

## Baltimore Region Travel Trends 1980-2000

If you are wondering why your commute has gotten steadily slower over the past few years, the answer lies in longer trips and increased vehicle miles of travel. This increase is a result of shifting employment and housing centers. Congestion continues to increase at a rapid rate in the Baltimore region despite added capacity on several key highway segments. To understand these changes, travel and demographic trends in the region have been monitored over the past 20 years. Some of the major trends in travel are discussed below.

Between 1980 and 2000, the region's population increased by approximately **16 percent, from 2.17 million to 2.51 million** (Table 1). This increase is lower than the statewide increase in population (19.3 percent), mainly due to the decline in the City of Baltimore which lost almost 17 percent of its 1980 population. The most significant increases occurred in Howard County (109 percent) and Carroll County (57 percent). Regional employment grew **35 percent, from 1.13 million to 1.53 million**. During the same period, daily vehicle miles of travel (VMT) increased by **74 percent from 35.5 million miles to 61.6 miles**. However, the increases in highway capacity were modest – total lane mileage in the region increased from 20,700 miles to 24,100 miles (approximately 16 percent). Mileage on interstates and numbered state highways increased by only 300 miles, or 7.7 percent (Figure 1). These figures show that the region's total VMT has increased at a rate **almost 5 times** that of the growth in population and road mileage and **almost 10 times** faster than the growth in state highway mileage.

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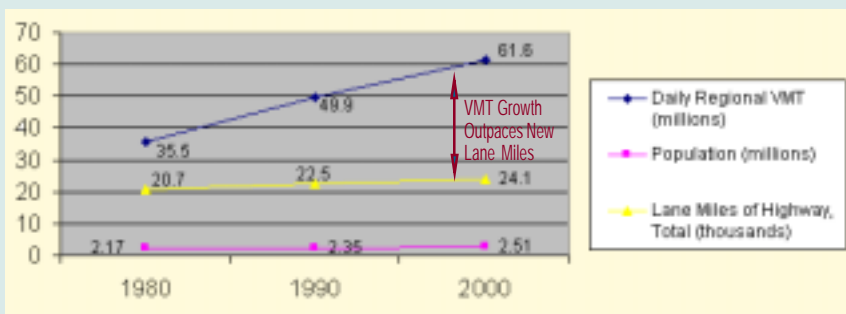
Table 1 Percent Changes 1980-2000		
	Population	Employment
Anne Arundel County	32%	66%
Baltimore City	-17%	-9%
Baltimore County	15%	45%
Carroll County	57%	90%
Harford County	50%	88%
Howard County	109%	181%
<b>BALTIMORE REGION</b>	<b>16%</b>	<b>35%</b>

### Carroll County Among "Best Digital County" Winners

In a survey conducted jointly by the Center for Digital Government, the National Association of Counties (NACo), and *Government Technology* magazine, Carroll County ranked 9<sup>th</sup> in its population group (150,000 to 249,000) for counties that deliver high-quality online services to citizens. Carroll County, along with other counties who participated, will serve as a guide for electronic government and as a model for best practices.

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**Figure 1: Regional Trends in Population, Road Miles, & VMT**



Source: U.S. Census and SHA – Highway Information Services Division (HISD)

*Development of Transportation 2030 Continues*

*See page 4 for details...*

# Carroll County Among Best Digital Winners

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The Center for Digital Government noted that winners were chosen based on having the “fullest implementation of technology benchmarks in the evolution of digital government as represented in the survey’s questions.” Counties provided information on their use of e-mail and Web portals, how they share county meeting information electronically and whether they post calendars, schedules and directories. Respondents were also asked if they had developed strategic plans for deploying technology across county agencies and departments and how they are using the Web to deliver emergency preparedness information.

An overriding theme from the respondents was to meet citizens’ expectations of a more responsive, efficient government. Most respondents, for example, reported that they have a Web site that links all agencies and departments. The citizen has a basic expectation of their government to provide useful and meaningful tools that will allow them to interact with the county organization 24 hours a day.

From *Government Technology*, September 2003



## Transit Forum Discussions

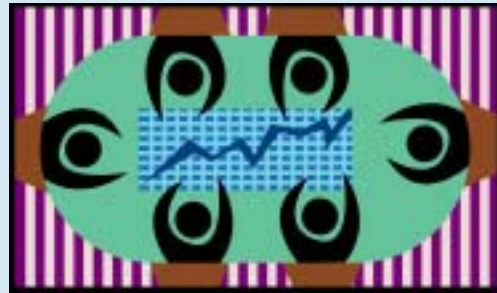
On December 16, 2003, BMC hosted a regional transit forum to discuss and explore ways in which local and state transit systems can be more effectively integrated into the regional transportation planning process. Participants included officials from the region’s locally operated systems, the Maryland Transit Administration, and the Maryland Department of Planning.

To initiate discussion, the group heard a presentation from Mr. Gerald Miller of the Metropolitan Washington Council of Governments (MWCOC) concerning the Washington region’s efforts toward regional transit planning. Also, BMC staff briefed the group on activities

already being performed in support of regional transit planning, as well as other staff activities that transit operators may find useful in their own efforts.

As a consequence of this discussion, BMC and MTA will co-

host a larger event in late spring, designed to highlight local and regional best practices in



transit planning and operations, and featuring a presentation by a national transit expert. BMC will also disseminate legislative updates, grant opportunities, and other information to the locally operated transit systems, to support local efforts and to further the transit objectives of the region’s long-range plan.

## BRTB Meets

The January 13<sup>th</sup> BRTB meeting was attended by the elected officials from the local jurisdictions and the state. Ms. Lynne Nemeth, the chair of the Citizens Advisory Committee (CAC), provided a report on the activities of the committee and its accomplishments over the past year. Captain Mel Blizzard from Baltimore County provided an update on efforts to procure emergency management software for the jurisdictions in the region. He briefly explained the framework for deployment of emergency management software. The last item on the agenda was a briefing on regional air quality issues and the role of transported pollution from Mr. Tom Snyder and Mr. Tad Aburn from the Maryland Department of the Environment.

## *MD General Assembly Busy: Bill Tracker Available Online*

For the last eleven years, the Baltimore Metropolitan Council has provided timely reports to the Baltimore Regional Transportation Board (BRTB), public agencies, and interested community groups on the status of specific legislation introduced in the Maryland General Assembly. Since 1993, reports have been provided on transportation and air quality-related legislation. In 1997, these reports were expanded to include information on community development-related (Smart Growth) legislation.

BMC recently produced a compendium of legislation of interest to the BRTB during the 1993-2003 legislative sessions. This document summarizes 1,071 bills and resolutions in specific categories that were introduced during the last eleven years. Of the total pieces of legislation introduced during this period, 316 bills and resolutions (almost 30 percent) were approved by the General Assembly and enacted into law.

The document is organized into two major sections. The first section is an index which organizes all legislation into ten (10) subject categories by year of introduction. The second section provides a summary of all bills and resolutions also by year of introduction. In this section, the following categories of information are provided for each bill: Bill Number / Title, Sponsor, Purpose, Prior Legislative History, and Final Disposition.

BMC has also prepared a convenient directory of members of the 2004 Maryland General Assembly, including regional and local jurisdiction delegations. This directory also includes legislative committee assignments and committee contact information. Both legislative documents are available at [www.baltometro.org](http://www.baltometro.org) under "What's New."

## Officials Discuss Traffic Management in Annapolis

The Annapolis Regional Transportation Management Association (ARTMA) hosted a presentation and panel discussion entitled "Managing the Impact: Annapolis Transportation Projects" on December 4<sup>th</sup>. The program, held in the City Council Chambers, focused on the major Annapolis transportation improvements planned for the next two years and how the city and state will work together to manage traffic and minimize impacts on area businesses, residents, commuters, and visitors.

Approximately 75 concerned citizens heard State Highway Administration (SHA) officials explain the scope of work and traffic management plans on the upcoming Weems Creek Bridge replacement, College Creek Bridge rehabilitation, Rowe Boulevard Bridge construction, Taylor Avenue intersection improvements, and US 50/MD 2 interchange work. Several of these projects are slated to begin early this year.

Jon Arason, City of Annapolis Planning Director, moderated a panel forum immediately following SHA's presentation. Representatives from state and city government and the local business community discussed trip reduction strategies, transportation alternatives, public outreach plans, and signage.

For further information contact Heather McColl, Executive Director, ARTMA, at [hmccoll@artma.org](mailto:hmccoll@artma.org).



*Citizens learn about upcoming transportation improvements in Annapolis.*

# Development of Transportation 2030 Continues

For the next long-range plan, Transportation 2030, approximately 100 projects have been submitted by the local jurisdictions and Maryland Department of Transportation (MDOT). These projects include a range of transportation improvements: highway and interchange, transit, and bicycle/pedestrian. Many projects were re-submitted from the last plan. Some are new.

BMC staff are in the final stages of reviewing the project information, in preparation for the *technical prioritization* process. For most projects, the *policy prioritization* score was submitted. The high, medium, or low policy score indicates the priority for the project by either the local jurisdiction or MDOT. The policy score accounts for 60 percent of the overall project score. The technical evaluation will count for 40 percent of the project score. Shortly, the full list of projects will be available on the BMC website.

Ten projects will not be scored because the BRTB has already agreed that they meet a set of criteria that show benefits regionwide. These projects will be the first to be funded and are listed on the table below.

During the technical prioritization process, the other projects will be evaluated against a set of factors, such as their impacts on safety, congestion, the environment, further demand for the facility, and overall cost-effectiveness. During the policy prioritization process, projects are considered for how they address the goals and priorities of Transportation 2030.

After project prioritization, the BRTB selects a combination of projects that balances a variety of performance measures including po-

litical and fiscal viability. The collective projects are known as the *Preferred Alternative*. Finally, this draft combination of projects is reviewed to see what impact it will have on low-income and minority populations, and to ensure that the project mix does not interfere with air quality goals. Opportunities for public comment will also be available.

The information discussed here can be found on the internet at [www.baltometro.org](http://www.baltometro.org) under the Transportation 2030 tab, in the lower corner.

REGIONALLY IMPORTANT PROJECTS IN DRAFT TRANSPORTATION 2030			
Facility	Location	Description	Year of Operation
MARC	Camden & Penn Lines	Bi-level coaches	2010
I-97	US 50/301 to MD 32/3	widen from 4 to 6 lanes	2010
MD 295	I-695 to MD 100	widen from 4 to 6 lanes, new interchange @ Hanover Rd	2010
I-695	I-83 to I-95 N	widen from 6 to 8 lanes	2015
I-695	I-95 S to MD 122	widen from 6 to 8 lanes	2015
Light Rail Transit/Bus Rapid Transit	Fells Point to Security	Red Line	2020
Heavy Rail Transit/Bus Rapid Transit	Johns Hopkins Hospital to Morgan State University	Green Line	2020
I-95 South	Howard & Baltimore counties	widen from 8 to 10 lanes	2020
I-695	I-95 S to I-95 N	widen from 6, 8 to 8, 10 lanes	2020
US 50/301	Bay Bridge to Prince George's County Line	widen from 6 to 8 lanes	2020



Several transit projects are considered regionally important in Transportation 2030.

Track the progress of work on *Transportation 2030* — check out the chart on page 5.

More information is available on the web at [www.baltometro.org](http://www.baltometro.org).

# Two Documents Available for Public Comment

Two important documents were made available for public review in mid-January. The Fiscal Year 2005 Unified Planning Work Program (UPWP) identifies regional transportation planning activities that are proposed for FY 2005. These activities will be completed by staff of the BMC on behalf of the BRTB, local jurisdiction agencies and various state agencies between July 1, 2004 and June 30, 2005.

The UPWP document includes tasks to support:

- Public participation in the transportation planning process
- Systems to monitor and evaluate congestion
- Transportation needs of the elderly, individuals with disabilities and low-income residents
- Safety and efficiency of the transportation system
- Minority and low-income groups' involvement in transportation planning
- Alternative transportation (bicycle and pedestrian) needs
- Strategies to improve mass transit
- Environmental planning for air and water quality
- Assessment of land development actions with transportation needs

The draft FY 2005 UPWP is available at [www.baltometro.org](http://www.baltometro.org) under "What's New". Comments were accepted through February 11<sup>th</sup> but members of the public also had an opportunity to comment at the February 24<sup>th</sup> BRTB meeting. For more information call Regina Aris at the Baltimore Metropolitan Council at 410-732-9572. The FY

2005 UPWP will be considered for approval by the BRTB at the March 23<sup>rd</sup> BRTB meeting.

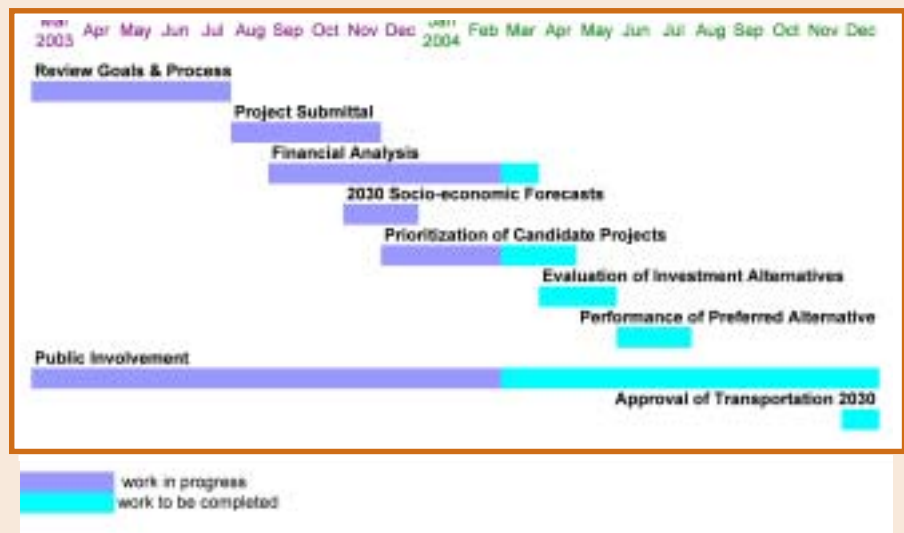
The second document available for public review is the revised Public Involvement Plan and Strategy Guide. This revised Plan lays out the public involvement process to be followed by the BRTB. The public review and comment period ends on March 20<sup>th</sup> but comments in writing will be accepted through March 17<sup>th</sup>.

The revised Plan includes the following sections:

- How the Public Involvement Plan and Strategy Guide were developed
- General Guidelines for Strategies
- The steps for implementing public involvement for the Long Range Plan, amendments to the Long Range Plan, the Transportation Improvement Program, the work program (the Unified Planning Work Program), future revisions to the Public Involvement Plan and the Annual Performance and Evaluation Report on Public Involvement
- A Strategy Guide listing seventeen possible strategies for implementing public involvement

The revised Plan is available at [www.baltometro.org](http://www.baltometro.org) under "What's New." For more information or a hard copy of the revised Plan, call Regina Aris at 410-732-9572. Comments may be submitted in writing to Pete Gutwald, Chairman, Baltimore Regional Transportation Board, 2700 Lighthouse Point East, Suite 310, Baltimore, MD 21224-4774. Comments can also be submitted by emailing Regina Aris at [aris@baltometro.org](mailto:aris@baltometro.org).

## Development of Transportation 2030 Continues



*Upcoming Transportation 2030 public participation activities will include presentations at community meetings through spring 2004.*

# Baltimore Region Travel Trends 1980-2000 continued from page 1

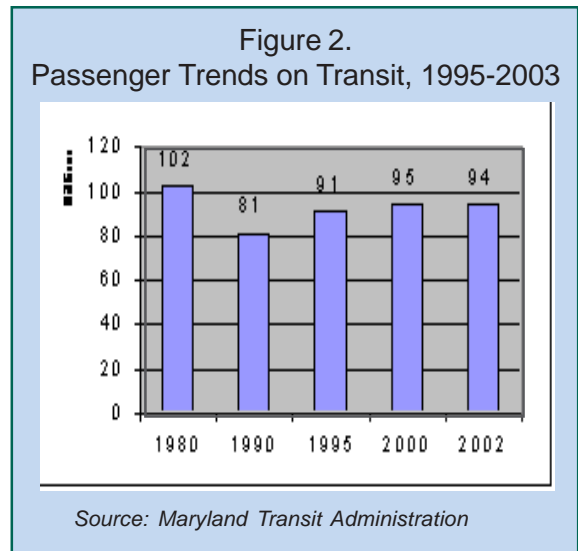
## Transit Trends

Transit ridership in the Baltimore region declined between 1980 and 1990, but with the addition of the Metro line in the 1980s, the Light Rail in the 1990s, and several commuter and paratransit bus lines, the number of riders climbed back to approximately 95 million total passengers by 2000. MTA-operated buses continue to be the major transit mode, carrying 71.5 million passengers in 2000, or 76 percent of all riders. In 2000, 13.6 million riders, or 14 percent of all riders, rode Metro and 8.6 million, or 9 percent of all riders, used the light rail.

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*MTA-operated buses continue to be the major transit mode, carrying 71.5 million passengers in 2000, or 76 %*

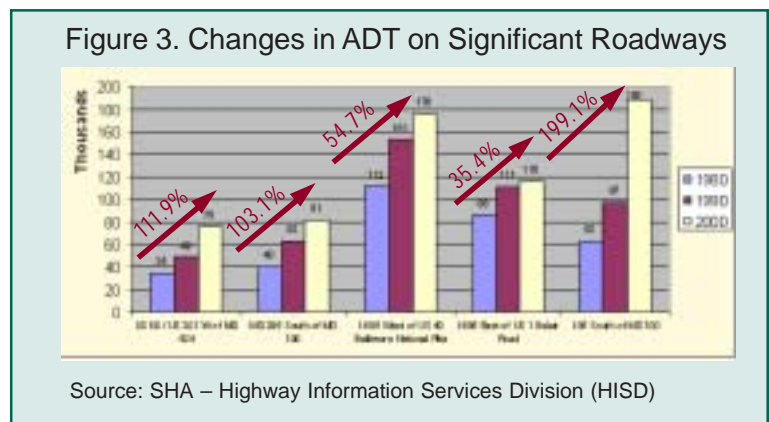
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## Trends in Average Daily Traffic (ADT) on Major Roadways and Toll Facilities in the Region

Several roadways in the region experienced significant increases in Average Daily Traffic (ADT) volumes during the period between 1980 and 2000. Changes in ADT on several freeways in the region are shown graphically in Figure 3.

Several of the toll facilities in the region, such as the William Preston Lane Memorial Bridge crossing for the Chesapeake Bay, the Harbor and Fort McHenry Tunnels, and the Francis Scott Key Bridge experienced significant increases in daily traffic volumes. The most significant increases occurred on the Bay Bridge, which increased by 125 percent between 1980 and 2000, and the Key Bridge, which registered a 57 percent increase.



## Other Significant Trends in the Region

- The number of households increased from 757,000 in 1980 to 960,000 in 2000. This 27-percent increase in households compares to a 16-percent increase in population during the same period, showing a trend towards smaller families and more single-person households.
- The number of licensed drivers increased by 22 percent between 1980 and 2000; however, most of this increase occurred between 1980 and 1990 (21 percent) with the largest increases occurring in Carroll (40 percent), Harford (37 percent) and Howard (69 percent) counties. Between 1990 and 2000, Baltimore City had a 24 percent reduction in the number of licensed drivers.
- The number of vehicles registered in the Baltimore region increased by 73 percent, from 1.1 million in 1980 to 1.9 million in 2000, indicating a growing number of households with more than one vehicle.
- From a safety standpoint, the number of regional automobile accidents has declined by 22 percent, from 67,000 in 1980 to 52,000 in 2000.

## Complete Travel Trends on the Web

A complete profile of travel trends for the Baltimore region, including data such as vehicle occupancy and classification at major employment centers, regional travel on other modes (air, Port of Baltimore), that includes data for 2002/2003 is available on the web at [www.baltometro.org](http://www.baltometro.org).

# Mark your calendar! May is Clean Commute Month



Get out your walking shoes & tune up your bike.  
Check out the bus & train schedules or register for Rideshare.

## Clean Commute Month is coming.

May 2004 is your opportunity to prepare for the summer ozone season by trying an alternative way to get to work. In addition to saving wear and tear on your car—and your nerves—you'll be helping reduce the automobile emissions that contribute to the formation of the smog-forming pollutant ozone. Ozone aggravates health problems such as asthma, so your clean commute will help yourself and everyone else breathe a little easier. Commuter Choice benefits can save you money, too.

Everything you need to figure out how to clean commute can be found at [www.cleancommute.com](http://www.cleancommute.com). Or, if you're an employer, we can help you promote clean commuting to your employees.

For more information, contact Russ Ulrich, the Clean Commute Coordinator at 410-732-9575, or [cleancommute@baltometro.org](mailto:cleancommute@baltometro.org).

## And don't forget Bike to Work Day

On May 7, Rallies will be held at

- Baltimore City Courthouse Plaza
- Annapolis City Dock
- Bel Air Government Center
- Towson Courthouse Square

For more information or to register, visit [www.bike2workcentralmd.com](http://www.bike2workcentralmd.com). Or, contact Jamie Bridges at 410-732-0500 ext. 1053 or [jbridges@baltometro.org](mailto:jbridges@baltometro.org).

See ya there!



## Calendar of Events

March 2	Tuesday	9:30 a.m.	Technical Committee
March 10	Wednesday	8:30 a.m.	Interagency Consultation Group
March 17	Wednesday	10:00 a.m.	Cooperative Forecasting Group
March 17	Wednesday	4:00 p.m.	Citizens Advisory Committee, PIP Comments
March 23	Tuesday	9:00 a.m.	Baltimore Regional Transportation Board

Subject to change. Visit [www.baltometro.org](http://www.baltometro.org) or call 410-732-0500 ext.1043 for an update of the events calendar and details.



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Send your comments to  
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or call 410-732-0500 ext.1035.

**We're on the Web! Visit [www.baltometro.org](http://www.baltometro.org)**

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## Baltimore Regional Transportation Board

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