PRESENTATION OUTLINE

- RTP Background & Approach
- RTP Goals
- Identifying Transit Needs & Corridors of Opportunity
- Looking Ahead
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

Connecting Our Future
A Regional Transit Plan for Central Maryland
Project Schedule

ANALYZE
Review the current system; identify opportunities for improvement.

- March 2019: Transit 101
- April 2019: Overview of Trends and Benchmarks
- June 2019: Review State of Good Repair, Funding, and New Mobility

PROPOSE
Review system performance and propose improvements.

- September 2019: Address Service Gaps and Corridors of Need
- October 2019: Understand the Rider Perspective
- December 2019: Review Goals and Prioritize Strategies

PUBLISH
Present findings and recommendations.

- April 2020: Review Draft Plan
- June 2020: Update Draft Plan Based on Feedback
- September 2020: Review and Publish Final Plan

Connecting Our Future
A Regional Transit Plan for Central Maryland
Draft RTP Goals

- Improve connectivity and integration of existing and future transit services
- Optimize existing transit services
- Enhance fiscal sustainability

Connecting Our Future
A Regional Transit Plan for Central Maryland
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.
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
Regional Commute Travel Flows

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

Percent of Commuter Trips from County to County

<table>
<thead>
<tr>
<th>From County</th>
<th>Howard</th>
<th>Carroll</th>
<th>Anne Arundel</th>
<th>Baltimore City</th>
<th>Baltimore County</th>
<th>Harford</th>
</tr>
</thead>
<tbody>
<tr>
<td>Howard</td>
<td>42%</td>
<td>10%</td>
<td>7%</td>
<td>4%</td>
<td>6%</td>
<td>2%</td>
</tr>
<tr>
<td>Carroll</td>
<td>1%</td>
<td>47%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td>Anne Arundel</td>
<td>11%</td>
<td>6%</td>
<td>60%</td>
<td>6%</td>
<td>6%</td>
<td>3%</td>
</tr>
<tr>
<td>Baltimore City</td>
<td>10%</td>
<td>7%</td>
<td>8%</td>
<td>62%</td>
<td>29%</td>
<td>14%</td>
</tr>
<tr>
<td>Baltimore County</td>
<td>8%</td>
<td>17%</td>
<td>4%</td>
<td>21%</td>
<td>51%</td>
<td>21%</td>
</tr>
<tr>
<td>Harford</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>2%</td>
<td>58%</td>
</tr>
<tr>
<td>DC Region</td>
<td>27%</td>
<td>12%</td>
<td>22%</td>
<td>5%</td>
<td>5%</td>
<td>2%</td>
</tr>
</tbody>
</table>

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

Connecting Our Future
A Regional Transit Plan for Central Maryland
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

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
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
Existing Transit Corridors
### Potential Regional Transit Corridors:

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

October 29, 2019
9 AM – 12 PM
Community College of Baltimore County (CCBC)
10300 Grand Central Avenue
Room 509 A&B
Owings Mills, MD
Questions?