

Baltimore Regional AI Stakeholder Work Group

Notes (flip pads) from November 8, 2018 Meeting – Disparities in Access to Opportunity:
Transportation and Employment

- Unemployment rates – possible to break out for people with disabilities? Likely to be disproportionately high, too.
- Access to automobiles – one of biggest barriers in Baltimore City is that insurance companies charge more in African American areas of the City.
- Frustration with frequent changes in plans for transit – need to stick with plans and follow through.
- RTA in Anne Arundel County: Frustration with
 - Problems in reliability, buses not following schedule.
 - No bus shelter at stops
- Howard County uses RTA, too – problem connecting to MTA lines
- Transit reliability is critical for riders to keep their jobs.
- Transit service tends to be best for 9:00-5:00 workers – not nearly as good for weekend and evening (2nd shift) workers.
- Anne Arundel County
 - In process of developing vision plan for transportation.
 - Currently lacks much evening and weekend service.
- Annapolis, Maryland Live Casino, & BWI Airport have needs for transit services for residents that connect to other providers.
- Harford County has limited transit – “micro transit” routes (shared, flexible routes using technology and generally smaller vehicles) might be more attractive in rural communities.
- MTA:
 - Discussing experiments with smaller transit vehicles and micro transit.
 - Transit reliability: Roads (dedicated bus lanes) and traffic signals (prioritize transit vehicles) are controlled by local government, can help improve transit reliability.
 - Design of new housing developments or office centers can greatly influence efficiency of transit – need site design that is good for people who walk and transit vehicle access and efficient routes. (Long, winding entranceways not helpful)
- Maryland commuter bus is expensive – hard for lower-income people.
- MTA Express BusLink beltway-area routes that MTA discontinued after about 18 months:
 - What marketing did MTA do to encourage people to ride them?
 - Express BusLink routes discontinued at same time new TradePoint Atlantic route established – limited budget for MTA; can’t do everything.
- Additional resources for MTA could improve transit services.
- Charm City Circulator
 - Frustration that a free service (funded mainly by downtown parking tax) only serves wealthier downtown areas of Baltimore
 - Should charge for downtown service

- Should serve lower income areas, too.
- Currently Circulator buses are stored in Cherry Hill, but no Circulator route serves Cherry Hill.
- Figure out how to facilitate/coordinate/connect different service providers.
- Concern about Transit-Oriented Development (TOD) points in Maryland DHCD Qualified Allocation Plan (QAP) for allocating Low Income Housing Tax Credits – housing site can be up to two miles away from transit and still receive points; difficult for persons with disabilities, since MTA Mobility service only serves ¾-mile radius around transit lines.
- For persons with disabilities/African American/Latinx – develop local solutions that incentivize transit in areas of opportunity.
- Role of community involvement:
 - Turner Station community organized and worked with state legislators to preserve bus route slated for elimination and pushed for new route to serve Tradepoint Atlantic.
 - Community involvement and organizing improved BaltimoreLink.
 - But other community involvement can be discriminatory & racially motivated NIMBYism (Not In My Back Yard) re: housing vouchers or transit service.
- What about role of ride-share services like Uber?