PROJECT UPDATE

August 27, 2019
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
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
Project Schedule

**ANALYZE**
Review the current system; identify opportunities for improvement.

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

- **April 2019**
  - Review of Trends and Draft Goals

- **June 2019**
  - Address Service Gaps and Corridors of Need

- **September 2019**
  - Understand the Rider Perspective

- **October 2019**
  - Review Goals and Prioritize Strategies

**PROPOSE**
Review system performance and propose improvements.

- **December 2019**
  - Present findings and recommendations.

**PUBLISH**

- **April 2020**
  - Review Draft Plan

- **June 2020**
  - Update Draft Plan Based on Feedback

- **September 2020**
  - Review and Publish Final Plan

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Connecting Our Future
A Regional Transit Plan for Central Maryland
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

Fiscal Year 2018 Ridership

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

Connecting Our Future
A Regional Transit Plan for Central Maryland
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.

Trends in Regional Paratransit Ridership
Paratransit ridership has been trending steadily upward.

Average Cost Per Trip:
Fixed-Route vs. Paratransit

$35

$5

Connecting Our Future
A Regional Transit Plan for Central Maryland
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.

50% of the region’s jobs (616,000) are accessible by bus within ¼ mile walk or by rail within ½ mile walk.

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.
### Percent of Commuter Trips from County to County

<table>
<thead>
<tr>
<th>To County</th>
<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>
<td></td>
</tr>
<tr>
<td>Carroll</td>
<td>1%</td>
<td>47%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td></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>
<td></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>
<td></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>
<td></td>
</tr>
<tr>
<td>Harford</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>2%</td>
<td>58%</td>
<td></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>
<td></td>
</tr>
</tbody>
</table>

- 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.
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
## Service & Travel Flow Analysis: Regional Commute Travel Flows

### Significant Travel Growth (2045 Forecasted Change above 25%)

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

data: BMC Travel Demand Model Future Trip Flows, 2045
DRAFT GOALS
Draft Goals

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

IMPROVE CONNECTIVITY AND THE SEAMLESSNESS OF TRANSIT SERVICES
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
Draft Goals

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
IDENTIFYING TRANSIT NEEDS
Identifying Transit Needs: Methodology

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?
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
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
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