PRESENTATION OUTLINE

- RTP Background & Approach

- Transit in the Region Today

- The Changing Region

- Draft Goals

- Identifying Transit Needs

- Public Outreach Approach

- Looking Ahead

RTP BACKGROUND & APPROACH

Purpose & Approach

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

The Central Maryland Region

HARFORD

BALTIMORE

BALTIMORE CITY

HOWARD

ANNE ARUNDEL

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Project Framework

MDOT MTA is developing this 25-year plan to meet the transit needs of the Core Service Area, guided by Maryland Chapter 352 (2018).

The Project Team is exploring seven topics to better understand what transit resources exist today and explore opportunities to improve mobility in the future

- Service Quality and Integration

- Funding

- State of Good Repair

- Access

- Corridors of Opportunity

- The Customer Experience

- New Mobility

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Project Partners
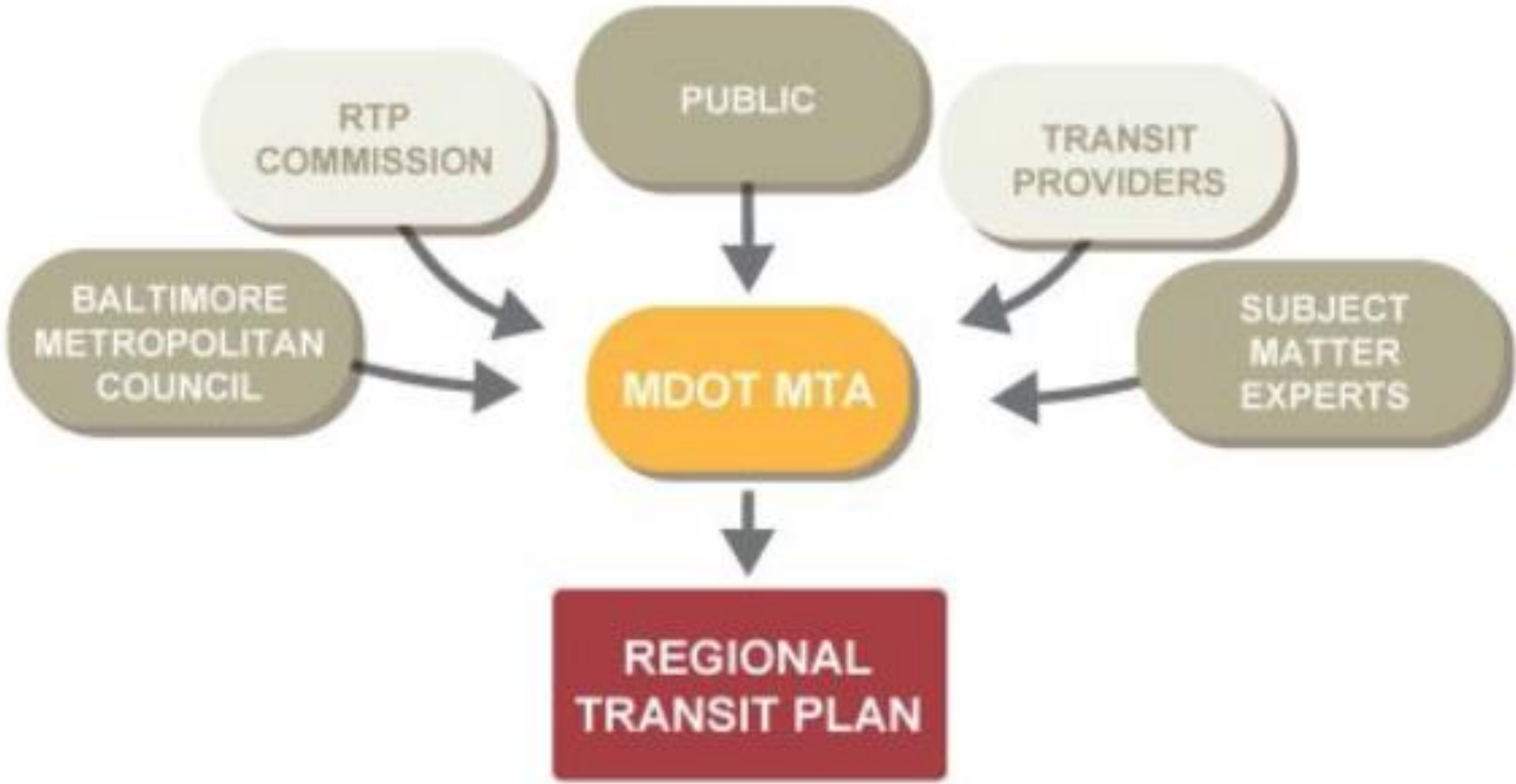
Project Schedule

ANALYZE
Review the current system; identify opportunities for improvement.
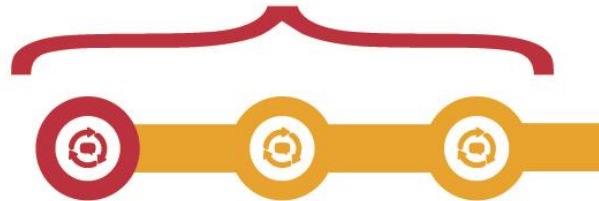
March 2019
Transit 101

April 2019
Overview of Trends and Benchmarks; Draft Goals

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.
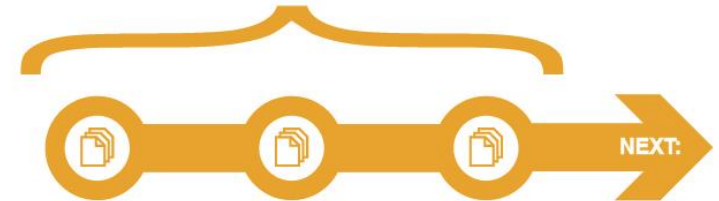
April 2020
Review Draft Plan

June 2020
Update Draft Plan Based on Feedback

September 2020
Review and Publish Final Plan

NEXT: **IMPLEMENT**

Current Task
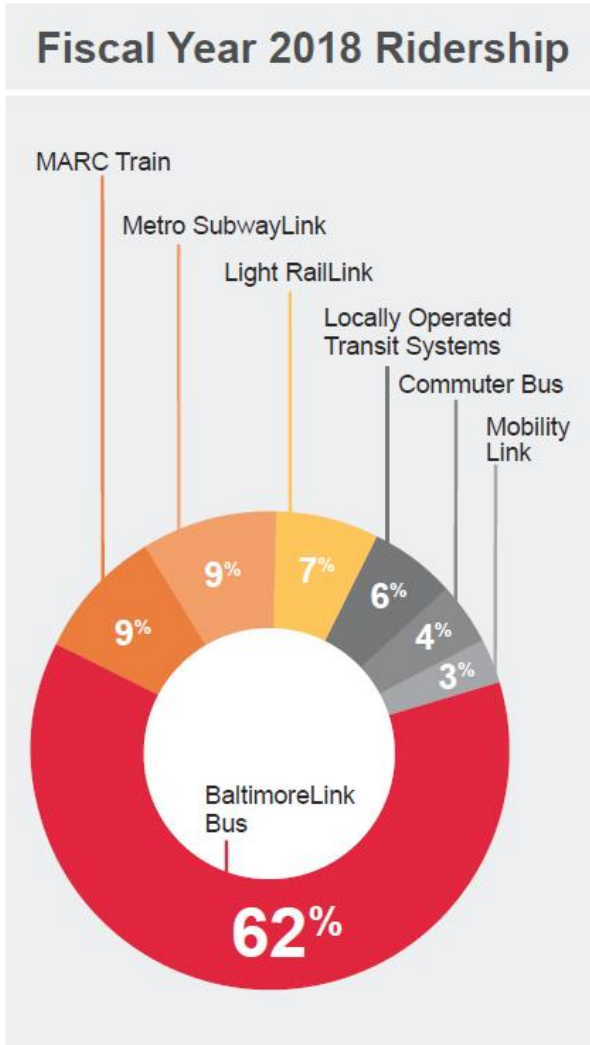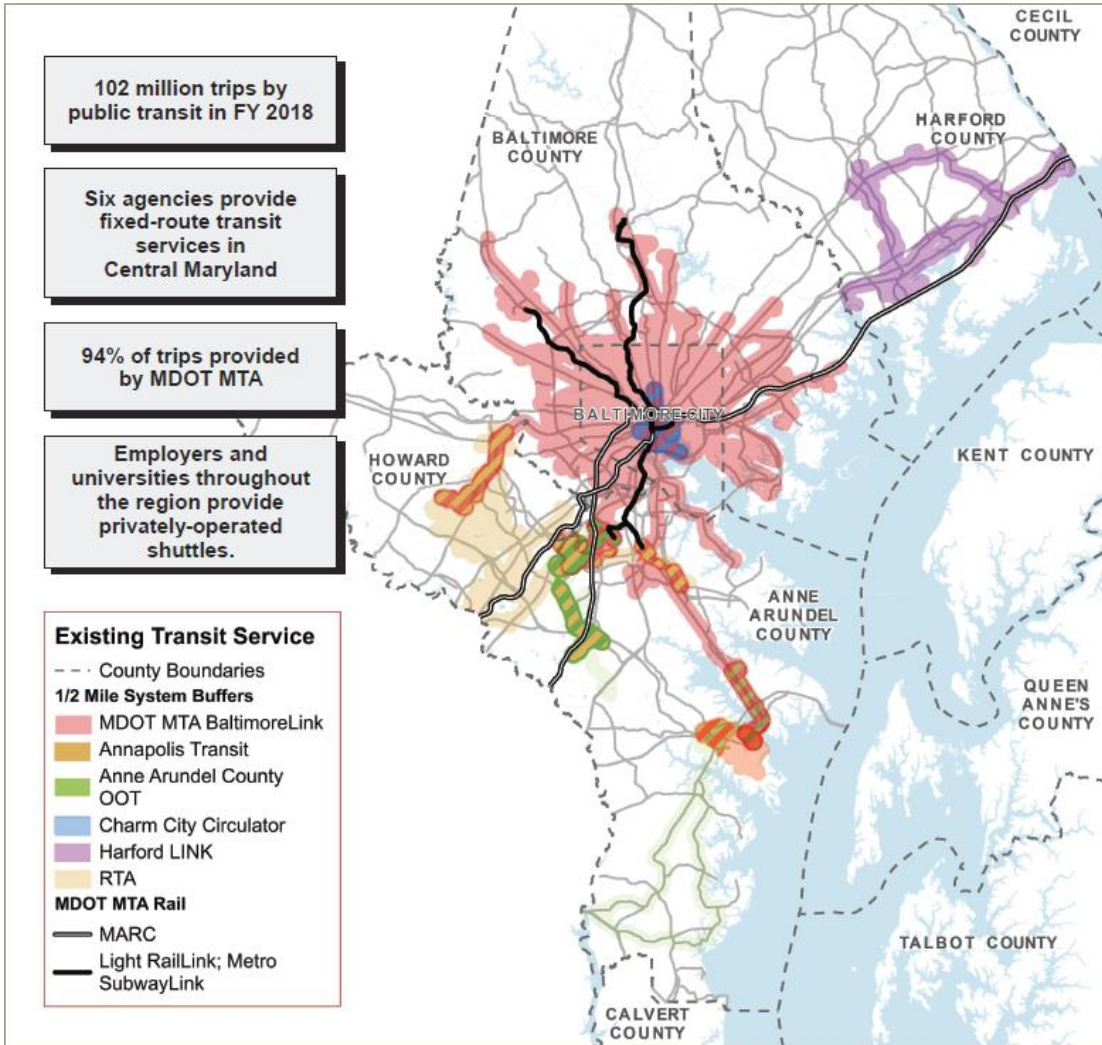Upcoming Task
Completed Task

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7

TRANSIT IN THE REGION TODAY

Public Transit Ridership in Central Maryland

- 102 million trips by public transit in FY 2018
- Six agencies provide fixed-route transit services in Central Maryland
- 94% of trips provided by MDOT MTA
- Employers and universities throughout the region provide privately-operated shuttles.

Existing Transit Service
- – – · County Boundaries
- **1/2 Mile System Buffers**
  - MDOT MTA BaltimoreLink
  - Annapolis Transit
  - Anne Arundel County OOT
  - Charm City Circulator
  - Harford LINK
  - RTA
- **MDOT MTA Rail**
  - —— MARC
  - —— Light RailLink; Metro SubwayLink

Fiscal Year 2018 Ridership

- MARC Train
- Metro SubwayLink
- Light RailLink
- Locally Operated Transit Systems
- Commuter Bus
- Mobility Link
- BaltimoreLink Bus 62%
- 9%
- 9%
- 7%
- 6%
- 4%
- 3%

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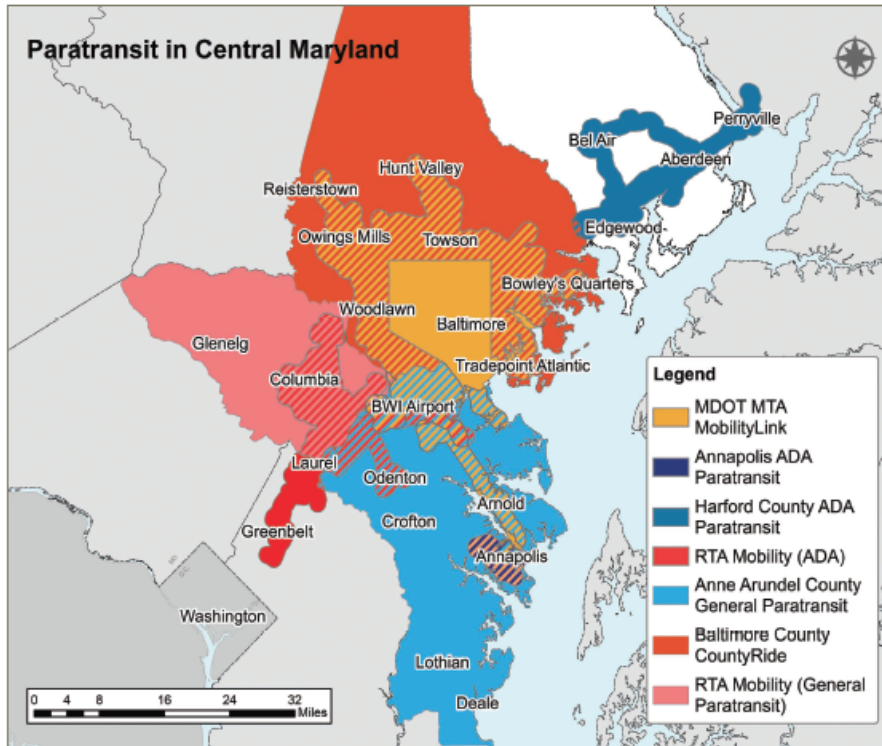A Regional Transit Plan for Central Maryland
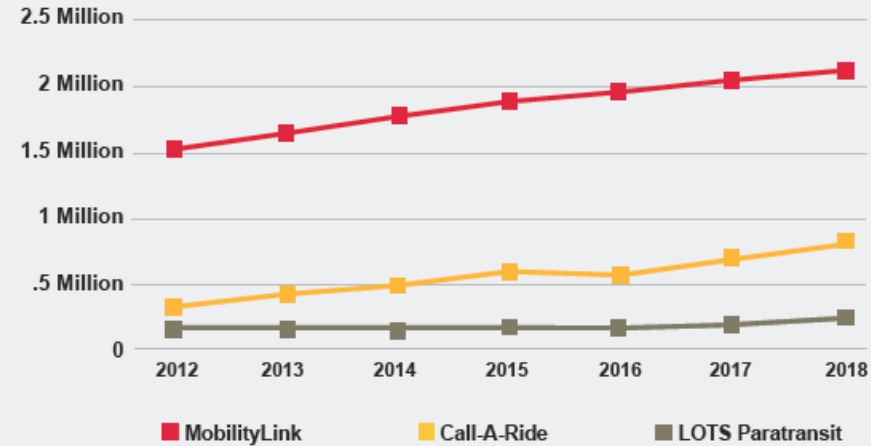
Paratransit in the Region

Paratransit services provide curb-to-curb or door-to-door transit for people with disabilities. In fiscal year 2017, Central Maryland transit agencies provided 3 million paratransit trips.

Paratransit in Central Maryland

Legend
- MDOT MTA MobilityLink
- Annapolis ADA Paratransit
- Harford County ADA Paratransit
- RTA Mobility (ADA)
- Anne Arundel County General Paratransit
- Baltimore County CountyRide
- RTA Mobility (General Paratransit)

Perryville, Bel Air, Hunt Valley, Reisterstown, Aberdeen, Owings Mills, Towson, Edgewood, Bowley's Quarters, Woodlawn, Baltimore, Glenelg, Tradepoint Atlantic, Columbia, BWI Airport, Laurel, Odenton, Arnold, Greenbelt, Crofton, Annapolis, Washington, Lothian, Deale

0 4 8 16 24 32 Miles

Trends in Regional Paratransit Ridership

Paratransit ridership has been trending steadily upward.

2.5 Million
2 Million
1.5 Million
1 Million
.5 Million
0

2012 2013 2014 2015 2016 2017 2018

- MobilityLink
- Call-A-Ride
- LOTS Paratransit

Average Cost Per Trip: Fixed-Route vs. Paratransit

40
35
30
25
20
15
10
5
0

$5 — MDOT MTA Core Service Fixed-Route

$35 — MDOT MTA Paratransit

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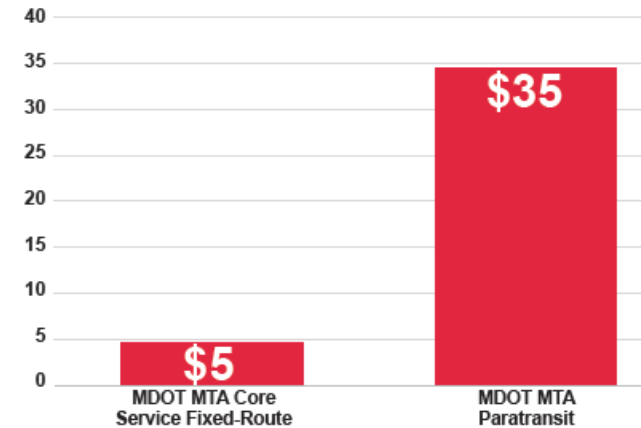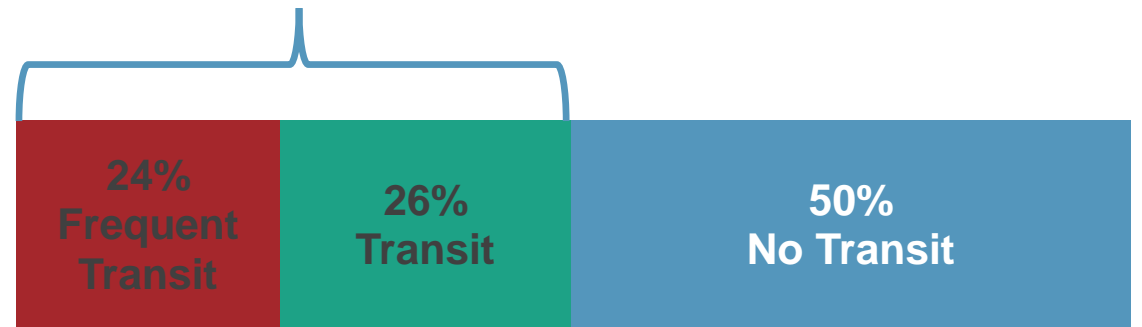
Access to Transit

40% of the region's residents (1.02 million) have access to a bus stop within ¼ mile walk of their home or a rail station within ½ mile walk

| 19% Frequent Transit | 21% Transit | 60% No Transit |
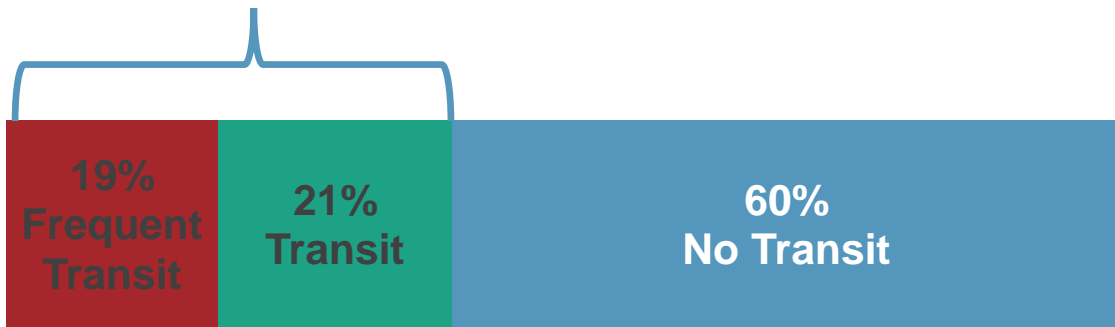
50% of the region's jobs (616,000) are accessible by bus within ¼ mile walk or by rail within ½ mile walk

| 24% Frequent Transit | 26% Transit | 50% No Transit |

Notes: Frequent Transit is defined as every 15 minutes or better weekdays 7AM–7PM.

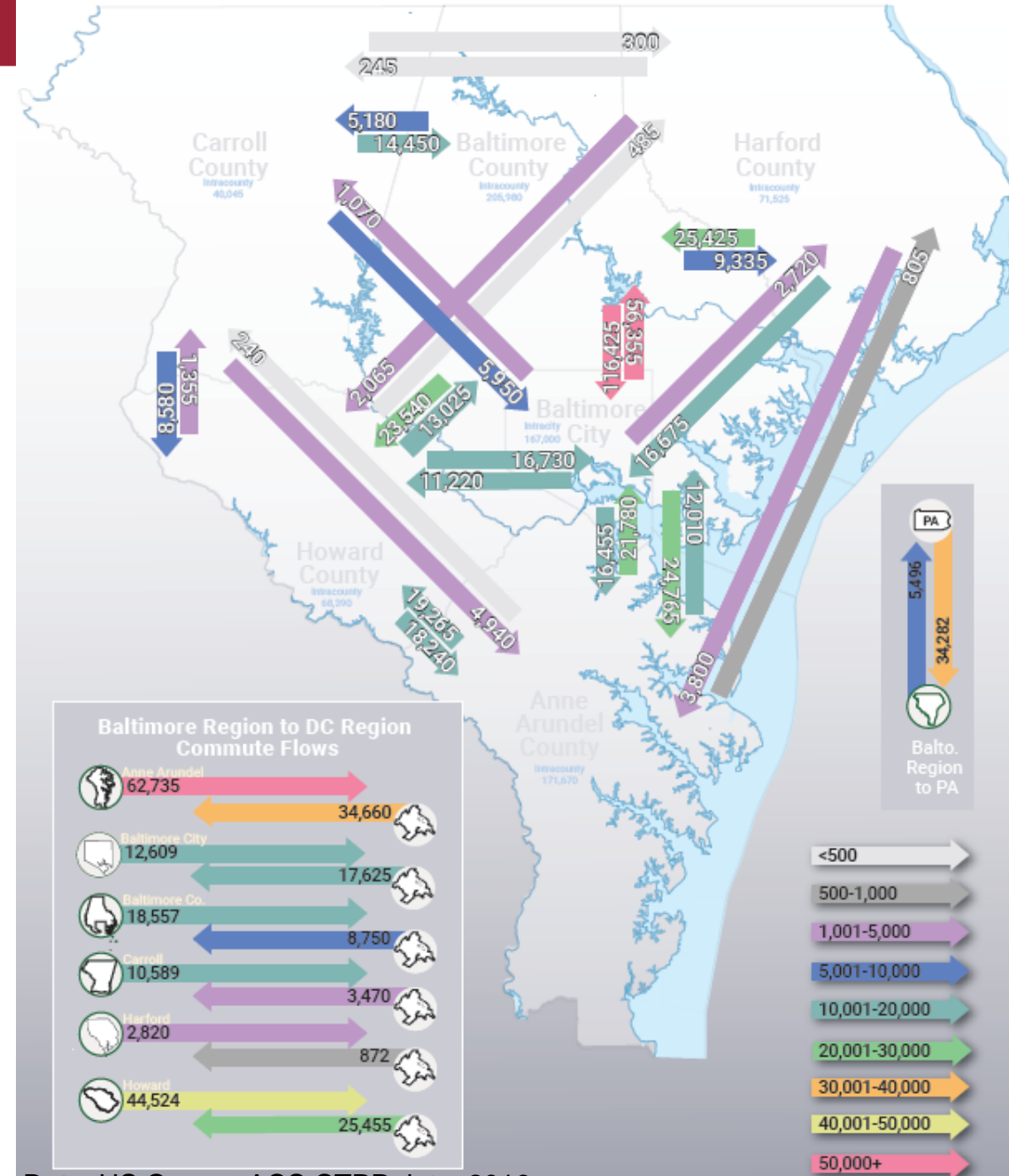*Access is measured as ½ mile from rail stations and ¼ mile from bus stops.*

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Service & Travel Flow Analysis: Regional Commute Travel Flows

Percent of Commuter Trips from County to County

		From County				
To County		Howard	Carroll	Anne Arundel	Baltimore City	Baltimore County	Harford
	Howard	42%	10%	7%	4%	6%	2%
	Carroll	1%	47%	0%	0%	1%	0%
	Anne Arundel	11%	6%	60%	6%	6%	3%
	Baltimore City	10%	7%	8%	62%	29%	14%
	Baltimore County	8%	17%	4%	21%	51%	21%
	Harford	0%	0%	0%	1%	2%	58%
	DC Region	27%	12%	22%	5%	5%	2%

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

- Harford and Baltimore County orient strongest to Baltimore County/City while Anne Arundel and Howard County orient more to the DC Region

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County-to-County Commuting Flows in the Baltimore Region
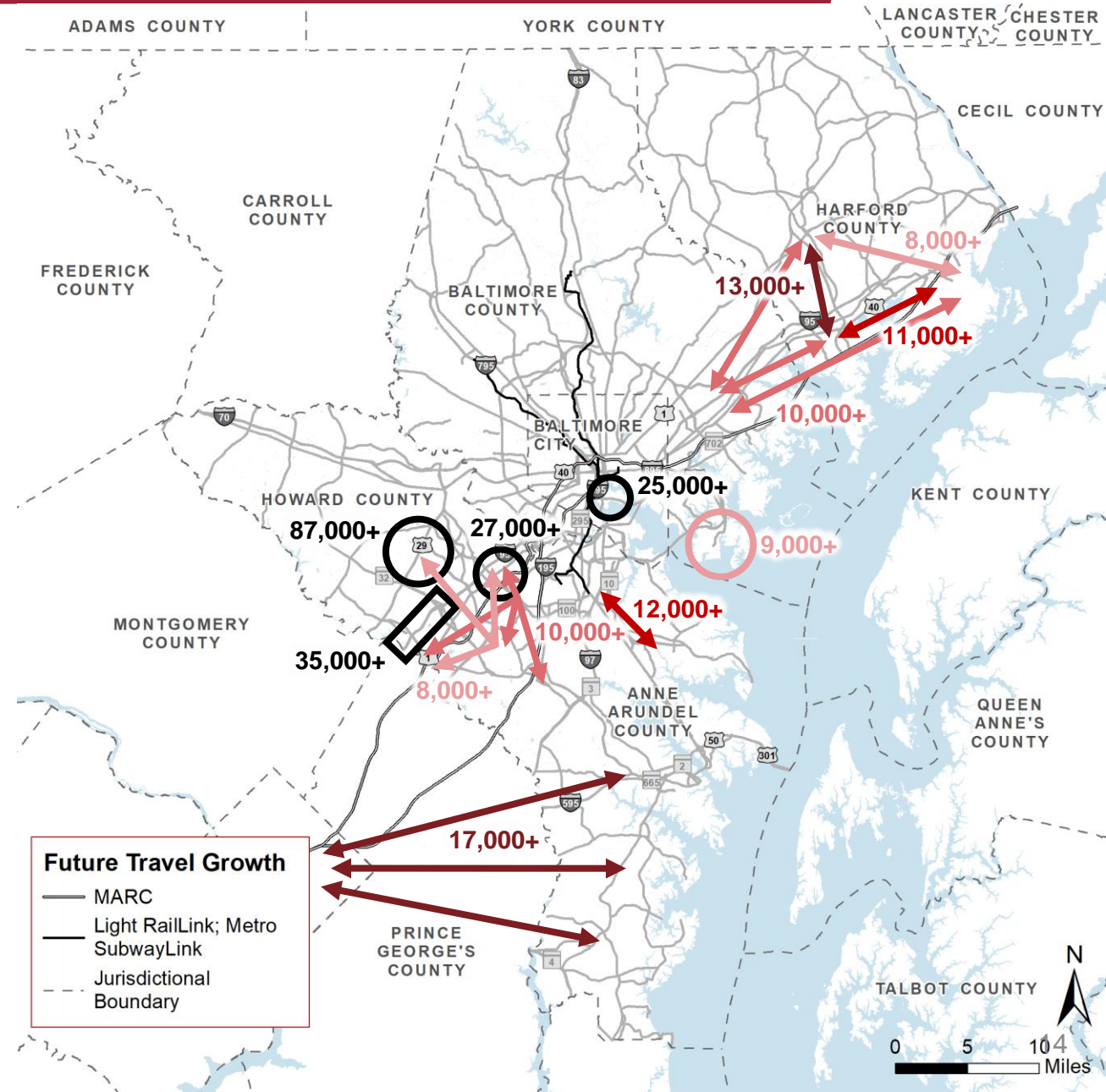
Data: US Census ACS CTPP data, 2016

THE CHANGING REGION

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
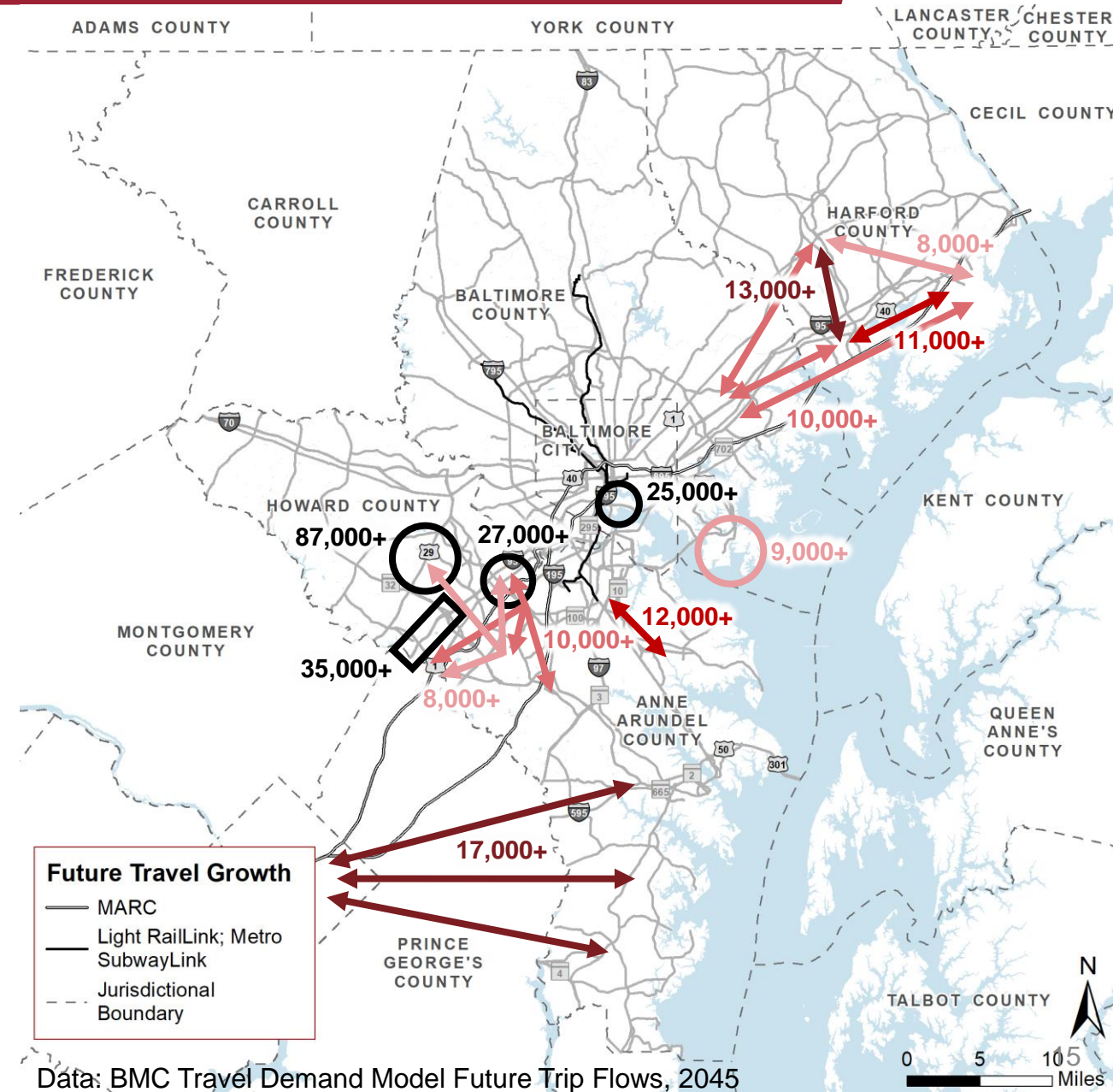

Future Travel Growth
- MARC
- Light RailLink; Metro SubwayLink
- Jurisdictional Boundary

8,000+
13,000+
11,000+
10,000+
25,000+
87,000+
27,000+
9,000+
12,000+
10,000+
35,000+
8,000+
17,000+

Significant Travel Growth (2045 Forecasted Change above 25%)

	To/From	To/From	Increased Trips
Harford	Bel Air	Aberdeen	8,000+
	Bel Air	Edgewood	13,000+
	Aberdeen	Edgewood	11,000+
	Perry Hall/White Marsh	Bel Air, Edgewood, Aberdeen	10,000+
Anne Arundel	Pasadena	Glen Burnie	12,000+
	Arundel Mills	Elkridge, Laurel, Fort Meade, Odenton	10,000+
	Fort Meade	Elkridge, Columbia, Laurel	8,000+
	South Anne Arundel County	District of Columbia	17,000+
Howard	Columbia	Columbia and other Howard County	87,000+
	Elkridge	Ellicott City, Columbia, Laurel, Jessup, Arundel Mills, BWI	27,000+
	Laurel/Savage/Jessup	Elkridge, Columbia	35,000+
Baltimore City/County	Tradepoint Atlantic, Edgemere	Dundalk, Essex, Canton	9,000+
	Port Covington, Riverside, Federal Hill, Locust Point	Downtown Baltimore, Brooklyn, Glen Burnie, Ellicott City, Columbia	25,000+

Future Travel Growth
- MARC
- Light RailLink; Metro SubwayLink
- Jurisdictional Boundary

Data: BMC Travel Demand Model Future Trip Flows, 2045

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DRAFT GOALS

IMPROVE CONNECTIVITY AND THE SEAMLESSNESS OF TRANSIT SERVICES

Connecting Our Future should…

- Respond to regional gaps in current transit services
- Prioritize connection to economic opportunities and services
- Prioritize existing and emerging transit-supportive corridors and nodes for new or enhanced services
- Increase regional collaboration

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OPTIMIZE THE QUALITY AND SAFETY OF EXISTING TRANSIT SERVICES

Connecting Our Future should…

- Advance equitable and affordable access to services
- Promote travel choice, reduced delay, and improved air quality
- Improve service quality, customer experience, and safety on existing services
- Streamline integration of innovation methods

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MAINTAIN FISCAL SUSTAINABILITY

Connecting Our Future should…

- Identify transit needs
- Identify funding and financing opportunities and innovations
- Improve cost efficiency of transit services
- Maintain assets at defined condition targets

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IDENTIFYING TRANSIT NEEDS

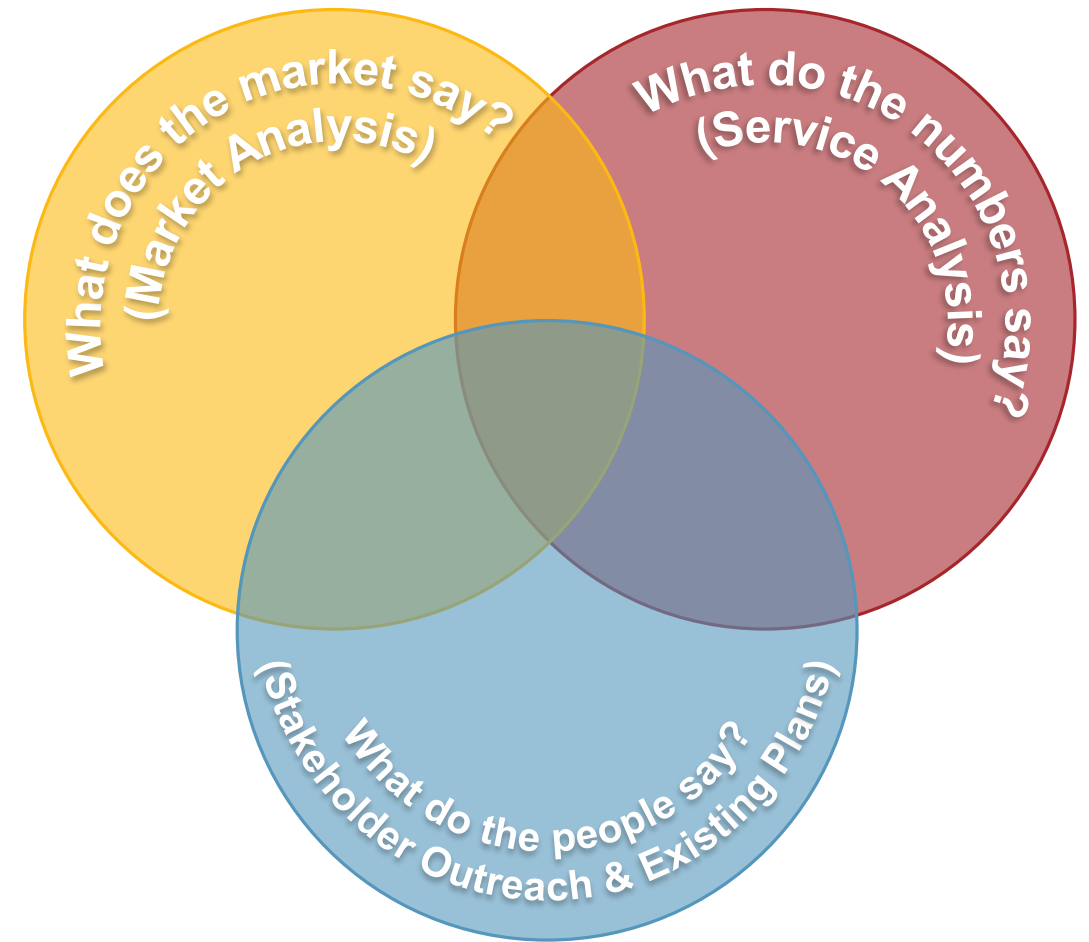**What analysis goes into transit planning?**

Market Analysis:

- Where is there demand for transit service?
- How much demand is there?
- What time of day is the demand?
- Where do people want to go?

Service & Travel Flow Analysis:

- Where and when do people have access to transit service?
- What quality of service is provided (span, frequency)?
- Where are the linkages?
- How does it perform (ridership, reliability)?
- What is the cost of service?

Stakeholder Outreach & Existing Plans

- Where do people want to go?
- What issues or gaps have the public and stakeholders identified?
- What service qualities are important?
- How and where should investment take place?
- Where have regional plans identified as priorities?

What does the market say? (Market Analysis)

What do the numbers say? (Service Analysis)

What do the people say? (Stakeholder Outreach & Existing Plans)

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PUBLIC ENGAGEMENT APPROACH

Public Involvement Methods

MAKE IT EASY

Meet people where they are

MAKE IT INTERACTIVE

Create experiences where people can connect directly with RTP staff

MAKE IT COMPREHENSIVE

Use both high-tech and low-tech resources to share all relevant information

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Key Themes We've Heard 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

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Fall Open Houses

October Locations:

- **10/21 Howard County**
  Elkridge Recreation & Community Center 4-6 PM

- **10/22 Baltimore County**
  Towson Library 4-6 PM

- **10/24 Baltimore City**
  Mondawmin Station 4-6 PM

- **10/28 Harford County**
  Edgewood Library 5-7 PM

- **10/29 Anne Arundel County**
  Severna Park Community Center 4-6 PM

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