



# Changes & Challenges in Metropolitan Planning

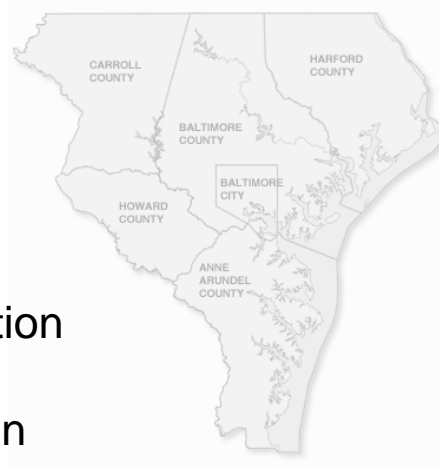
*Towson University Transportation Forum*

*April 6, 2009*



## Who we are

- BMC - Organization of Region's Elected Executives.
- BRTB - Baltimore Regional Transportation Board – Metropolitan Planning Organization



What is the Baltimore Regional Transportation Board?

Metropolitan Planning Organization

10 member board looking at transportation issues across the region

Baltimore City, Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties.

City of Annapolis

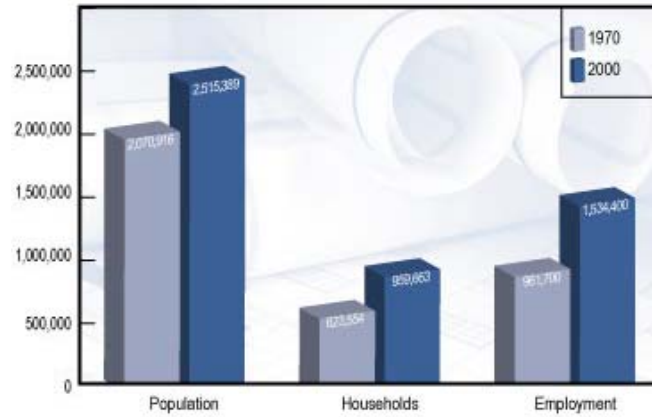
MDE, MDOT, MDP

## What We Do

- Transportation Planning
- Reservoir Protection
- Cooperative Purchasing
- Emergency Preparedness
- Ride Share
- Regional Information Ctr.



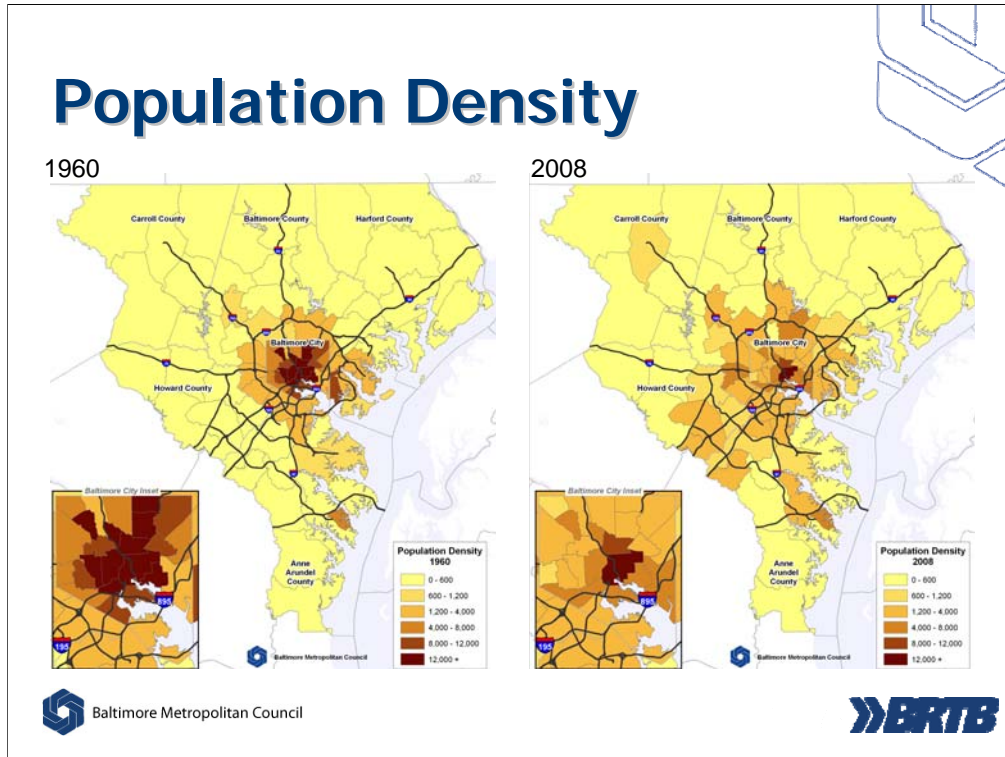
# Demographic Changes



Households grow at a faster rate than population

Smaller household size

Majority of 2 or under 2 person HH in City and Baltimore County.



This slides shows declining population density in the urban core, as population dispersed into the suburbs since 1960. 1960 (left) and 2008 (right)

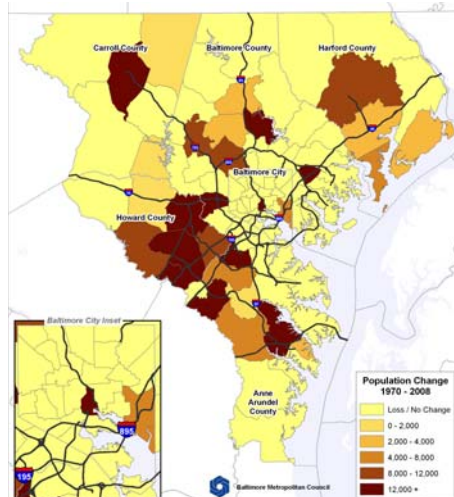
[1960 = higher density in Baltimore City; 2008 = still high density in core downtown area, but you can see how we've "spread out" around the region]

One of the reasons for this is due to the expansion of the transportation system (see your notes from Mary)

NOTE: all of these maps are showing RPDs (Regional Planning districts) within the region.

# People Moved

1970 to 2008



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This slide shows where people moved:

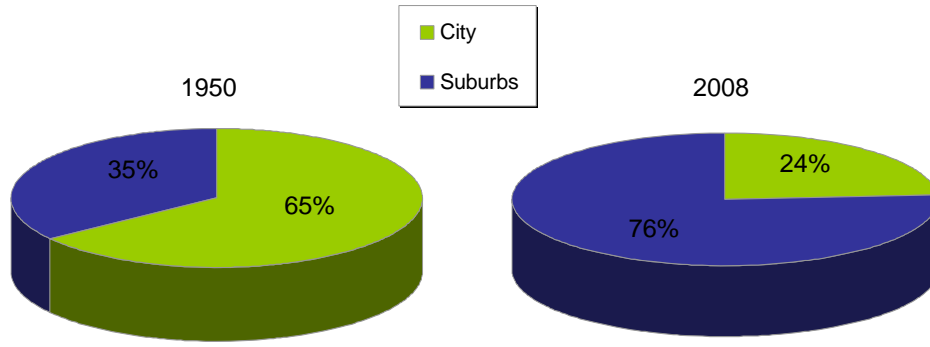
light yellow shows a decline in population or no change at all, while dark brown identifies a population change of more than 12,000 people.

The timeframe for this change is between 1970 and 2008.

This highlights how much population growth occurred beyond the beltway, into previously rural areas.

# Suburban Shift

1950 to 2008



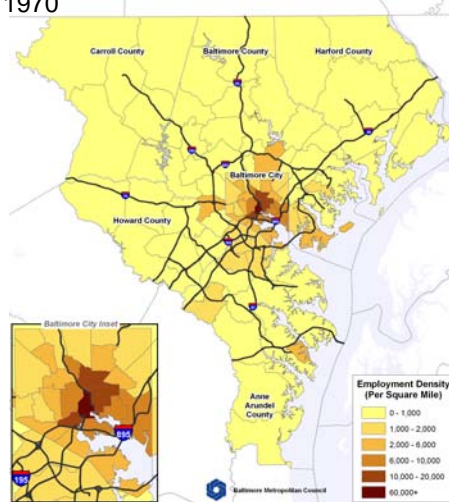
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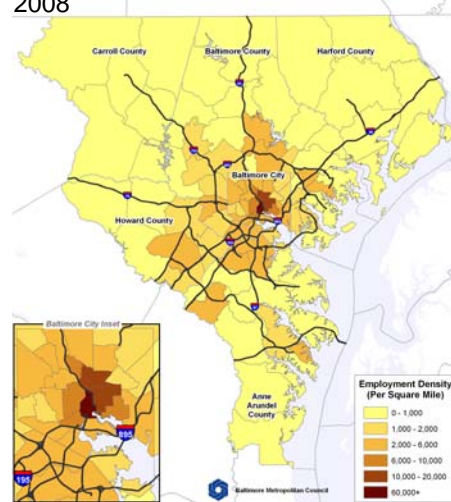
Note how population shifted (almost flipped!) from city to suburban.

# Employment Density

1970



2008



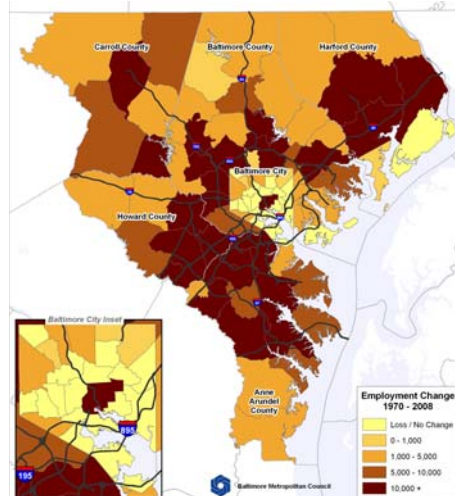
Darker areas = more employment density.

Employment continued to grow in the city, but the suburbs also experienced growth.

More employers in more areas.

# Where the Jobs Went

1970 to 2008



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BRTB

New jobs cropped up in the surrounding counties (not necessarily a movement from the city to the burbs – these may be new employers completely).

Employment movement follows people movement.

RETAIL follows people

SERVICE “ ”

HOSPITALS “ ”

WAREHOUSING/FREIGHT “ ” (people need deliveries to all of the above)

Mention key areas...

Fort Meade

BWI

Columbia

Hunt Valley

APG

Transportation investments support development (Route 100 – 32 – 95)

**USA Today article: *Jobs continue shift to suburbs from downtowns***

[http://www.usatoday.com/money/economy/employment/2009-04-05-jobs-sprawl-suburbs\\_N.htm](http://www.usatoday.com/money/economy/employment/2009-04-05-jobs-sprawl-suburbs_N.htm)

## Transportation Milestones

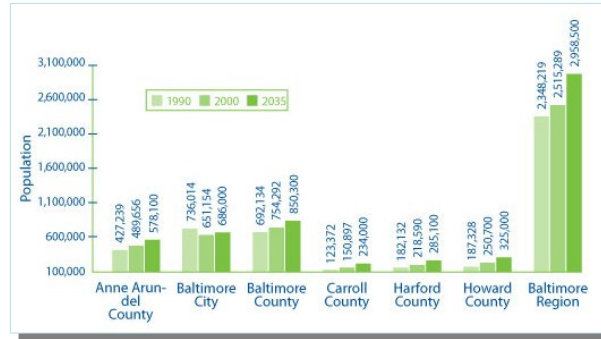
- 1957 – Harbor Tunnel Thruway
- 1960 – I-83/Harrisburg Expressway
- 1962 – First leg of I-695/Baltimore Beltway
- 1963 – I-95/Northeast Expressway
- 1969 – I-70 N from the Baltimore Beltway
- 1980 – BWI 1<sup>st</sup> US airport w/rail station
- 1986 – MTA Bus service to suburbs
- 1992 – Light rail (Timonium to Camden Yards)
- 1995 – MTA Subway (Baltimore City/Co)

# Challenges for the future

- Population growth
- Retirement boom
- Elderly
- Transportation Funding
- Congestion
- Freight

# 2035: 3 million people

By 2035, the region's population will grow about 18% - reaching a total of nearly 3 million people.



? Where will they live? Work? How will they get around?



Carroll County is projected to have the highest percentage population growth within the region at 55%.

Adding 500,000 new people

Adding nearly 500,000 new jobs

## Growing Elderly Population



By 2035, the elderly population will grow in size to 20% of the regional population and will make up 25% of the region's driving age population.

? How will they get around?



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Many elderly will need transit and paratransit services

Many areas in the suburbs do not have sidewalks!

## Retirement Boom

- Over 1/2 of a million people in the Baltimore region will reach retirement age and many of them will leave the workforce.
  - Jobs/labor force imbalance = increased travel distance, longer commute times, increased congestion.
- ? As baby boomers retire, who will fill their jobs?



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By 2035, the region's labor force is expected to grow by about 198,000. Yet, the number of jobs in the region will reach 451,600.

The reason for this huge gap? Baby boomers. Starting in 2010, baby boomers will start turning 65.

By 2035, over 1/2 of a million people in the Baltimore region will reach retirement age and many of them will leave the workforce.

Jobs/labor force imbalance = increased travel distance, longer commute times, increased congestion.

## 2035: 2 million jobs

The region can expect job growth of 29% (an increase of 451,600 jobs), totaling nearly 2 million jobs in 2035.



? How will BRAC impact jobs in our region?



Anne Arundel County will by far add the greatest number of jobs— 136,500 (46% increase), while Harford County is projected to experience the highest percentage of growth in employment—growing by 72% with 69,000 new jobs.

These significant increases (in Harford & AA counties) are largely a result of the federal Base Realignment and Closure (BRAC) and other federal government redeployments.

Howard County will also see a large increase in the number of jobs—adding 100,000 new jobs for a 65% increase.

# Getting to Work

- Suburb to Suburb
  - replaced inner city travel or suburb to city commuting
- Today's congestion is 11%; will increase to 21% in 2035



? How does this affect air quality? Quality of life?

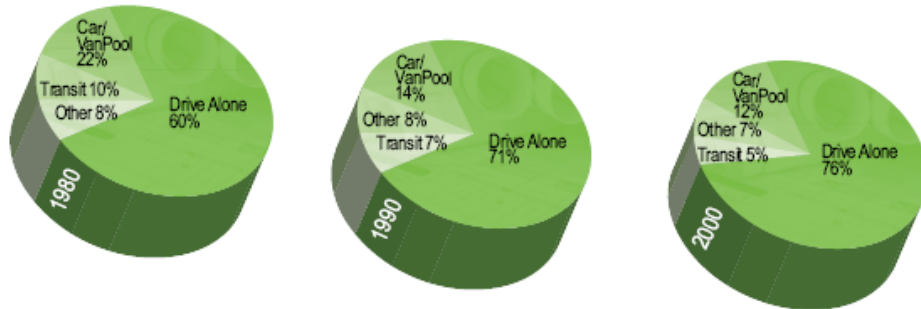


The historic pattern of work trips starting in the suburbs going into the city has been replaced by a pattern of work trips going from one suburb to another suburb.

The percentage of people using transit to get to work is projected to remain constant at around 8%.

# Driving alone to work

## MODE OF TRAVEL TO WORK IN THE BALTIMORE REGION



? Will this trend continue? Can it?



The single occupant driver proportion increases from a 60 percent share in 1980 to a 76 percent share in 2000

transit share drops from 10 percent in 1980 to 5 percent in 2000.

Carpooling also decreases its share from 22 percent in 1980 to 12 percent in 2000.

[Hispanics largest share of carpoolers]

Will this trend continue?

Gas prices

Change in federal transportation policies

Land use changes

Smart Growth

## Freight in 20 years

- Doubling of import-export tonnage
- 70% percent increase in domestic freight
- More growth = more congested highways, rail-ways, waterways, and airspace.



? How will we manage this congestion?



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Moderate economic growth will double the volume of import-export tonnage and increase domestic freight tonnage by 70% percent over the next twenty years.

More growth will result in more congested highways, railways, waterways, and airspace.

# Challenges for the future

What are some other challenges?



# For More Information

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