

Working to Improve Transportation in Our Region



Presentation to Lambda Alpha
May 21, 2014

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Mission

making it easier, faster, and more efficient to travel within Central Maryland

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Vision

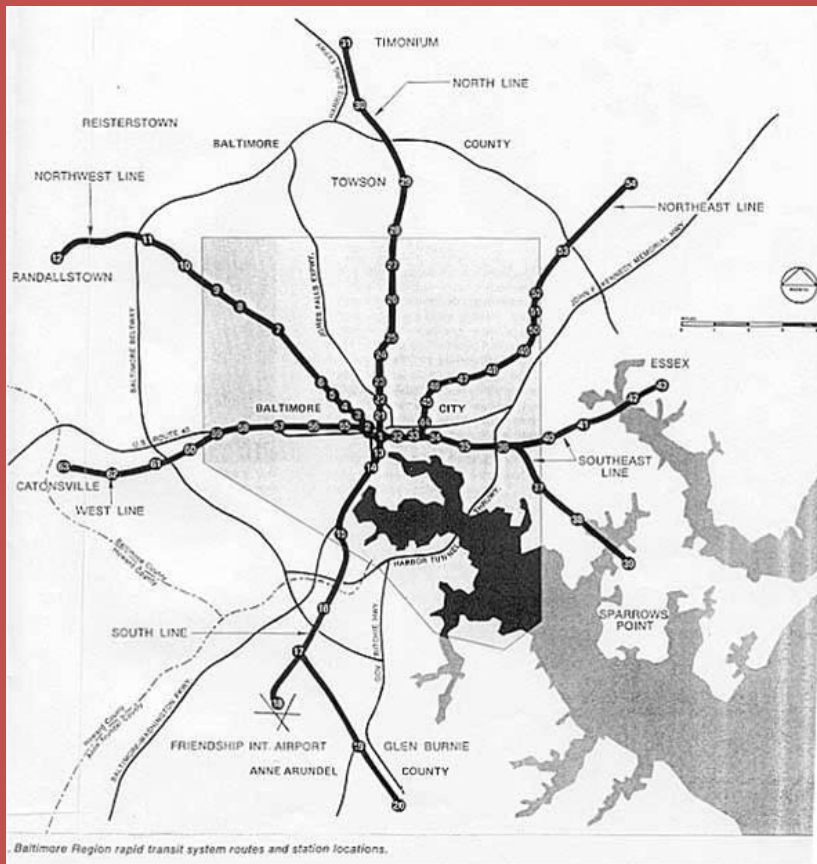
a thriving metropolitan area which boasts an array of convenient transportation options, including a coordinated system of highways and interconnected mass transit options providing access and opportunity for employment, housing, education, services and entertainment

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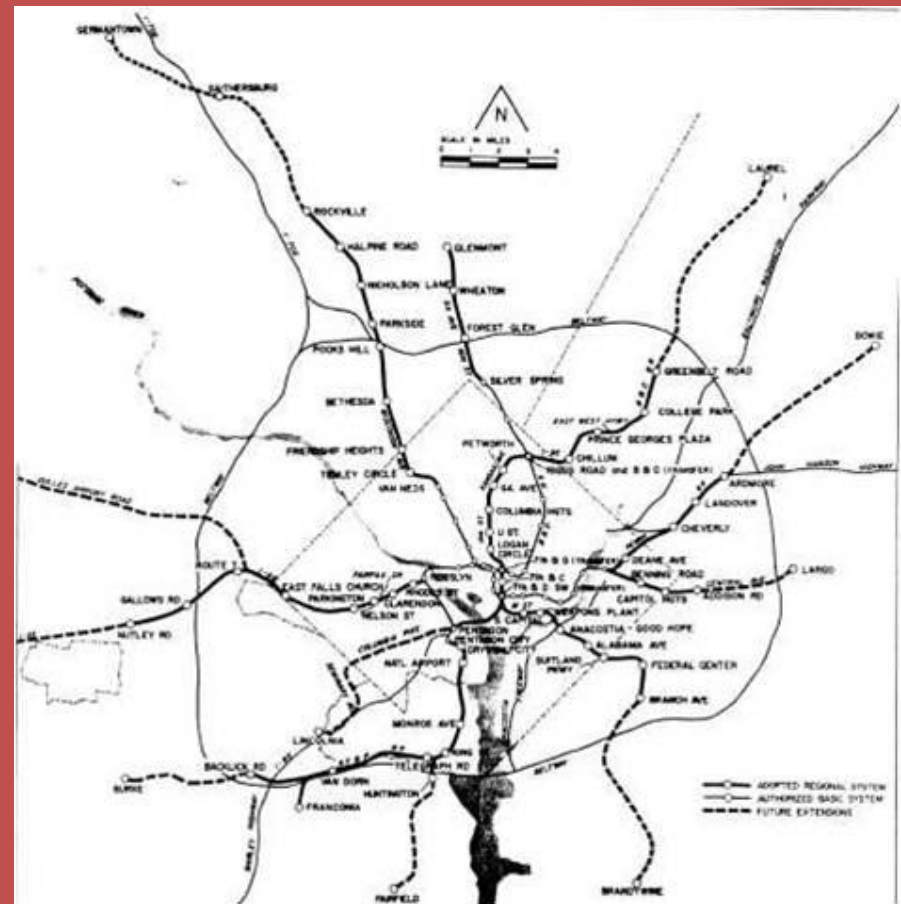
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1968 Baltimore Region Rapid Transit Study
71 miles of track with 63 stations



1968 Washington DC Metro Plan
98 miles of track with 88 stations



Baltimore Metro Subway and Light Rail
 Today: 48 miles with 47 stations



Washington, DC Metro
 Today: 106 miles with 86 stations

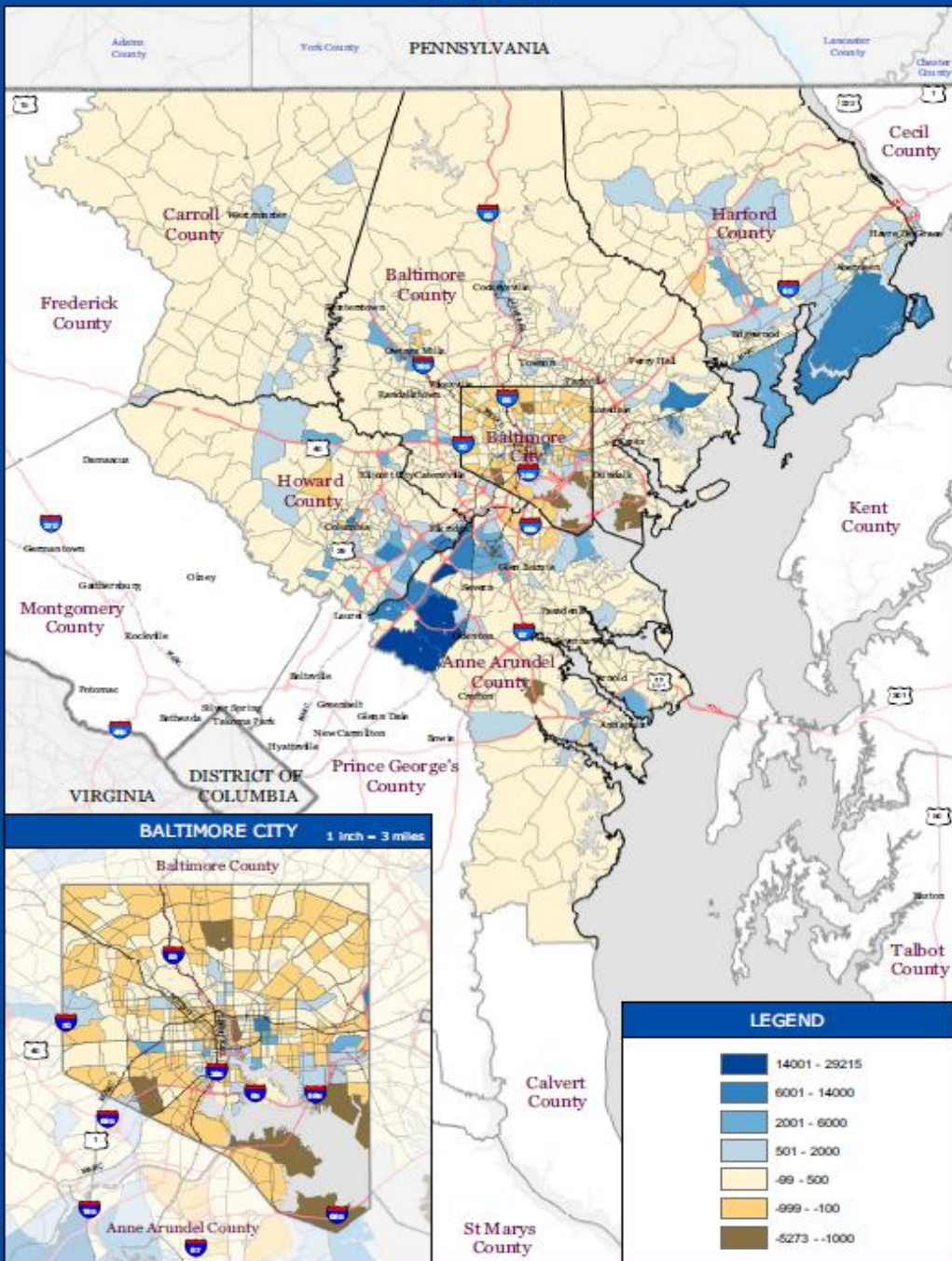
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EMPLOYMENT GROWTH 2000-2035 ROUND 7C



Projected Regional Employment Growth

	2000	2035	
Baltimore City	460,600	485,000	5.3%
Suburbs	1,073,800	1,521,900	41.7%

Employment opportunities are increasingly projected to be in suburban locations.

Source: *Baltimore Metropolitan Council*

I. Increase mixed-use development near transit stations



Owings Mills



The Fitzgerald at Mt. Royal Station

Why?

- Better utilize existing infrastructure
- Design places with travel options
- Reduce emissions
- Reduce impervious surface

What?

- 2009 Strategic Plan
- 2008, 2009, 2010 legislation
- 2007, 2009, 2010, 2013 summits
- 14 designated TOD sites
- Urban Land Institute Product Council

I. Increase mixed-use development near transit stations



The Villages at Odenton



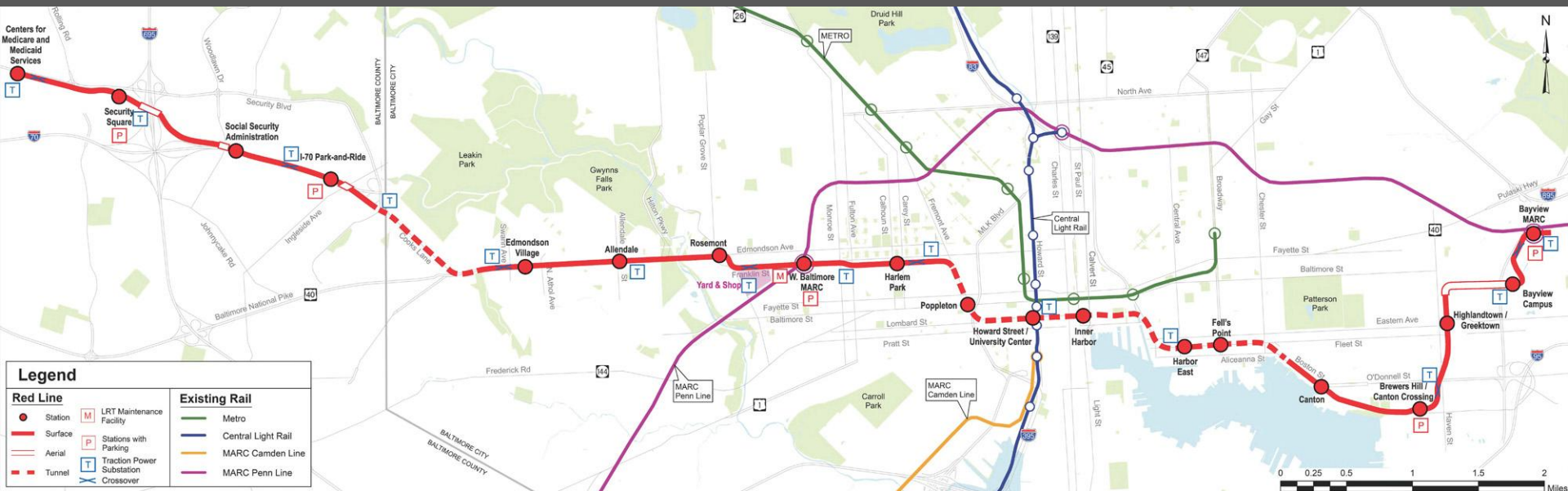
Baltimore West Side

What can you do?

- Ask your legislators to support Baltimore City's TIGER grant application
- Support improvements that bolster the T in TOD
- Ask the Baltimore City Council to implement the zoning code

II. Improve the backbone of our regional transit network

a. Build the Red Line



Why?

- Our system needs an east-west line
- Connect MARC, subway, light rail
- Connect neighborhoods to regional jobs
- Connect employment nodes

What?

- Signed the Red Line Community Compact
- 2008 Transit Around the Nation Tours
- Press conferences, Outreach, Meetings
- 2009 Locally Preferred Alternative
- Red Line Corridor tours
- 2013 transportation revenue bill
- 2014 City Council legislation

II. Improve the backbone of our regional transit network

a. Build the Red Line



What can you do?

- Ask your legislators to support federal funding to construct the Red Line
- Ask Baltimore City and Baltimore County officials to support local funding
- Ask the Maryland Transit Administration to make sure it connects to other modes

II. Improve the backbone of our regional transit network

b. Improve MARC commuter rail



Why?

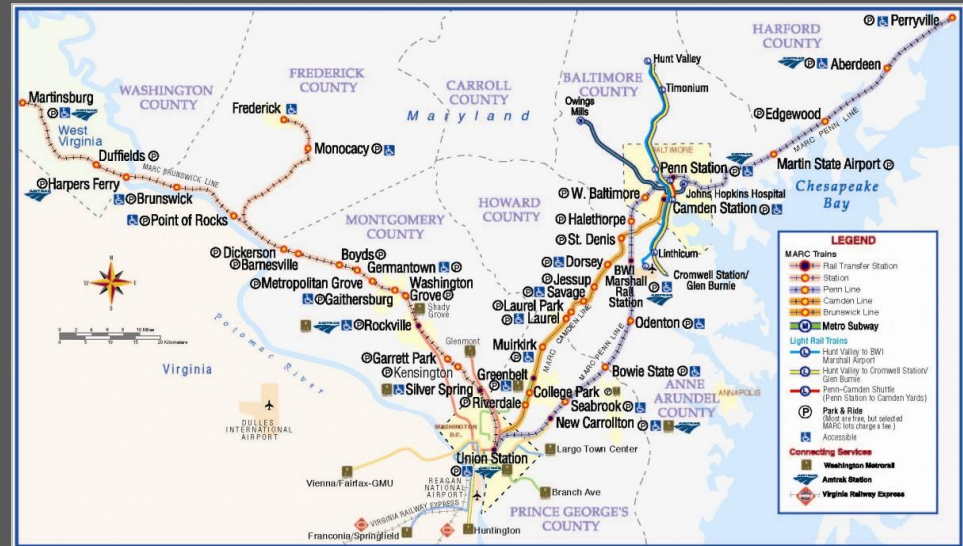
- Existing system with significant infrastructure
- Connects with the Red Line
- Provides access to job-rich areas
- Connects Greater Baltimore to DC
- Create value for investment in TOD

What?

- 2012 Let's Get to Work Recommendations
- Presentations, meetings
- Declaration of a Way Forward for Transp.
- Additional run north to Aberdeen
- 2013 transportation revenue bill
- Launch of weekend service
- The Last Mile findings and solutions
- Joint marketing efforts

II. Improve the backbone of our regional transit network

b. Improve MARC commuter rail



What can you do?

- Ask your legislators and MDOT to add service after 6PM on weekdays
- Use the weekend service to go to BWI and Washington and encourage others
- Ask the MTA to accommodate bicycles and luggage on MARC trains
- Ask the MTA to change bus routes to improve service between MARC and employment

III. Improve job access and reliability of the MTA bus system



Why?

- High throughput on existing infrastructure
- Rubber tire transit is adaptable
- Provides neighborhood access
- Solves many last mile problems

What?

- Next Vehicle Arrival technology
- NCSG Employment Centers map
- Rate Your Ride
- The Last Mile findings and solutions
- Bus Network Improvement Project

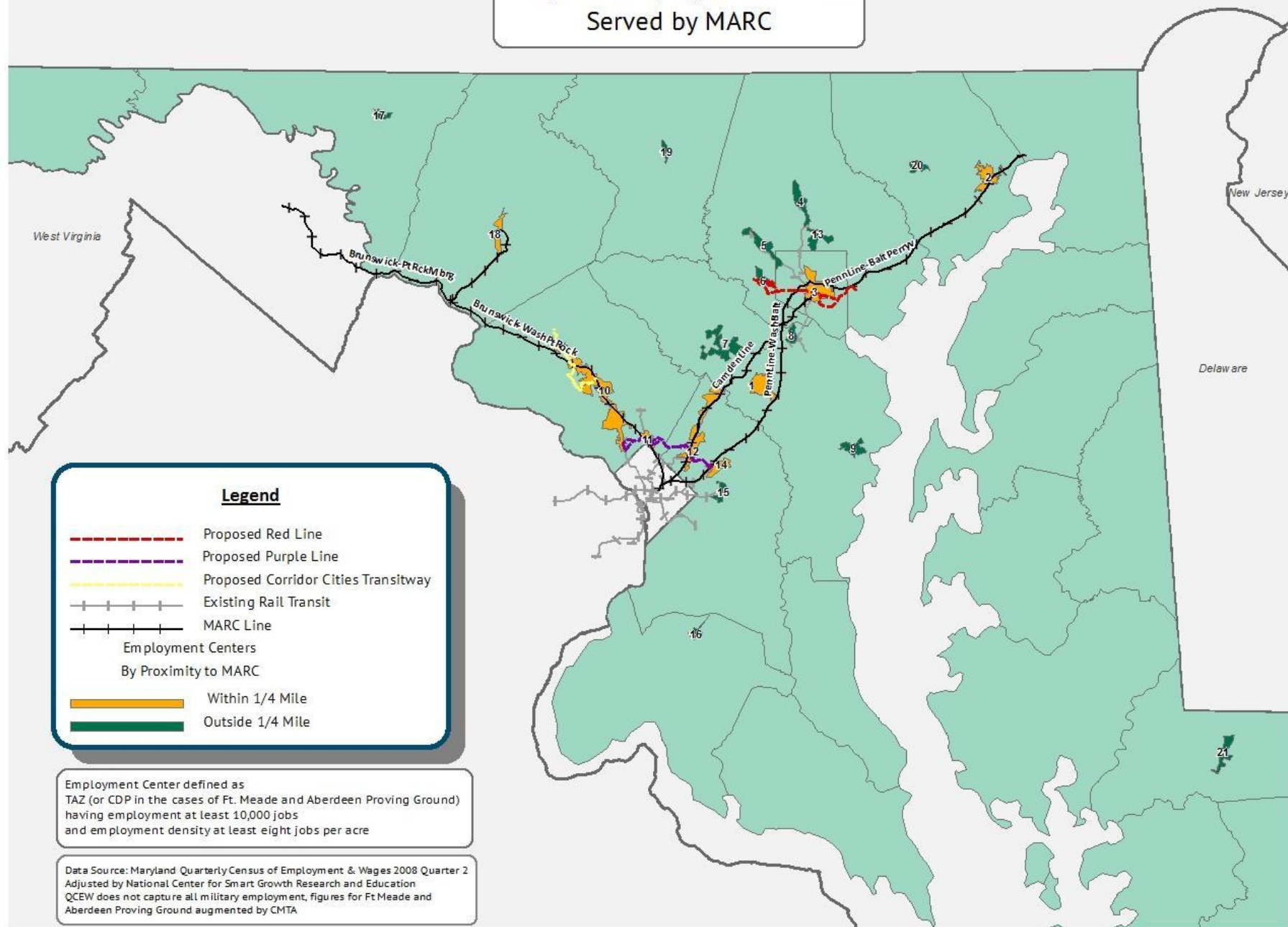
III. Improve job access and reliability of the MTA bus system



What can you do?

- Use Rate Your Ride when you ride the bus, light rail, subway, MARC, or paratransit
- Ask your legislators to support the implementation of the BNIP recommendations
- Ask the Maryland Transit Administration to make sure it improves job access

Maryland Employment Centers Served by MARC



Maryland's Employment Centers

Transportation Analysis Zone (TAZ)	Total Employment
Ft. Meade	65,000
Aberdeen Proving Ground	12,011
Baltimore City	235,001
I-83 Corridor	53,720
Rt.140 Corridor	39,096
Woodlawn	31,640
Columbia	71,226
BWI Corridor	18,182
Annapolis	44,550
I-270 Corridor	359,261
Silver Spring	43,048
I-95 Corridor	73,667
Towson	67,010
Landover North	29,939
Landover South	15,522
Waldorf	14,700
Hagerstown	11,636
Frederick	37,313
Westminster	12,254
Bel Air	12,473
Salisbury	24,775

Primary Jobs in the Vicinity of BWI Rail Station

BWI RAIL



Data Source: Longitudinal Employer Household Dynamics 2009
Mapping by: Baltimore Metropolitan Council
1 dot = 1 job



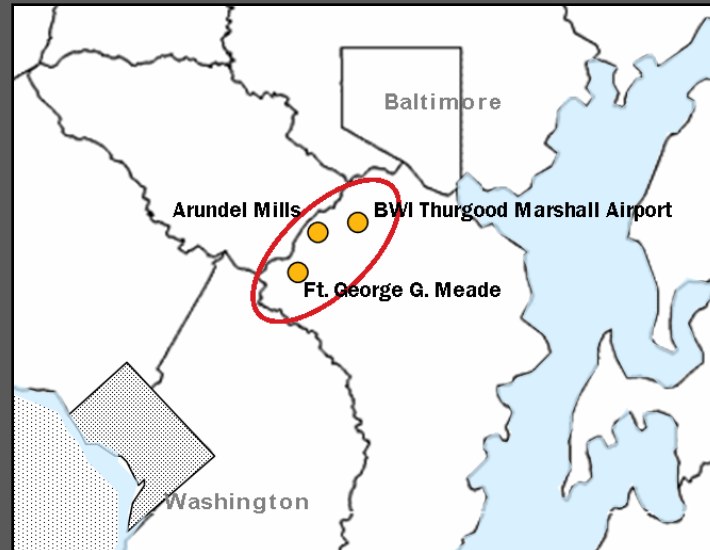
The
**BWI BUSINESS
PARTNERSHIP** Inc.
An Economic & Transportation
Management Association



The Central Maryland
Transportation Alliance
Follow Us to the Future



**Opportunity
Collaborative**
For a Greater Baltimore Region.





Among workers age 16 and up in the Metropolitan Statistical Area

MSA	% white			MSA	median earnings			MSA	No Vehicle Available	
	transit riders	general population	difference		transit riders	general population	difference		transit riders	general population
St. Louis	33%	82%	-49%	San Diego	\$18,583	\$36,060	(\$17,477)	Baltimore	47%	5%
Baltimore	23%	68%	-46%	Baltimore	\$22,646	\$39,206	(\$16,560)	San Antonio	41%	3%
Cincinnati	45%	87%	-42%	San Antonio	\$13,505	\$28,279	(\$14,774)	Cincinnati	40%	3%
Cleveland	41%	81%	-40%	Orlando	\$15,761	\$30,439	(\$14,678)	St. Louis	40%	3%
Kansas City	45%	84%	-39%	Kansas City	\$20,034	\$34,578	(\$14,544)	Cleveland	36%	4%
Orlando	39%	74%	-35%	Tampa	\$17,810	\$31,668	(\$13,858)	Tampa	36%	3%
Tampa	56%	82%	-26%	St. Louis	\$20,056	\$33,668	(\$13,612)	Orlando	36%	2%
Pittsburgh	66%	91%	-25%	Cleveland	\$19,916	\$33,263	(\$13,347)	Kansas City	32%	2%
San Antonio	55%	74%	-19%	Cincinnati	\$21,056	\$33,170	(\$12,114)	Pittsburgh	26%	4%
Sacramento	54%	71%	-17%	Sacramento	\$26,496	\$36,901	(\$10,405)	San Diego	24%	3%
Minneapolis St. Paul	72%	88%	-16%	Denver	\$26,835	\$37,177	(\$10,342)	Denver	22%	3%
Denver	72%	84%	-12%	Portland	\$24,881	\$34,235	(\$9,354)	Minneapolis St. Paul	22%	3%
San Diego	62%	73%	-11%	Minneapolis St. Paul	\$31,879	\$38,977	(\$7,098)	Portland	21%	3%
Seattle	69%	78%	-9%	Pittsburgh	\$27,207	\$31,627	(\$4,420)	Sacramento	19%	2%
Portland	78%	85%	-7%	Seattle	\$37,313	\$40,157	(\$2,844)	Seattle	16%	3%

Source: US Census American Communities Survey 2005-2009



- BNIP is a focused, 8-month project to develop a plan for updating and improving MTA's bus service.
- BNIP aims to maximize service quality and transit access through an up-to-date analysis of ridership and regional land-use data and public input.
- BNIP will establish recommendations for implementation in August 2014 and provide the groundwork for a five (5) year, multi-phase improvement plan.

History of Central Maryland Transportation Alliance

2007	2008	2009	2010	2011	2012	2013
<p>Founded in Nov. 2007</p>		<p>Governor announces Locally Preferred Alternative for the Red Line</p> <p>Central Maryland TOD Strategy Report released</p>	<p>Rate Your Ride kicks off</p> <p>Zip Car launches in Baltimore</p> <p>Charm City Circulator launches</p> <p>Governor designates 14 TOD Sites</p> <p>State Historic Tax Credit renewed and expanded to include TOD projects</p> <p>Smarter Transportation For Maryland Act Passes</p>	<p>First round of bus route improvements from Rate Your Ride take effect</p> <p>MARC Commuter Rail recommendations released</p> <p>HUD awards \$3.5 M Sustainable Communities Regional Planning Grant to Baltimore region</p> <p>Blue Ribbon Commission on Transportation Funding issues final report</p>	<p>MTA relaunches Rate Your Ride</p> <p>Sustainable and Equitable Economic Development initiative report issued</p> <p>The Last Mile demonstration project kicks off</p>	<p>State of Maryland announces \$100M for MARC improvements including weekend service</p> <p>Urban Land Institute Baltimore and Washington chapters form joint TOD working group</p> <p>Public Private Partnerships reform bill passes</p> <p>Transportation Infrastructure & Investment Act of 2013 passes</p>



The Central Maryland

Transportation Alliance

Follow Us to the Future



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(The Daily Record/Maximilian Franz)

Study offers solutions for central Md. public transportation woes

By: Lizzy McLellan, Daily Record Business Writer | May 20, 2014

Public transportation in Central Maryland simply is not finishing the job it starts, a recent study has found.

Thank You

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Transportation Infrastructure Investment Act of 2013

- ✓ When fully implemented the additional revenue will result in an average of \$800 million a year to invest in transportation projects and a total of \$4.4 billion over the next six years.
- ✓ Projects to be funded out of the initial \$1.2B include:
 - \$82 M for construction – US 15/Monocacy Boulevard Interchange in Frederick County/Western Maryland;
 - \$125 M for construction – I-270/Watkins Mill Road Interchange in Montgomery County;
 - \$100 M for construction – MD 210 at Kerby Hill Road/Livingston Road Interchange in Prince George's County;
 - \$20 M for design – New Thomas Johnson Bridge in Calvert and St. Mary's counties/Southern Maryland;
 - \$100 M for MARC Enhancements (Penn-weekend service, Camden-weekday 2 new roundtrips, New locomotives) – Baltimore and Washington, D.C. regions;
 - \$60 M for construction – I-695 Leeds Avenue Interchange reconstruction and bridge replacement in Baltimore County;
 - \$49 M for construction – US 29 northbound widening to three lanes from Seneca Drive to MD 175 in Howard County;
 - \$44 M for construction – Aberdeen Proving Ground BRAC Intersection Improvement in Harford County;
 - \$54 M for construction – US 301/MD 304 Interchange in Queen Anne's County/Eastern Shore; and
 - Transit Funding for Final Design (Red Line \$170M, Purple Line \$280M, Corridor Cities Transitway \$100M) – Baltimore and Washington, D.C. regions.
- ✓ **We have the money. Now what?**

The Baltimore region has fallen behind many of its peer regions in expansion of passenger rail.

MTA completed light rail extensions to Hunt Valley, Penn Station and BWI in 1997. Only 7.5 miles. No added capacity since then. But, since 1997:

- **Seattle** added 15.5 miles of light rail, 82 mi. commuter rail, 1.3 mi. streetcar = **98.8 miles**
- **Portland** added 37.5 miles light rail, 14 mi. commuter rail, 3.9 mi. streetcar = **55.4 miles**
- **Minneapolis / St. Paul** added 12.3 mi. of light rail, 40 mi. commuter rail = **52.3 miles**
- **Denver** added 29.5 miles of light rail = **29.5 miles**
- **St. Louis** added 28.4 miles of light rail = **28.4 miles**
- **San Diego** added 27.6 miles of light rail = **27.6 miles**
- **Sacramento** added 14.4 miles of light rail = **14.4 miles**
- **Cleveland** added 2.2 miles of light rail and 9.4 miles of bus rapid transit = **11.6 miles**



Increased MARC Commuter Rail Service

Weekend Service

- ✓ Explore future service through to Perryville
- ✓ Explore future service on Camden Line between Union Station and Camden Station

Weekday Late Night Service

- ✓ Penn Line between Union Station and Penn Station
- ✓ All trains stop at BWI, Odenton
- ✓ Explore future service through to Perryville
- ✓ Explore future Camden Line between Union Station and Camden Station

Weekday Peak Service

- ✓ Penn Line shuttle service between Perryville and Penn throughout the day
- ✓ Alternatively, extend service from Union through Penn to Perryville
- ✓ Add the two additional trains approved by CSX on the Camden Line

Express Service (Weekdays off-peak between Baltimore and Washington via Penn Line)

- ✓ Morning express service
- ✓ Afternoon express service
- ✓ Peak express AM service from Baltimore Penn Station to Union Station