



## **Goal:** Provide Better Transportation Choices and Connections

Improve transportation connections to support alternative transportation options for the movement of people and goods

### **OBJECTIVES:**

- Enhance, through statewide, regional and local coordination, transportation networks to improve mobility and accessibility
- Increase and enhance multimodal connections to improve movement of people and goods within and between activity centers
- Inform and educate customers on transportation options and benefits

MDOT's transportation network is becoming increasingly multimodal, with a variety of options for traveling to and from popular destinations. MDOT's investment in improving mobility for all transportation modes enhances the accessibility for residents and visitors by improving the connectivity to key destinations and reducing the time spent in congestion. Planning and building infrastructure for bicycling, walking or taking transit improves mobility for all users, regardless of individual income or ability. Subsequently, multimodal options improve overall transportation efficiency by shifting travel from congested roadways to other transportation modes, increasing the mobility for vehicles and freight goods while providing safe and comfortable infrastructure for pedestrians, bicyclists and transit users. These efforts can be enhanced through support of Transit-Oriented Development (TOD), and by creating communities near transit that improve access to jobs, services, retail and housing.

On a statewide level, MDOT has supported multimodal programs by providing construction funding, coordination and planning resources through a variety of programs. An example of MDOT's multimodal coordination is the MDOT MTA's Intercounty Connector (ICC) Bus, which makes several stops between Gaithersburg and BWI Marshall Airport, utilizing the MDTA ICC/MD-200. Other recent multimodal improvements include construction funding for the installation of Bikeshare stations in the National Harbor area and expanding the Bethesda Trolley



Trail Bikeshare network through the Maryland Bikeways Program. MDOT has also designated Bicycle and Pedestrian Priority Areas (BPPAs) to help coordinate planning and goals for areas with a high potential for bicycling and walking, such as the Bethesda Central Business District and the Village of Tilghman. MDOT's future multimodal investments are underway, including a 4.5-mile hiker-biker trail along MD 413, which is funded through the Transportation Alternatives (TA) Program, and planning and designing North Avenue Rising, a multimodal investment to improve walking, bicycling and transit access while supporting local economic development in Baltimore.

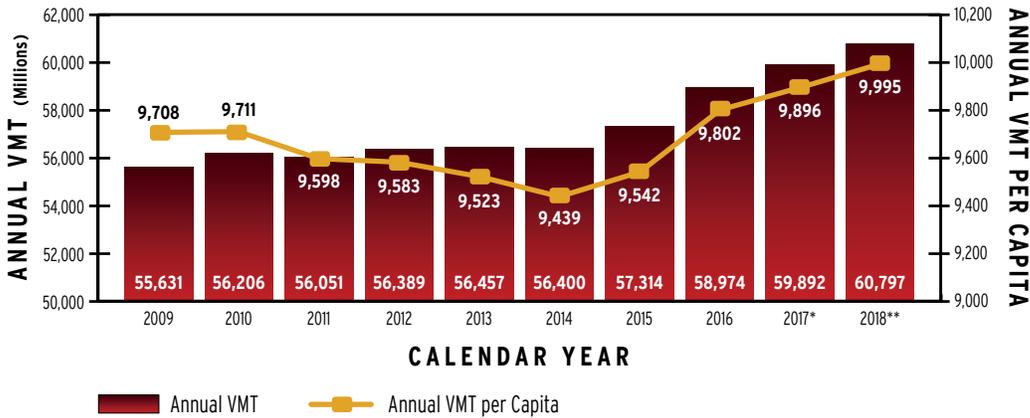


## OBJECTIVE:

Enhance, through statewide, regional and local coordination, transportation networks to improve mobility and accessibility

## TOTAL VEHICLE MILES TRAVELED (VMT) AND VMT PER CAPITA

Economic and population growth increase the demand for transportation facilities and services. Past trends indicate that as these demands increase, it can be expected that total VMT will also increase. MDOT anticipates this demand and responds with investments in capital projects, operational improvements and other strategies to ensure multimodal networks and services remain efficient, viable and safe. MDOT provides alternatives to driving alone, such as walking, bicycling, riding transit or carpooling to support mobility options that do not increase total VMT or augment congestion, as well as promoting teleworking and flexible work hours. MDOT is also aware that as it makes investments in transportation to improve services and increase capacity, travelers are naturally drawn to new facilities that are expected to improve the travel experience.



\* 2017 VMT data revised from previous report.  
\*\* 2018 data is preliminary and subject to change.

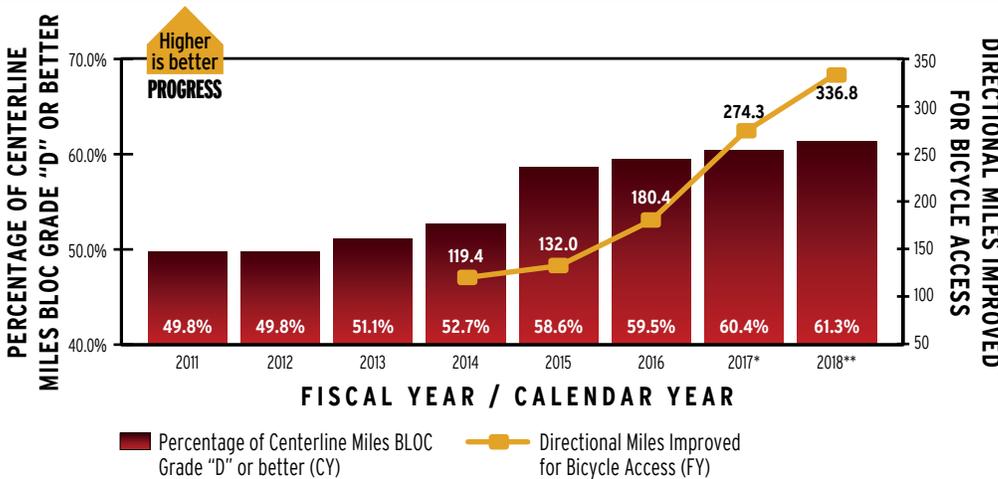
### Why Did Performance Change?

- Commuter Choice Maryland program to promote alternatives to driving alone
- The BaltimoreLink transit system was designed to provide more people with access to jobs and services in the region and helped improve on time performance (OTP), making transit a more attractive travel option

### What Are Future Performance Strategies?

- MDOT has committed \$166.9 million to improving bicycle and pedestrian safety and access across the state and will identify new bicycle and pedestrian goals and priorities in the Bicycle and Pedestrian Master Plan Update
- Commuter Choice Maryland will continue to promote alternatives to driving alone
- Complete the Purple Line, a 16-mile Light Rail line

## NUMBER OF DIRECTIONAL MILES IMPROVED FOR BICYCLE ACCESS | PERCENTAGE OF STATE-OWNED ROADWAY CENTERLANE MILES WITH A BICYCLE LEVEL OF COMFORT (BLOC) GRADE "D" OR BETTER\*\*\*



Target: 59% BLOC Grade "D" or Better, 2% Directional Miles Improved per Year

\* 2017 BLOC data revised from previous report.  
\*\* 2018 BLOC data is preliminary and subject to change.  
\*\*\* This measure will be replaced by a new measure based on traffic level of stress metrics.

### Why Did Performance Change?

- Implemented statewide, multi-jurisdictional bicycle routes that will serve as the most comfortable routes between regionally significant points of interest
- Spent nearly \$1 million for construction of the missing link of the Bethesda Trolley Trail along MD 187 and invested \$3.8 million in FY 2019 to design and construct dedicated bicycle retrofit projects

### What Are Future Performance Strategies?

- Develop the bicycle spine network to identify priority routes for bicycle improvements and update of the MDOT bicycle access policy to focus bicycle improvements on supporting state, regional and local master plans or bicycle plans
- Begin construction of the link of the Westminster Community Trail along MD 27 in FY 2019
- Develop a programmatic objective statement to assist in identifying and prioritizing critical bicycle infrastructure projects
- Support bikeway projects along State Highways (\$18.1 million for the Bicycle Retrofit Program in the CTP FY 2019–FY 2024)

# MDOT MTA AND WMATA RIDERSHIP



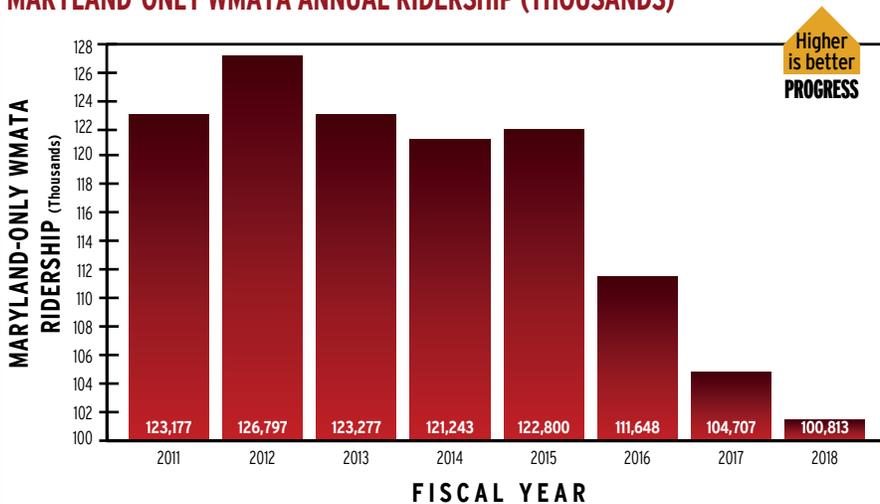
MDOT MTA and local transit partners provide transit options for residents and visitors in both urban and rural parts of the state. MDOT continues to strategically invest in its transportation infrastructure as shown in the FY 2019–FY 2024 CTP. To improve transit access, MDOT MTA launched BaltimoreLink (June, 2017), the complete and transformative rebranding and system overhaul of Baltimore's interconnected bus system. Future projects include the Purple Line, a 16.2 mile Light Rail line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County, ongoing improvements to the MARC and Light Rail systems in Baltimore, and funding of Locally Operated Transit Systems (LOTS) with an investment of \$35.2 million in capital projects in FY 2020.

MDOT is a key partner, along with neighboring jurisdictions, in providing funding for the Washington Metropolitan Area Transit Authority (WMATA), supporting an extensive transit network that spans the National Capital Region. Residents and visitors depend on WMATA to provide key connections to regionally significant activity centers and many local and regional transit modes throughout Maryland, including MARC, Commuter Bus, Amtrak, Montgomery County Ride On and Prince George's County's TheBus. More than 100 million passengers used the WMATA Metro SubwayLink, Metrobus and MetroAccess system in Maryland.

FISCAL YEAR	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018*
<b>TRANSIT RIDERSHIP—MDOT MTA DIRECT-OPERATED SERVICES (THOUSANDS)</b>										
CORE BUS	75,694	74,926	78,390	79,535	80,071	75,780	78,697	75,619	69,587	63,730
BALTIMORE METRO	13,567	13,364	14,588	15,364	15,208	14,632	13,901	12,222	10,960	8,738
LIGHT RAIL	8,644	8,158	8,655	8,540	8,647	8,106	7,657	7,431	7,414	7,401
<b>TRANSIT RIDERSHIP—CONTRACTED SERVICES AND LOTS (THOUSANDS)</b>										
MARC	8,021	8,096	8,233	8,452	9,062	9,168	9,246	8,962	9,185	9,322
CONTRACTED COMMUTER BUS	3,974	3,859	4,097	4,290	4,187	4,017	4,034	3,928	3,866	3,841
MOBILITY PARATRANSIT & TAXI ACCESS	1,450	1,481	1,660	1,900	2,084	2,289	2,495	2,556	2,746	2,941
LOTS	45,635	45,700	40,243	40,908	40,281	42,500	39,441	38,476	39,818	41,096

\* 2018 data is preliminary and subject to change.

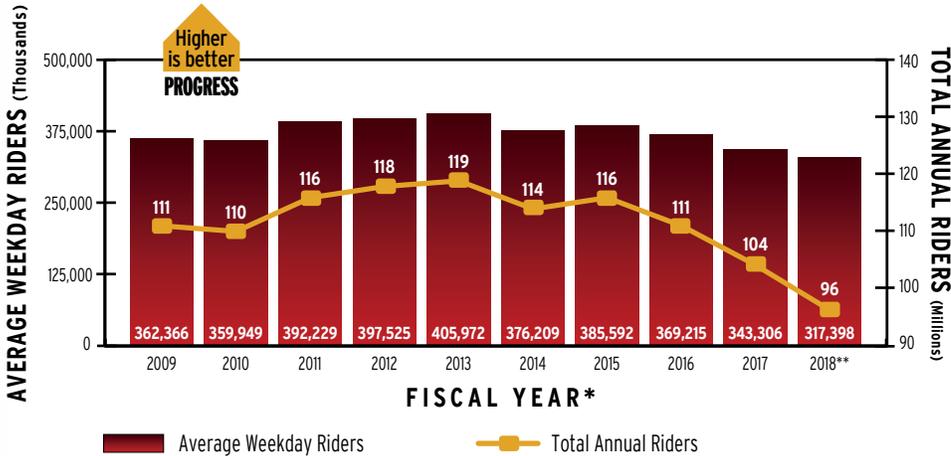
## MARYLAND-ONLY WMATA ANNUAL RIDERSHIP (THOUSANDS)



## MDOT MTA TRANSIT RIDERSHIP

Weekday transit usage demonstrates progress toward better mobility for our customers and contributes to statewide goals.

### MDOT MTA AVERAGE WEEKDAY TRANSIT RIDERS (THOUSANDS) AND TOTAL ANNUAL TRANSIT RIDERS (MILLIONS)



\* To maintain the integrity of historical comparisons of bus ridership, MDOT MTA used ridership estimate differences between the new Automated Passenger Counter (APC) system and previous systems to adjust previous bus ridership estimates and allow for comparable data for fiscal years.

\*\* 2018 data is preliminary and subject to change.

### Why Did Performance Change?

- The low cost of fuel and economic growth contributes to VMT, as potential riders opting to drive instead of ride transit
- Per the U.S. Census Bureau, Baltimore City lost approximately 6,000 residents last year; many of these residents of the City were frequent transit riders
- The rapid increase in the use of ridesharing services like Lyft and Uber are replacing some transit trips; the Institute of Transportation Studies at the University of California at Davis survey reports this is a national trend

### What Are Future Performance Strategies?

- Continue to increase system reliability to improve OTP making transit service more reliable for the customer
- Increase the accuracy of the real-time passenger information on MDOT MTA's transit services including the use of the Transit app, to provide the best possible information to and for customers, and use Rate-Your-Ride app data to identify areas of improvement and implement selected customer suggestions to improve transit service
- Implement CharmPass mobile ticketing
- Pursue increased marketing techniques to educate potential customers about MDOT MTA services
- Utilize better signage and wayfinding in transit stations and facilities to improve the customer experience
- Commuter Choice Maryland will promote alternatives to driving alone to support transit ridership on Direct operated and contracted services



## OBJECTIVE:

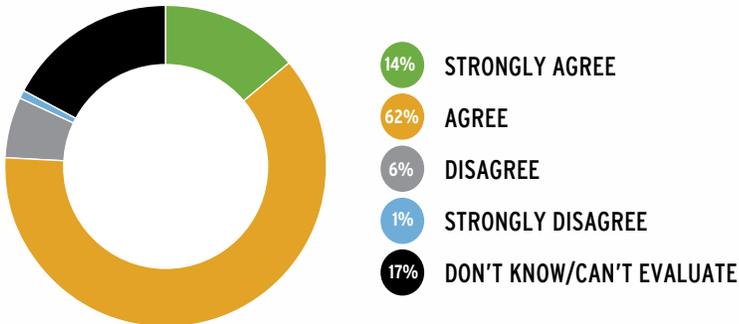
Increase and enhance multimodal connections to improve movement of people and goods within and between activity centers

### MDOT SURVEY – PERCEPTIONS OF MULTIMODAL CONNECTIVITY

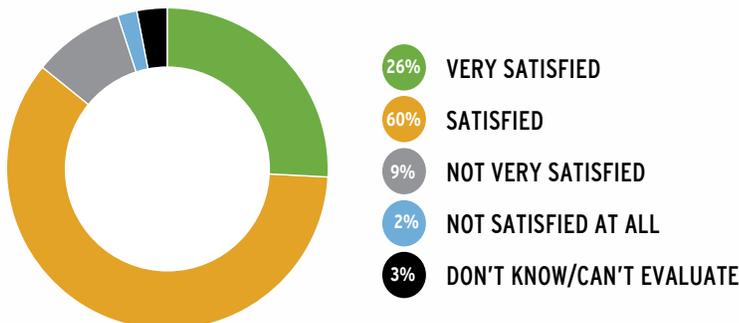


MDOT and its TBUs aim to provide the ability to reach key destinations through a variety of modes. This survey measures the public's perception of connectivity, highlighting where MDOT and the TBUs have succeeded and where improvements are needed either in infrastructure or outreach.

#### MDOT Survey question: I believe I can easily connect with other transportation services to reach my destination?



#### MDOT Survey question: When it comes to getting where you need to go, how satisfied are you with the range of options you have?



#### What Are Future Performance Strategies?

- MDOT is constructing the Purple Line Light Rail
- MDOT MTA will provide funding to Paratransit operators throughout the state to meet expanding demand
- MDOT will improve biking and walking accessibility for all transit facilities and will leverage strategic investment in safe, low-stress, connected routes

#### Why Did Performance Change?

- MDOT MTA launched BaltimoreLink, delivering more efficient bus service by creating a grid of high frequency routes that connect to other modes including the subway, Light Rail and MARC
- MDOT MTA partnered with Zipcar to provide car-sharing options at Light RailLink, expanding mobility options for transit riders
- MDOT installed 36 new and replacement bike racks at MDOT MTA rail stations, added 30 new MARC cars to accommodate bicycles and increased the number of Bikeshare stations at transit stations statewide



### MARYLAND TRANSIT ORIENTED DEVELOPMENT (TOD) BENEFITS

MDOT's TOD strategy creates mixed-use development opportunities near transit, supporting the goals of decreasing traffic congestion, improving air quality and improving the quality of life. These developments are planned communities within a half-mile of a transit station, designed where people can enjoy easy access to jobs, housing and activity centers. It is also a method to support economic development and improve the efficiency of transportation infrastructure. MDOT collaborates with local jurisdictions and partners by providing TOD technical assistance, planning studies, financing tools and coordination across several other state agencies. For more information please visit: <http://www.mdot.maryland.gov/newMDOT/Planning/TOD/index.html>.

#### Economy

- Enhances economic opportunity by linking residents with employment and service destinations
- Leverages investment in transportation infrastructure to improve return on public investment
- Supports local community development goals by creating new development and jobs

#### Community

- Creates pleasant places to live, work and play in walkable communities
- Increases transportation options and reduces time spent in traffic
- Can lower household costs for transportation through reduced need to own, drive and park vehicles

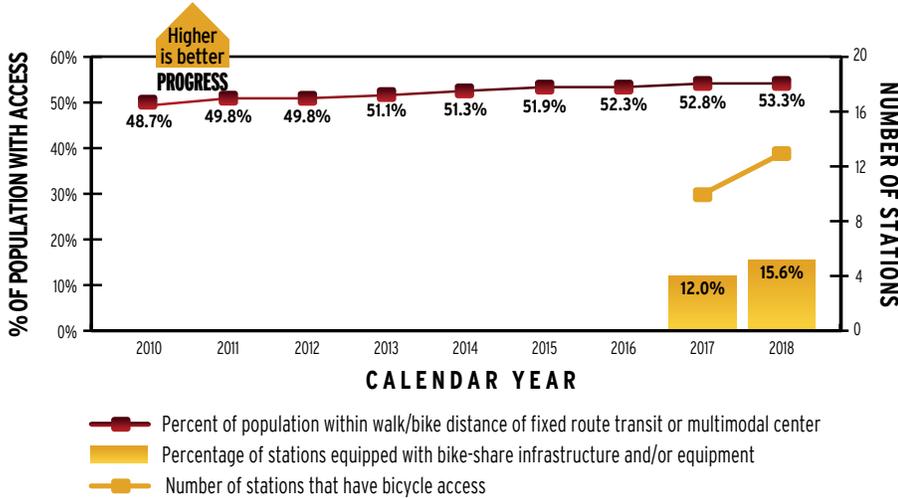
#### Environment

- Contributes to improved air quality by facilitating use of transportation alternatives with lower emissions.
- Can reduce amount of impervious surface needed for parking, thereby improving water quality
- Creates new opportunities for natural resource preservation and open space by promoting more efficient land use

# ACCESS TO TRANSIT AND BICYCLE ACCESS TO TRANSIT



Access to transit measures how many Maryland customers are within a quarter mile of a fixed-route transit station, which is an estimate of how many people can walk or bike to a fixed-route transit or multimodal transit center. Bicycle access to transit measures how many Maryland customers can bike to a fixed-route transit (such as Light Rail or MARC) or a multimodal transit center.



## Why Did Performance Change?

- Used origin destination studies for MARC, Light RailLink, and Metro SubwayLink to better understand consumer patterns and needs and used customer satisfaction survey feedback to improve service
- BaltimoreLink increased transit connectivity in the Baltimore region

## What Are Future Performance Strategies?

- Continue implementing service modifications to provide increased and improved services to a greater range of people
- MDOT MTA will work with local jurisdictions to better connect bike routes with transit, and will install new bike racks at light rail and Metro SubwayLink facilities
- MDOT MTA will expand the bike racks in MARC cars, from 17 cars that are equipped currently to a total of 39 cars by early 2019

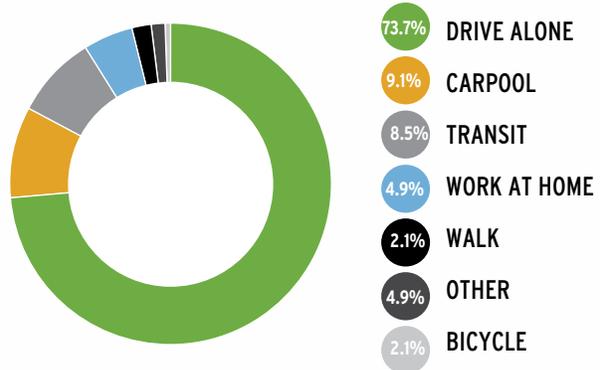
## OBJECTIVE:

Inform and educate customers on transportation options and benefits

# TRANSPORTATION DEMAND MANAGEMENT (TDM) AND COMMUTE MODE SHARE\*

Commuter Choice Maryland is the Maryland Department of Travel Demand Management (TDM) Program. Travel Demand Management offsets vehicle congestion by promoting alternatives to driving alone such as taking transit, carpool, vanpool, walking, biking, teleworking, Maryland Commuter Tax Credit, and Guaranteed Ride Home. Commuter Choice Maryland can provide options to maximize travel choices and deliver solutions that can reduce congestions, conserve energy, facilitate economic opportunity, and enhance the life of all Marylanders. Visit [CommuterChoiceMaryland.com](http://CommuterChoiceMaryland.com) to learn more today!

Also, in the Washington, D.C., Metropolitan Region, Commuter Connections is a regional network of transportation organizations that offer a host of free services and programs to assist employers and commuters with making smart choices about their commuting needs. Visit: <https://www.commuterconnections.org/>



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Drive Alone	73.2%	73.4%	73.0%	73.3%	73.4%	73.9%	73.9%	73.8%	73.8%	73.7%
Carpool	10.8%	10.0%	10.7%	10.1%	9.8%	9.0%	9.3%	8.9%	9.0%	9.1%
Transit	8.5%	8.8%	8.6%	9.2%	8.9%	9.2%	9.0%	9.0%	8.5%	8.5%
Work at Home	3.8%	4.1%	4.3%	4.1%	4.2%	4.2%	4.1%	4.4%	4.7%	4.9%
Walk	2.3%	2.6%	2.3%	2.3%	2.5%	2.4%	2.3%	2.6%	2.5%	2.1%
Other	1.0%	0.7%	0.7%	0.9%	0.9%	0.9%	1.1%	0.3%	1.2%	1.3%
Bicycle	0.3%	0.4%	0.2%	0.3%	0.4%	0.4%	0.3%	1.0%	0.3%	0.4%

\* Commute mode share is based on data from the American Communities Survey (U.S. Census).

