emissions

c. Improve service quality, customer experience, and safety on existing services

d. Ensure the region meaningfully integrates new transit innovations and technology

Draft RTP Goals

Enhance fiscal sustainability

Connecting Our Future should…

a. Identify transit needs

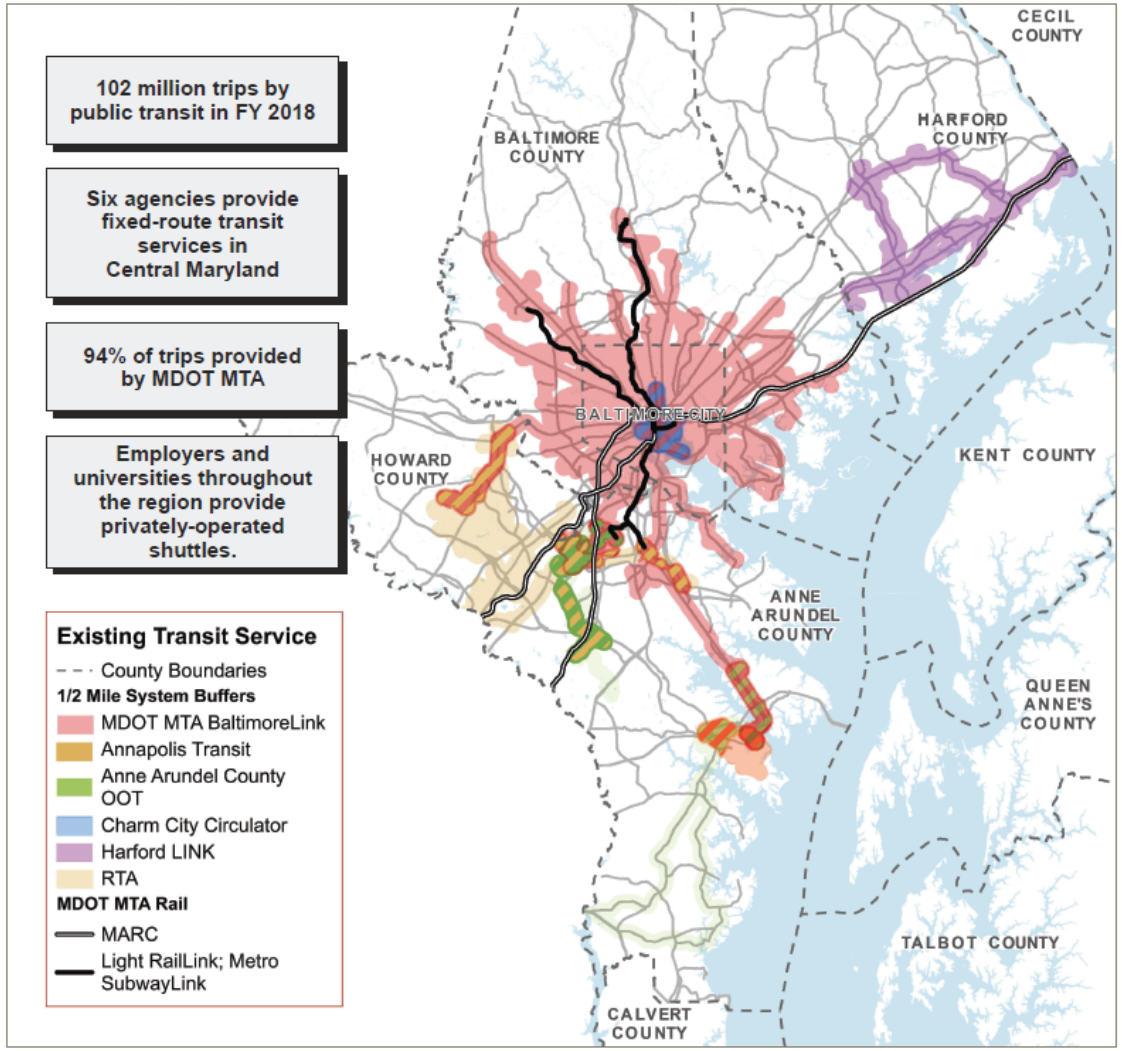
b. Identify funding and financing opportunities and innovations to deliver this Plan

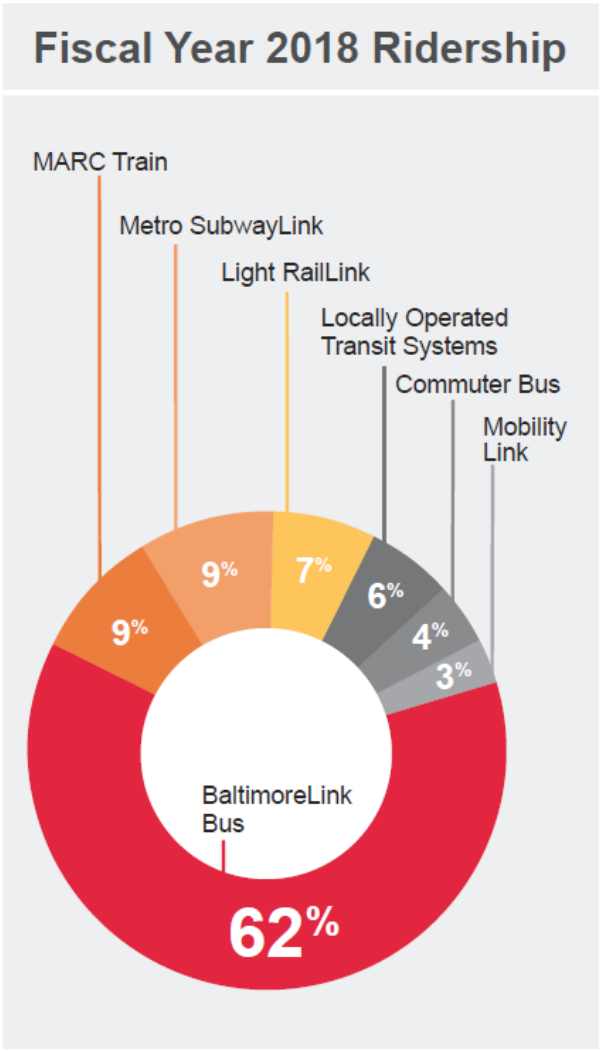
c. Improve cost efficiency of transit services

d. Maintain assets at defined condition targets

TRANSIT IN THE REGION TODAY

Public Transit Ridership in Central Maryland





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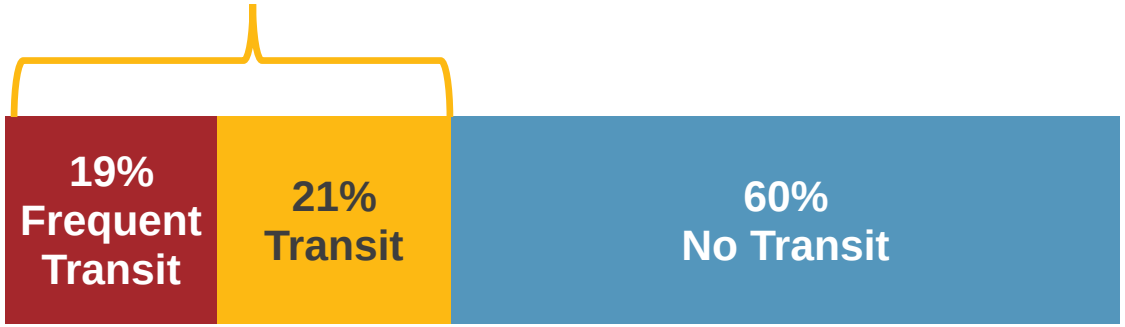
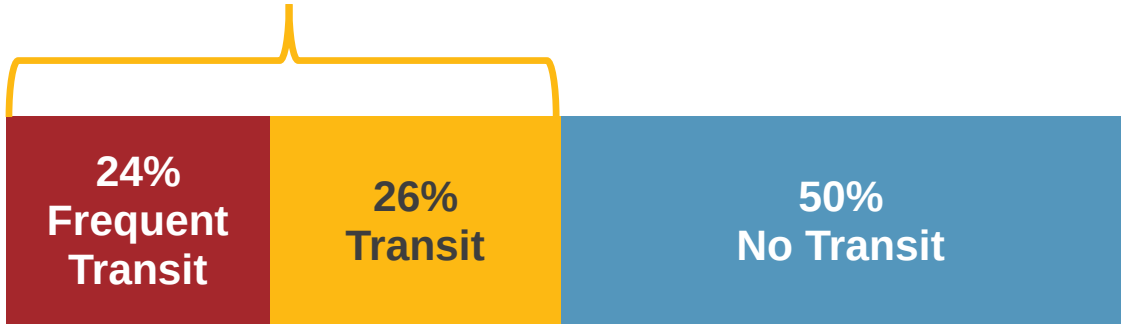
Access to Transit

40% of the region's residents (1.02 million) have access to a bus stop within ¼ mile walk of their home or a rail station within ½ mile walk



50% of the region's jobs (616,000) are accessible by bus within ¼ mile walk or by rail within ½ mile walk



Notes: Frequent Transit is defined as every 15 minutes or better weekdays 7AM–7PM.

Access is measured as ½ mile from rail stations and ¼ mile from bus stops.

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IDENTIFYING TRANSIT NEEDS & CORRIDORS OF OPPORTUNITY

The Central Maryland Region is Growing

- Our region is forecast to grow by nearly **300,000 people** and **440,000 jobs** by 2045
- The decisions we make today about **how** and **where** this growth occurs will impact **who** has access to transit and what type of service is appropriate

Identifying Transit Needs: Methodology

What analysis goes into transit planning?

Market Analysis:

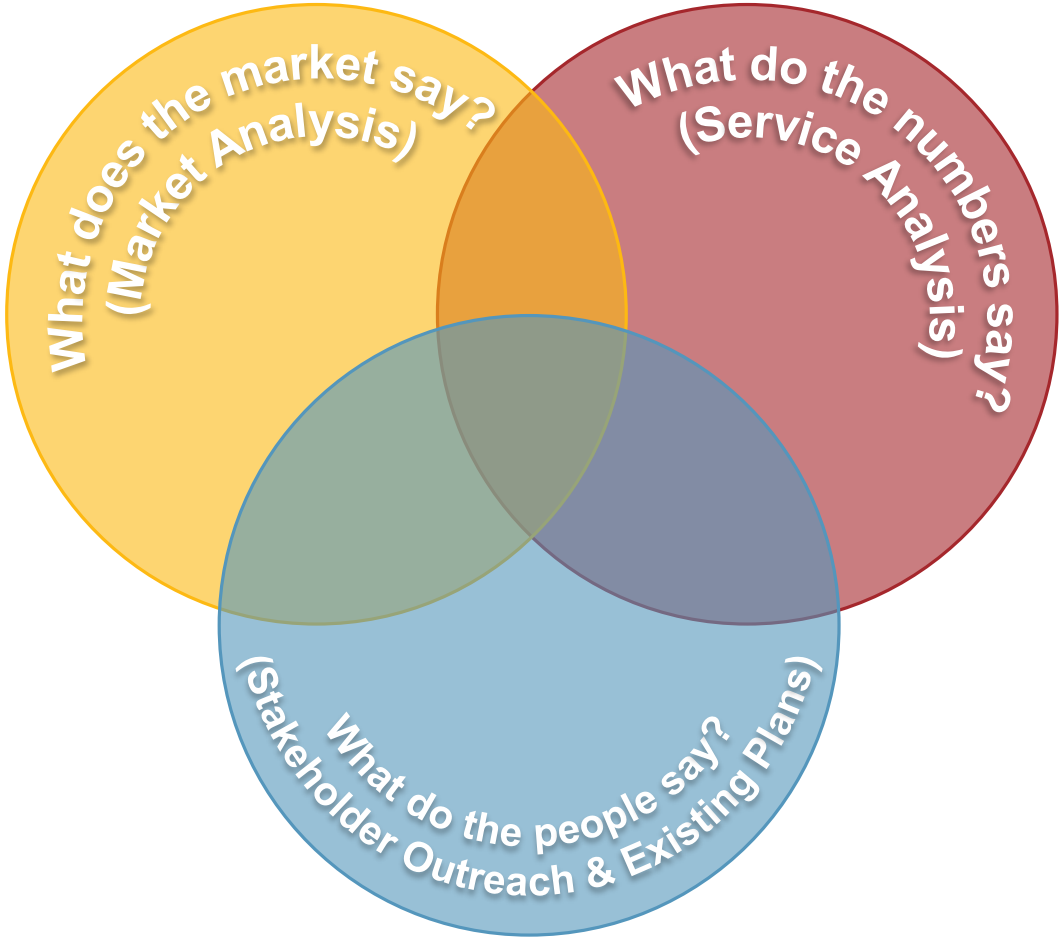
- Where is there demand for transit service?
- How much demand is there?
- What time of day is the demand?
- Where do people want to go?

Service & Travel Flow Analysis:

- Where and when do people have access to transit service?
- What quality of service is provided (span, frequency)?
- Where are the linkages?
- How does it perform (ridership, reliability)?
- What is the cost of service?

Stakeholder Outreach & Existing Plans

- Where do people want to go?
- What issues or gaps have the public and stakeholders identified?
- What service qualities are important?
- How and where should investment take place?
- Where have regional plans identified as priorities?

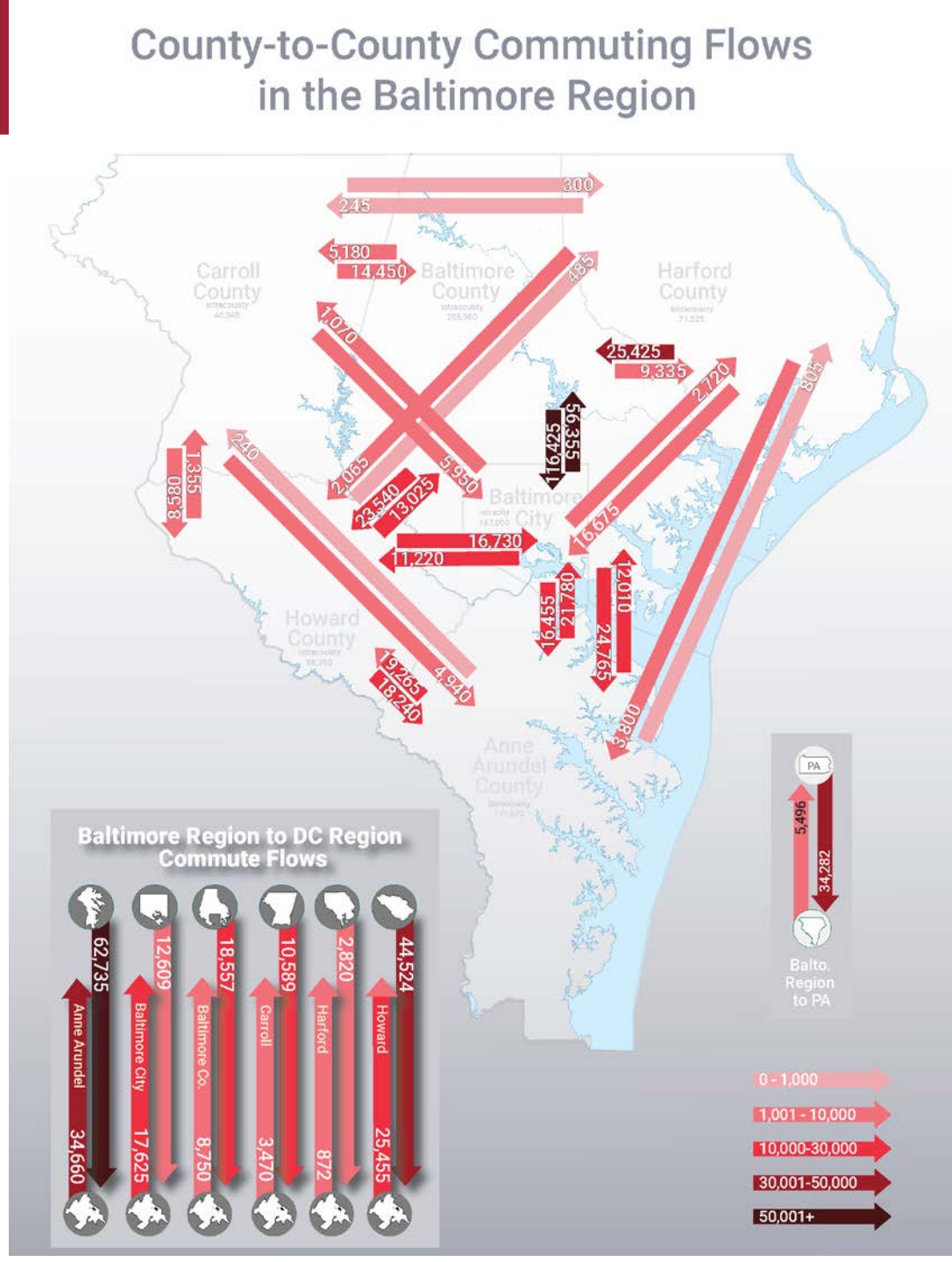


Regional Commute Travel Flows

Highest percent of commute trips are within each county's boundaries.

Percent of Commuter Trips from County to County

To County \ From County	Howard	Carroll	Anne Arundel	Baltimore City	Baltimore County	Harford
Howard	42%	10%	7%	4%	6%	2%
Carroll	1%	47%	0%	0%	1%	0%
Anne Arundel	11%	6%	60%	6%	6%	3%
Baltimore City	10%	7%	8%	62%	29%	14%
Baltimore County	8%	17%	4%	21%	51%	21%
Harford	0%	0%	0%	1%	2%	58%
DC Region	27%	12%	22%	5%	5%	2%



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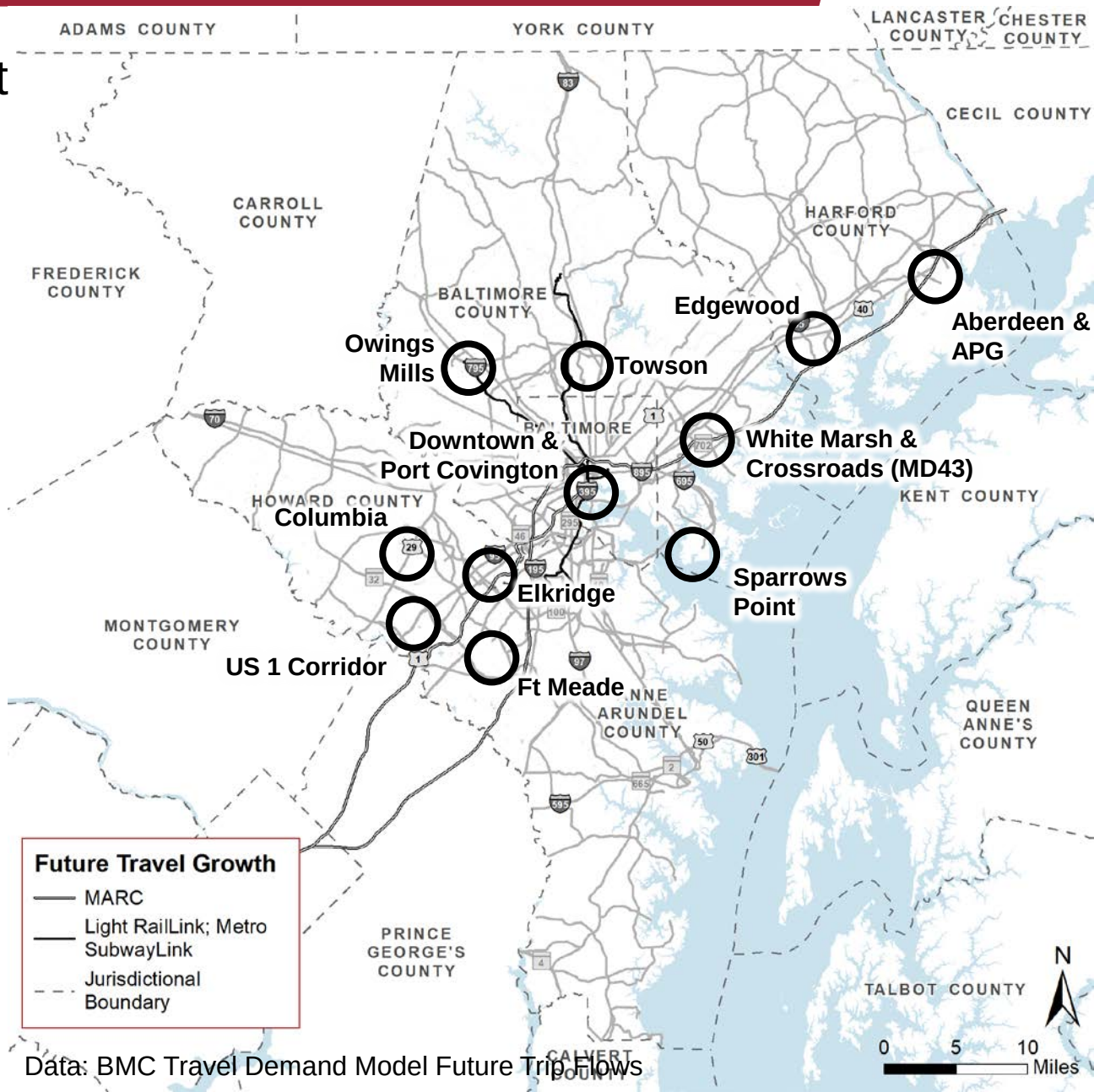
Data: US Census ACS CTPP data, 2016

Service & Travel Flow Analysis | Projected Regional Commute Travel Trips

Projected job and population growth suggest commuter trips will increase in several areas:

- Columbia
- US 1 Corridor
- Elkridge
- Downtown Baltimore/Port Covington
- White Marsh/Crossroads (MD43)
- Edgewood
- Aberdeen/APG
- Owings Mills
- Sparrows Point
- Fort Meade
- Towson



Data: BMC Travel Demand Model Future Trip Flows

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Service & Travel Flow Analysis | Transit-Supportive Densities

- The type and amount of land use directly impacts transit use
- As development increases and diversifies, more transit and more types of transit can be justified
- Many agencies produce guidelines that align transit to land use for planning purposes
- MDOT partners with local jurisdictions for TOD opportunities

Read more about Transit Supportive Densities: reconnectingamerica.org/resource-center/transit-supportive-density

General Guidelines

Commuter

Shared Mobility

Fixed Route

Frequent

High Capacity

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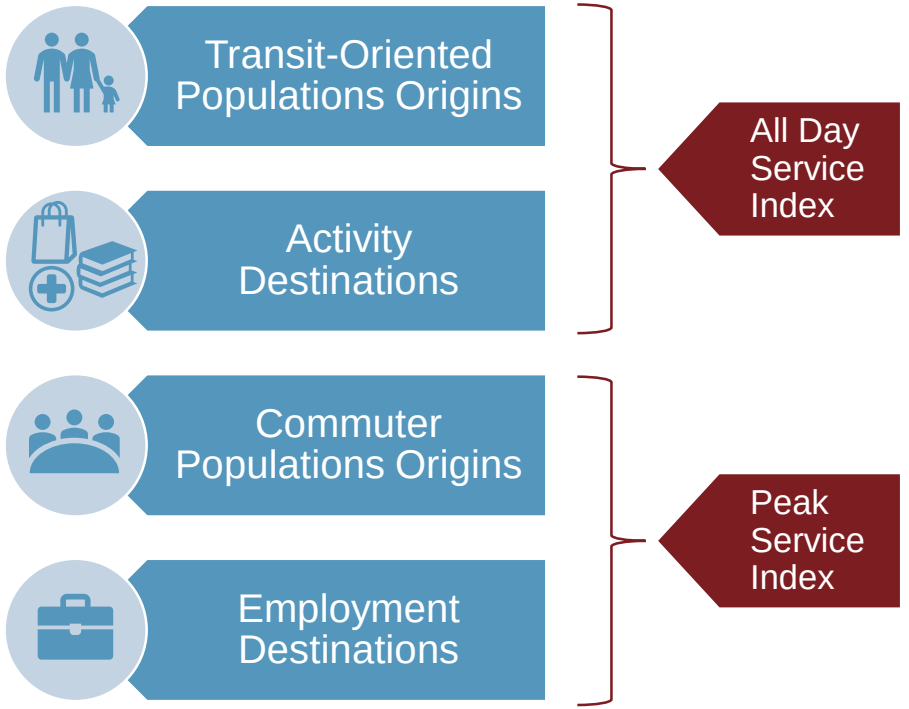
Market Analysis | Transit Propensity

- Transit propensity analysis is a national best practice to assess transit needs
- Transit propensity assesses probability that individual locations or sub-areas have demand for transit
- Based on:
  - Transit-Oriented Populations Origins
  - Activity Destinations
  - Commuter Population Origins
  - Employment Destinations
- Combined to identify:
  - All Day Service Needs
  - Peak Service Needs



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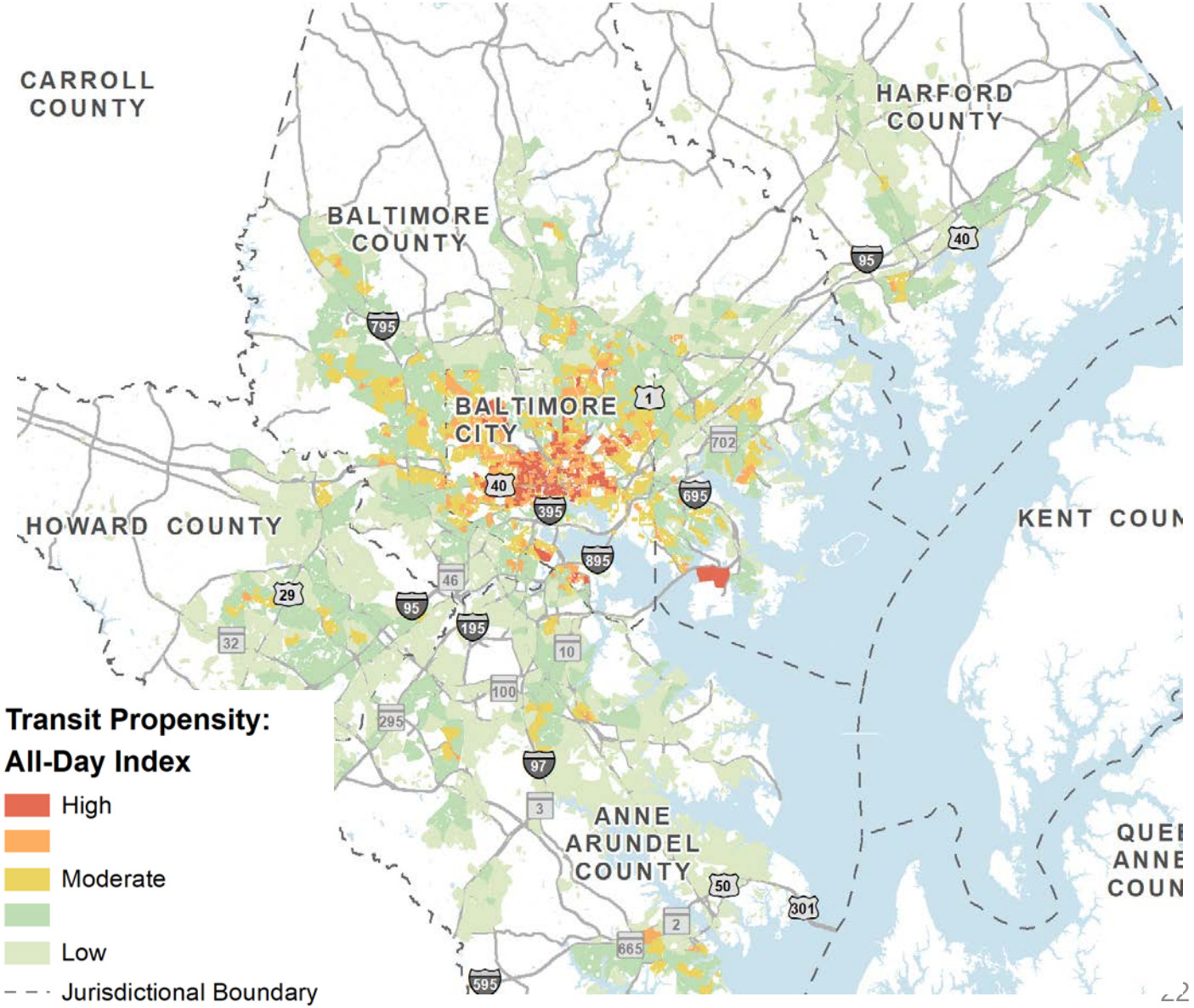
Transit Propensity is based on current transit markets research found in Transportation Cooperative Research Programs Report 28: onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_28-a.pdf

Market Analysis | Transit Propensity – All-Day Index

- High all-day propensity is broadly distributed across Baltimore City
- Moderate all-day propensity is present throughout Baltimore County suburbs
- Sparrows Point is High due to the large number of jobs



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Regional Transit Corridors | Potential Service Characteristics

What is a Regional Transit Corridor?

Available Modes
Limited Stop or Express Bus
Bus Rapid Transit (BRT)
Light Rail
Heavy Rail
Commuter Bus
Commuter Rail

Transit Priority
Varying use of dedicated roadway/right-of-way space and/or coordinated traffic signals

Frequency
At least every 15 minutes peak
At least every 20 to 60 minutes off-peak

Operating Hours
14 to 24 hours per day seven days a week

Stops
Limited suburban stops
More frequent urban stops

Other Characteristics
Onboard and offboard fare payment
Stops with shelters, wayfinding, and lighting

Other Transit Network Improvements Characteristics

Other Transit Network Improvements:

Local Bus Improvements
Local buses with new connections, improved frequencies and longer operating hours, stops every 1/4 to 1/2 mile, and onboard fare payment

Regional Bus Improvements
Commuter buses with new connections, improved frequencies and longer operating hours where there is increasing off-peak commuting demand, limited stops, and both onboard and offboard fare payment

Water Transportation Improvements
Water taxis or ferries with new connections, improved frequencies and longer operating hours, limited stops, and both onboard and offboard fare payment

Shared Mobility
Microtransit, micromobility, and on-demand connections with limited stops and offboard (app-based) fare payment

Regional Transit Corridors | Defining Features

Regional Transit Corridors serve major job and activity centers **and** have demand for:

- Additional infrastructure investment(s)
- All-day service

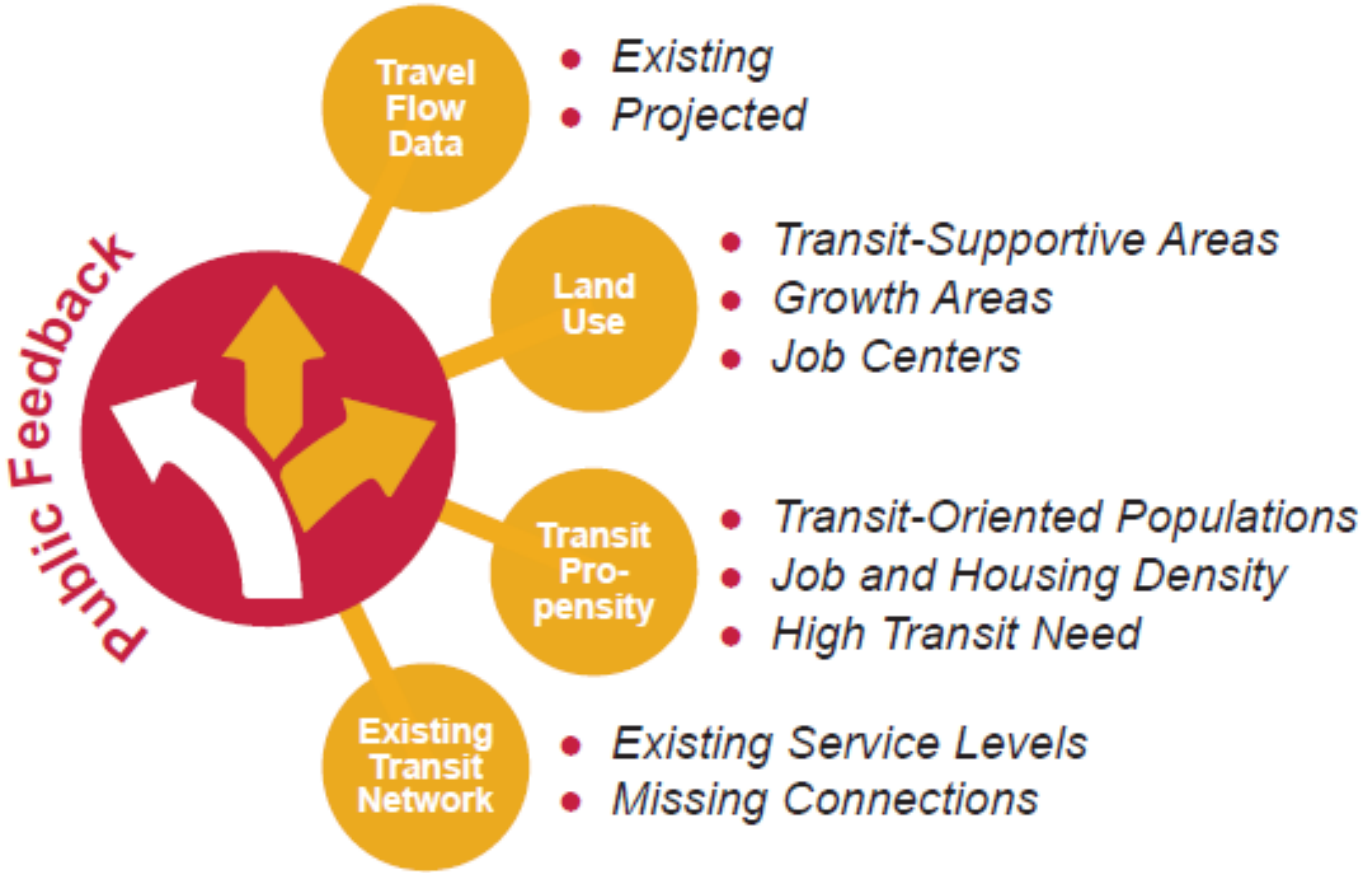
Other Transit Network Improvements address other transit demands. Examples include:

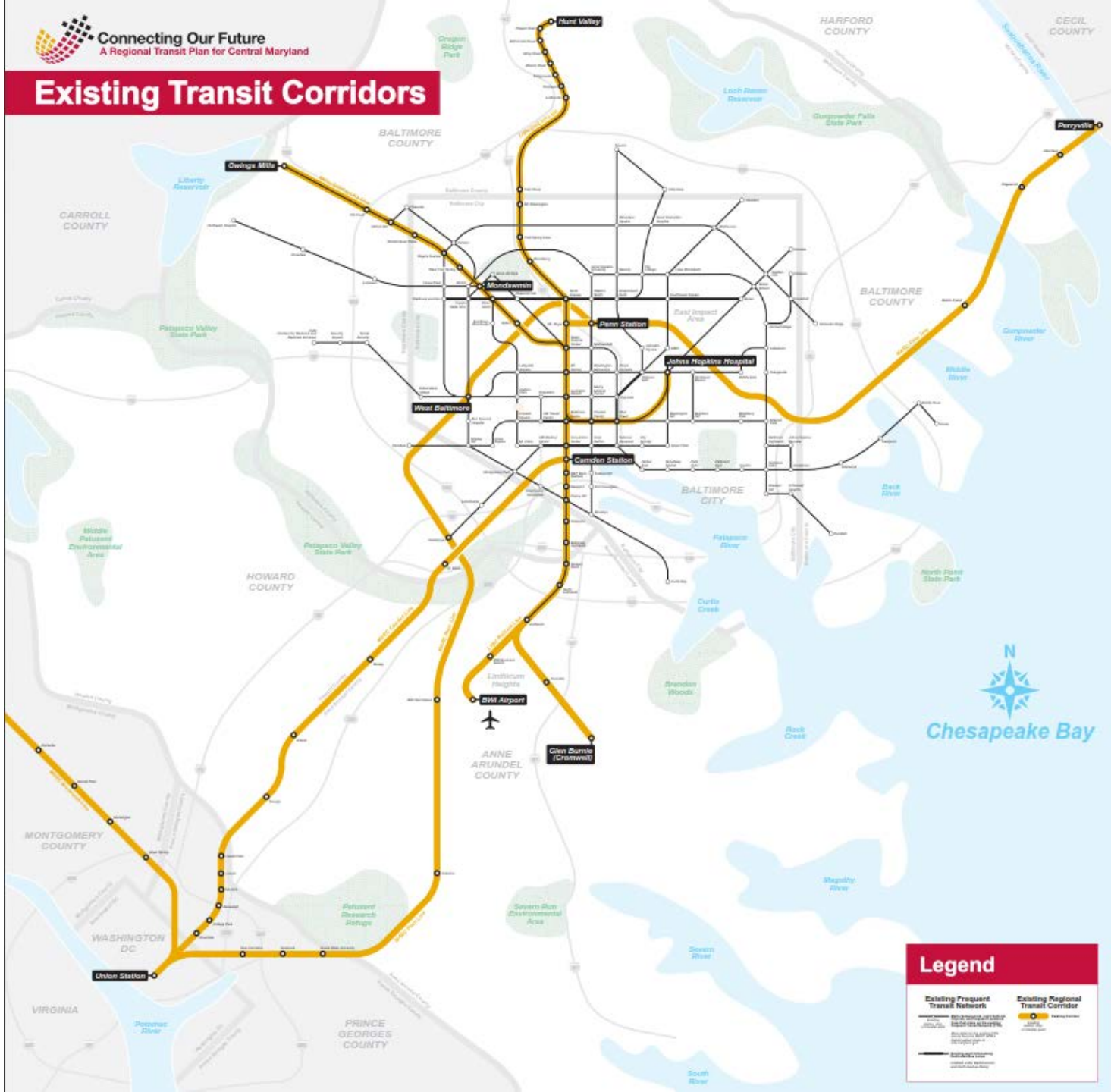
- Local circulation
- Commuter service
- First/last mile access

Regional Transit Corridor Identification Methodology

Corridors were identified through multiple inputs

- Analysis of current and expected travel demand
- Analysis of current and expected land uses
- Analysis of transit propensities (demand)
- Analysis of existing transit services
- Stakeholder discussions & existing plans

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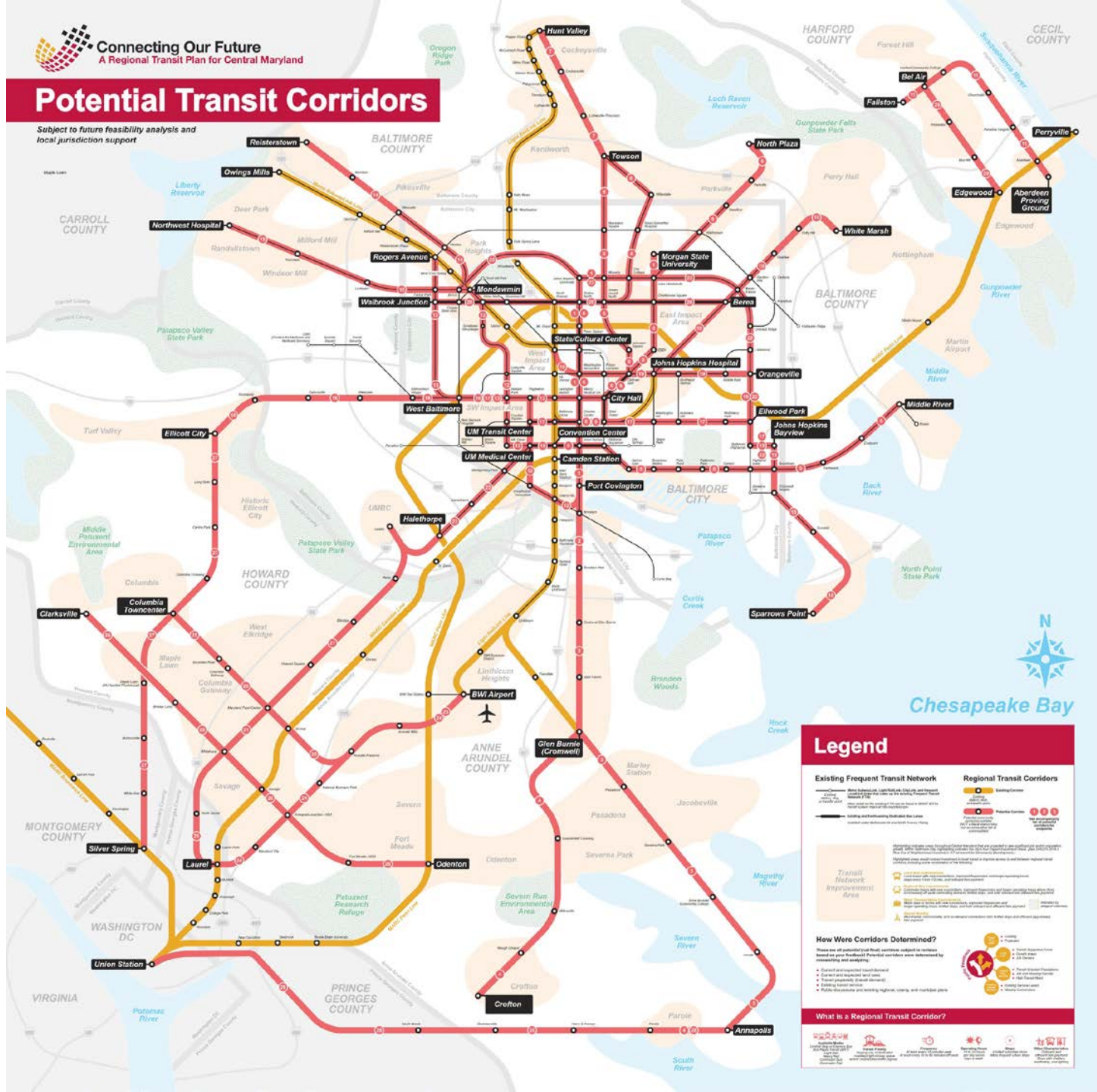
Existing Transit Corridors
Hunt Valley
Owings Mills
Perryville
Mondawmin
Penn Station
Johns Hopkins Hospital
West Baltimore
Camden Station
BWI Airport
Glen Burnie (Cromwell)
Union Station
BALTIMORE COUNTY
CARROLL COUNTY
HARFORD COUNTY
CECIL COUNTY
BALTIMORE CITY
HOWARD COUNTY
ANNE ARUNDEL COUNTY
MONTGOMERY COUNTY
PRINCE GEORGES COUNTY
WASHINGTON DC
VIRGINIA
Chesapeake Bay
N
Legend
Existing Frequent Transit Network
Existing Regional Transit Corridor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Potential Transit Corridors
Subject to future feasibility analysis and local jurisdiction support
Hunt Valley
Cockeysville
Reisterstown
Owings Mills
Northwest Hospital
Rogers Avenue
Mondawmin
Walbrook Junction
Towson
North Plaza
White Marsh
Morgan State University
Perryville
Bel Air
Fallston
Edgewood
Aberdeen Proving Ground
Berea
State/Cultural Center
Johns Hopkins Hospital
Orangeville
City Hall
West Baltimore
Elkwood Park
Middle River
Johns Hopkins Bayview
Ellicott City
UM Transit Center
Convention Center
UM Medical Center
Camden Station
Port Covington
Halethorpe
Columbia Towncenter
Clarksville
Sparrows Point
BWI Airport
Glen Burnie (Cromwell)
Silver Spring
Laurel
Odenton
Union Station
Crofton
Annapolis
HARFORD COUNTY
CECIL COUNTY
BALTIMORE COUNTY
CARROLL COUNTY
HOWARD COUNTY
BALTIMORE CITY
ANNE ARUNDEL COUNTY
MONTGOMERY COUNTY
PRINCE GEORGES COUNTY
WASHINGTON DC
VIRGINIA
Chesapeake Bay
N
Legend
Existing Frequent Transit Network
Regional Transit Corridors
Transit Network Improvement Area
How Were Corridors Determined?
What is a Regional Transit Corridor?

Potential Regional Transit Corridors (Map Key)

Potential Regional Transit Corridors:

1. Morgan State Univ. to Port Covington
   via Johns Hopkins Univ. and Penn Station
2. Glen Burnie to Port Covington
   via Brooklyn Park and the Centre at Glen Burnie
3. Glen Burnie to Annapolis
   via Pasadena and Severna Park
4. Glen Burnie to Crofton
   via Millersville
5. Convention Center to Middle River
   via Harbor East and Canton
6. Towson to UM Transit Center
   via Belvedere Square and Waverly
7. Towson to Hunt Valley
   via Lutherville-Timonium and Cockeysville
8. Towson to Port Covington
   via Hillendale and Penn Station
9. North Plaza to UM Transit Center
   via Hamilton and Courthouse Square
10. White Marsh to Johns Hopkins Hosp.
    via Overlea and Berea
11. Fallston to Aberdeen Proving Ground
    via Belair, Churchville, and Aberdeen
12. Mondawmin to Port Covington
    via UM Medical Ctr. and Greyhound/Horseshoe
13. Rogers Avenue to City Hall
    via Walbrook Junction
14. Mondawmin to Reisterstown
    via Pimlico and Pikesville
15. Mondawmin to Northwest Hospital
    via Lochearn and Rockdale
16. Ellicott City to Convention Center
    via Catonsville, West Baltimore, and Inner Harbor
17. West Baltimore to Hopkins Bayview
    via Charles Center and Washington Hill
18. Sparrows Point to Hopkins Bayview
    via Dundalk
19. State Center to Hopkins Bayview
    via Johns Hopkins Hospital and Orangeville
20. Walbrook Junction to Berea
    via Coppin State University and Station North
21. Laurel to Halethorpe
    via Elkridge and the Maryland Food Center
22. Mondawmin to Hopkins Bayview
    via Johns Hopkins University and Orangeville
23. Halethorpe to UM Transit Center
    via UMBC and CCBC Catonsville
24. BWI Airport to Laurel
    via Arundel Mills and Annapolis Junction
25. BWI Airport to Columbia Towncenter
    via Arundel Mills, Jessup, and Snowden River
26. Odenton to Clarksville
    via Fort Meade, Savage, and Broken Land
27. Ellicott City to Silver Spring
    via Columbia Mall and Burtonsville
28. Annapolis to Union Station
    via Parole and Davidsonville
29. Bel Air to Edgewood
    via Emmorton and Box Hill

PUBLIC ENGAGEMENT APPROACH

Public Involvement Methods

MAKE IT EASY

Meet people where they are

MAKE IT INTERACTIVE

Create experiences where people can connect directly with RTP staff

MAKE IT COMPREHENSIVE

Use both high-tech and low-tech resources to share all relevant information

Key Themes We've Heard So Far

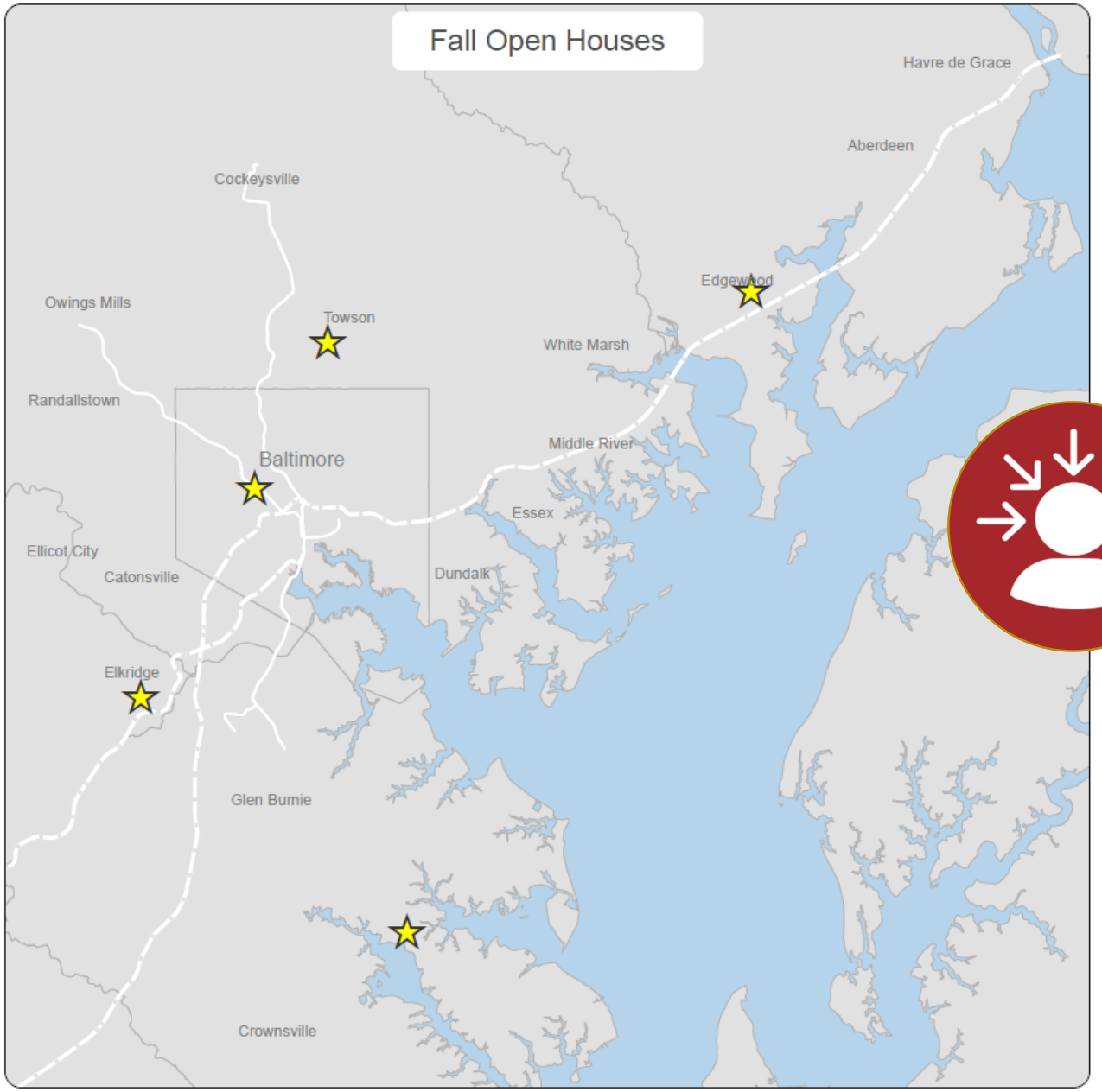
- Regional connectivity
- Service frequency and reliability
- Bus stop amenities (e.g., shelters, benches)
- Personal safety and security
- Cleanliness and condition of facilities matter
- Access challenges for senior and minority customers
- Customer service
- Access to more real-time data
- More fare payment options
- Expanding off-peak service across the region to connect to jobs

LOOKING AHEAD

Fall Open Houses

October Locations:

- **10/21 Howard County**
  Elkridge Library
- **10/22 Baltimore City**
  Mondawmin Mall
- **10/24 Baltimore County**
  Towson Library
- **10/28 Harford County**
  Edgewood Rec. & Community Center
- **10/29 Anne Arundel County**
  Severna Park Community Center



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Questions?