

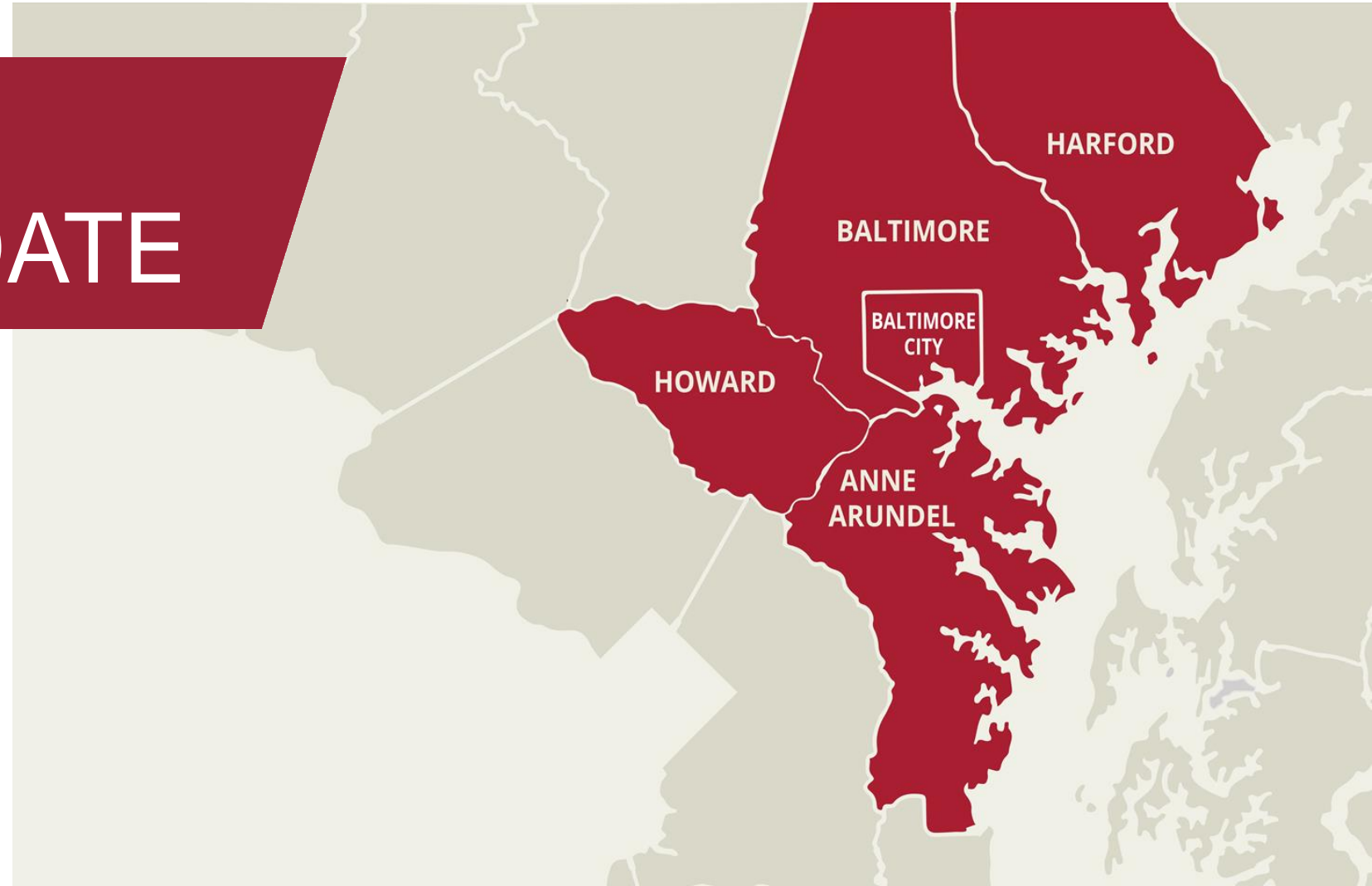


# Connecting Our Future

A Regional Transit Plan for Central Maryland

## PROJECT UPDATE

Baltimore Regional  
Transportation Board  
October 11, 2019





# 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

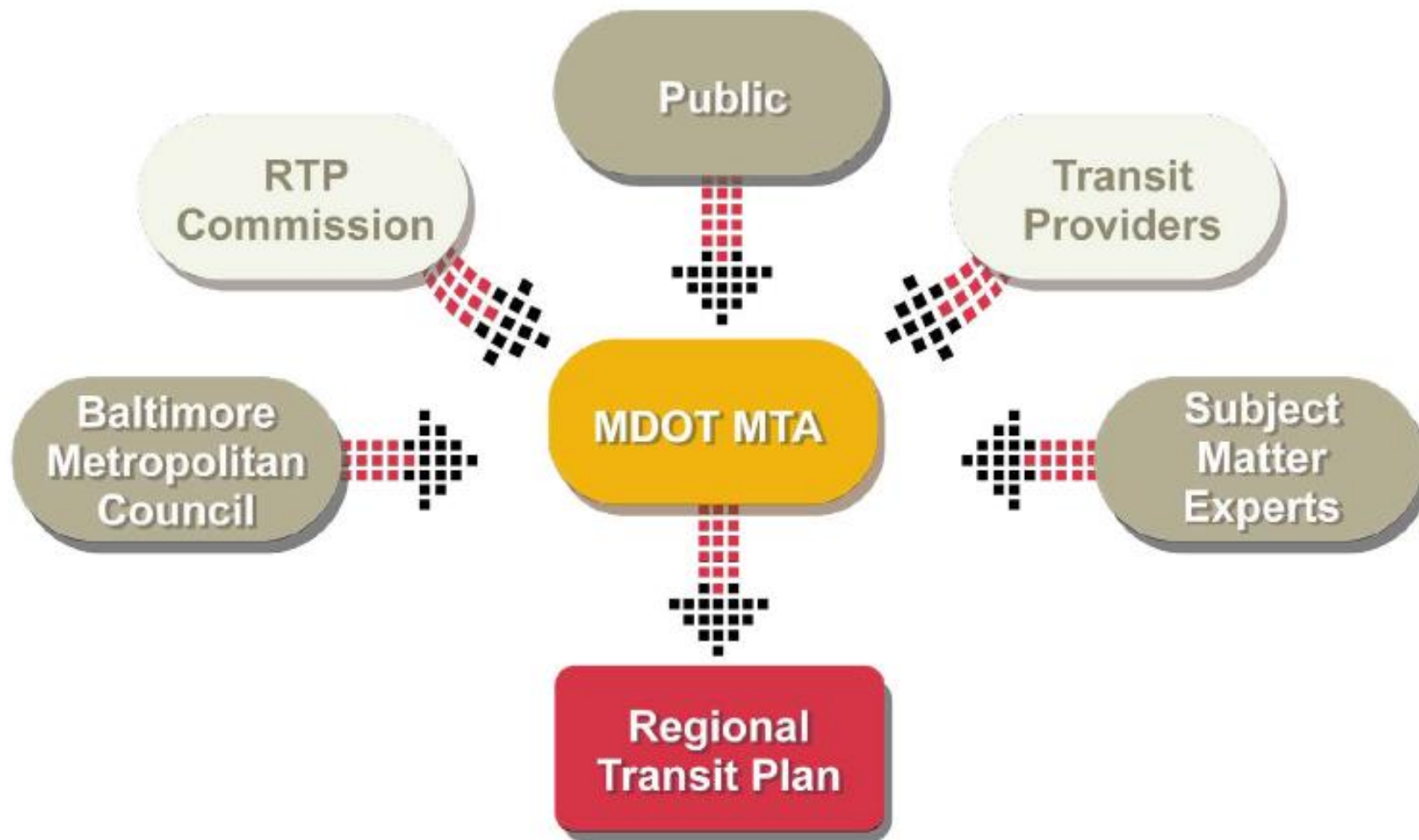
## VISION

- Address traditional transit (buses and trains) as well as explore new mobility options and technology





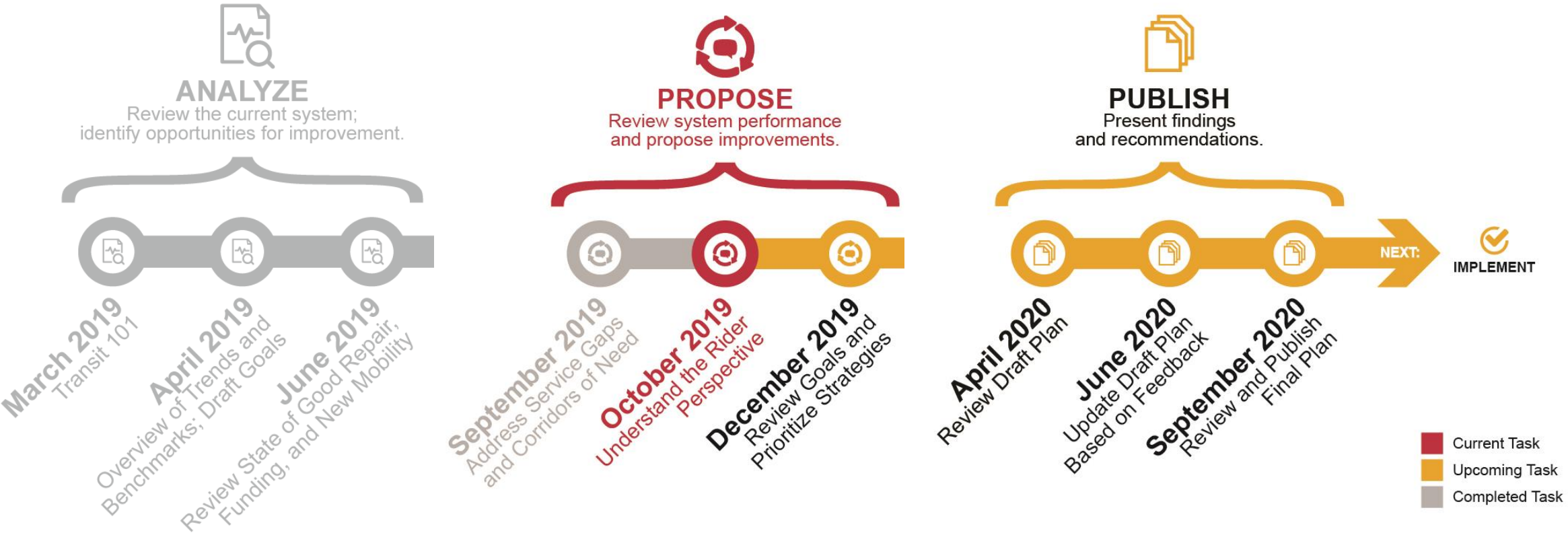
# Project Partners



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# Project Schedule



# Draft RTP Goals



Improve connectivity and integration of existing and future transit services



Optimize existing transit services



Enhance fiscal sustainability



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# IDENTIFYING TRANSIT NEEDS & CORRIDORS OF OPPORTUNITY

# The Central Maryland Region is Growing

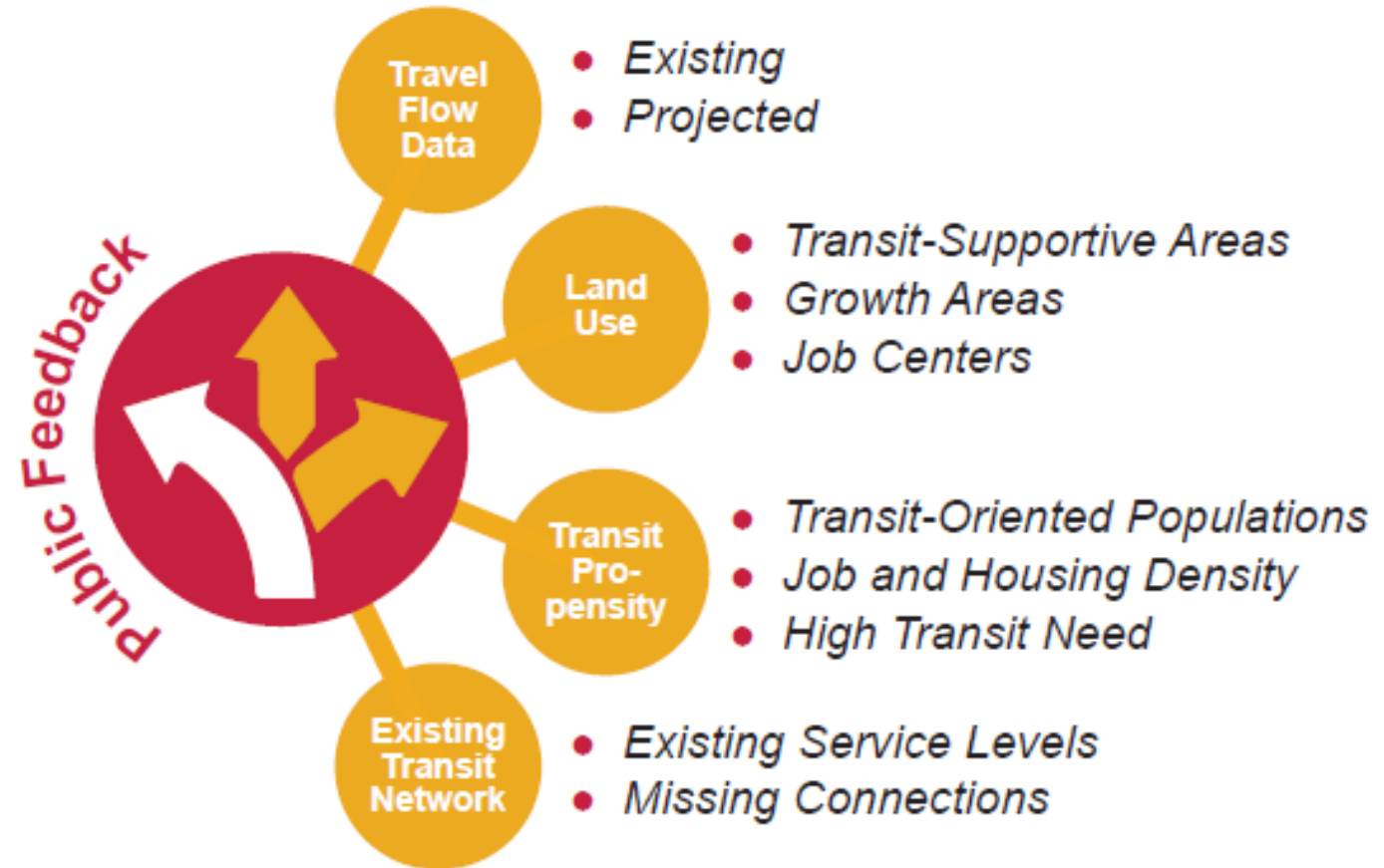
- Our region is forecast to grow by nearly **300,000 people** and **440,000 jobs** by 2045
- The decisions we make today about **how** and **where** this growth occurs will impact **who** has access to transit and what type of service is appropriate



# Regional Transit Corridor Identification Methodology

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



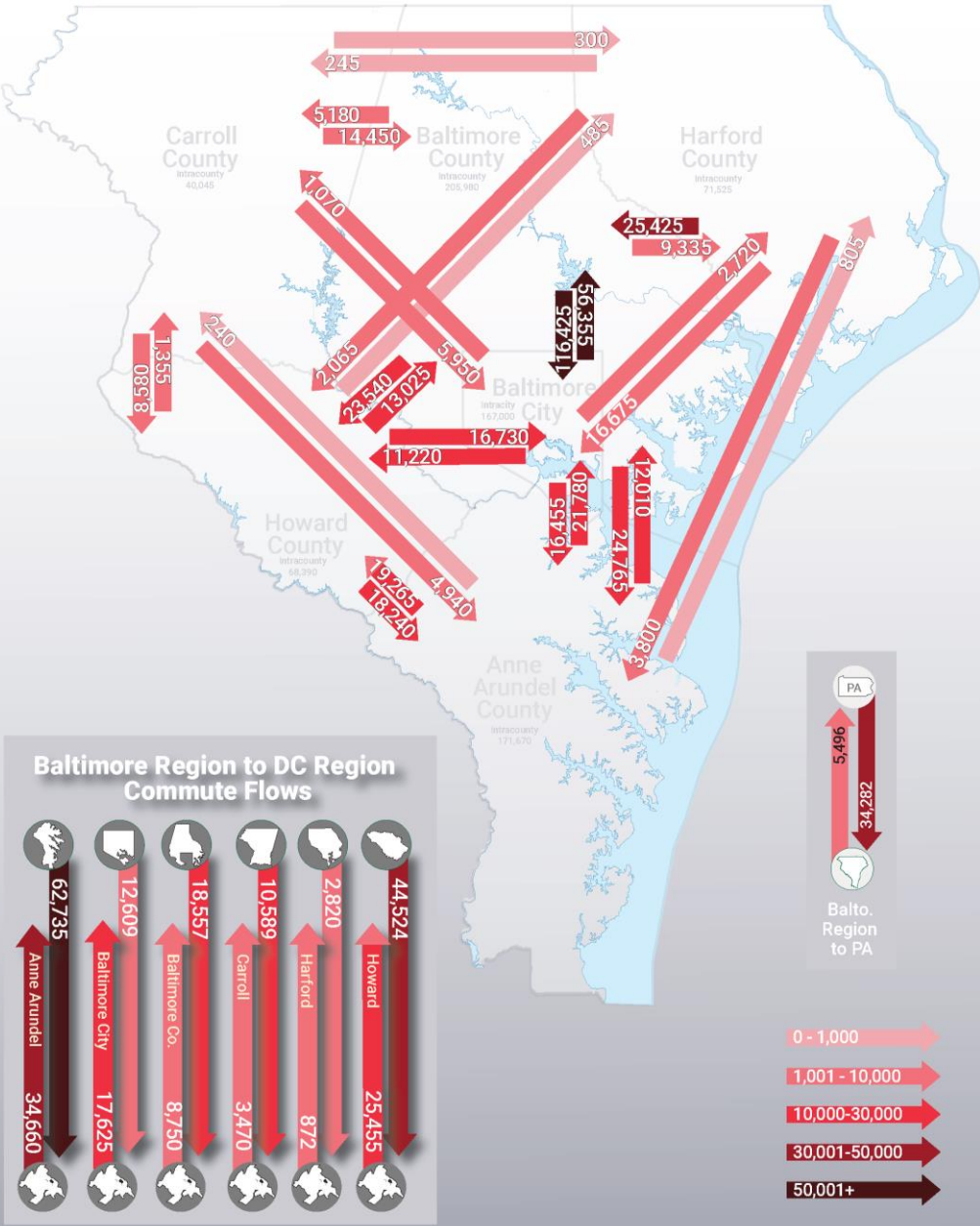
# Regional Commute Travel Flows

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

Percent of Commuter Trips from County to County

		From County					
		Howard	Carroll	Anne Arundel	Baltimore City	Baltimore County	Harford
To County	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%

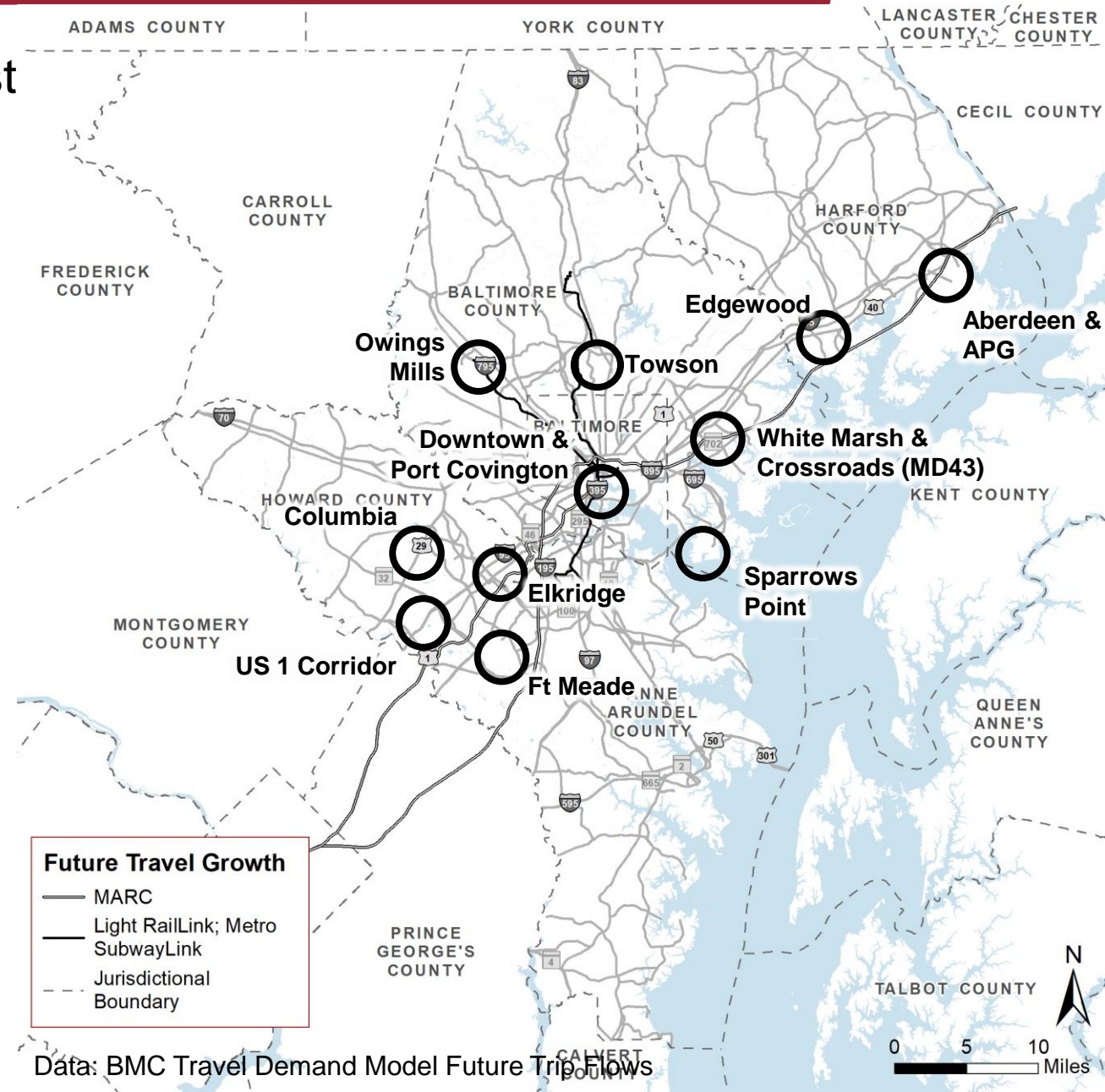
## County-to-County Commuting Flows in the Baltimore Region



# Projected Regional Commute Travel Trips

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

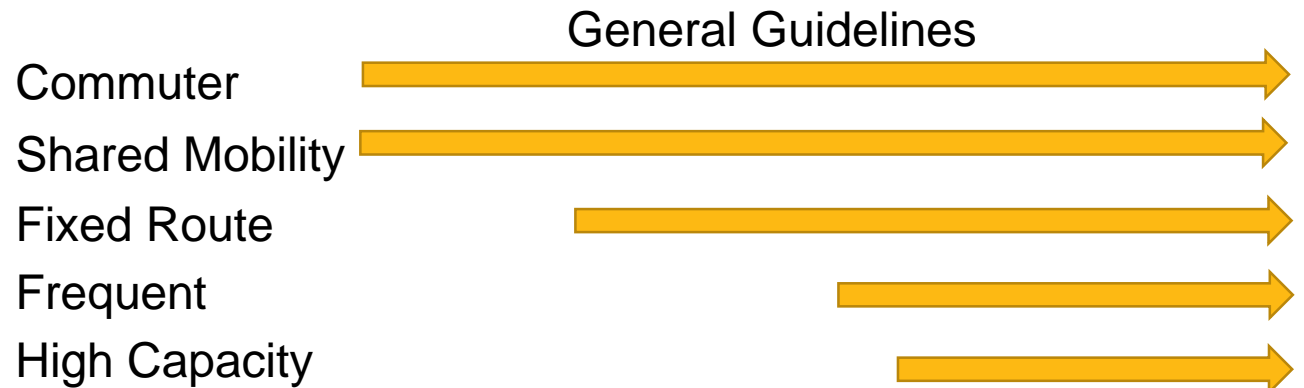




# Transit-Supportive Densities

- 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

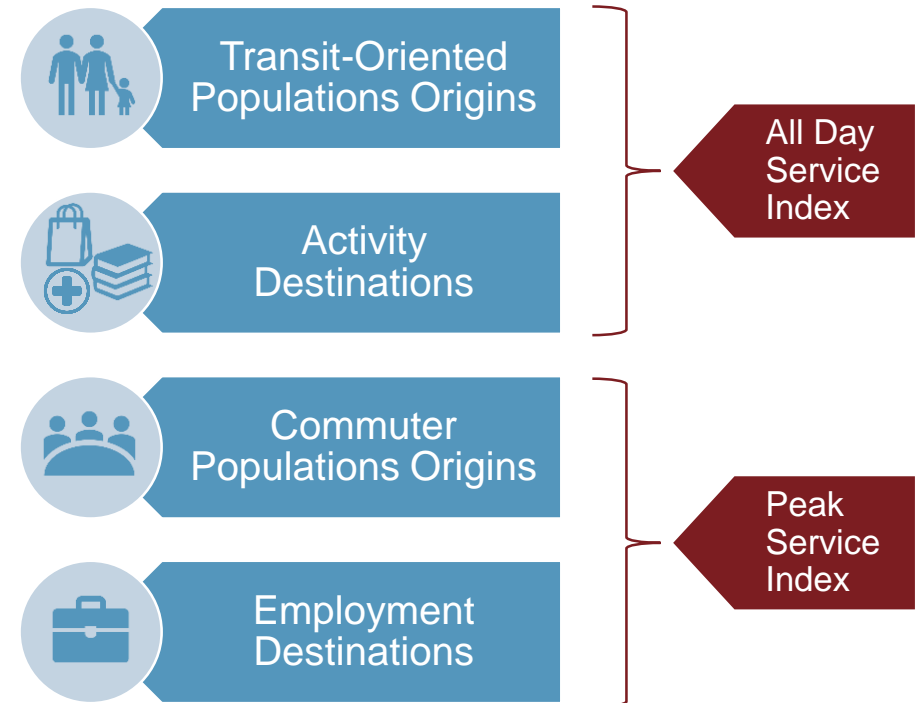
Read more about Transit Supportive Densities:  
[reconnectingamerica.org/resource-center/transit-supportive-density](https://reconnectingamerica.org/resource-center/transit-supportive-density)





# 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



# Regional Transit Corridors | Defining Features

## **Regional Transit Corridors**

serve major job and activity centers **and** have demand for:

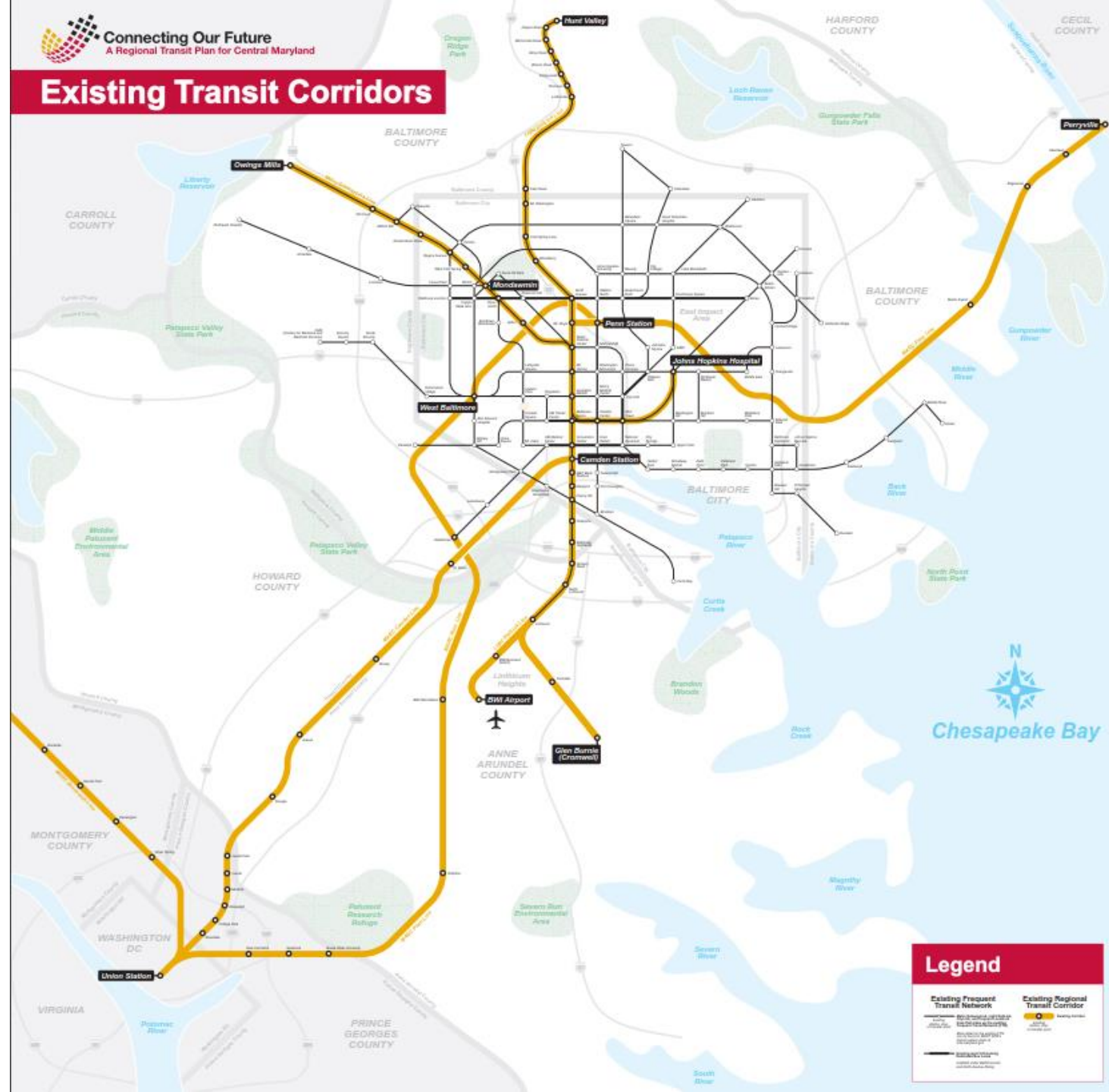
- Additional infrastructure investment(s)
- All-day service

## **Other Transit Network**

**Improvements** address other transit demands. Examples include:

- Local circulation
- Commuter service
- First/last mile access

## Existing Transit Corridors



**Subject to future feasibility analysis and local jurisdiction support**

**Legend**

**Existing Frequent Transit Network**

- Metropolitan Area Rapid Transit (MART) - Light Rail, Rapid Rail, and Heavy Rail
- Chesapeake Bay Ferry System
- Chesapeake Bay Ferry System
- Chesapeake Bay Ferry System

**Regional Transit Corridors**

- Existing Corridor
- Potential Corridor
- Potential Corridor
- Potential Corridor

**Transit Network Improvement Area**

**How Were Corridors Determined?**

These are all potential (not final) corridors subject to analysis based on your feedback. Potential corridors were determined by researching and analyzing:

- Current and proposed land use
- Current and proposed transit service
- Existing transit service
- Public feedback and existing regional, county, and municipal plans

**What is a Regional Transit Corridor?**

Regional transit corridors are potential transit routes that connect major centers and activity centers across the region. They are designed to provide a high level of service and are subject to future feasibility analysis and local jurisdiction support.

**Existing Transit Corridors**

**Transit Network Improvement Area**

**How Were Corridors Determined?**

**What is a Regional Transit Corridor?**



# Potential Regional Transit Corridors (Map Key)

## Potential Regional Transit Corridors:

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



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# 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



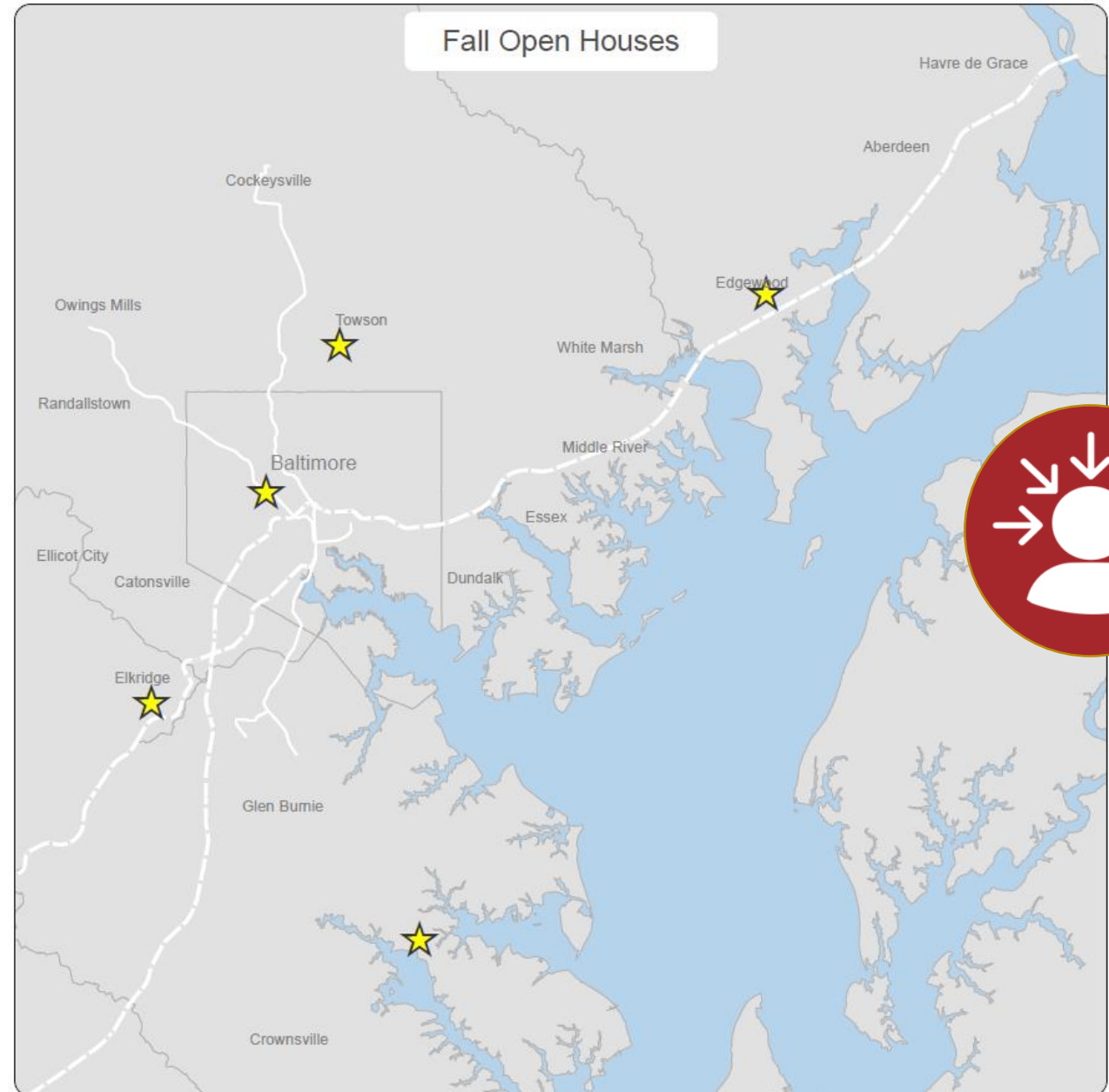
# LOOKING AHEAD



# Fall Open Houses

## 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**

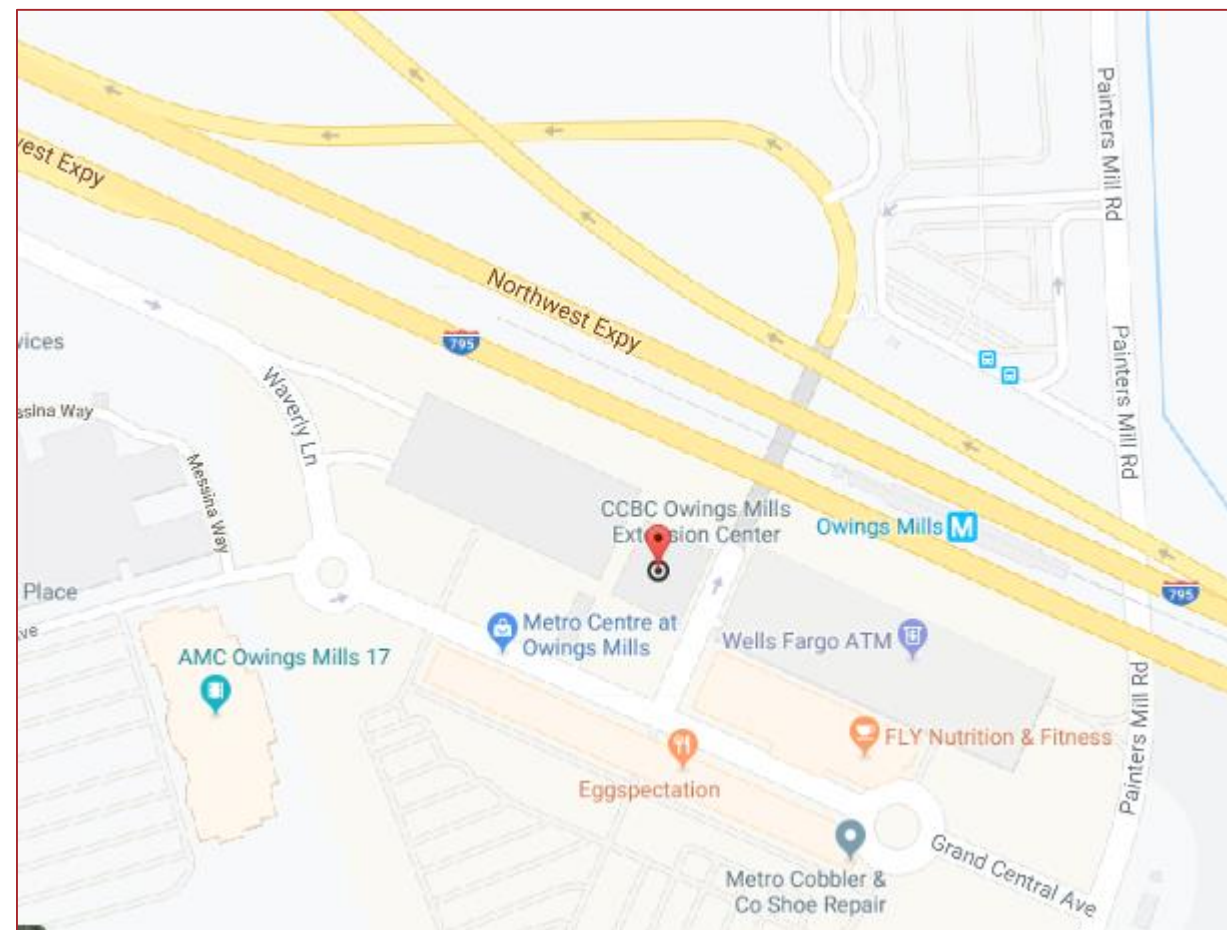
9 AM – 12 PM

Community College of Baltimore County  
(CCBC)

10300 Grand Central Avenue

Room 509 A&B

Owings Mills, MD





Questions?