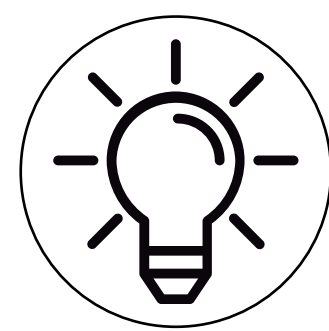
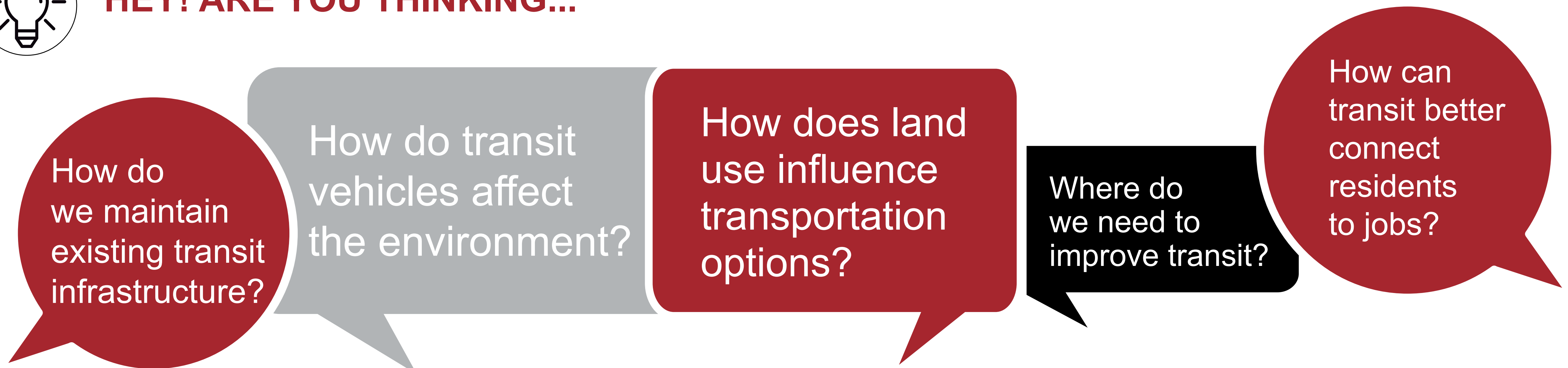


Before We Begin

As the Regional Transit Plan (RTP) looks ahead to 2045, we need your input to help develop a vision of mobility that will meet our needs today and 25 years into the future.



HEY! ARE YOU THINKING...

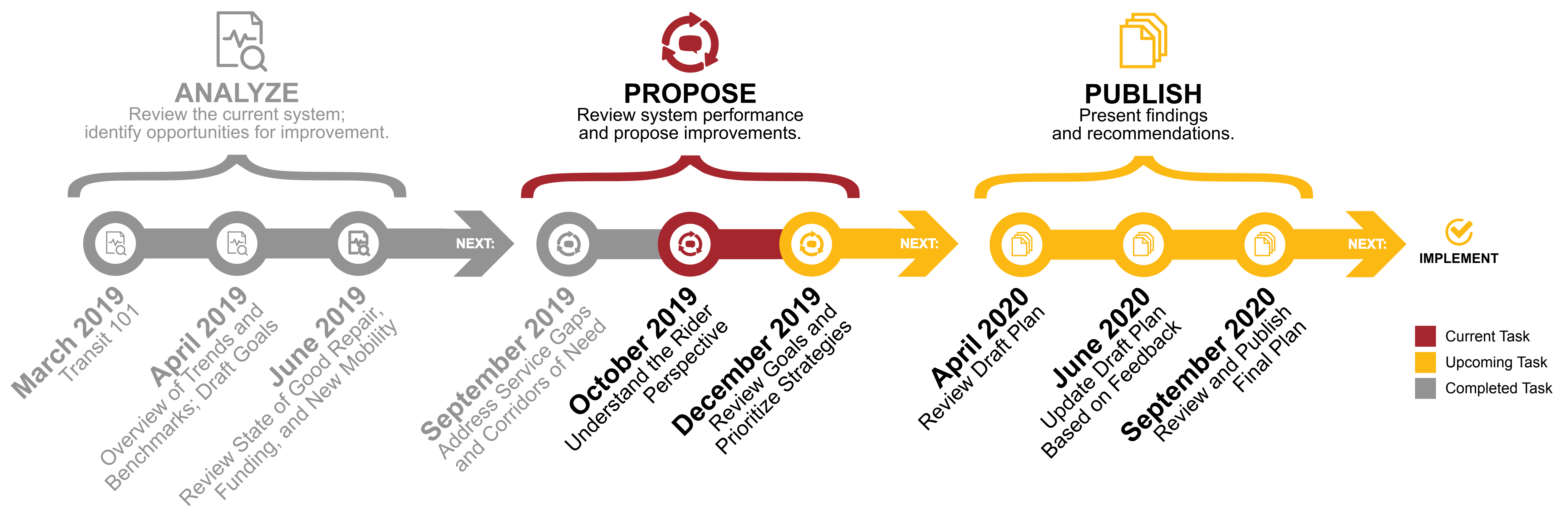


THAT'S WHAT THE RTP IS ABOUT!

The RTP is focusing on improving transit to help people access opportunities.

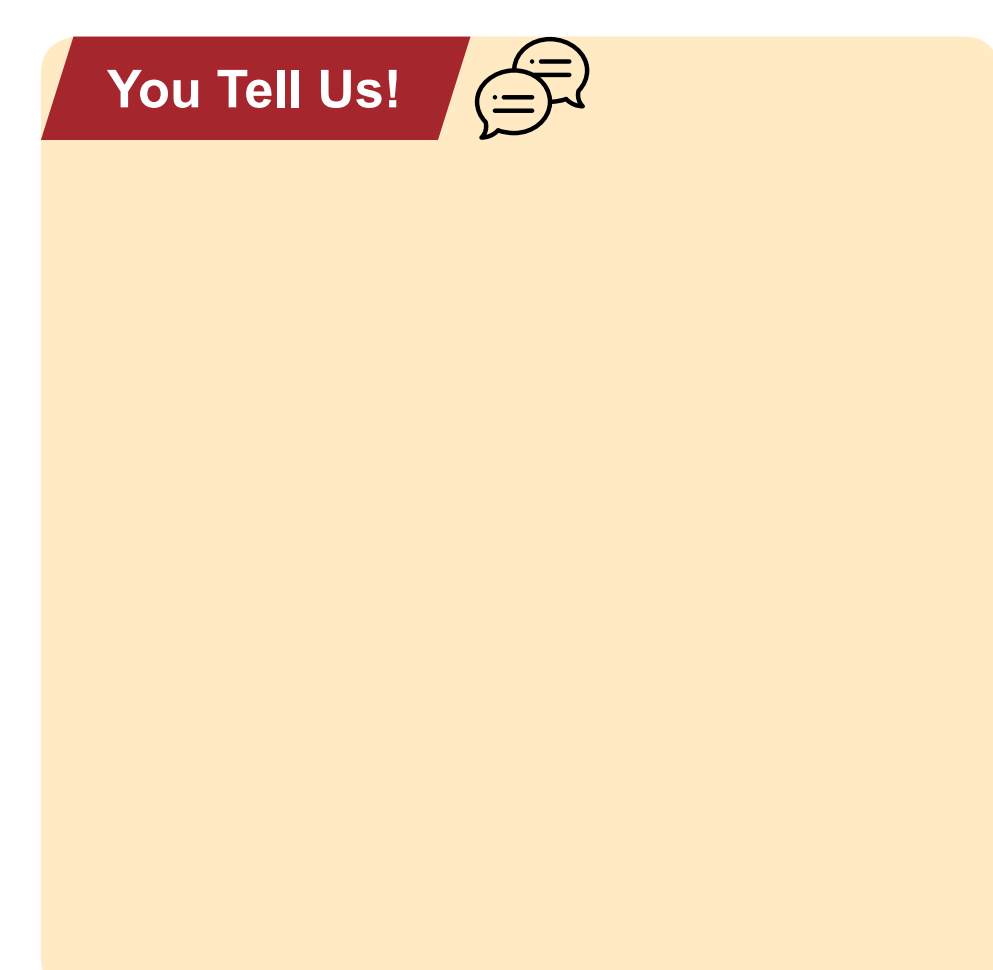
Today we want to hear your ideas for:

- **WHERE** do people need better transit connections?
- **HOW** can the complete transit trip be more convenient, comfortable, and safe?



You Tell Us!

You'll see several of the boards have yellow sections like this. Use your stickers and comment card to answer questions in these "You Tell Us!" sections.



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Project Overview



Purpose

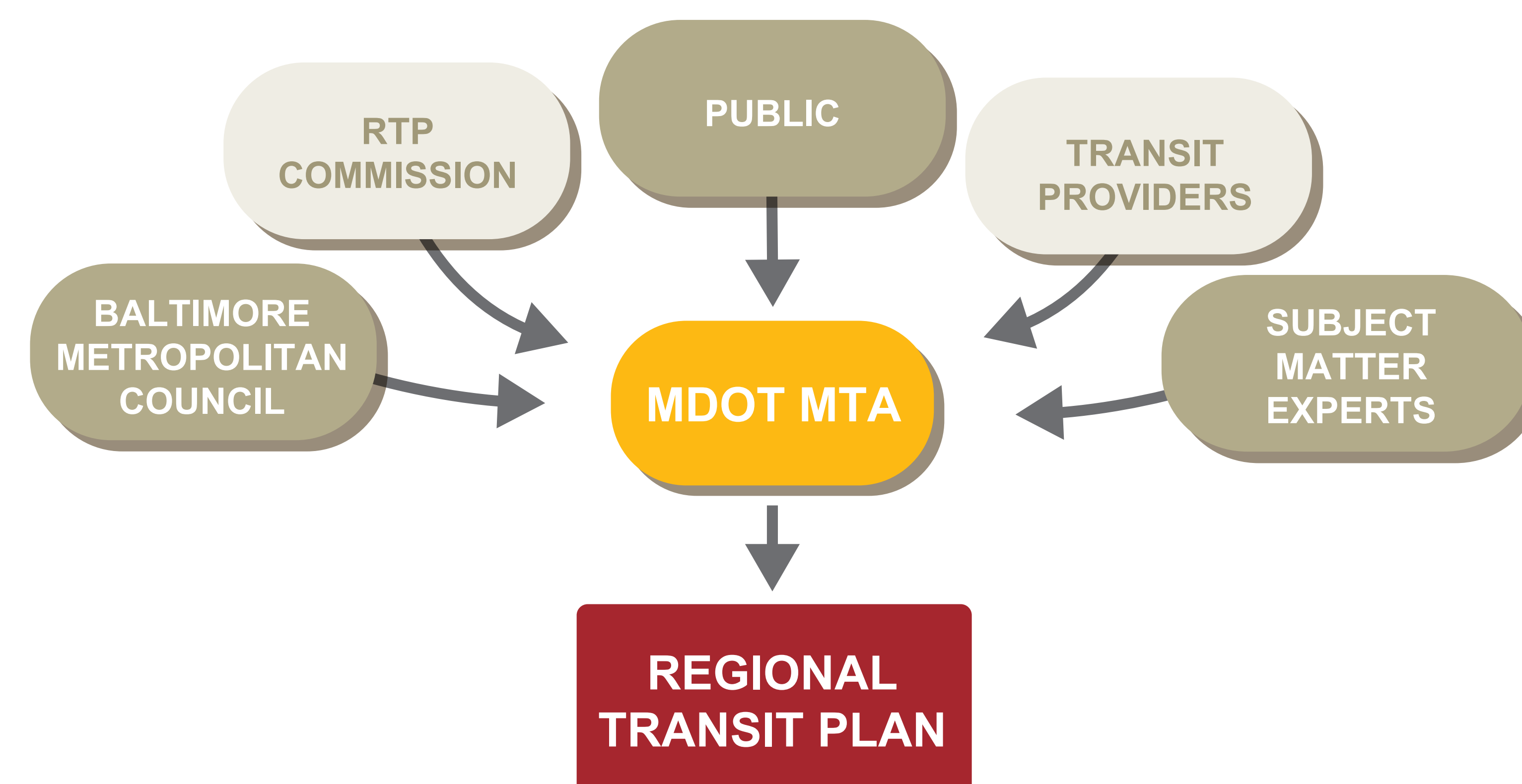
- MDOT MTA is leading the development of a new Regional Transit Plan for Central Maryland that will define public transportation goals over the next 25 years.

Vision For Regional Mobility

- This plan will address traditional transit (buses and trains) as well as explore new mobility options and technology.

Partners

- The Maryland state legislature required that the MDOT MTA initiate a Commission to work with the public and a broad range of partners to complete the Plan by October 2020.
- The RTP Commission, consisting of 11 regional representatives, participates in developing the Plan's goals and a meaningful public involvement strategy.



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Regional Transit Plan Goals

Goals are an important part of any long-term plan, providing purpose, direction, and guiding principles. The following three goals and supporting statements are derived from the RTP Commission and public input.



Improve Connectivity and Integration of Existing and Future Transit Services

Connecting Our Future Should...

- Reduce or eliminate gaps in current transit services.
- Prioritize connections to economic opportunities and services.
- Prioritize existing and emerging transit-supportive corridors and nodes for new or enhanced services.
- Increase regional collaboration.



Optimize Existing Transit Services

Connecting Our Future Should...

- Advance equitable access to jobs, education, and services.
- Promote travel choice, affordability, reduce delay, and reduce emissions.
- Improve service quality, customer experience, and safety on existing services.
- Ensure the region meaningfully integrates new transit innovations and technology.



Enhance Fiscal Sustainability

Connecting Our Future Should...

- Identify transit needs.
- Identify funding and financing opportunities and innovations to deliver this Plan.
- Improve the cost efficiency of transit services.
- Maintain assets at defined condition targets.



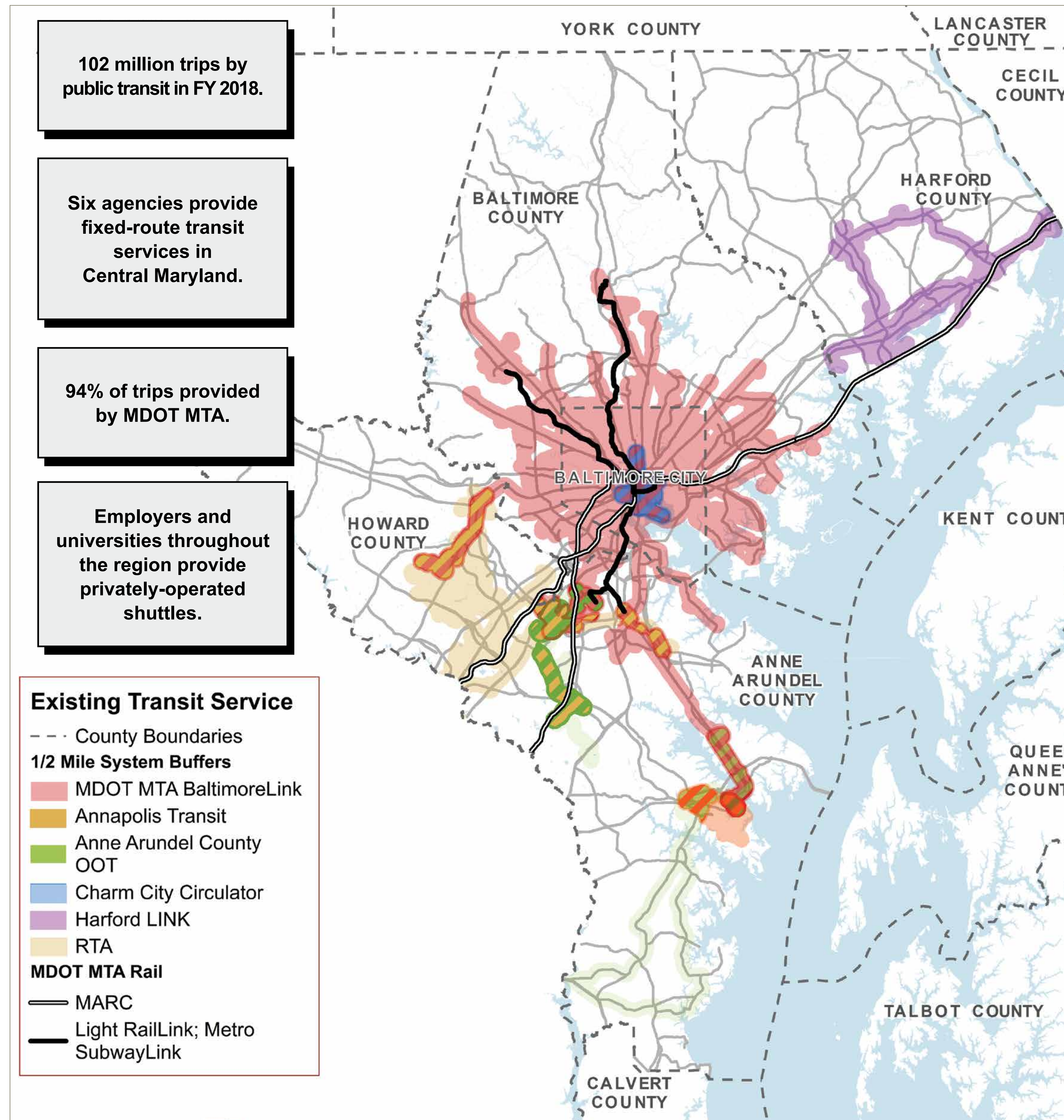
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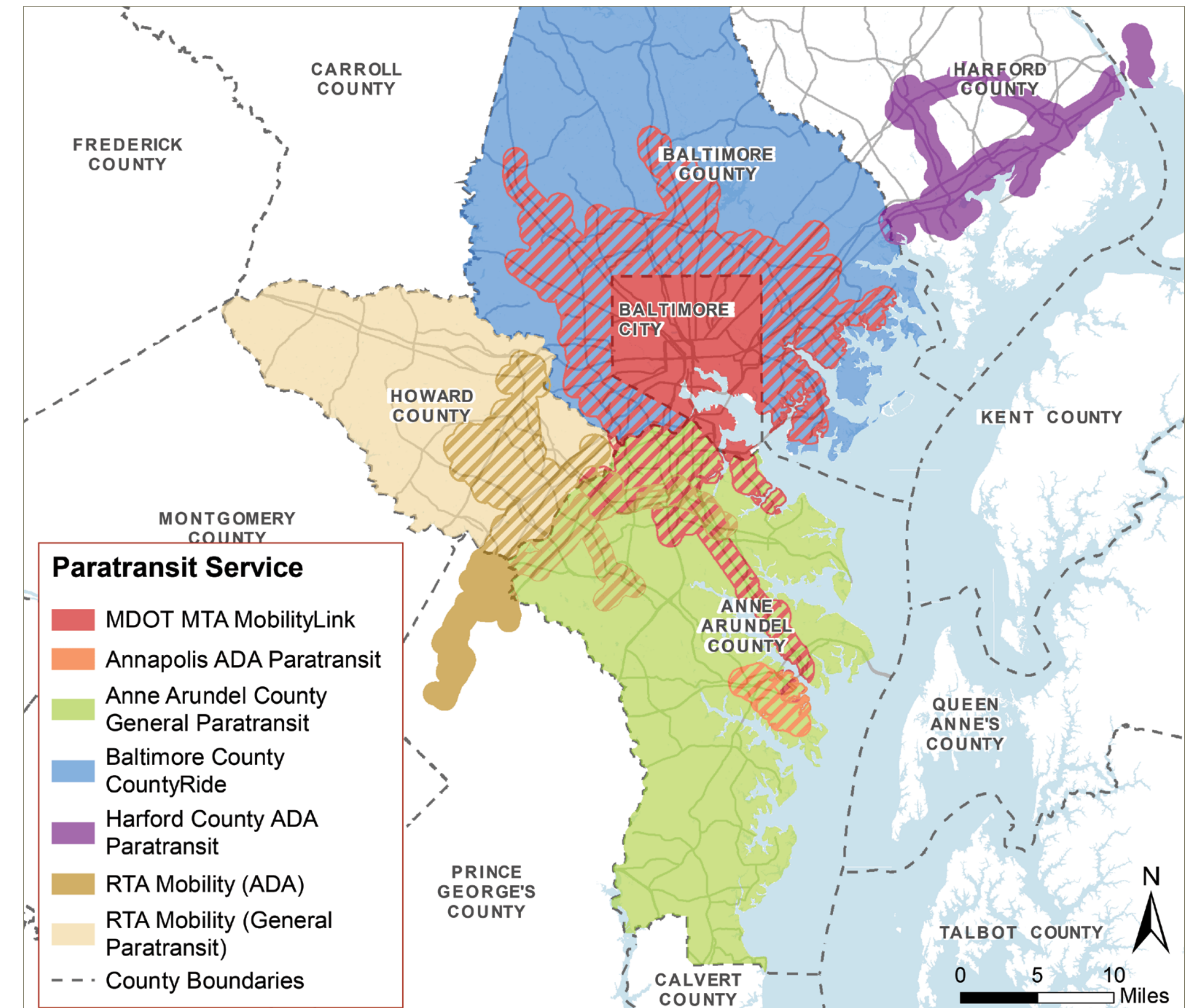


Transit in Central Maryland Today

Fixed-Route Transit Service



Paratransit Service



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.

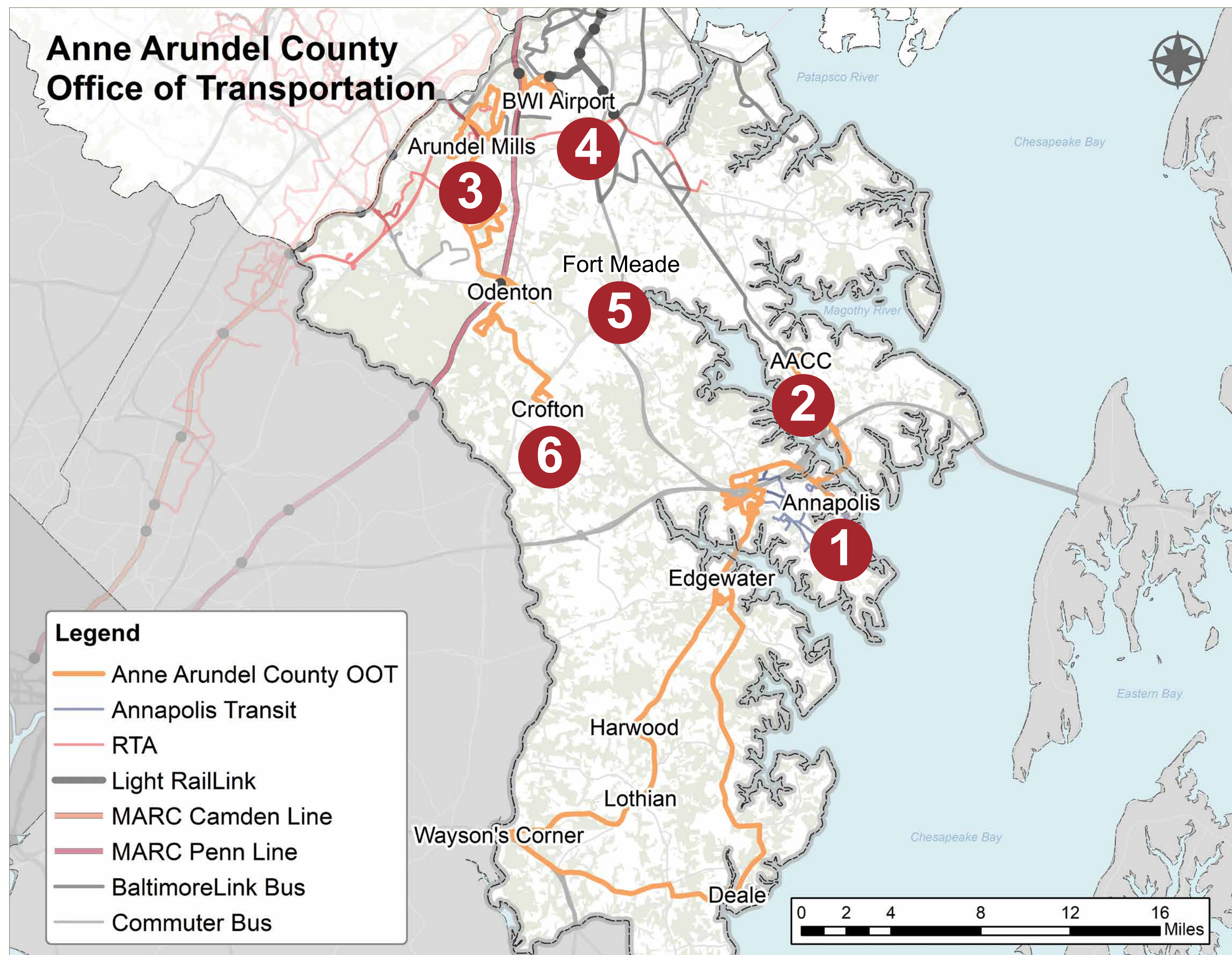


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Anne Arundel County Office of Transportation



Ridership includes the 202/K, 504/M, Yellow, and Gold routes, and Anne Arundel County-reported paratransit.

Local bus service within Anne Arundel County

- 108,000 riders in Fiscal Year 2018
- 43 vehicles

Major destinations include

- 1 Annapolis Towne Centre (Parole)
- 2 Anne Arundel Community College
- 3 Arundel Mills
- 4 BWI Airport
- 5 Fort Meade
- 6 Waugh Chapel Towne Centre (Crofton)



Over 92 million trips on MDOT MTA fixed-route service in Fiscal Year 2018



Light RailLink

- 23,000 weekday riders
- 30 miles in length
- 33 stations from Hunt Valley to BWI and Glen Burnie



Commuter Bus

- 15,000 weekday riders
- 37 routes throughout the state and 22 routes with stops in Central Maryland



MARC Train

- 35,000 weekday riders
- 3 Lines - Penn Line, Camden Line, and Brunswick Line (not included in this plan)



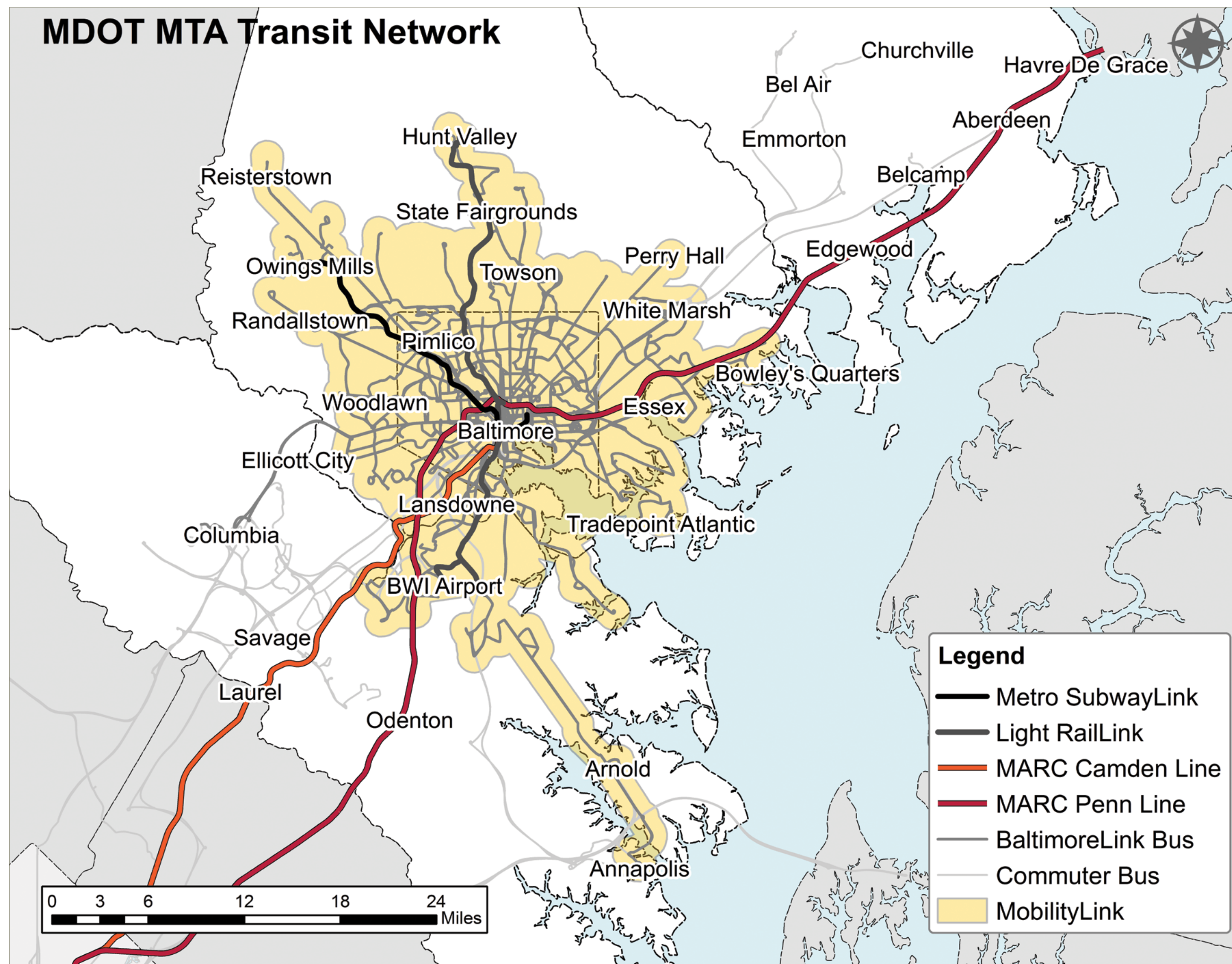
Metro SubwayLink

- 28,000 weekday riders
- 15 miles in length
- 14 stations from Owings Mills to Johns Hopkins Hospital



BaltimoreLink Bus

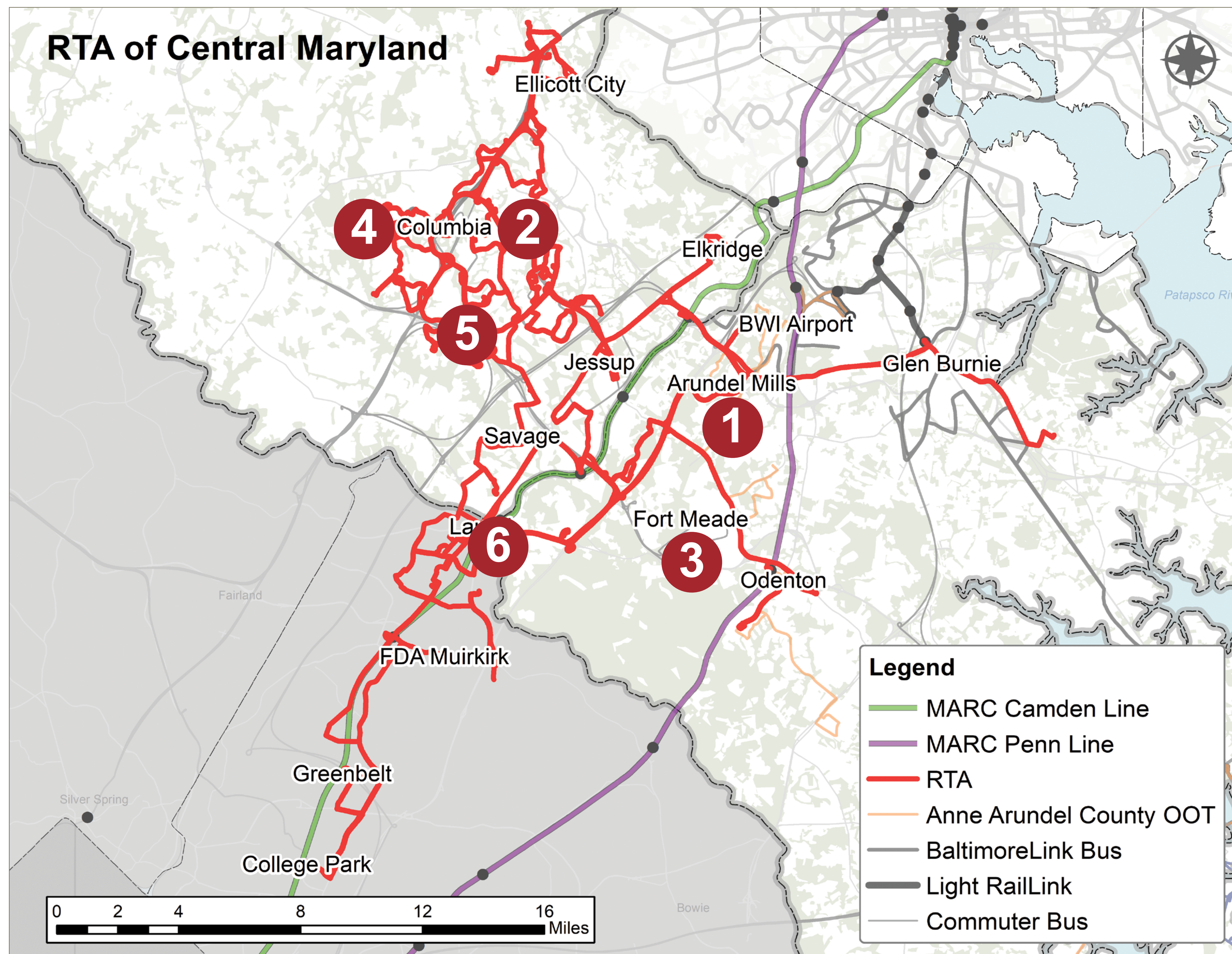
- 210,000 weekday riders
- Three types of service - CityLink, LocalLink, and Express BusLink
- Redesigned BaltimoreLink bus network launched June 2017



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Regional Transportation Agency of Central Maryland



Local bus service in Howard, Anne Arundel, City of Laurel, and northern Prince George's Counties

- 956,000 riders in Fiscal Year 2018
- 43 buses
- Major service change launched in May 2019

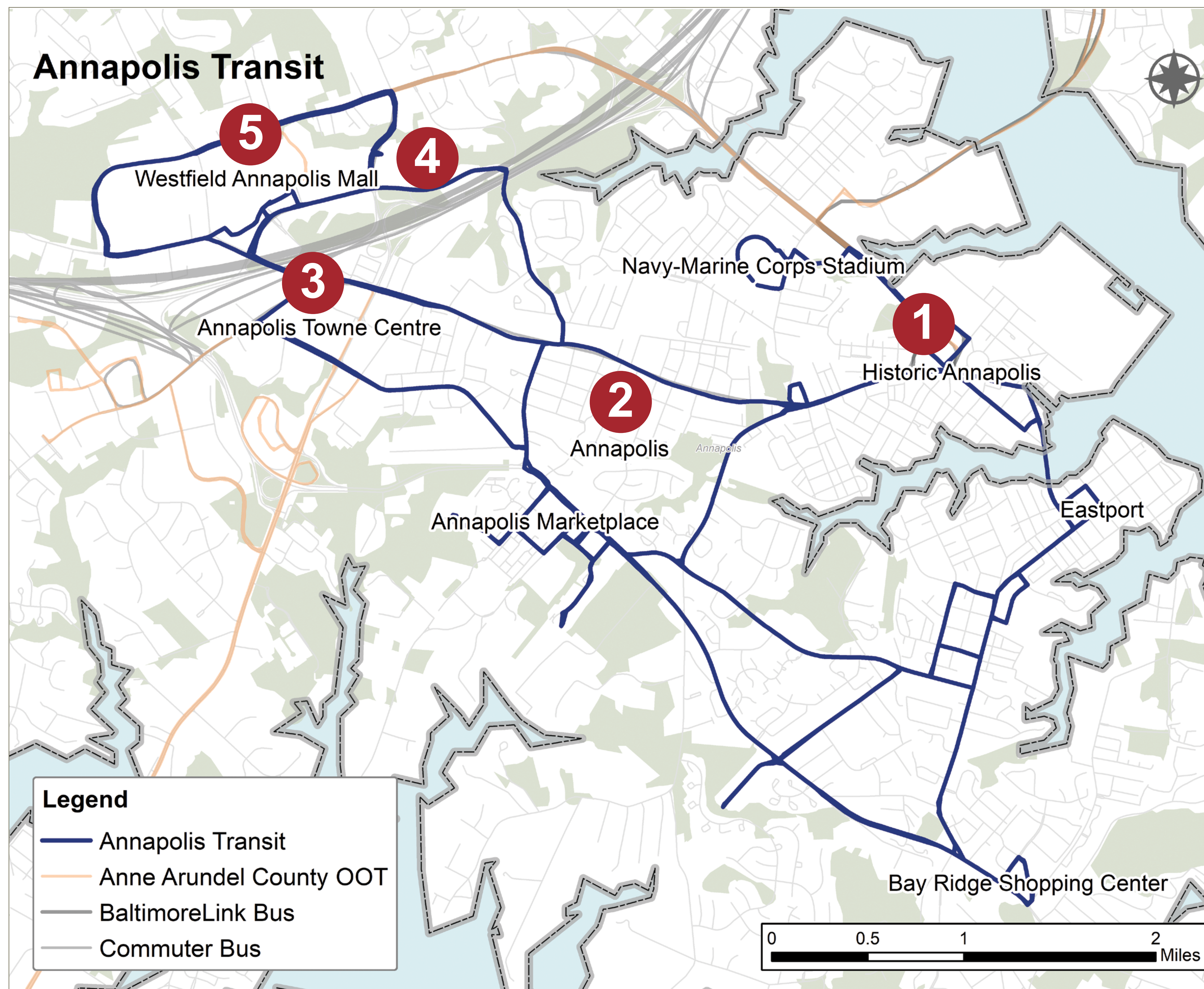
Major destinations include

- 1 Arundel Mills Mall
- 2 Columbia Mall
- 3 Fort Meade
- 4 Howard Community College
- 5 Howard County
- 6 Community Resources Campus
- 7 Towne Centre Laurel



Ridership includes the Howard County-reported routes, 201/J, and Howard County-reported paratransit.

Annapolis Transit



Local bus service within the City of Annapolis

- 423,000 riders in Fiscal Year 2018
- 16 buses

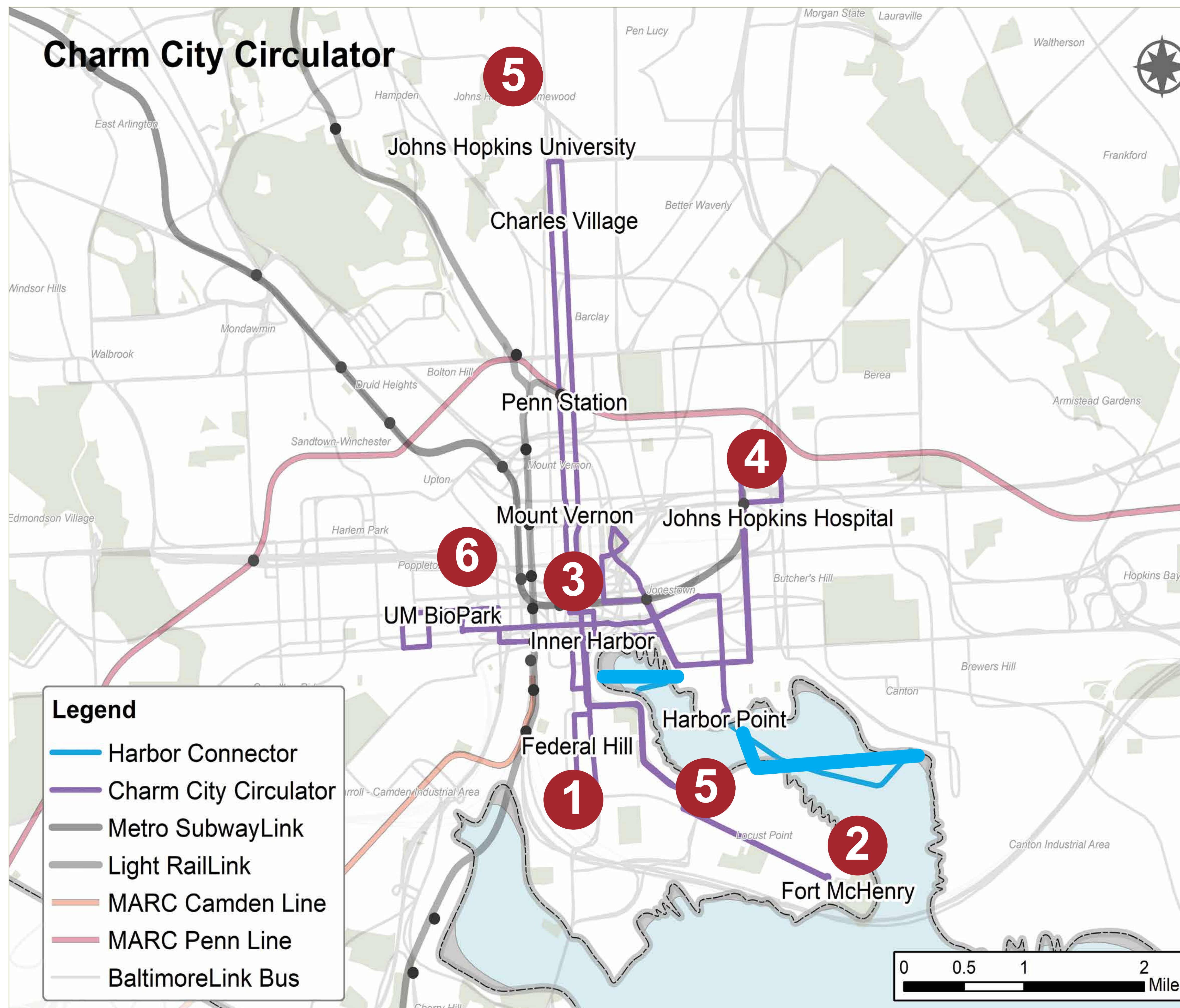
Major destinations include

- 1 Historic Annapolis
- 2 Annapolis
- 3 Towne Centre (Parole)
- 4 Anne Arundel Medical Center
- 5 Westfield Annapolis Mall



Ridership excludes the Yellow and Gold routes, now operated by Anne Arundel OOT. Ridership includes all other Annapolis-reported fixed-route and paratransit.

Charm City Circulator



Local bus service within the City of Baltimore

- 4 million riders in Fiscal Year 2018
- Harbor Connector

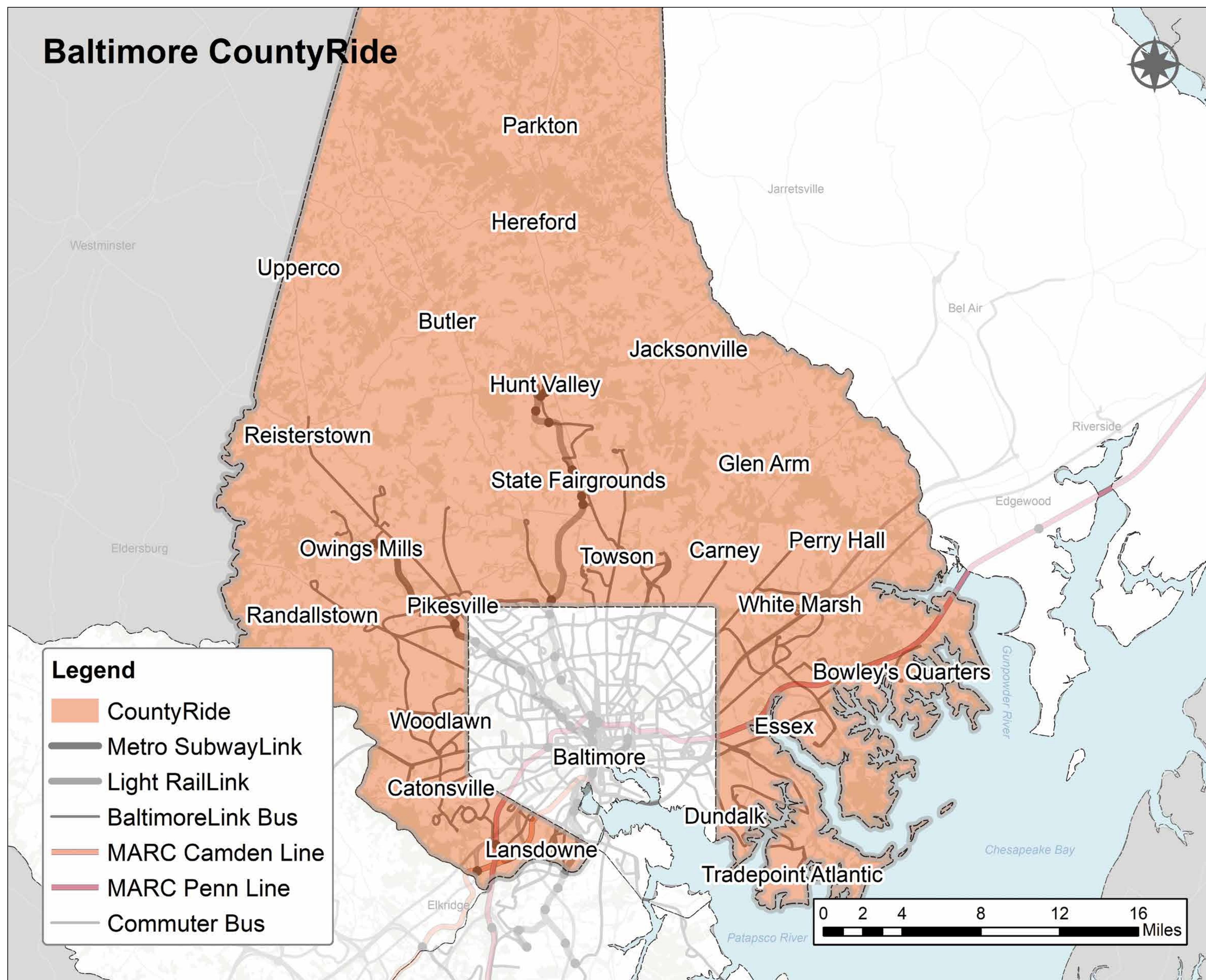
Major destinations include

- 1 Federal Hill
- 2 Fort McHenry
- 3 Inner Harbor
- 4 Johns Hopkins Hospital
- 5 Johns Hopkins University
- 6 University of Maryland, Baltimore

— Harbor Connector routes



Baltimore CountyRide



Demand-Response service within Baltimore County

- 42,000 rides in Fiscal Year 2018
- 20 vehicles

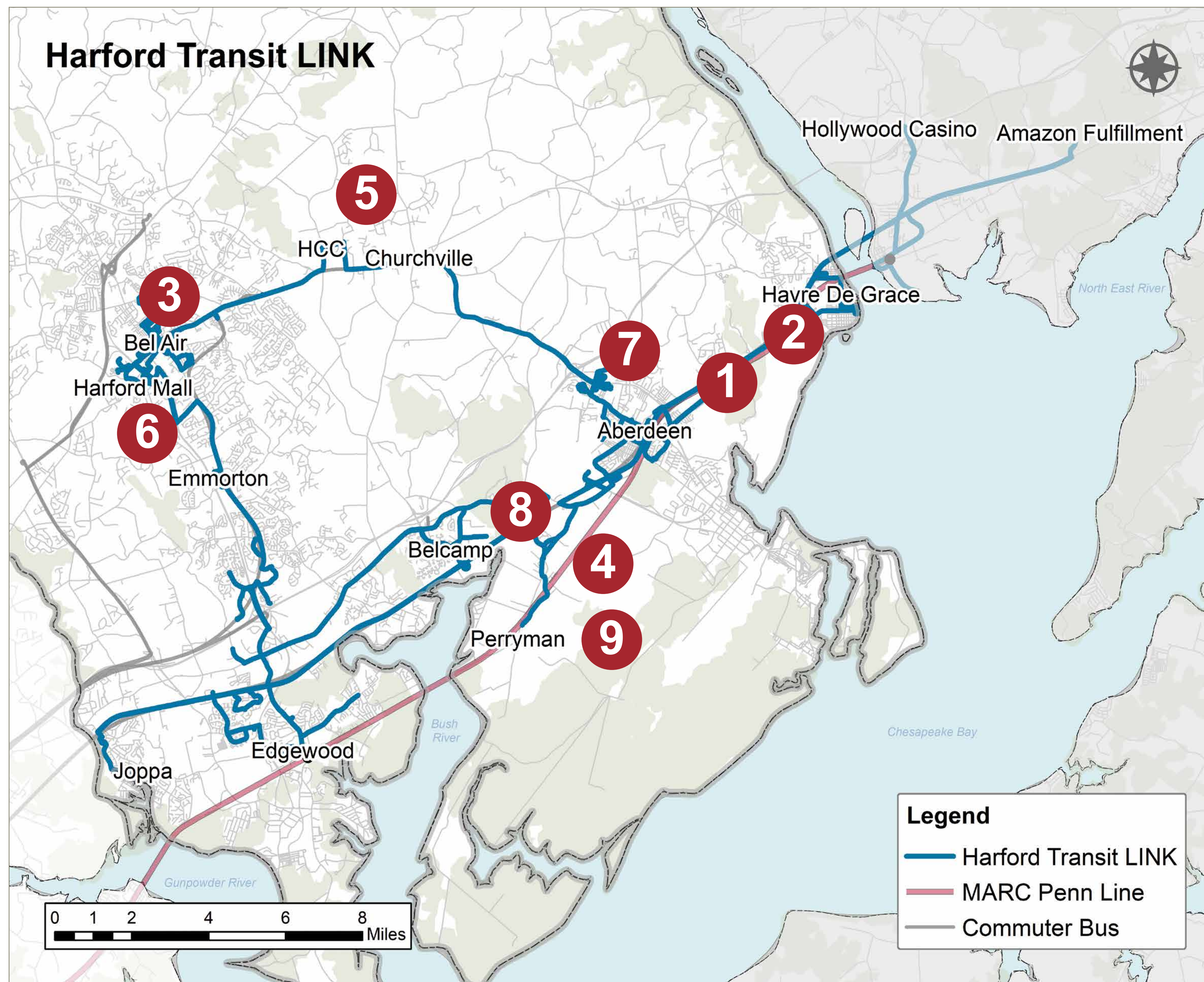


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Harford Transit LINK



Local bus service in Harford County and southwestern Cecil County

- 371,000 riders in Fiscal Year 2018
- 30 buses
- Redesigned bus network launched in January 2019

Major destinations include

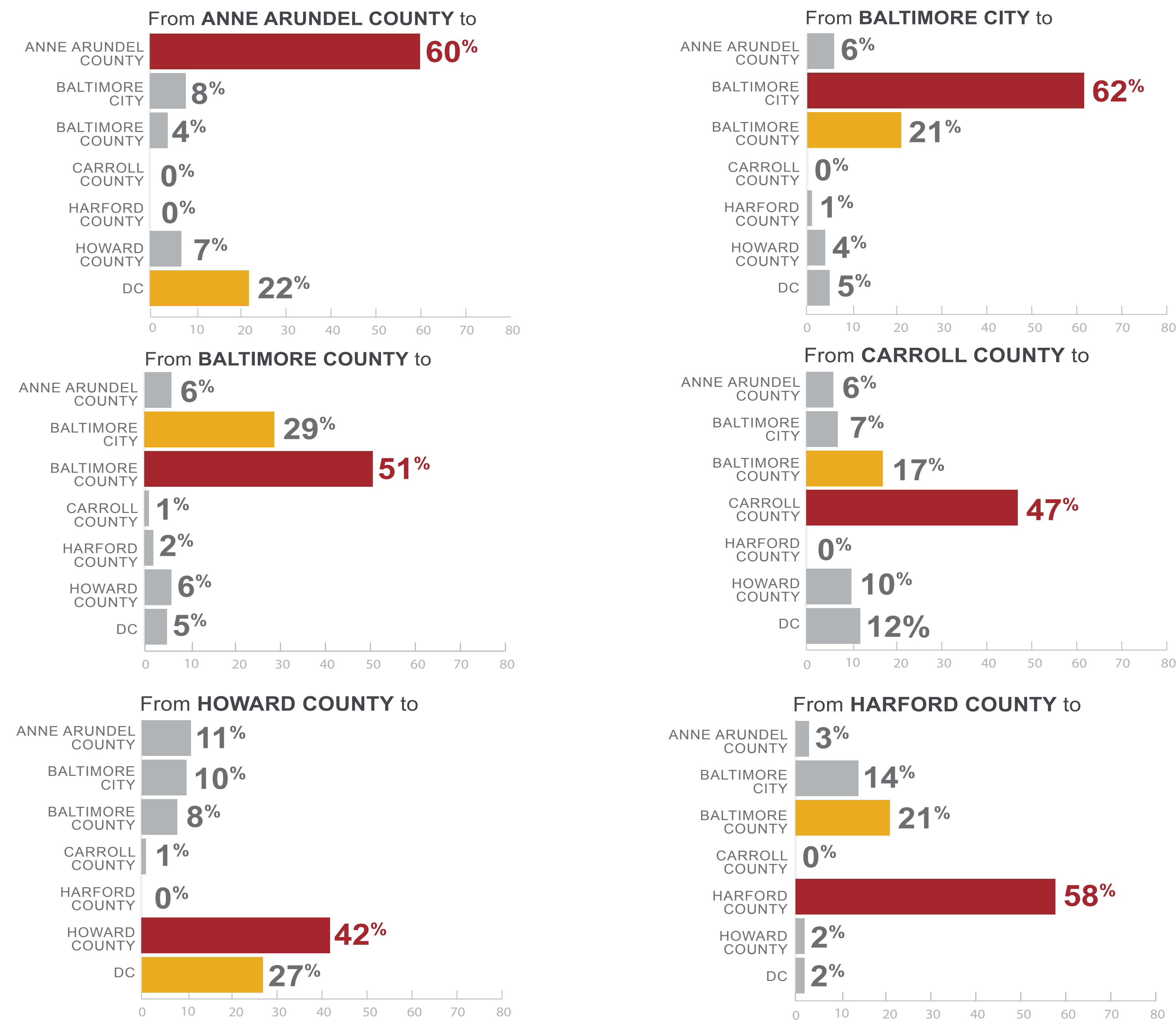
- 1 Aberdeen Station
- 2 Amazon Distribution Center
- 3 Bel Air
- 4 Clorox
- 5 Harford Community College
- 6 Harford Mall
- 7 Rite Aid
- 8 Riverside Business Park
- 9 Sephora



Identifying Transit Needs

Where are people traveling today?

Percent County-to-County Commuter Trips

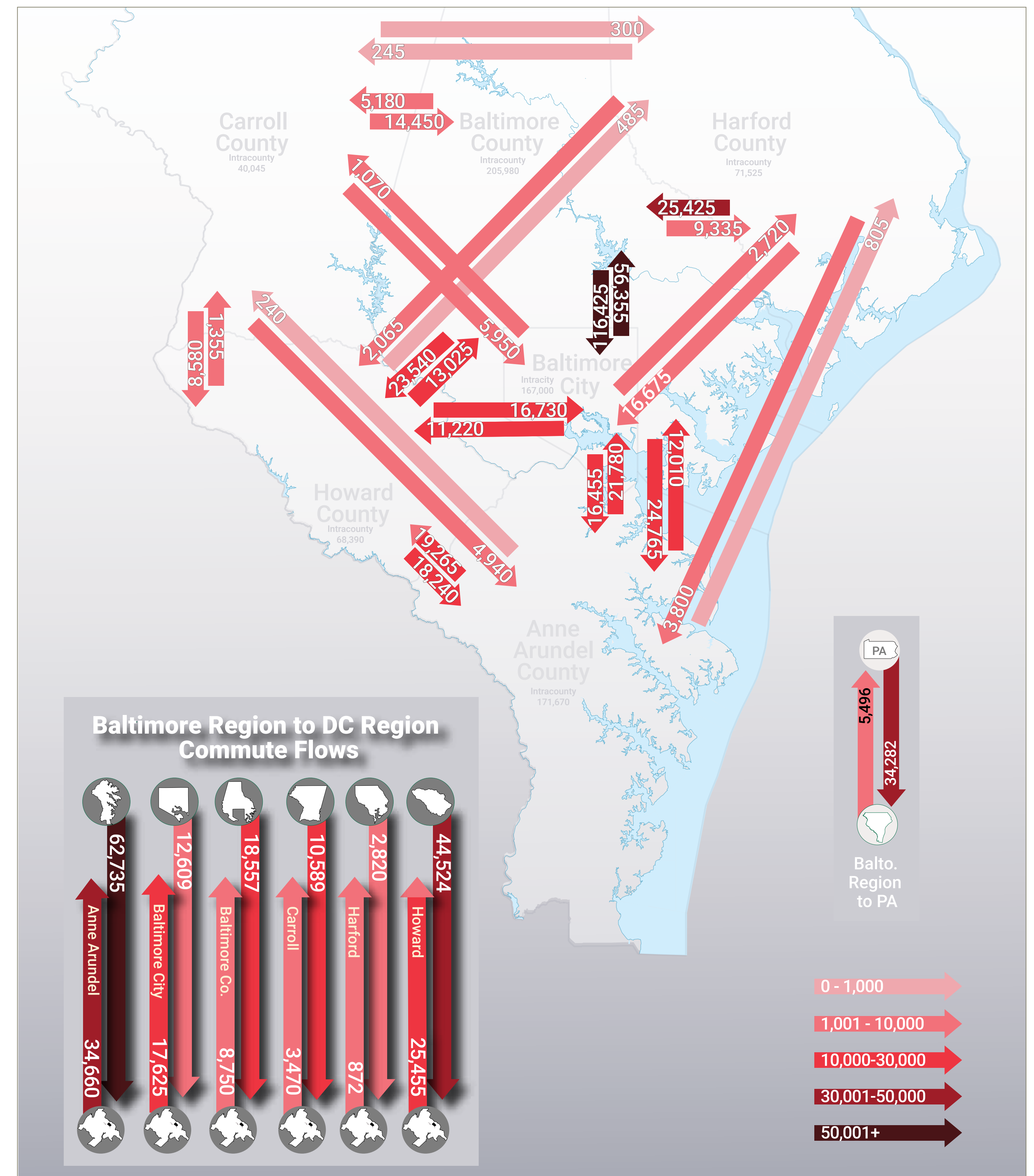


Highest percent of commute trips are within each county's boundaries

Harford and Baltimore Counties orient to Baltimore County/City

Anne Arundel and Howard Counties orient to DC Region

County-to-County Commuter Flows



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Identifying Transit Needs

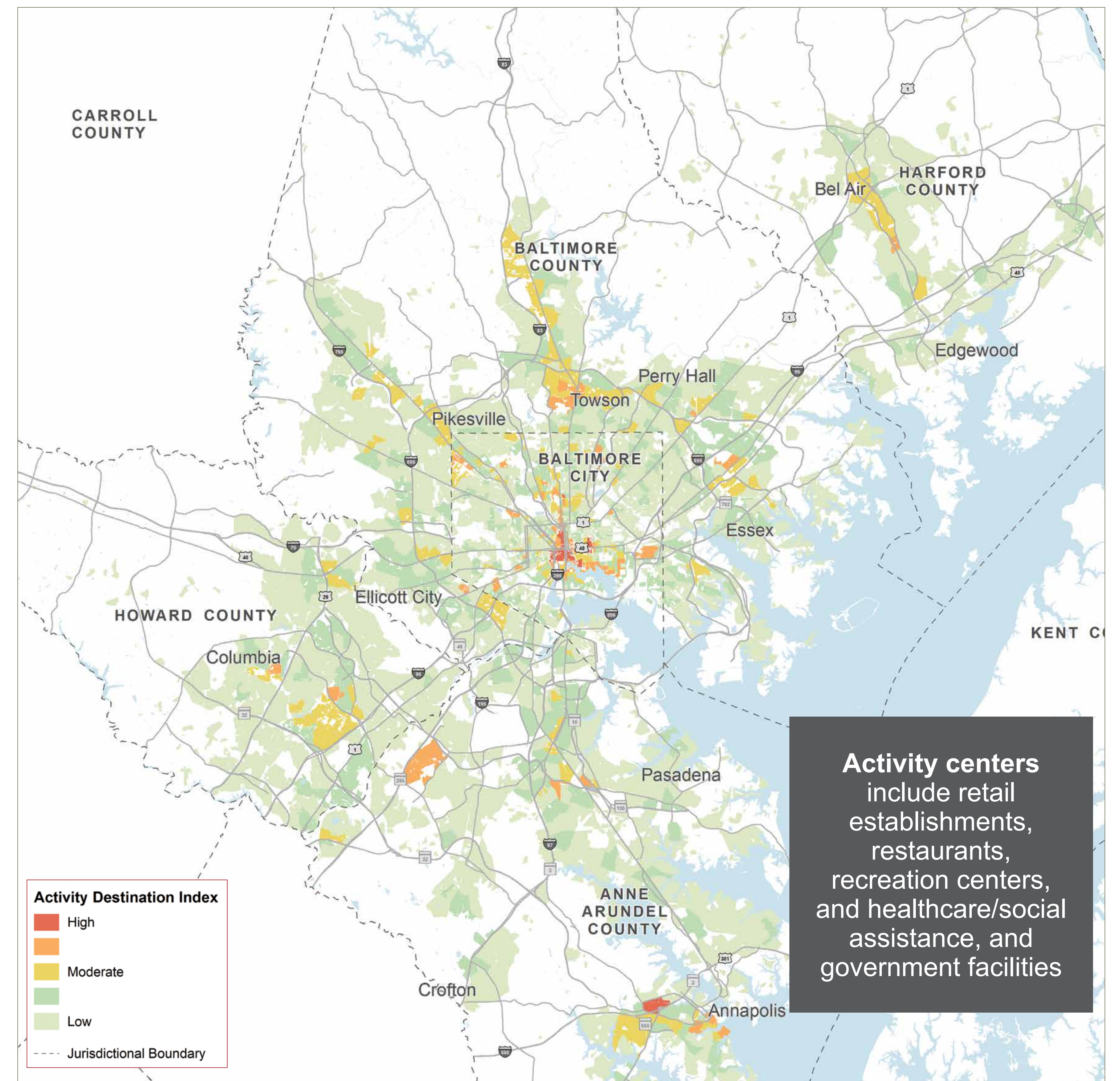
Which routes carry the most passengers?

Top Ridership Routes in the Region

The highest ridership routes carry lots of people, indicating high demand

Line	Mode	Average Daily Ridership
Metro SubwayLink	Rail	28,000
Penn Line MARC Train	Rail	24,000
Light RailLink	Rail	23,000
CityLink Red	Bus	12,900
CityLink Orange	Bus	10,700
CityLink Gold	Bus	10,300
CityLink Blue	Bus	9,800
LocalLink 22	Bus	9,700
CityLink Navy	Bus	8,500
CityLink Pink	Bus	8,300
CityLink Brown	Bus	8,300
LocalLink 54	Bus	8,300
LocalLink 80	Bus	8,300
CityLink Green	Bus	7,900
CityLink Yellow	Bus	7,400

Where are activity centers located?



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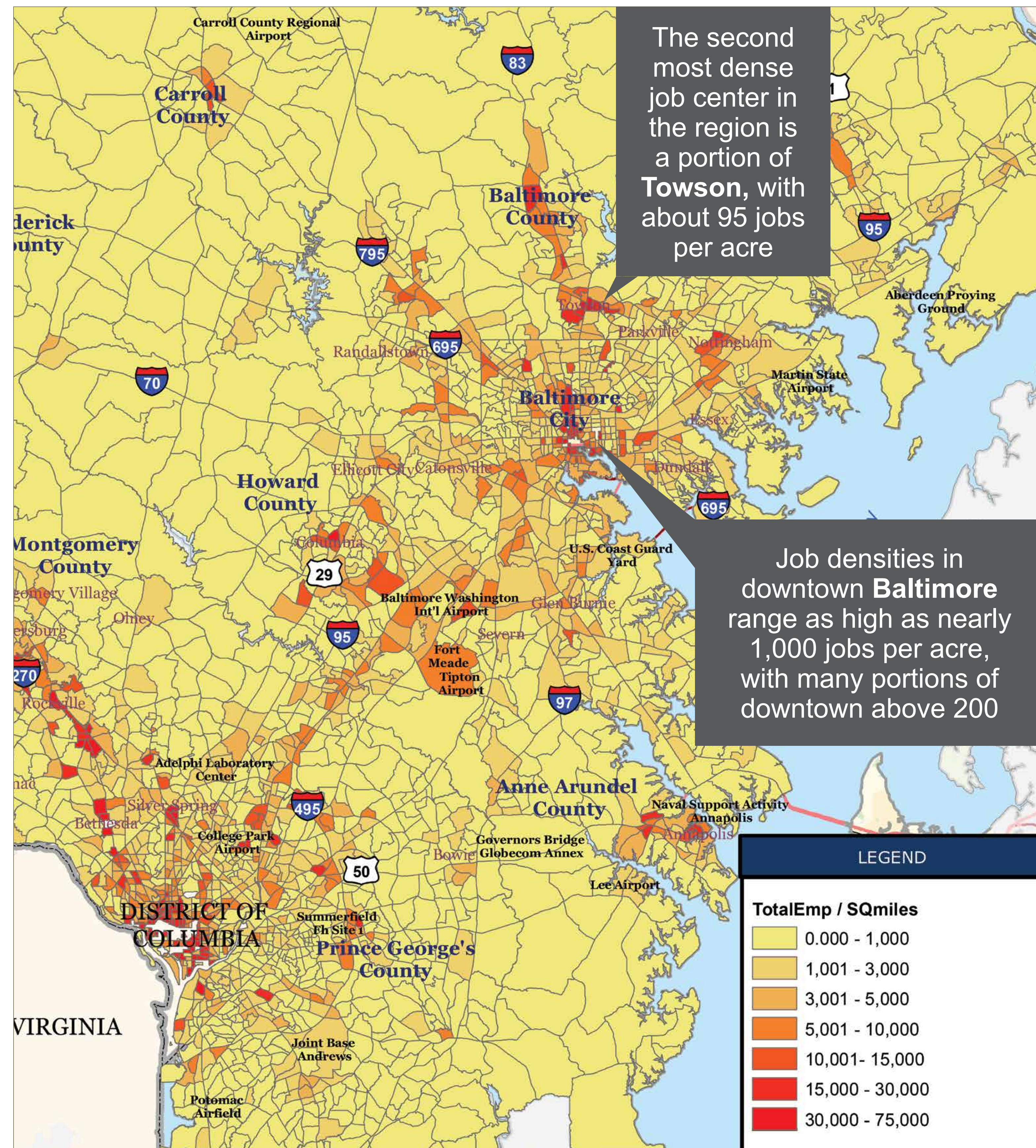
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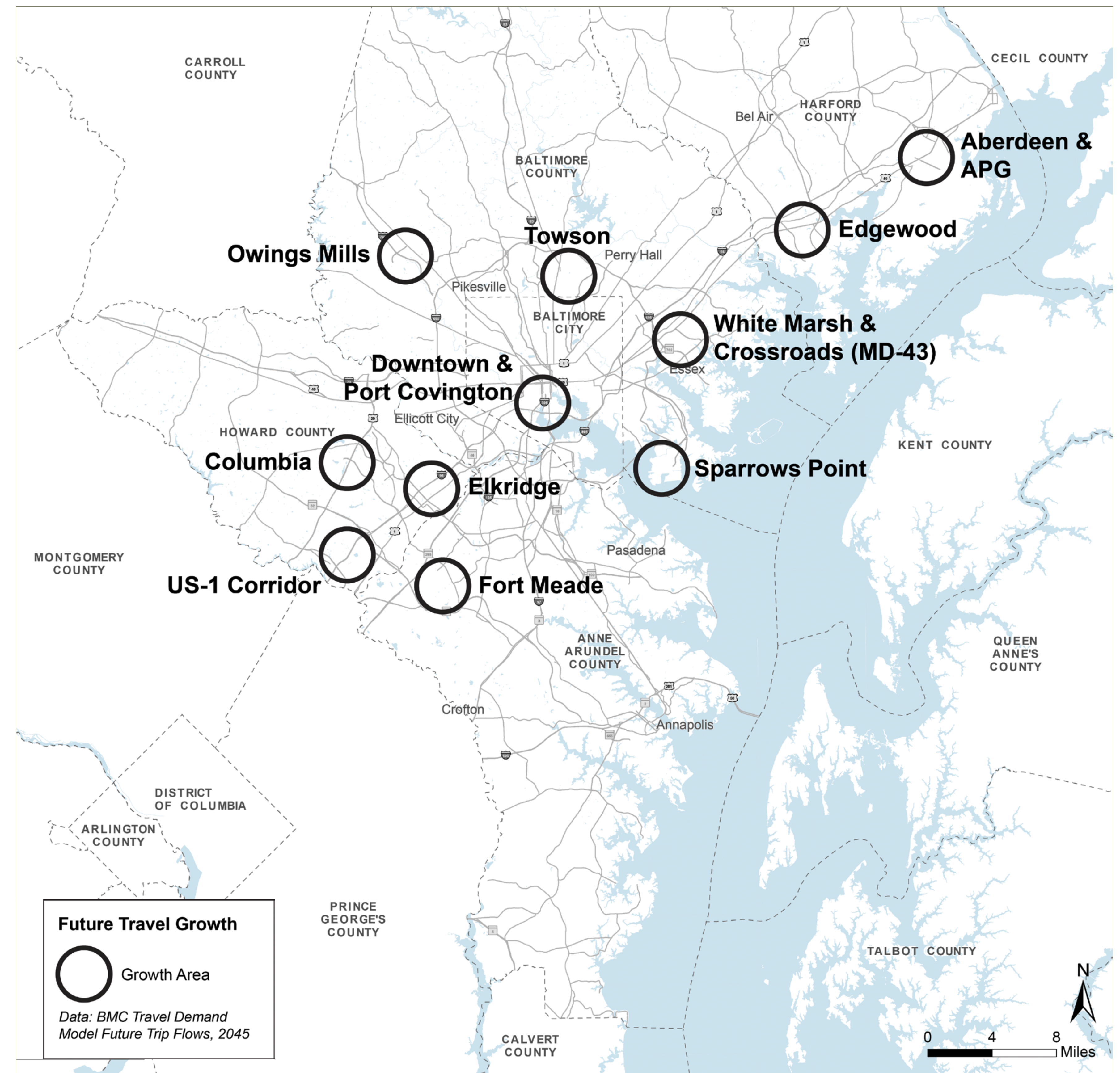
Identifying Transit Needs

Where are jobs today and where are they projected to grow?

Job Density



Employment Growth Areas



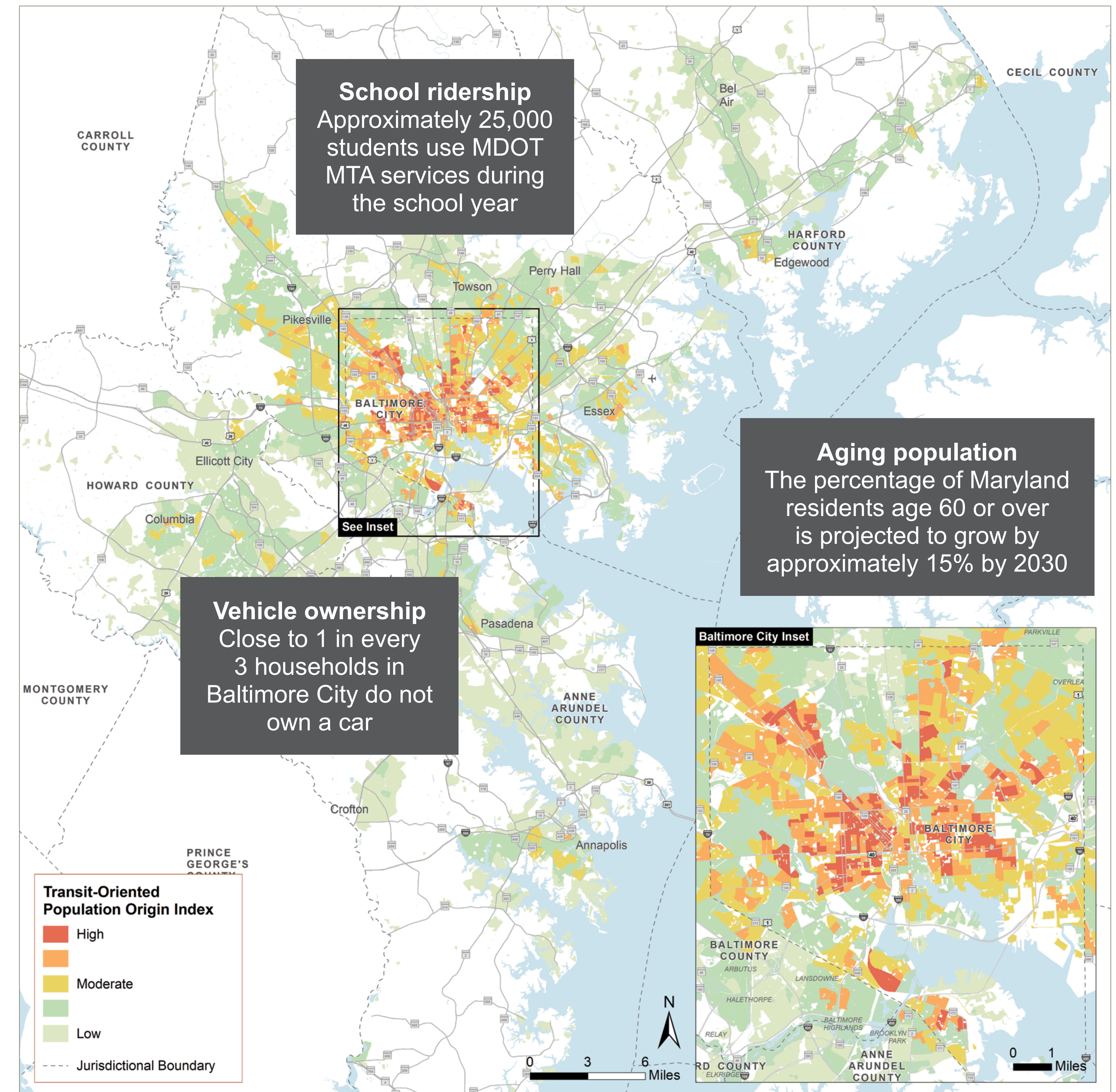
Identifying Transit Needs

Where do transit riders live?

To identify where these groups live, we look at characteristics including:

- Households and Density
- Age
- Income
- Vehicle Ownership
- Disabled Persons

Transit-Oriented Populations



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Identifying Transit Needs

What are stakeholders' priorities for how, when, and where investment should occur?



Regional & Local Plans

- BRTB Maximize 2045
- Priority Letters
- Local Comprehensive & Transit Development Plans



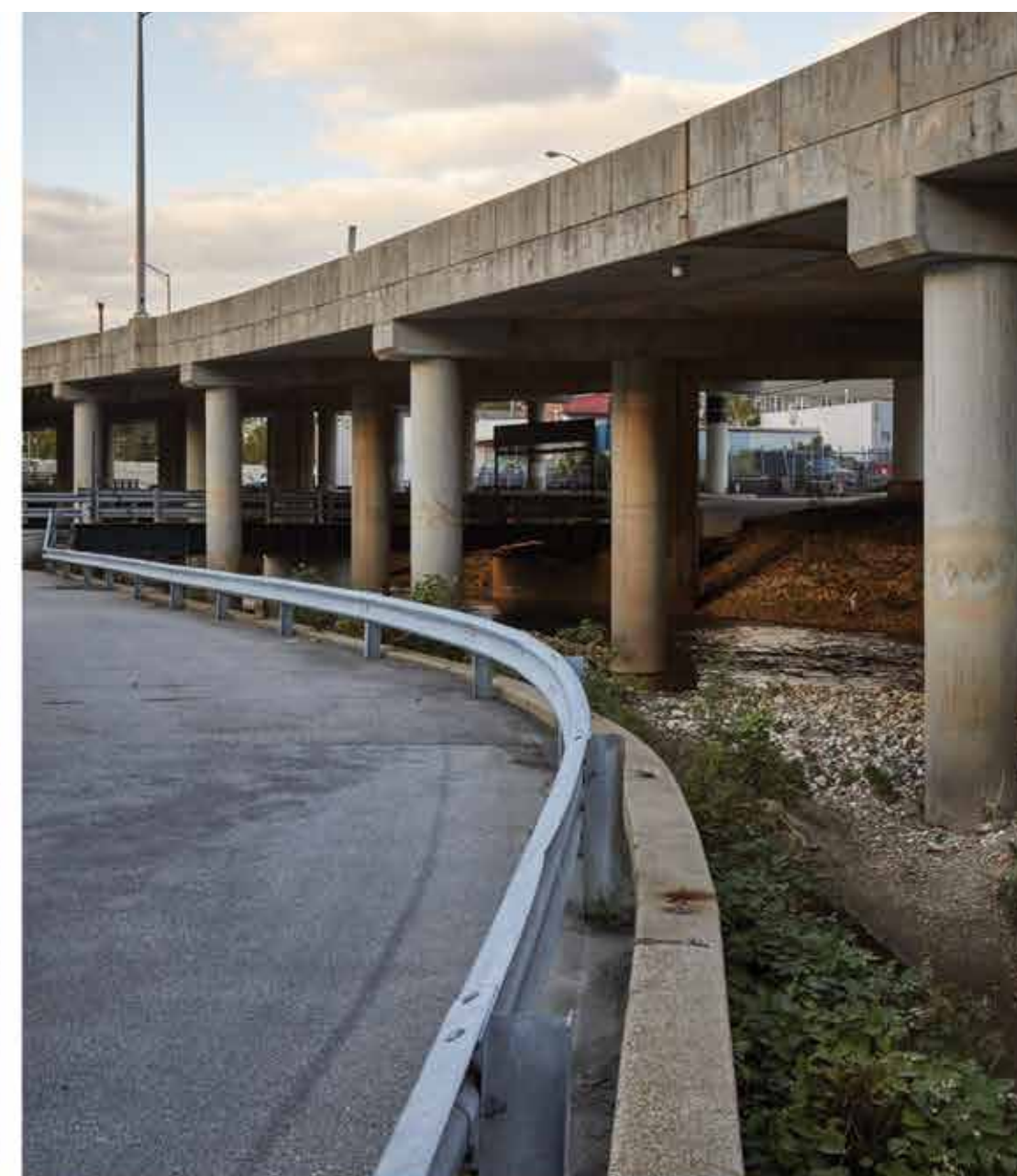
Stakeholder Outreach

- Local Government Planning and Economic Development staff



Public Input

- Pop-ups
- Open Houses (Like this one!)



Final
July 23, 2019

MAXIMIZE 2045

A PERFORMANCE-BASED TRANSPORTATION PLAN
Rethinking Legacy Finding Opportunity



Maximize2045 is an initiative of the Baltimore Regional Transportation Board, the Metropolitan Planning Organization for the Baltimore region.



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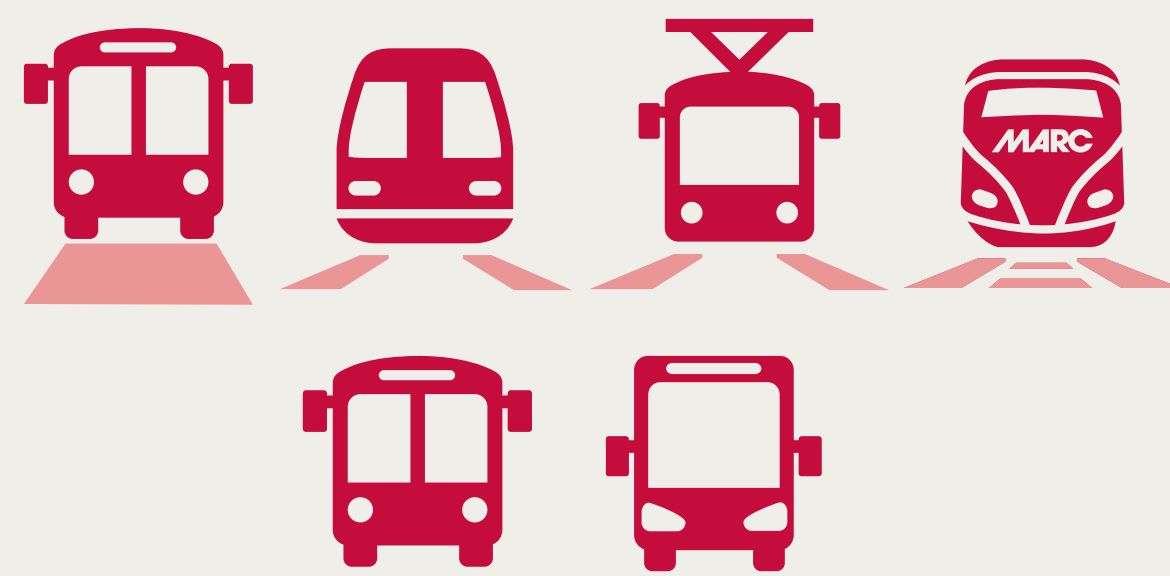


Potential Transit Improvements

We are at the start of this process, and project specifics will be determined through further studies.

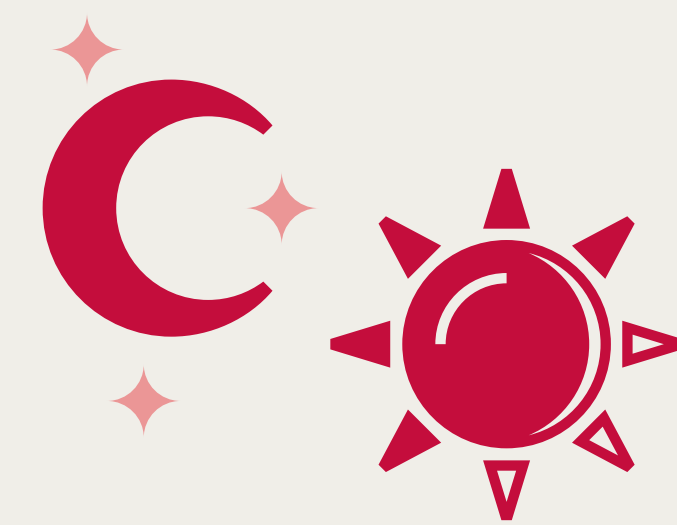
Regional Transit Corridors

serve major job and activity centers and have demand for additional infrastructure investments and all-day service.



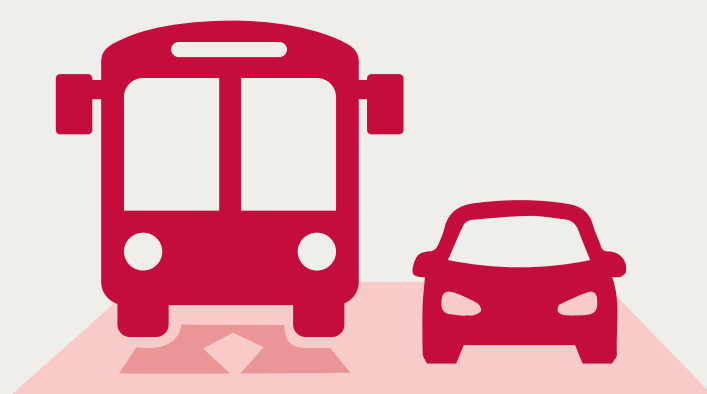
Available Modes

Limited stop or express bus, Bus Rapid Transit (BRT), light and heavy rail, commuter bus, and rail



Operating Hours

14 to 24 hours per day seven days a week



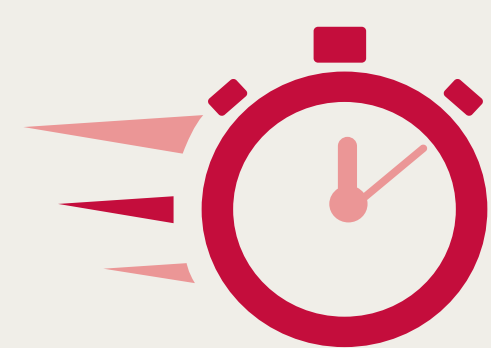
Transit Priority

Varying use of dedicated roadway/right-of-way space and/or coordinated traffic signals



Stops

Limited suburban stops
More frequent urban stops



Frequency

At least every 15 minutes peak
At least every 20 to 60 minutes off-peak



Other Characteristics

Onboard and offboard fare payment
Stops with shelters, wayfinding, and lighting

Other Transit Network Improvements

address other transit demands. Examples include local circulation, commuter service, and first/last mile access.



Local Bus Improvements

Local buses with new connections, improved frequencies and longer operating hours, stops every 1/4 to 1/2 mile and onboard fare payment



Regional Bus Improvements

Commuter buses with new connections, improved frequencies and longer operating hours where there is increasing off-peak commuting demand, limited stops, and both onboard and offboard fare payment



Water Transportation Improvements

Water taxis or ferries with new connections, improved frequencies and longer operating hours, limited stops, and both onboard and offboard fare payment



Shared Mobility

Microtransit, micromobility, and on-demand connections with limited stops and offboard (app-based) fare payment

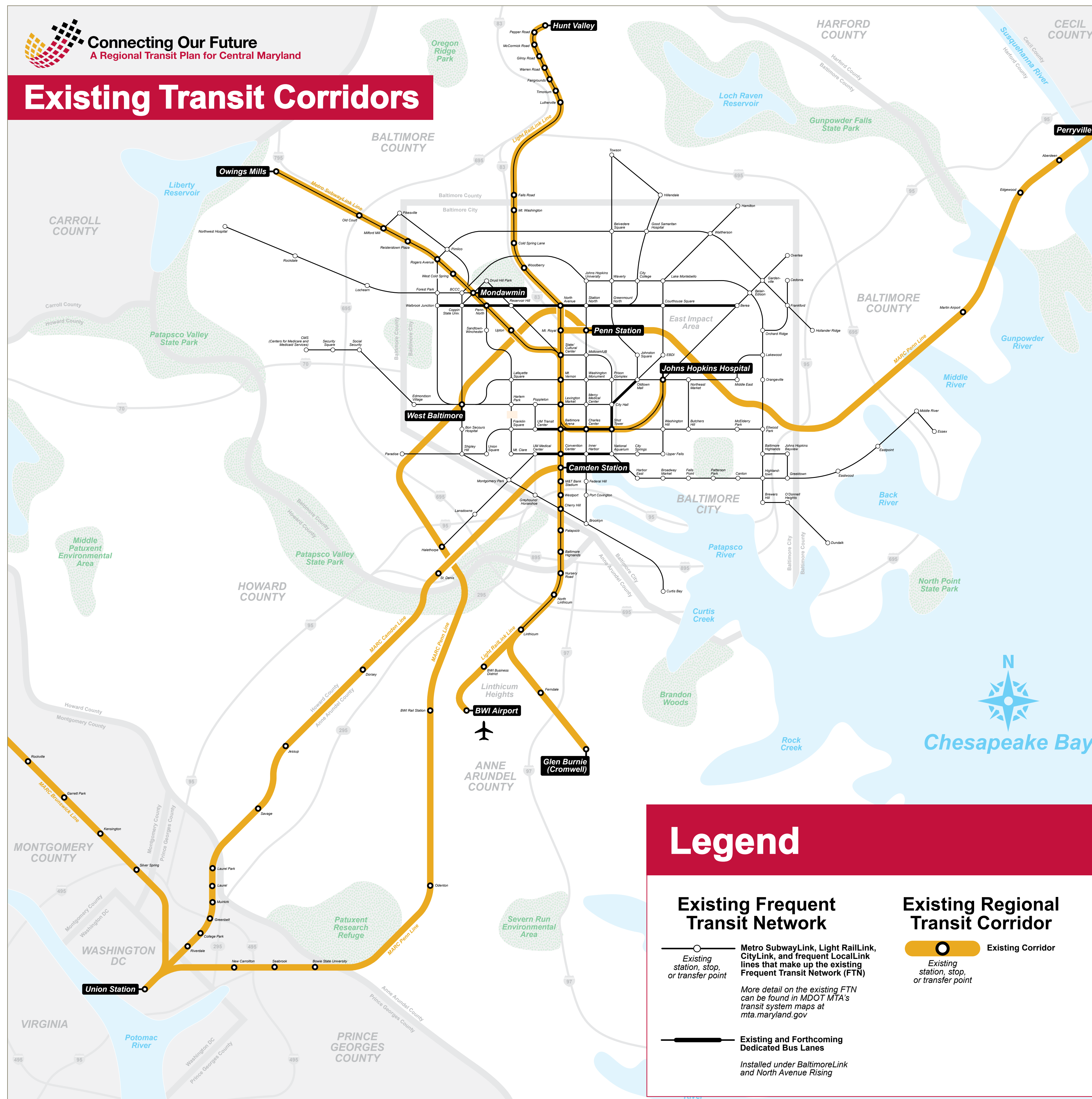


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Current Regional Transit Corridors

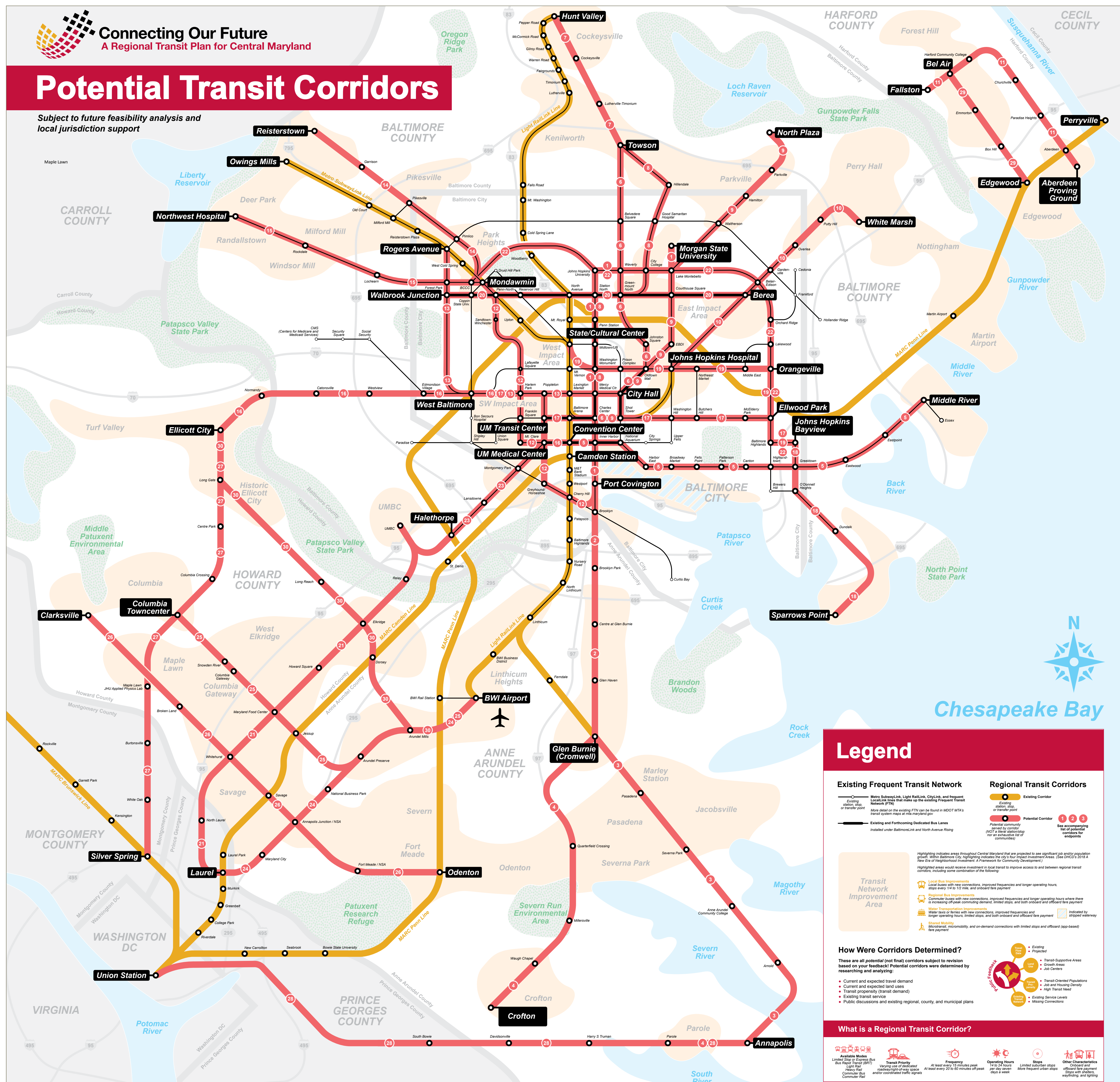


Current MDOT MTA Regional Transit Corridors

- Dedicated bus lanes (including North Avenue)
- Light RailLink line and branches
- Metro SubwayLink line
- MARC Train lines



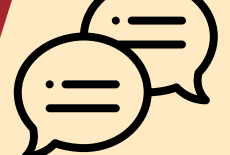
Potential Regional Transit Corridors



- 1 Morgan State Univ. to Port Covington via John Hopkins Univ. and Penn Station
- 2 Glen Burnie to Port Covington via Brooklyn Park and the Centre at Glen Burnie
- 3 Glen Burnie to Annapolis via Pasadena and Severna Park
- 4 Glen Burnie to Crofton via Millersville
- 5 Convention Center to Middle River via Harbor East and Canton
- 6 Towson to UM Transit Center via Belvedere Square and Waverly
- 7 Towson to Hunt Valley via Lutherville-Timonium and Cockeysville
- 8 Towson to Port Covington via Hillendale and Penn Station
- 9 North Plaza to UM Transit Center via Hamilton and Courthouse Square
- 10 White Marsh to John Hopkins Hosp. via Overlea and Berea

- 11 Fallston to Aberdeen Proving Ground via Belair, Churchville and Aberdeen
- 12 Mondawmin to Port Covington via UM Medical Ctr. and Greyhound/Horseshoe
- 13 Rogers Avenue to City Hall via Walbrook Junction
- 14 Mondawmin to Reisterstown via Pimlico and Pikesville
- 15 Mondawmin to Northwest Hospital via Lochearn and Rockdale
- 16 Ellicott City to Convention Center via Catonsville, West Baltimore and Inner Harbor
- 17 West Baltimore to Hopkins Bayview via Charles Center and Washington Hill
- 18 Sparrows Point to Hopkins Bayview via Dundalk
- 19 State Center to Hopkins Bayview via John Hopkins Hospital and Orangeville
- 20 Wallbrook Junction to Berea via Coppin State University and Station North

- 21 Laurel to Halethorpe via Elkridge and the Maryland Food Center
- 22 Mondawmin to Hopkins Bayview via John Hopkins University and Orangeville
- 23 Halethorpe to UM Transit Center via UMBC and CCBC Cantonsville
- 24 BWI Airport to Laurel via Arundel Mills and Annapolis Junction
- 25 BWI Airport to Columbia Towncenter via Arundel Mills, Jessup and Snowden River
- 26 Odenton to Clarksville via Fort Meade, Savage and Broken Land
- 27 Ellicott City to Silver Spring via Columbia Mall and Burtonsville
- 28 Annapolis to Union Station via Parole and Davidsonville
- 29 Bel Air to Edgewood via Emmorton and Box Hill
- 30 Ellicott City to BWI Airport via Elkridge and Dorsey

You Tell Us! 
Use Your Comment Card



Improving Existing Transit



Metro SubwayLink

- 28,000 weekday riders
- 15 miles in length
- 14 stations from Owings Mills to Johns Hopkins Hospital



Light RailLink

- 23,000 weekday riders
- 30 miles in length
- 33 stations from Hunt Valley to BWI Airport or Glen Burnie



MARC Train

- 35,000 weekday riders
- 3 Lines - Penn, Camden, and Brunswick (Brunswick not included in this plan)



Paratransit

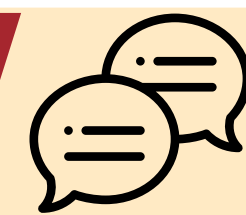
- 6 paratransit service providers across the region
- Growing ridership, particularly in rural areas

SHARE YOUR IDEAS TO IMPROVE...

You Tell Us!



You Tell Us!



You Tell Us!



You Tell Us!



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Improving Existing Transit



Local Bus

- 6 service providers across the region
- Combined 70 million riders in FY18
- Total of 99 routes



Commuter Bus

- 15,000 weekday riders
- 37 routes throughout the state and 22 routes with stops in Central Maryland



Water Transportation

- Harbor Connector
- 5 destinations on 3 routes

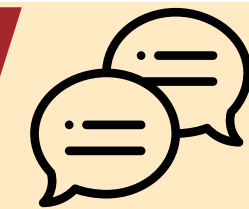


Shared Mobility

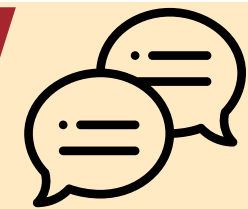
- Scootershare (e.g., Lime, Jump, Spin)
- Ridehail (e.g., Uber, Lyft)
- Microtransit (e.g., on-demand shuttle)

SHARE YOUR IDEAS TO IMPROVE...

You Tell Us!



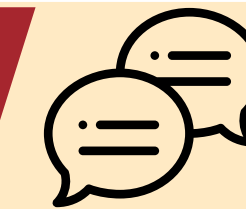
You Tell Us!



You Tell Us!



You Tell Us!



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Public Involvement

3,426

Completed
Surveys

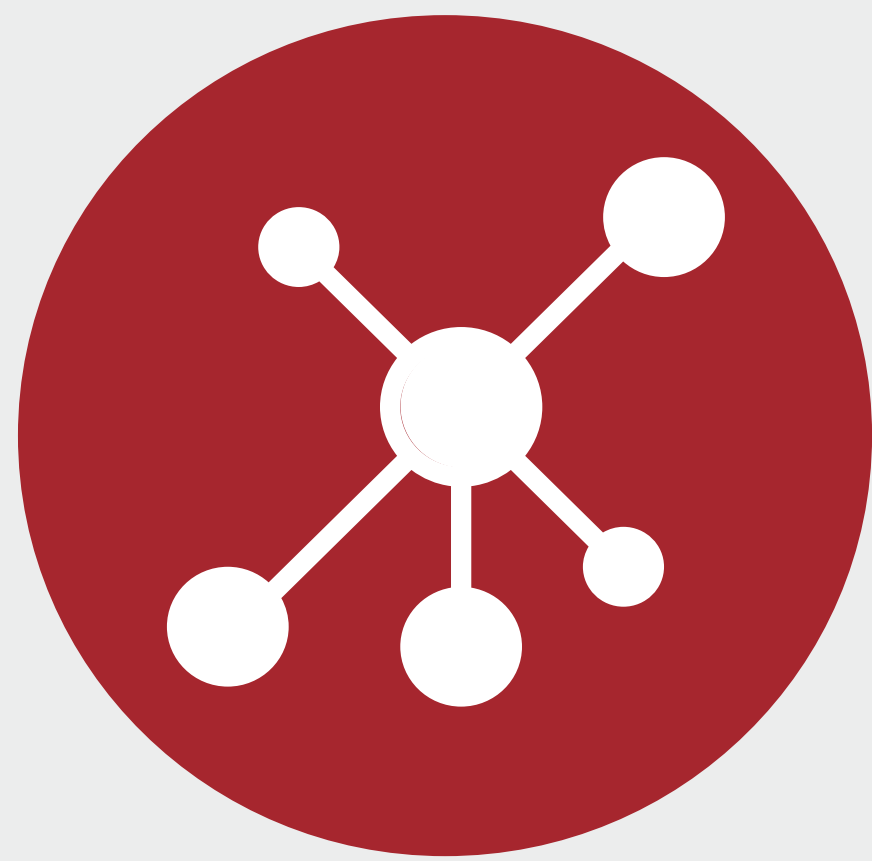
45+

Outreach
Events

1,400+

Interactions with
Members of the Public

Key Themes We've Heard So Far



Increase Regional Connectivity
and Access to Transit



Invest in
Transit Facilities



Improve Service Efficiency
and Reliability



Address Personal Safety
and Security Concerns



Still have questions? Talk to any member of the project team!



VISIT THE RTP WEBSITE
rtp.mta.maryland.gov



CALL THE PROJECT TEAM
(443) 475-0687



EMAIL THE PROJECT TEAM
rtp@mta.maryland.gov



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