BALTIMORE METROPOLITAN COUNCIL

BUILDING A BETTER REGION TOGETHER

Transportation Needs Assessment

Findings & Policy Recommendations

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Agenda

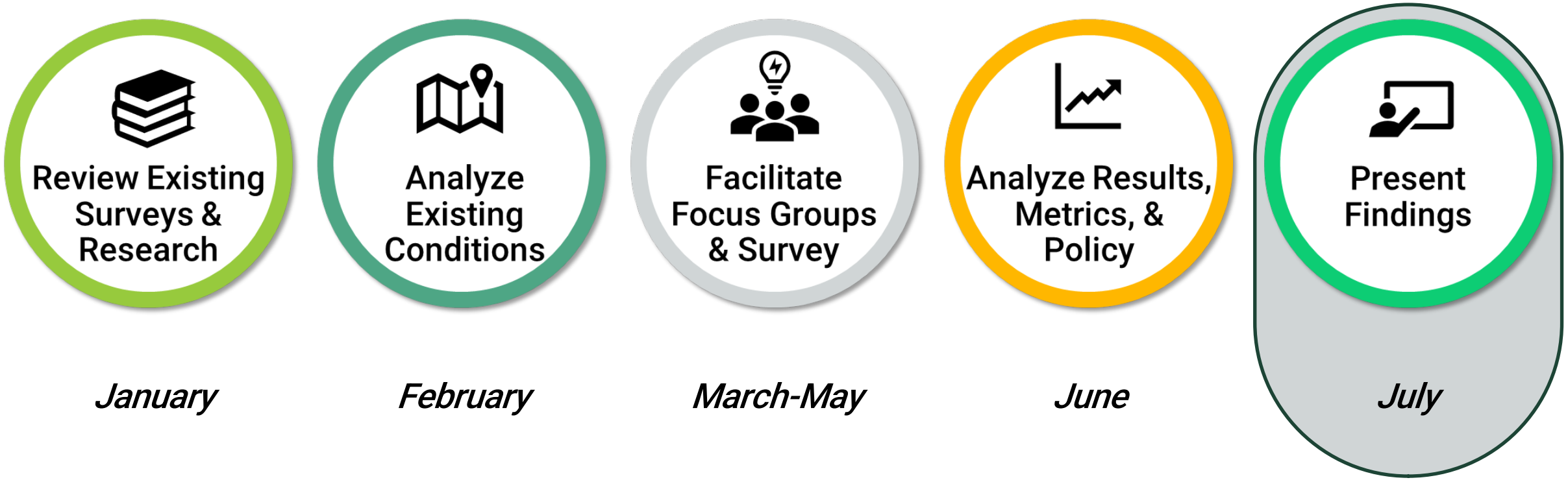
- **Project Overview**
  - Review of Existing Surveys & Research
  - Analysis of Existing Conditions
  - Survey Administration & Focus Group Facilitation

- **Findings & Policy Recommendations by Goal Area**
  - Key Takeaways from the Survey & Focus Groups
  - Recommendations for Strategies & Scoring Criteria

- **Next Steps**
  - Video Preview
  - Questions

Project Overview

Project Schedule



Review of Existing Surveys & Research

State

- MDOT Maryland Commuter Survey (2023)
- MDOT State Disabilities Survey Data (2020-2023)
- MDOT MTA Statewide Transit Plan Survey (2020)
- Maryland Statewide Household Travel Survey (2020)

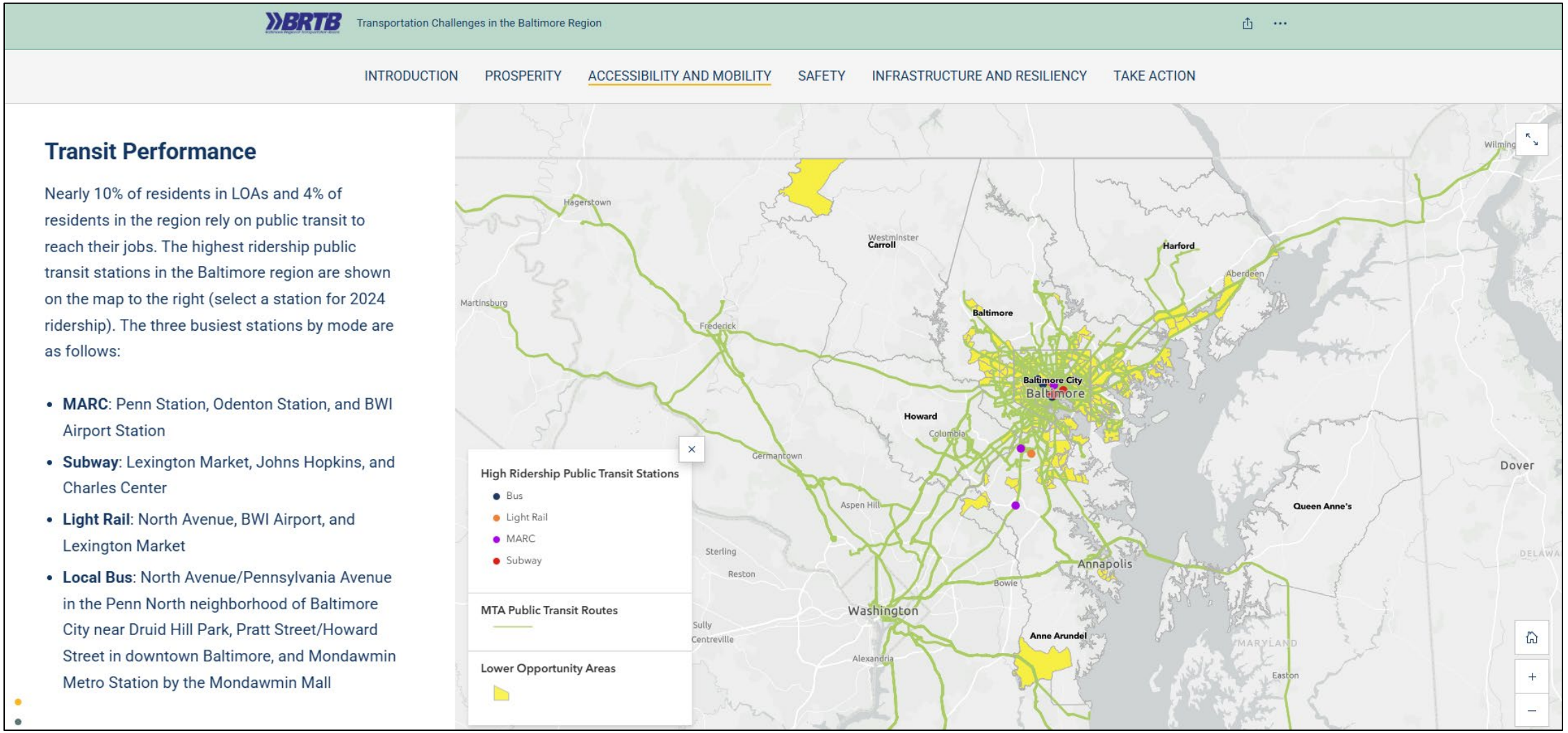
Regional

- BMC Bikeable Baltimore Region (2024)
- BMC Exploring Public Attitudes on Housing & Transportation (2024)
- BMC Long-Range Transportation Plan Scenario Planning (2024)
- BMC Post-Pandemic Trends (2024)
- BMC Priority Climate Action Plan (2024)
- BMC Regional Public Opinion Survey (2024)
- BMC Public Transportation Choice Study (2017)
- BMC Transit Needs Assessment (2015)

Local & Other

- City of Baltimore Community Health Needs Assessment (2023-2024)
- JHU Baltimore Area Survey (2023, 2024)
- Anne Arundel County Community Health Needs Assessment (2022)
- Baltimore County Community Health Needs Assessment (2020-2021)
- Carroll County Community Health Needs Assessment (2019)
- Status of People with Disabilities in Howard County (2019)
- GMU Public Perceptions of Climate Change (2016)

Analysis of Existing Conditions



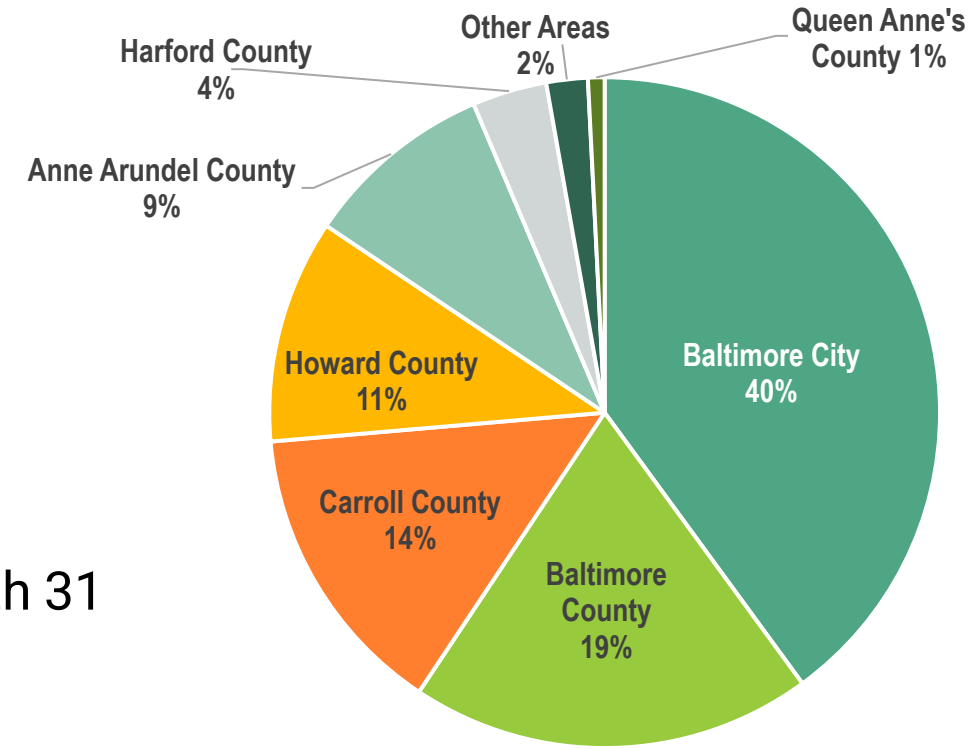
Public Engagement

Survey

- Online survey administered March—April
- 859 responses from across the region

Focus Groups

- Four virtual focus groups conducted in May, with 31 participants overall
- Designed to gather perceptions on functionality of the transportation system, key needs and barriers, and future priorities



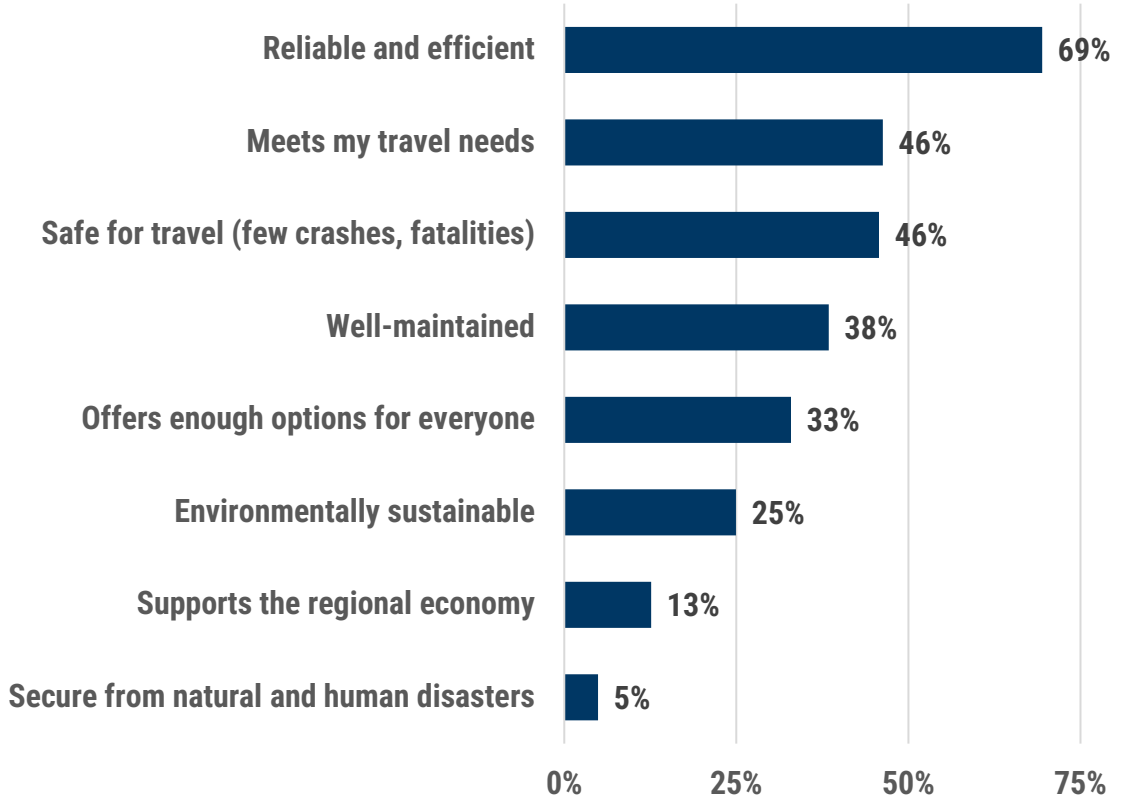
Survey Participation by Jurisdiction

Key Survey Findings

54%

Responded that the transportation system meets their travel needs ***somewhat well*** or ***very well.***

Thinking about the transportation system, which of the following are most important to you?
Choose up to three (3). (n = 713)



Policy Recommendations

Strategies & Scoring Criteria

Resilience 2050 Goal Areas

Improve Accessibility

Increase Mobility

Improve System Safety

Improve System Security

Implement Environmentally Responsible Transportation Solutions

Improve & Maintain Existing Infrastructure

Promote Prosperity & Economic Opportunity

Resilience 2050 Performance Measures

Condition of Transit Assets

1. Condition of vehicles used for revenue service
2. Condition of vehicles used for non-revenue service
3. Condition of transit facilities
4. Condition of transit infrastructure (rail fixed-guideway, track, signals, systems)

Transit Safety

5. Number of reportable fatalities and rate per total vehicle revenue miles (VRM)
6. Number of reportable injuries and rate per total VRM
7. Number of reportable safety events and rate per total VRM
8. Mean distance between major mechanical failures

Highway Safety

9. Number of fatalities
10. Rate of fatalities per 100 million vehicle miles traveled (VMT)
11. Number of serious injuries
12. Rate of serious injuries per 100 million VMT
13. Number of non-motorist fatalities and serious injuries

Traffic Congestion

14. Annual hours of peak-hour excessive delay (PHED) per capita
15. Share of non-SOV (single-occupancy vehicle) travel

On-Road Emissions Reduction

16. Total emissions reduction for each criteria pollutant for which the area is designated nonattainment or maintenance.

Pavement Condition

17. Share of pavement on the Interstate System in good condition
18. Share of pavement on the Interstate System in poor condition
19. Share of pavement on the National Highway System (NHS) (excluding the Interstate System) in good condition
20. Share of pavement on the NHS (excluding the Interstate System) in poor condition

Bridge Condition

21. Share of NHS bridges by deck area classified as in good condition
22. Share of NHS bridges by deck area classified as in poor condition

Travel Time Reliability

23. Share of person-miles traveled on the Interstate System that are reliable
24. Share of person-miles traveled on the non-Interstate NHS that are reliable
25. Share of Interstate System mileage providing for reliable truck travel times

Resilience 2050 Project Scoring Framework

Criteria	Methodology
Project Priority	• High Priority – Five projects maximum: 30 points each • Medium Priority – Four projects maximum: 20 points each • Low Priority – Unlimited number of projects: 10 points each
Demonstrated Financial Support	• 10 additional points
Maximum Policy Score	**40 points**

Goal/Criteria	Technical Scoring Points	
	Transit Projects	Roadway Projects
Safety*	10	10
Accessibility – Complete Streets*	5	5
Accessibility – Access to Jobs*	10	5
Mobility	10	10
Environmental – Effects on ecologically sensitive lands and culturally significant resources*	5	5
Environmental – Potential for Greenhouse Gas Emissions Reductions	5	5
Security*	5	5
Economic Prosperity	5	5
Total Technical Points	**55**	**50**

All Goal Areas

Recommendations

- Ensure that goal areas are clearly **differentiated** in terms of goal language and associated strategies
- Ensure that each strategy is **actionable** and **measurable**, ideally with a dedicated scoring criterion
- Add a third category for **active transportation projects** in addition to roadway and transit projects
- Consider **benefits and burdens** to LOAs across all goal areas or as a distinct aspect of scoring
- Expand the set of **performance measures** to reflect the revised project scoring criteria
- Reconsider the **weighting** of the technical scoring to align with survey responses

Improve Accessibility

Identify and support multimodal options and systems that promote equity, are resilient and sustainable and enable all individuals to reach their destinations safely and seamlessly

Strategies

A. Increase **transportation options** and equity for all segments of the population, including minority and low income communities and disabled, elderly and carless individuals.

B. Continue to improve conditions for pedestrians and transit riders to meet or exceed **Americans with Disabilities Act** requirements.

C. Leverage transportation funds in coordination with other funds to provide **affordable options** for accessing necessities or amenities (such as jobs, health care, child care, education).

D. Continue to invest in high quality, safe, sustainable and comfortable **bicycle and pedestrian facilities**, with an emphasis on facilities that are separate from vehicular traffic and link to activity centers and public transit.

E. Integrate strategies identified through the **Coordinated Public Transit – Human Services Transportation Plan** into regional planning and decision-making.

F. Improve **system connectivity and continuity** among all modes and across geographic boundaries, including institutional and private systems, and greater coordination of investments, service and fare integration across the region's public transit system.

G. Encourage the **private sector** to provide appropriate access on commercial properties for bicyclists, pedestrians, transit users and shared mobility users.

H. Support operating policies that enable **year-round, obstacle-free access** to pedestrian, bicycle and transit facilities

I. Improve **frequency, reliability and operating hours** of existing transit services.

Scoring Criteria

Complete Streets:

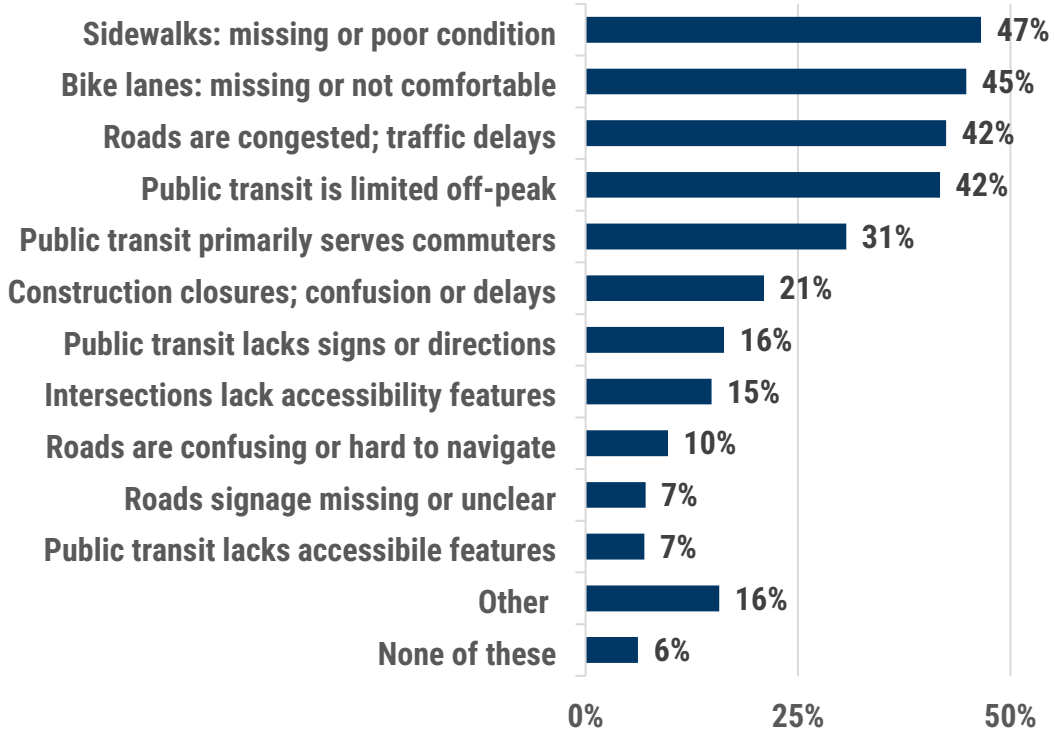
- Degree to which project supports complete streets (delivers safety/accessibility benefits for all modes)
- Proximity to EJ areas as determined by 1/2 mile buffer

Access to Jobs:

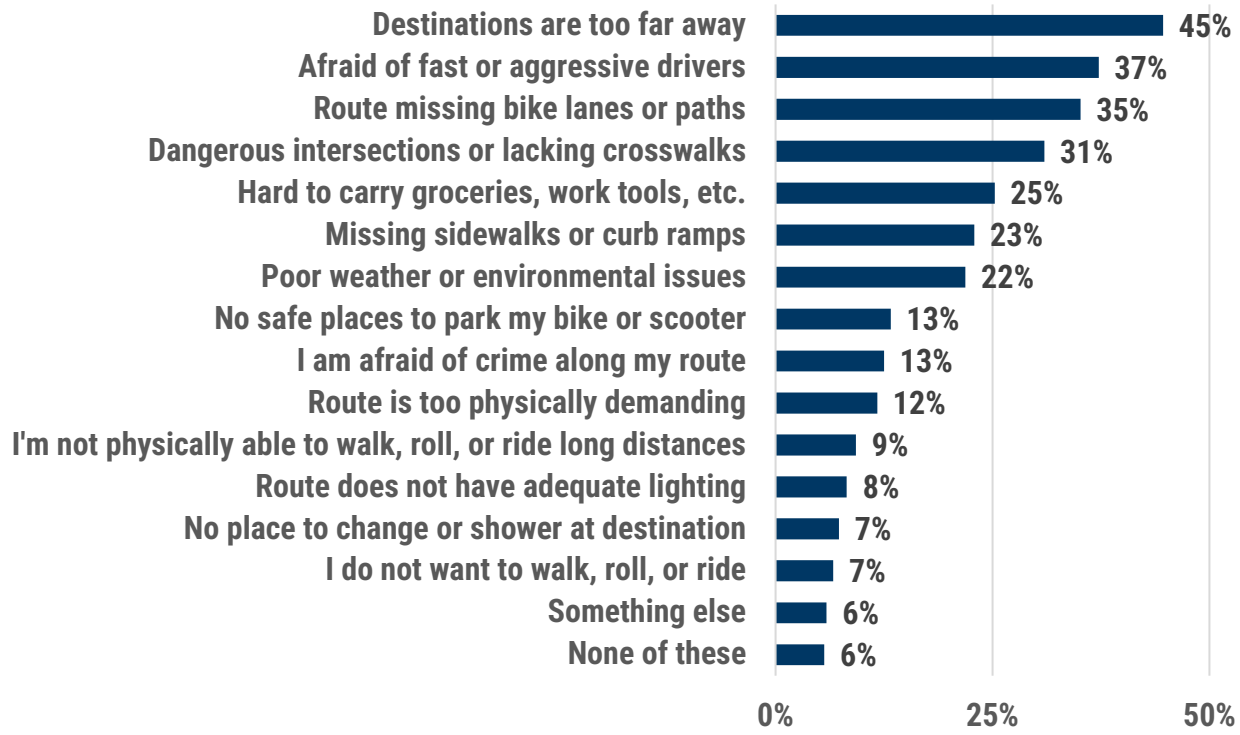
- Degree to which the project improves access to jobs for workers within a 30 (highway) or 45 (transit) minute travel time
- Degree to which the project improves access to jobs for EJ workers within a 30 (highway) or 45 (transit) minute travel time

Improve Accessibility

What are your top use and access concerns about the transportation system?
Select up to five (5). (n = 681)

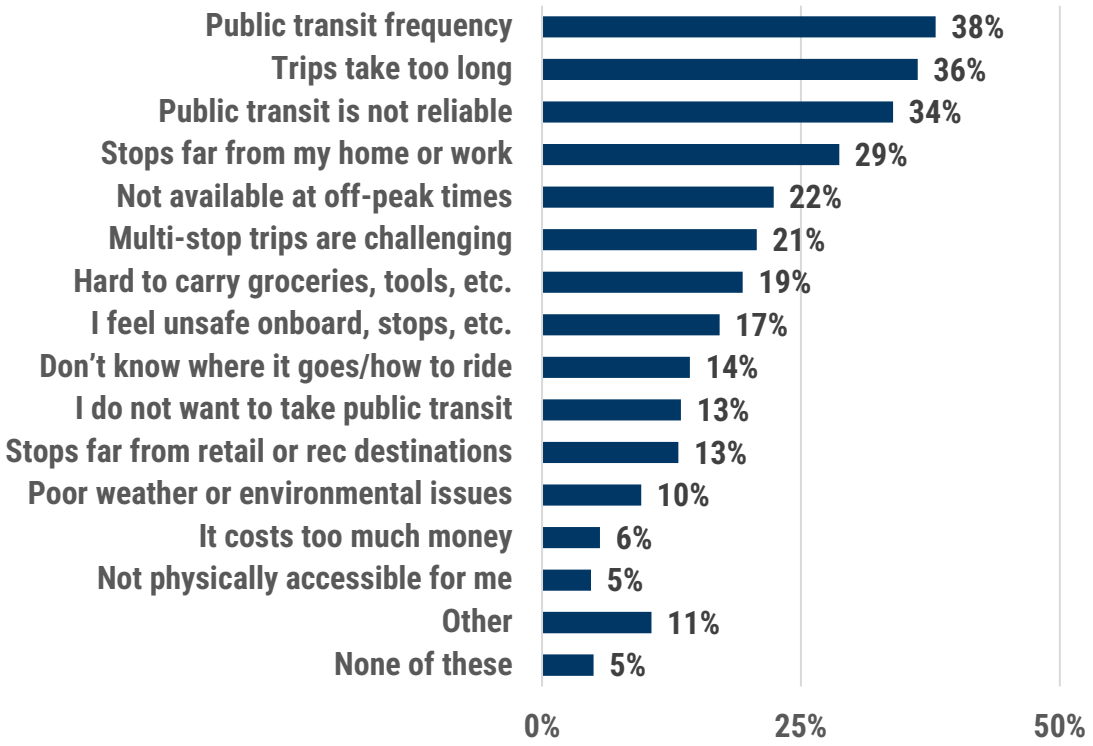


What stops you from using active modes (walking, using a wheelchair, or riding a bike or scooter) more often?
Select up to five (5). (n = 768)



Improve Accessibility

What stops you from taking public transit (bus, light rail, etc.) for more trips?
Select up to five (5). (n = 805)



"I [took transit] the day before I started [my new job], just to see how the route would work. I drove to the park-and-ride and I took the light rail up to either Charles Street or Lexington Market, [transferred] to the Owings Mills Metro, and then I took that all the way up. I would say the ride itself was fine, but the whole thing took me almost two hours to get there, which is not a realistic commute."

-Anne Arundel County, female, 18-25, Black/African-American

"I just got a job [and] it's an hour bus ride away. [It's] $2 to take the bus there.... But it's, like, a ten-minute Uber. So sometimes I'd just rather pay the $12 to just Uber there instead...[it's] just more convenient instead of taking an hour-long bus ride."

-Baltimore City, male, 26-35, White

Improve Accessibility

Strategy	Recommendation
B	• Add a criterion considering the number of transit stops, stations, or vehicles that are not **ADA-compliant**
C	• Add a criterion to consider the **affordability** of transportation options (Department of Housing and Urban Development's Location Affordability Index) • Add a criterion for access to **non-employment destinations** such as healthcare facilities, grocery stores, schools, libraries, parks, etc. • Revise criterion to **differentiate jobs** by sector, earnings, or other characteristics (Census Bureau's LEHD LODES)
D	• Add a new scoring criterion for **bicycle comfort** (MDOT Level of Traffic Stress)
E,G	• Reframe these strategies so they are **actionable** and **measurable**, ideally with dedicated scoring criteria
I	• Account for **transit speed** in addition to frequency, reliability, and operating hours (i.e., mode competitiveness)

Increase Mobility

Help people and freight to move reliably, equitably, efficiently and seamlessly.

Strategies

A. Continue to coordinate with MDOT and local agencies to improve **travel time reliability** through performance-based planning and programming.

B. Continue to refine and implement a **Congestion Management Process (CMP)** that incorporates transportation systems management and operations strategies to optimize the performance of the existing transportation system and minimize impact and costs.

C. Analyze **congestion causes** and **mitigation strategies** for corridors and locations experiencing recurring high congestion levels.

D. Consider how all modes — roadway, transit, pedestrian, bicycle and shared mobility — can work together to address system capacity needs.

E. Support a regional **multimodal freight network** for safe and efficient freight movement.

F. Increase mobility, including traffic and transit incident response and recovery, through traffic and transit **system management and operations** techniques.

G. Reduce the effects of **non-recurring incidents** (such as crashes, weather-related delays and special events) by enhancing methods of sharing information across agencies and modes, responding to and managing these incidents and sharing information with travelers.

H. Develop and support a regional **long-distance bikeway network**, including consistent guide signage.

Scoring Criteria

Highway:

2050 VHOD per VMT for three vehicle classes:

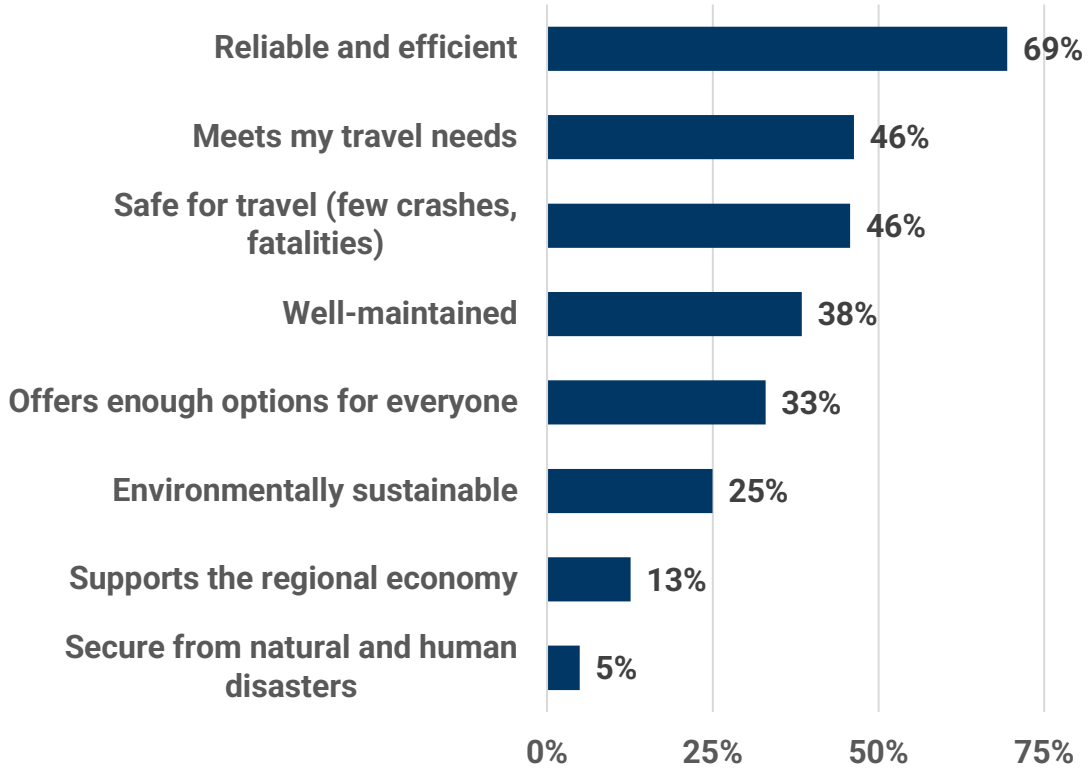
- Passenger VHOD at AM/PM peak hours
- Commercial VHOD Mid-Day
- Truck VHOD at Overnight Peak

Transit:

- **Transit Options:** Degree to which project increases number of workers with high quality (<45 minutes) transit options based on their usual place of work
- **Transit Ridership:** Degree to which project supports transit ridership via walk access and drive access
- **Transit Connectivity:** Degree to which project contributes to transit connectivity as measured by reduction in average number of transfers required for transit trips

Increase Mobility

Thinking about the transportation system, which of the following are most important to you?
Choose up to three (3). (n = 713)



"695 is starting to look like a California freeway. I mean, it literally will come to a halt... places that used to take you 10 to 15 minutes...[now] you have to plan on, like, 30 minutes. [So] the most frustrating thing for me is traffic. It's the bane of my existence."

-Baltimore County, age 56-65, female, Black or African-American

"[There are] pockets where there's just so much congestion, and we typically see… drivers [behaving badly] or just accidents happening... I wish I could just take a reliable public transportation route instead... So now I'm going to put myself at risk again to be in a car, and maybe have an accident, or maybe be subjected to somebody else's accident backing me up and making me late for work."

-Baltimore City, age 36-45, female, Hispanic

Increase Mobility

Strategy	Recommendation
A	• Add **Travel Time Reliability (TTR)** as a dedicated criterion in addition to Vehicle Hours of Delay (VHOD), potentially considering planning time (e.g., 95th percentile travel time) or buffer time (e.g., difference between 95th percentile and average travel times)
B	• Reframe this strategy so it is **actionable** and **measurable**, ideally with a dedicated scoring criterion
D	• Revise the criterion to include the extent to which the project facilitates transit ridership **via bike and scooter** in addition to walk and drive
F	• Add a criterion for the extent to which the project reduces **emergency and/or incident response times**, considering current emergency response times and proposed improvements
H	• Add a criterion for the extent to which the project closes gaps in the **long-distance bicycle network**, potentially considering cyclist counts in the project area, miles of bicycle facilities added, and/or alignment with existing active transportation plans

Improve System Safety

Reduce the number of crashes, injuries and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.

Strategies

A. Continue to coordinate with MDOT and local agencies to improve roadway and transit safety through **performance based planning and programming**.

B. Adopt relevant **state and local plans** that seek to reduce transportation-related injuries and fatalities.

C. Improve traveler safety in all modes through traffic and transit system management, communication systems, local governance and policies and operations techniques.

D. Eliminate hazardous or substandard conditions in high crash locations and corridors (all modes) using best practices and proven countermeasures.

E. Improve conditions to enable **non-motorists** to travel more safely on a day-to-day basis, including safe interactions with users of other modes and safe access to transit stations and stops.

F. Support research into better understanding the causes of **bicycle and pedestrian crashes and injuries** to promote more effective countermeasures.

G. Educate all travelers of all modes on **safe travel techniques** using different outreach methods, such as media and educational campaigns.

Scoring Criteria

Highway:

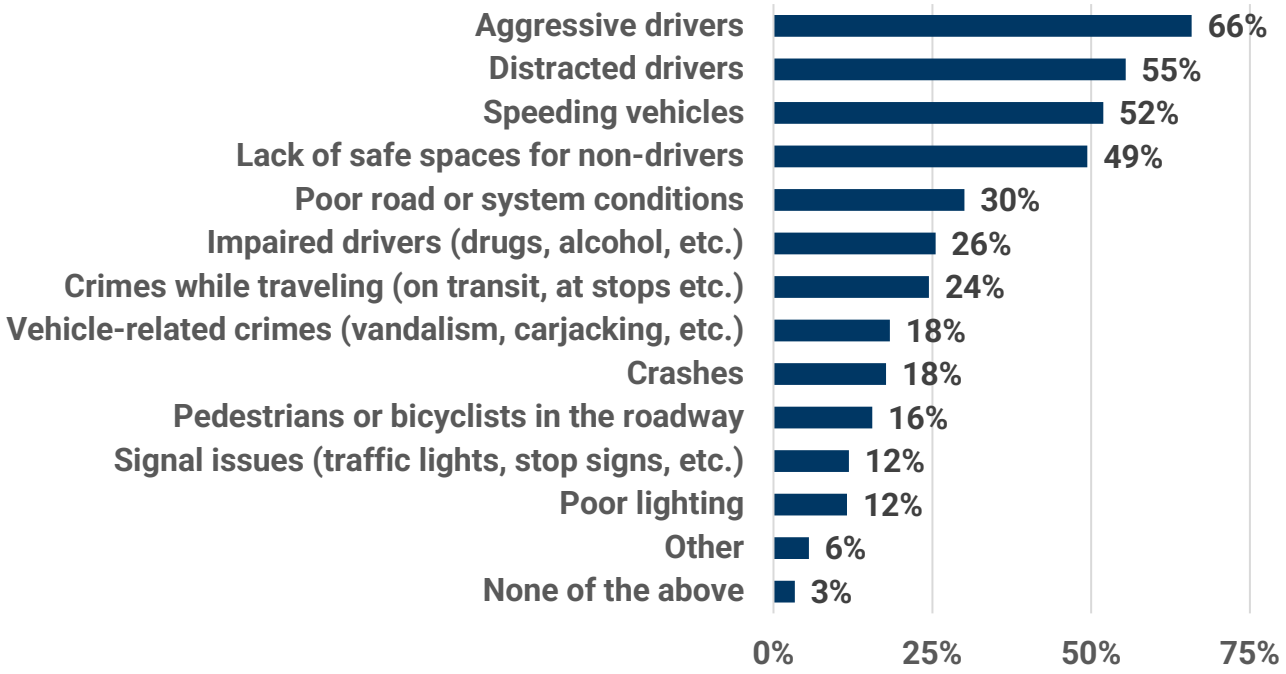
- Identifies SHSP emphasis area(s)/strategy(s) addressed
- Project includes countermeasures anticipated to benefit EJ areas
- Project identifies countermeasures addressing non-motorist safety, speeding, lane departure for impaired or distracted drivers

Transit:

- Degree to which project improves safety
- Degree to which project improves security

Improve System Safety

What are your top safety concerns with the transportation system?
Select up to five (5). (n = 682)



"People either, like, don't care or don't understand what it's like to get around not in a car... those people speeding by, or people using their horns all the time. And just walking or cycling by, it's – people don't realize how loud that is, and how dangerous it is if you're cycling and you get spooked by a horn."

-Howard County, age 26-35, male, White

Improve System Safety

Strategy	Recommendation
A	• Adopt safety-related performance measures like the number of fatalities and serious injuries as scoring criteria, with more points awarded to projects in areas with higher numbers.
B	• Reframe this strategy so it is **actionable** and **measurable**, ideally with a dedicated scoring criterion
D	• Revise the criterion to consider **near misses** in addition to reported crashes, which are becoming easier to track as automakers deploy increasingly connected and/or autonomous vehicles (e.g., Ford Safety Insights)

G	• Revise strategy and add criteria to address **unsafe driving** through infrastructural as well as educational countermeasures (e.g., NHTSA "Countermeasures That Work"):
	  • **Aggressive Driving**: increasing fines and legal penalties, high-visibility enforcement, and traffic calming measures.
	  • **Distracted Driving**: passenger limits for young drivers and high-visibility cell phone enforcement.
	  • **Speeding**: speed cameras, red light cameras, variable speed limits, and traffic calming measures

Improve System Security

Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and human-caused disasters.

Scoring Criteria

Highway & Transit:

- Degree to which the project enhances the multimodal evacuation mobility of vulnerable populations

Strategies

A. Continue to improve **personal security** of transit riders by incorporating tools and strategies throughout the transit system (such as closed-circuit TV, additional staff and other security-related features).

B. Continue to work with state and local agencies as well as other stakeholders to coordinate responses to **large-scale incidents**, including evacuation routes and procedures.

C. Continue to review **evacuation routes** and identify bottlenecks. Consider alternatives that would improve traffic movement through these points of limited capacity in emergency situations (such as improving traffic operations, identifying alternate routes and modes, expanding existing roadways).

D. Improve the capabilities of jurisdictions to respond to and recover from emergencies, including **security threats** and **natural disasters**, through traffic and transit system management and operations approaches.

E. Identify policies and procedures for **communication, resource sharing and cooperative response** to emergencies among transportation and non-transportation response agencies.

F. Identify other sources of funding (state, federal, private) that could be used to implement regional security priorities.

G. Incorporate options for **multimodal mobility** and strategies for system management in the transportation network to facilitate expanding capacity for the movement of people during emergencies.

H. Plan for the predicted impacts of **climate change** (such as rising sea level, higher storm surge, hotter temperatures) on the transportation system.

Improve System Security

"... When [people] get on, they want to start fusses and arguments, and I'll be saying, 'where is the police? Where's security?' And that makes it real unsafe-feeling..."

-Baltimore County, age 75+, female, Black or African-American

"...Public transportation isn't always the safest. I've been on the light rail and gotten off the light rail after a Ravens game [in] different areas because people who are under the influence. I've had to [switch] cars... there's been, people who are clearly not themselves, and there's no one monitoring..."

-Carroll County, age 46-55, female, white

"A lot of the bus stops... there are no shelters. There are not very many lights, or lights may not always be in operation. So there's inherently a safety risk when you are waiting at the bus stop, especially if you're a woman or a person of color, and it does make you consider whether or not it's actually worth that personal safety."

-Baltimore County, age 26-35, gender unstated, multiracial

Improve System Security

Strategy	Recommendation
A	• Add a criterion for **reported crimes** in the transit system, with projects with effective countermeasures on a given mode/route with more reported crime receiving more points (MDOT MTA Police, Amtrak Police, and the police departments of member jurisdictions) • Add a criterion for transit riders' **perception of security**, with projects with effective countermeasures on a given mode/route with a poor perception of personal security receiving more points (MDOT MTA Rate My Ride)
C	• Revise the criterion to clarify that it applies to **all people**, potentially with additional points awarded based on the degree of vulnerability of the population of the project area • Replace the underlying Vulnerable Population Index (VPI) with the **Lower Opportunity Area** methodology for analytical consistency
E, F	• Reframe these strategies so they are **actionable** and **measurable**, ideally with dedicated scoring criteria

Implement Environmentally Responsible Transportation Solutions

Pass on to future generations the healthiest natural and human environment possible.

Strategies

A. Continue to coordinate with MDOT and local agencies to r**educe excessive delay and increase the share of non-SOV travel** through performance-based planning and programming.

B. Reduce transportation-related criteria **air pollutant emissions** to support improvements in human health and ensure that the region conforms to the applicable state air quality plan.

C. Reduce **surface runoff** and **water pollution** resulting from the transportation system.

D. Reduce **energy use** of the transportation system.

E. Reduce transportation-related **greenhouse gas emissions** in accordance with state and local plans.

F. Preserve and protect **natural and cultural resources**.

G. Incorporate **resilience** in transportation planning and maintenance and efforts to address current and anticipated climate change hazards.

H. Promote policies and programs that encourage the adoption of **electric and alternative fuel vehicles,** including the installation of the infrastructure required for electric and alternative fuel vehicles.

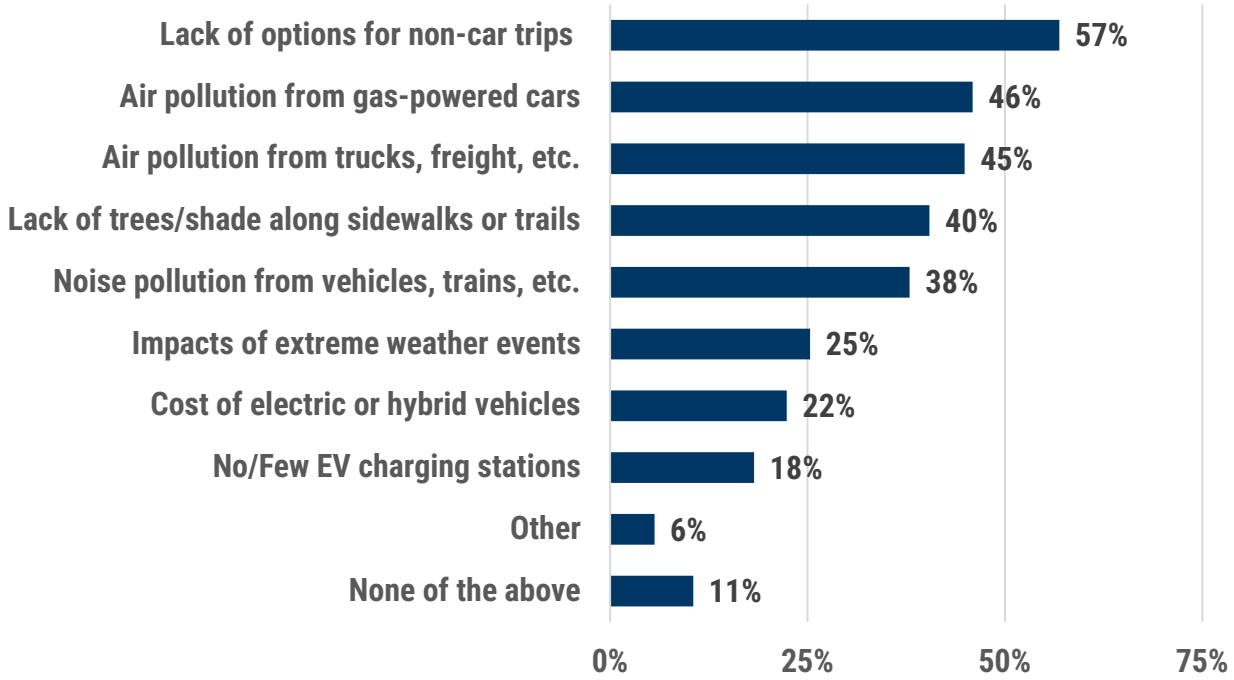
Scoring Criteria

Highway & Transit:

- Degree to which project is located near ecologically sensitive lands and culturally significant properties and resources
- Anticipated impacts to nearby EJ populations
- Degree to which the project includes components that reduce GHG emissions

Implement Environmentally Responsible Transportation Solutions

What are your top environmental concerns about the transportation system?
Select up to five (5). (n = 675)



"One thing that doesn't get talked about as much is just the sound of having a lot of car traffic around...it makes it kind of uncomfortable to walk around, if you're walking down the sidewalk and there's a lot of loud traffic going by, or if you're trying to eat outside on a nice day and [you] can't even have a conversation..."

-Howard County, age 26-35, male, white

Implement Environmentally Responsible Transportation Solutions

Strategy	Recommendation
C	• Revise the strategy to clarify that it pertains to the installation of **green infrastructure** (e.g., permeable pavement) • Add a criterion for the degree to which the project reduces **surface runoff** and **water pollution**
E	• Revise the scoring criterion to quantify the extent to which the project reduces **GHG emissions** and award zero (or negative) points to projects that increase emissions
New	• Add a strategy and criterion for the degree to which the project reduces **noise pollution**, considering the noise level in the project area and relevant project features (Bureau of Transportation Statistics National Transportation Noise Map)
New	• Add a strategy and criterion for the degree to which the project reduces **vulnerability to extreme weather**, potentially considering tree canopy coverage or average temperatures in the project area (United States Geological Survey's Land Cover Database or the Yale School of Public Health's Heat Vulnerability Index)

Improve & Maintain Existing Infrastructure

Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

Strategies

A. Continue to coordinate with MDOT and local agencies to preserve and maintain the condition of roadway and transit systems through **performance-based planning** and programming.

B. Maintain traffic signal and **Intelligent Transportation System (ITS)** systems on a timely, systematic basis.

C. Maintain and replace **aging transit vehicles** on a timely, systematic basis.

D. Research and invest in **cost-effective measures** that will reduce emissions and life-cycle costs of transit rolling stock and infrastructure elements.

E. Continue to improve the condition of **existing transit infrastructure** and stations/stops.

F. Increase emphasis on improving the condition of **existing pedestrian and bicycle facilities**.

G. Encourage local agencies to develop **comprehensive asset management programs** to monitor the conditions of transportation assets and repair/replace those assets on a timely, systematic, cost-effective basis.

Relevant Performance Measures

Condition of Transit Assets

1.Condition of vehicles used for revenue service
2.Condition of vehicles used for non-revenue service
3.Condition of transit facilities
4.Condition of transit infrastructure (rail fixed-guideway, track, signals, systems)

Pavement Condition

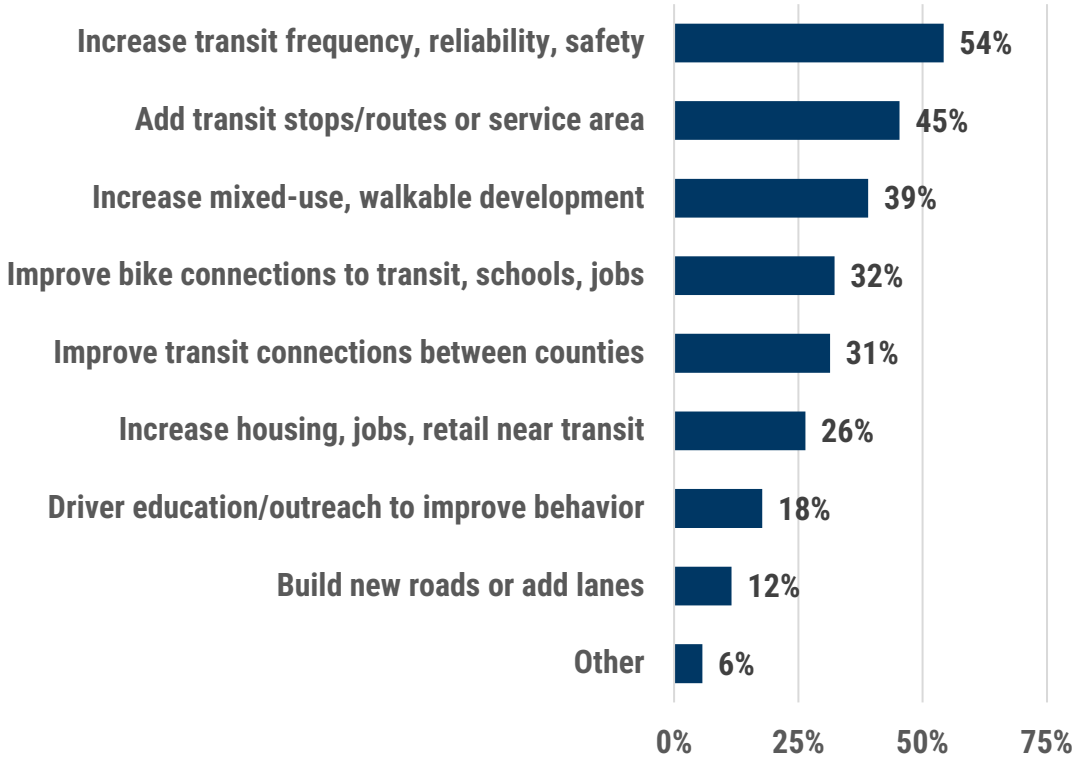
17.Share of pavement on the Interstate System in good condition
18.Share of pavement on the Interstate System in poor condition
19.Share of pavement on the National Highway System (NHS) (excluding the Interstate System) in good condition
20.Share of pavement on the NHS (excluding the Interstate System) in poor condition

Bridge Condition

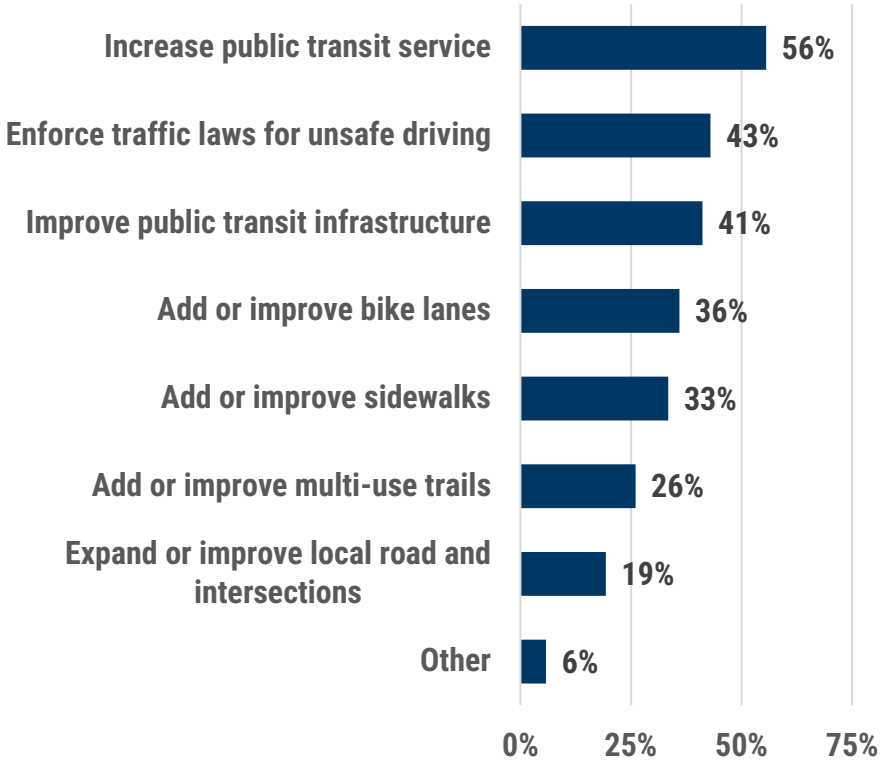
21.Share of NHS bridges by deck area classified as in good condition
22.Share of NHS bridges by deck area classified as in poor condition

Improve & Maintain Existing Infrastructure

What investments would you prioritize to improve transportation across the region?
Select up to three (3). (n = 666)



What investments would you prioritize to improve transportation in your local community?
Select up to three (3). (n = 673)



Improve & Maintain Existing Infrastructure

Strategy	Recommendation
A, G	• Reframe these strategies so they are **actionable** and **measurable**, ideally with dedicated scoring criteria
D	• Add a criterion for the extent to which the project reduces emissions from the **construction and maintenance** of transportation infrastructure, with projects resulting in lower emissions receiving more points (Federal Highway Administration's Infrastructure Carbon Estimator) • Add a criterion for the extent to which the project reduces lifecycle costs
F	• Add criteria relating to the existing condition of **active transportation facilities** like sidewalks, bike lanes, and shared use paths

New	• Codify select **performance measures** as scoring criteria so this goal area is reflected in the technical scoring:
	  • **Transit Projects**: condition of transit facilities, transit infrastructure, and transit vehicles, potentially leveraging the Federal Transit Agency's Transit Economic Requirements Model (TERM)
	  • **Highway Projects**: share of pavement or bridges in good/poor condition on the National Highway System, potentially using the Pavement Condition Index (PCI), with projects rehabilitating or replacing facilities in poorer condition receiving more points

Promote Prosperity & Economic Opportunity

Support the vitality of communities and businesses, opportunities for workers and the movement of goods and services within and through the region.

Scoring Criteria

Highway & Transit:

- The project leverages or otherwise supports existing assets and programs available from the State to revitalize and improve existing and planned communities in the region

Strategies

A. Emphasize the **coordination of land use decisions, transportation planning, housing availability and employment opportunities**, including consideration of the connections between land use decisions and the costs of transportation.

B. Consider **affordable housing** and **workforce/economic development** planning when determining long-range priorities.

C. Concentrate transportation investments within **locally and state-designated growth areas** to enable prosperity in existing communities and the optimal use of prior public investments, including transportation investments.

D. Invest in transportation infrastructure (all modes) that improves access to **regional generators of economic activity** (such as activity centers and freight corridors) with an emphasis on improving access through active transportation and high quality transit.

E. Coordinate with communities to provide **context-sensitive infrastructure and facilities** that integrate with community assets, needs and preferences.

F. Consider the **harms and inequities** associated with prior transportation investments and seek to ensure that future transportation investments promote equitable access to opportunity for workers and communities underserved by existing transportation systems — low-income and minority households — as well as disabled, elderly, Limited English Proficiency and carless individuals.

G. Invest in upgrading transportation assets and facilities that promote **tourism** and the movement of tourists within and through the region.

Promote Prosperity & Economic Opportunity

"I have my own business, and I have to turn clients down all the time because they're too far away – where if I had a car, I would just zip over there. I basically have a travel radius. You tell me where you live, [and] I see how it says I can get there, and [at] what time, and whether or not I'll work for you."

-Baltimore City, age 36-45, female, race unstated

"[I'm] limited with my transportation options, because I don't drive...so when people ask me if I can do stuff, whether it's work or personal things, I always have to take into account if I'm able to physically get there, and sometimes I can't."

-Baltimore County, age 26-35, gender unstated, multiracial

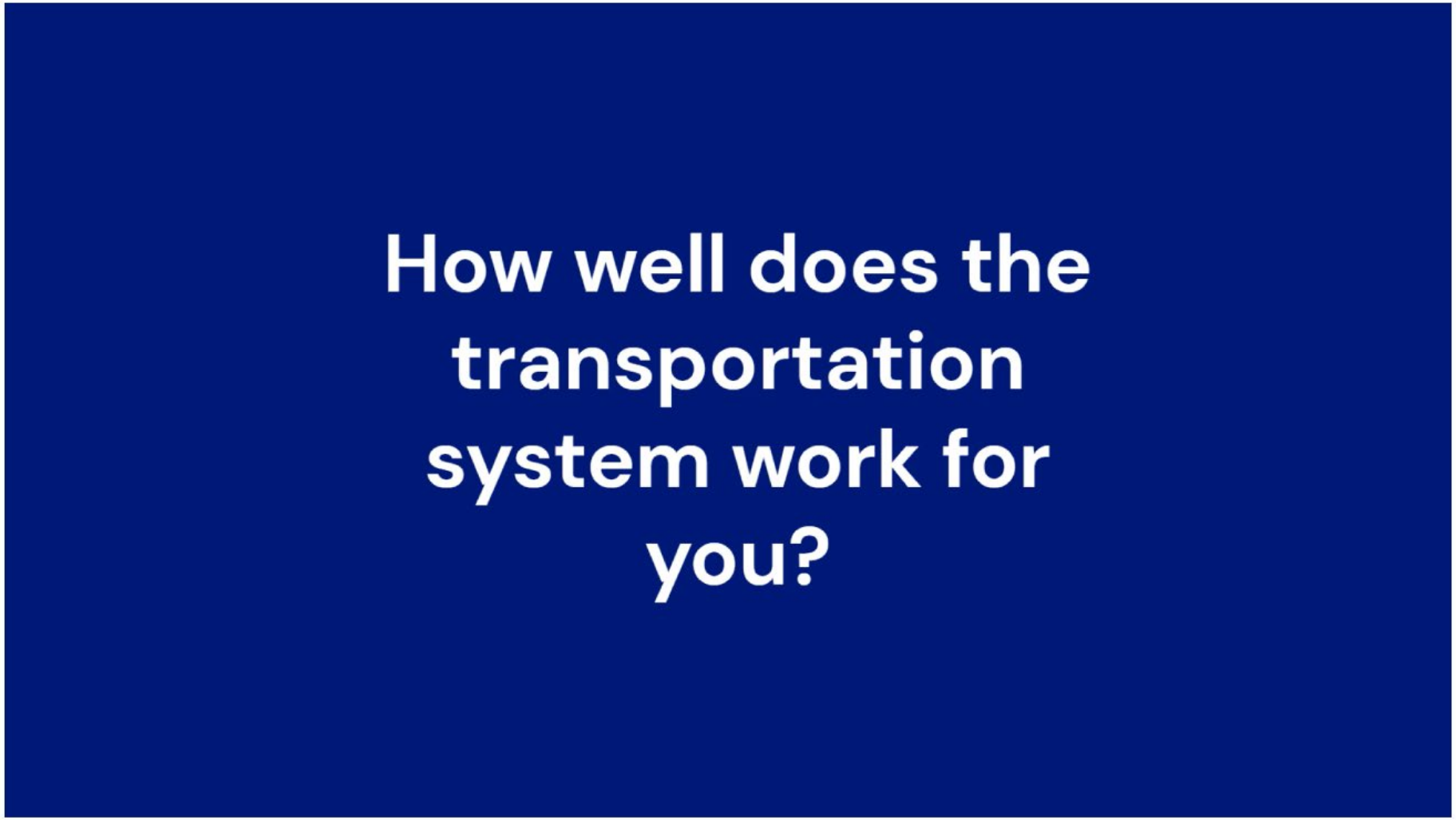
"I can't even go to a grocery store without having to drive somewhere. I understood that when I moved here, but... there's nothing around here that appears to be really walkable. They have trails, but the trails don't take you to a store. You still have to get into the car. You can't go to church without a car. You can't go anywhere without a car...I feel as though they're designing me to stay here."

-Howard County, age 66-75, female, race unstated

Promote Prosperity & Economic Opportunity

Strategy	Recommendation
A	• Add a criterion for the extent to which the project facilitates **mixed-use development**, potentially using an index like the jobs-housing balance, land-use dissimilarity, or entropy
B	• Add a criterion for the extent to which the project facilitates the development of **affordable housing** and fosters regional **economic development**, potentially considering the number of affordable housing units or jobs created as part of the project
E	• Reframe this strategy so it is **actionable** and **measurable**, ideally with a dedicated scoring criterion
F	• Revise this strategy to employ the **LOA methodology** for analytical consistency

Video Preview



Next Steps

Next Steps

- Final report synthesizing literature review, analysis of existing conditions, survey and focus group findings, and policy/strategy recommendations (August)

- Finalize video showcasing follow-up interviews with focus group participants (August)

Questions

Project Contacts

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Lower Opportunity Areas

- **Source**: Baltimore Regional Housing Partnership
- **Lower Opportunity Areas** = Low Opportunity + Very Low Opportunity Census Tracts
- Index consisting of 21 metrics across:
  - Educational Opportunity
  - Community Strength
  - Economic Opportunity