



Regional Transit Plan Corridors Update

Transit Choices
February 23, 2022

Agenda

1. Corridor Study Introduction Video

2. RTP Background

3. Corridor Study Process

4. Initial Public Engagement & Survey

5. Corridor Goals

6. Measures of Effectiveness

7. Preliminary Alternatives

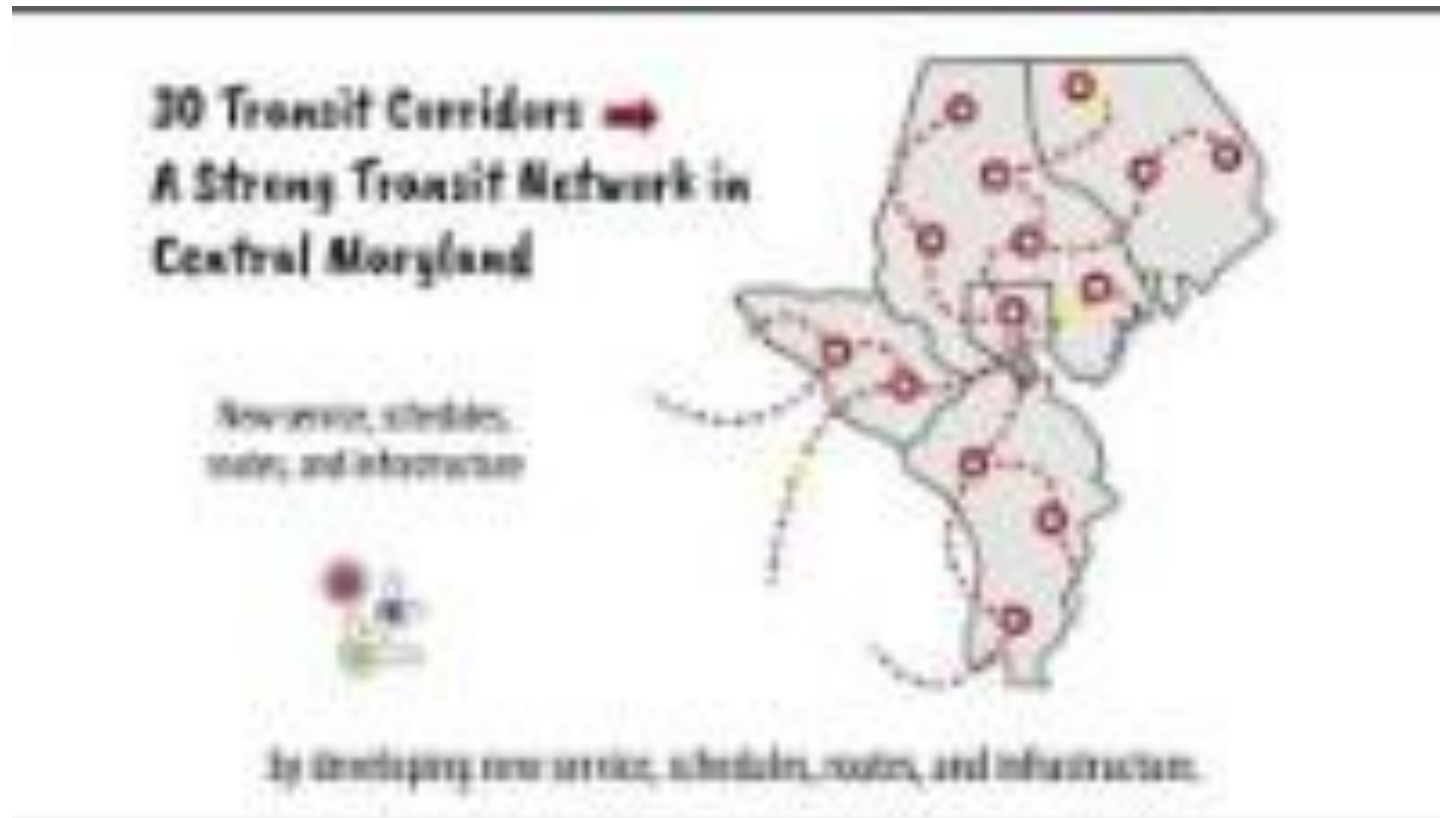
6. Upcoming Public Engagement

7. Upcoming Milestones

8. RTP Related Projects

9. Project Contacts

Introduction Video



<https://www.youtube.com/watch?v=MWiqnR5dEPw>

Central Maryland Regional Transit Plan

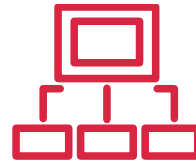
- Will be updated every 5 years
- Provides 25-year plan for improving public transportation in Central Maryland
- Addresses traditional transit (bus, rail) as well as new mobility options and technology (automated vehicles, shared mobility)





Install infrastructure improvements

- Dedicated bus lanes
- Station amenities
- Vehicle upgrades



Coordinate regional policies

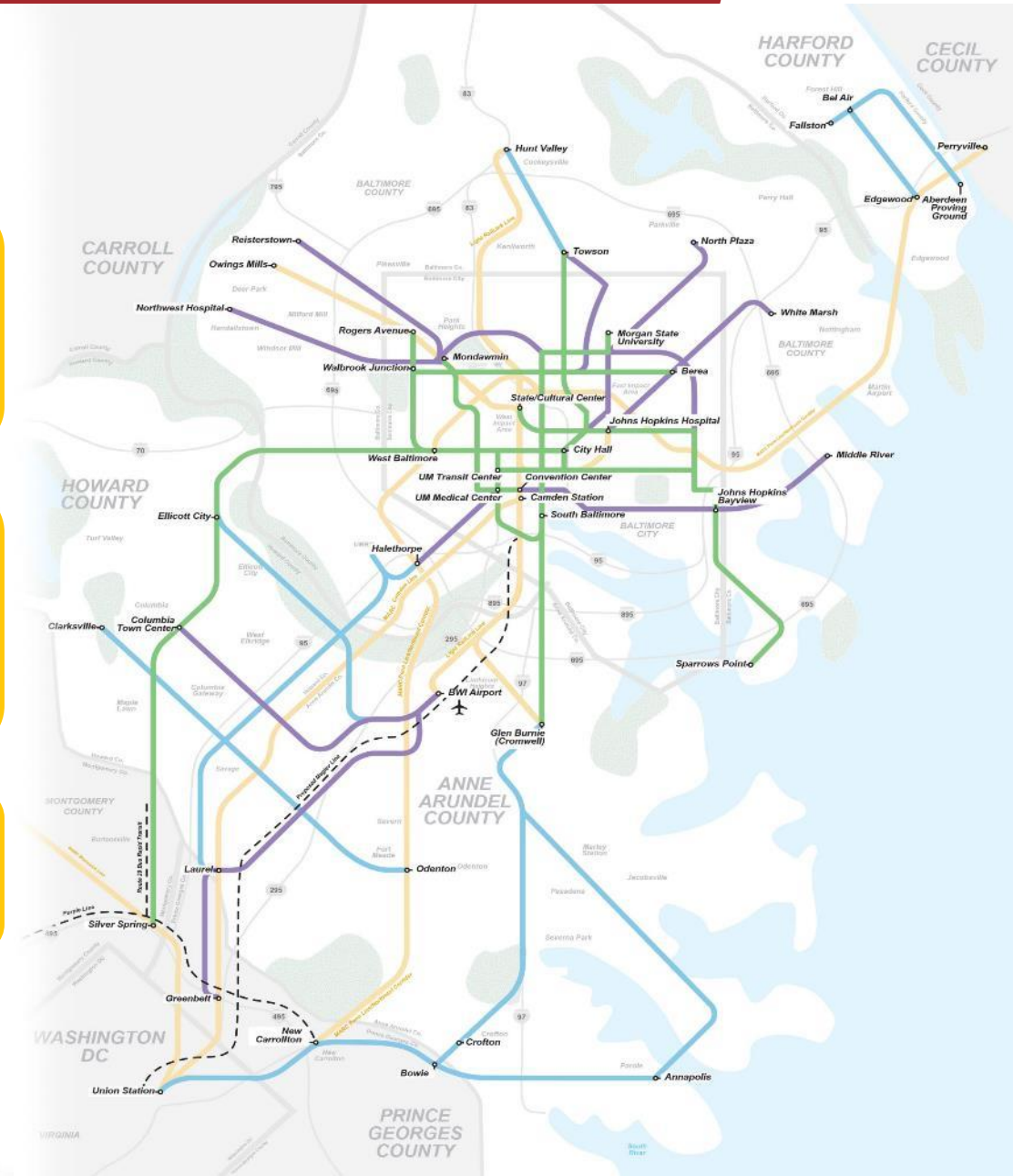
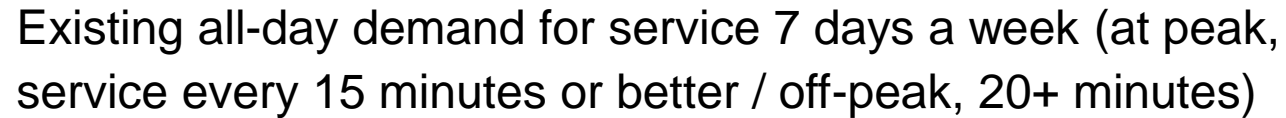
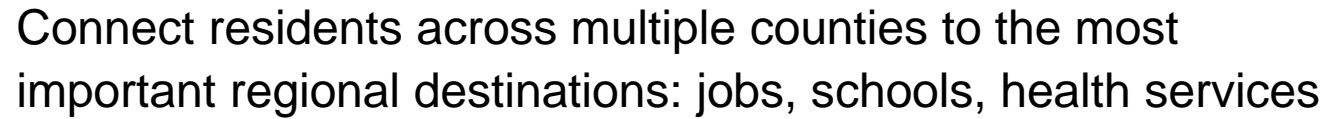
- Integrating fare payment
- Simplifying paratransit schedules



Advance longer-term projects

- Transit-Oriented Development
- Regional Transit Corridors
- Zero-Emission Vehicle Transition

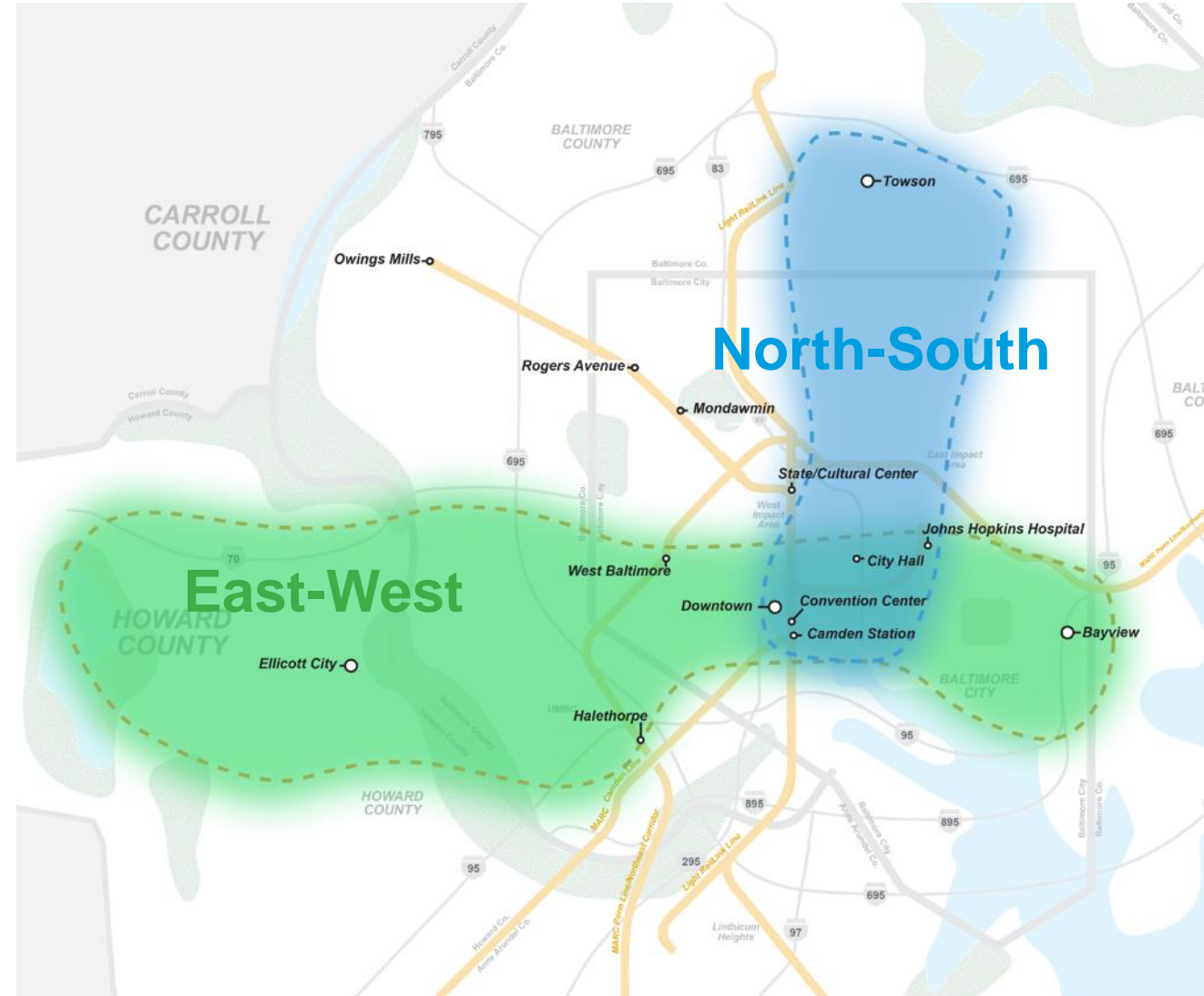
Regional Transit Corridors



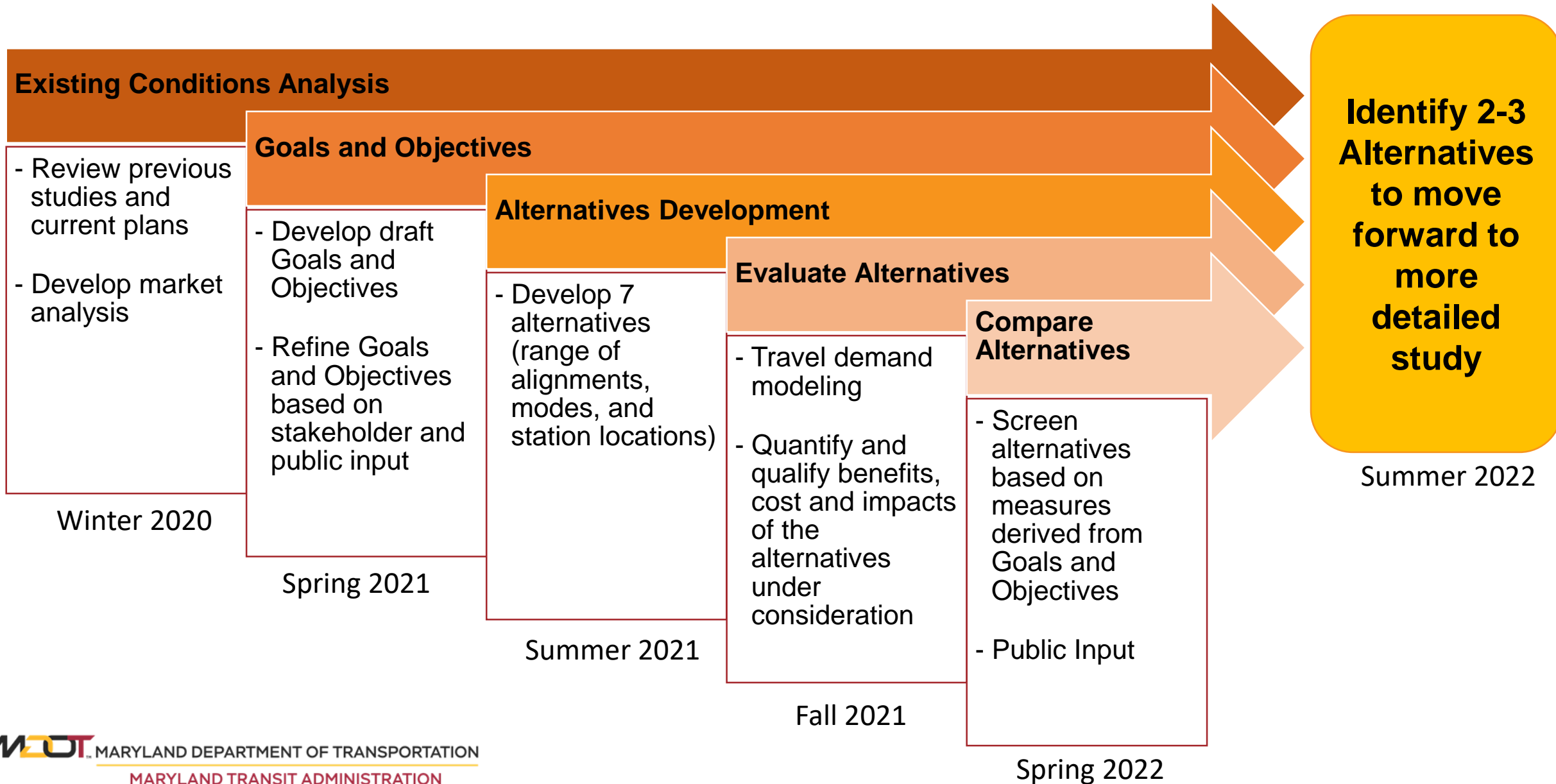
RTP Corridors Background

Transit Corridor Studies

- Began with no pre-determined routes or modes in mind
- Current studies narrow down each corridor from an infinite number of options to 7 for analysis in this phase and select 2-3 options to receive further analysis in the next phase



Corridor Study Process



Engagement Activities Conducted

- **Corridor Study Kick-off Discussions** (Spring 2021)
 - Elected officials
 - Local jurisdictions
- **Touchpoint 1** (Summer 2021)
 - Public survey
 - Community leader virtual meetings
- **Touchpoint 2** (Summer-Fall 2021)
 - Transit Caucus presentation
 - Roundtable meetings with local jurisdictions
 - Corridor Study video released



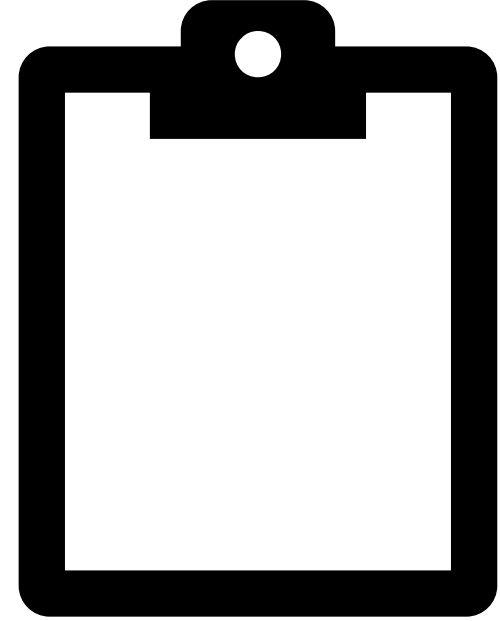
Public Survey

- **Sampling methodology**

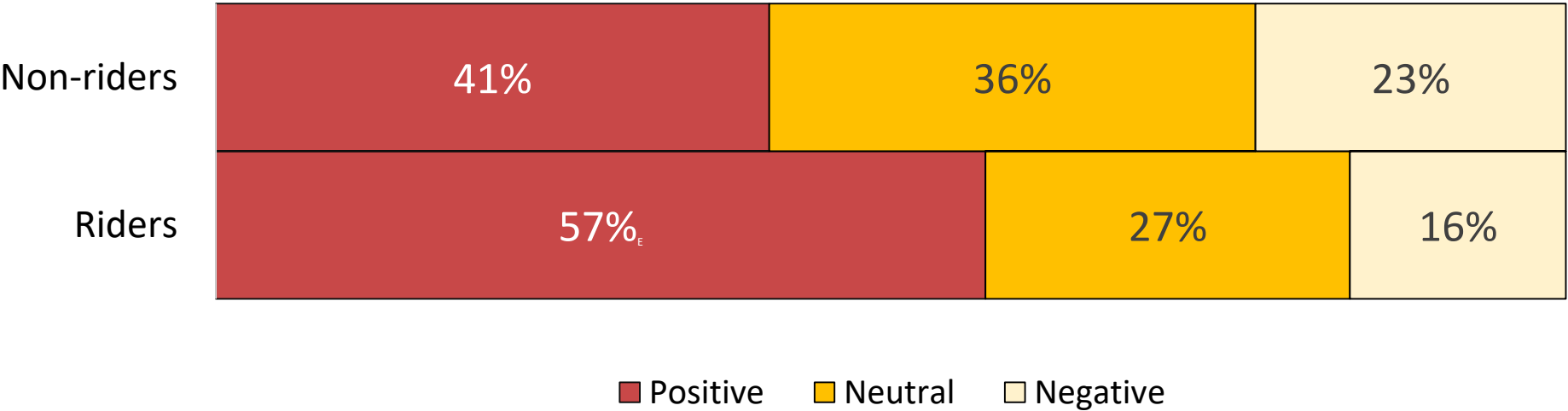
- Online: open survey distributed through social media
- In-person: street teams on buses, at bus stops
- Address-based: randomly selected households

- **Objectives**

- Make sure we accurately capture the regional population, including riders and non-riders
- Gather information about public priorities to inform corridor study goals



Overall Satisfaction with Transit



Public Survey Geographic Preferences



	Riders	Non-Riders
Q1	Route 40 (Ellicott City)	
Q2	Route 40 & Beltway/Catonsville	
Q3	Lexington Market	Convention Center
Q4	Johns Hopkins Hospital	
Q5	Canton Waterfront & Highlandtown Main St	Canton Waterfront

Public Survey Geographic Preferences

	Riders	Non-Riders
Q1	York Rd/Towson Center	
Q2	No clear findings	No clear findings
Q3	Greenmount/Waverly	Charles/St. Paul
Q4	Charles St./Mt. Vernon/Penn Station	
Q5	Charles Center	No clear findings



Corridor Goals

East-West Corridor

1. Improve the **connectivity and operations** of the existing transit network
2. Expand the **reach and connectivity** of the regional transit network
3. Prioritize the needs of existing transit riders and **transit-critical populations**
4. Maximize the **economic and environmental benefit** of a major transit investment

North-South Corridor

1. Increase **mobility and access** to jobs, services, and other opportunities in the region
2. Center **equity** as a core consideration
3. Create **strategic connection** to local and regional multi-modal transportation options
4. Support the region's **economic competitiveness** and strategic growth
5. Support the region's **sustainability** goals

Measures of Effectiveness

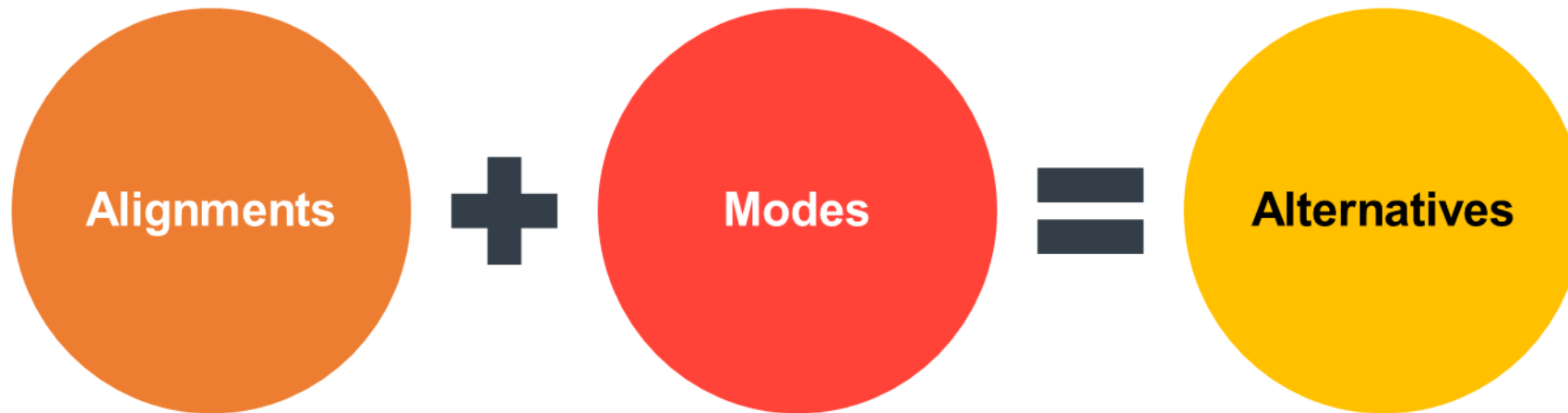
Theme	Measures
Jobs	Transit Accessible Jobs
Ridership	Total Daily Ridership
Equity	Low-income population within ½ mile of a transit station
	Number of minority communities within ½ mile of a transit station
	Number of households with no car within ½ mile of a transit station
Cost	Capital costs
	Operations & Maintenance Costs
System Impact	Total Network Transit Travel Time Savings

Theme	Measures
Reliability	Dedicated Guideway
Time	Estimated Implementation Time
Sustainability	Trips Shifted to Transit
Development	Redevelopment Opportunity
Connections	Connections to Rail Stations
	Connections to Frequent Bus Service
	Connections to LOTS
Travel Time Savings	Key Destination Travel Time
Access	Transit Accessible Households
	Transit Access for LEP, Seniors, Disabilities, Student Populations

Alternatives Development

- **Alternatives test different options**

- Different modes, treatment, alignments, and station spacing
- Results of “testing” used to select alternatives to move forward to the next phase
- Next phase may combine elements of different alternatives



Modes under consideration

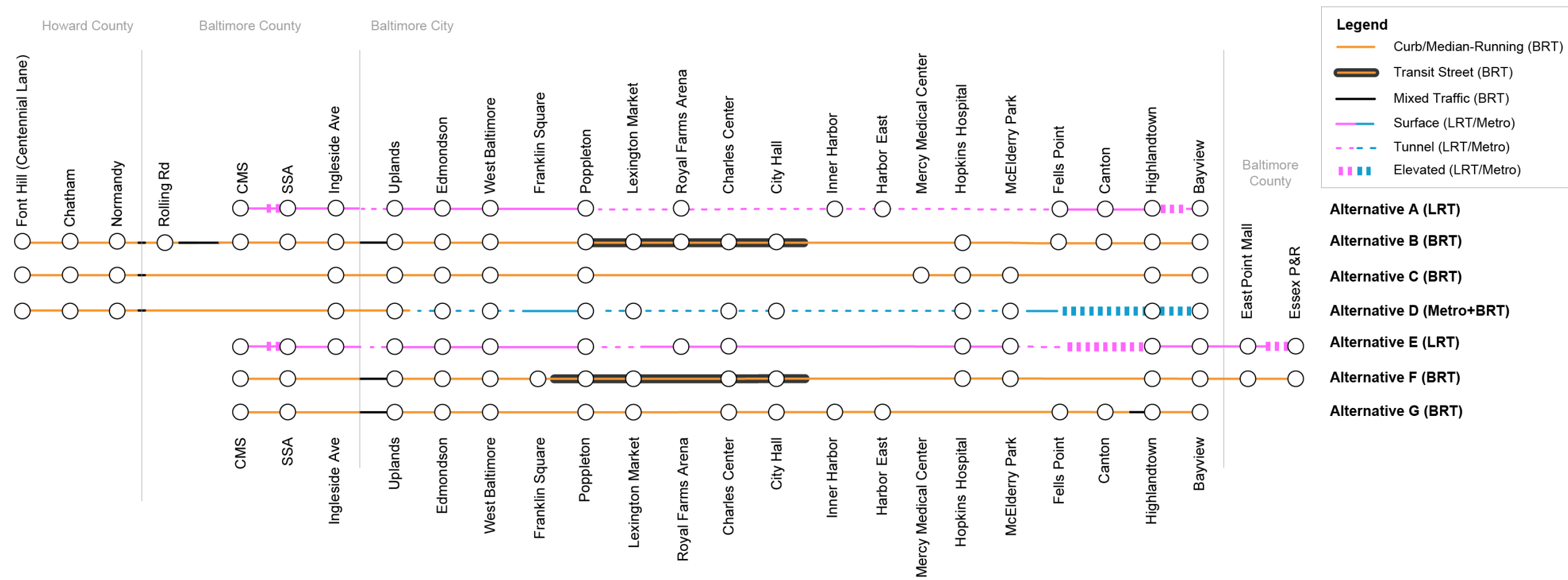
E-W modes under consideration

- 2 Light Rail Transit alternatives
- 4 Bus Rapid Transit alternatives
- 1 Heavy Rail mixed with BRT alternative

N-S modes under consideration

- 2 Light Rail Transit alternatives
- 4 Bus Rapid Transit alternatives
- 1 Heavy Rail alternative

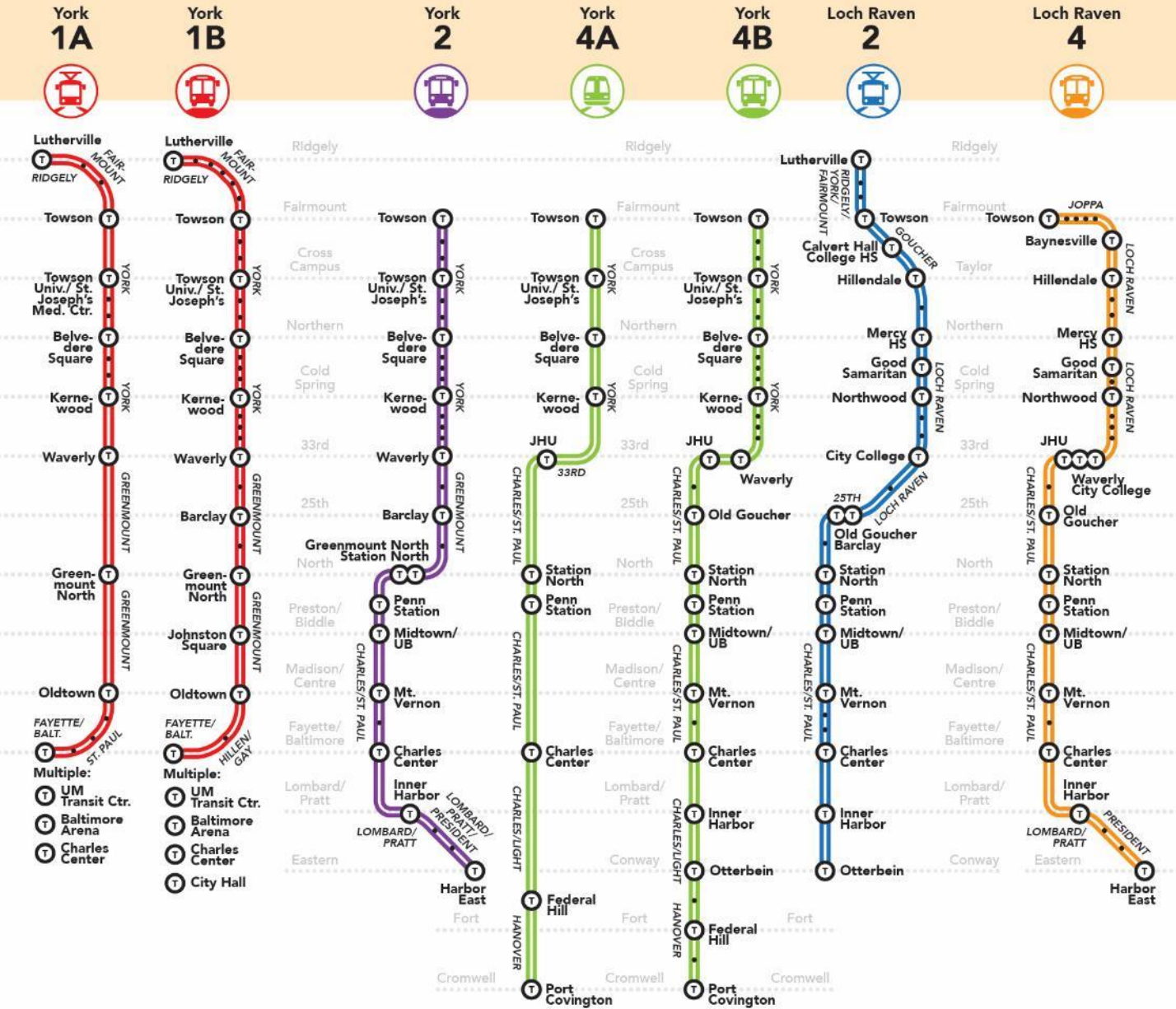
E-W Alternatives



Note: Named locations include Segment Anchors, but not all potential stations are shown

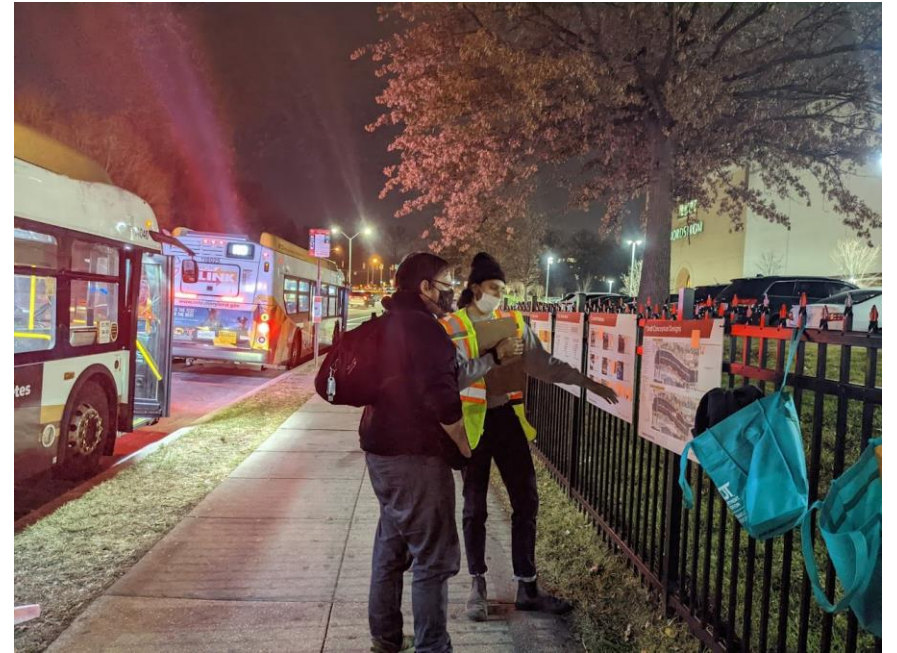
N-S Alternatives

Label	Alignment Description	Modal(s)
YR1A	York Road - Greenmount Avenue – Old Town – Downtown (CityLink Red)	Light Rail
YR1B	York Road - Greenmount Avenue – Old Town – Downtown (CityLink Red)	BRT
YR2	York Road – Greenmount Avenue – North Ave – Mt Vernon - Downtown – Harbor East	BRT
YR4A	York Road - Greenmount Avenue – 33rd – Mt Vernon – Downtown – Port Covington	Metro
YR4B	York Road - Greenmount Avenue – 33rd – Mt Vernon – Downtown – Port Covington	BRT
LR2	Loch Raven – 25th – Penn Station - Downtown	Light Rail
LR4	Loch Raven – 33rd – Penn Station – Downtown – Harbor East	BRT



Upcoming Public Engagement

- **Touchpoint 3** (Spring-Summer 2022)
 - Interactive website for comparisons/feedback
 - E-W launch – April 2022
 - N-S launch – June 2022
 - In-person and virtual outreach events
 - Continued meetings with local jurisdictions



Upcoming Milestones

Milestone	E-W Corridor	N-S Corridor
Webpage Launch	April 2022	June 2022
Public Comment	April / May 2022	June / July 2022
Feasibility Study Final Report	June 2022	August 2022
Begin Alternatives Analysis	Summer 2022	Fall 2022

Related RTP Projects

- **E-W RAISE Transit Priority Project (MTA / BCDOT)**
 - Awarded \$22M in 2021 RAISE funding to create a \$50M Transit Priority Corridor, including dedicated bus lanes, transit signal priority, ADA upgrades at bus stops, pedestrian safety improvements, electric vehicle charging, and more
 - Focus on CityLink Blue & Orange Routes (Woodlawn to Essex)
- **N-S York Road Improvements (MTA / BCDOT)**
 - York Road Vision Study
 - Winter 2021-22 Public engagement effort (Northern Parkway- 43rd St.)
 - York Road Fast Forward Program Pilot
 - Spring 2022 Peak-only dedicated bus lane (Bellona – Radnor)

Project Contacts

RTP Corridors Website

<https://rtpcorridors.com/>

RTP Team

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