



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

Each year, MDOT invests in projects and programs that encourage Maryland residents and visitors to engage in more multimodal travel. By making key destinations more accessible for users of all ages, abilities, incomes, and modes, MDOT is creating a more inclusive transportation system and reducing the time spent in congestion by shifting users away from congested roadways. Providing safe and comfortable travel options for people walking, bicycling, and riding transit supports MDOT's goals of improving safety, reducing congestion, and improving air quality. By continuing to support Transit-Oriented Development (TOD) and the growth of communities with reliable access to transit, jobs, housing, and amenities, MDOT can further enhance mobility for all users.

On a statewide level, MDOT has supported multimodal programs by providing construction funding, coordination, and planning resources through a variety of programs. MDOT MTA is leading the development of a new Regional Transit Plan for Central Maryland that will provide a 25-year vision of mobility. The planning process began in early 2019 and will be completed in late 2020. The Central Maryland Regional Transit Plan Commission, a legislatively-mandated 11-member advisory group, was created to develop the goals for the plan and the strategy for public involvement. In 2019, MDOT released an update to its 2040 Maryland Bicycle and Pedestrian Master Plan. MDOT's Bicycle and Pedestrian Priority Areas (BPPAs) facilitate the planning of bicycle and pedestrian facilities in areas with a high potential for bicycling and walking. MDOT's System Preservation Programs include sidewalk reconstruction, new sidewalk construction, and bicycle retrofit.

MDOT also works with other state agencies, local jurisdictions, and metropolitan planning organizations (MPOs) to support planning and infrastructure projects that promote trail connectivity, roadway retrofits, bicycle lanes, and land use planning/projects that support walkability and a variety of transportation alternatives. Discretionary grant programs to support local jurisdictions that are supported by MDOT include: the Bikeways Program, Transportation Alternatives, Safe Routes to School, and the National Recreational Trails Program, which combined funded over \$9.0 million in grants for FY 2020.

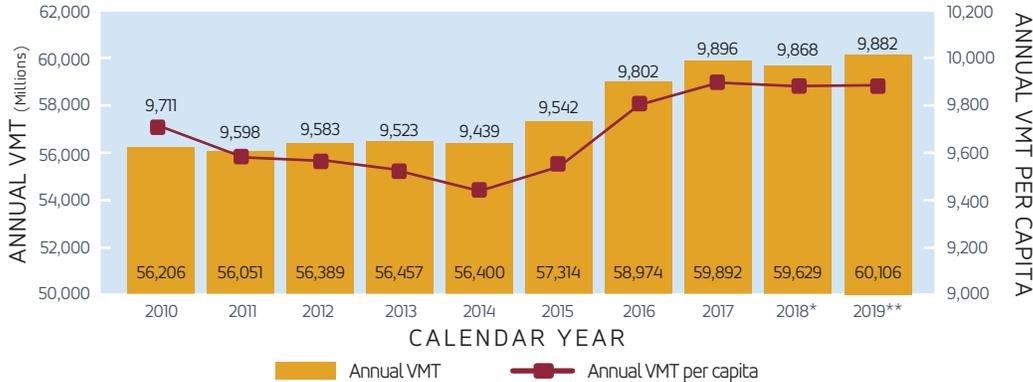


OBJECTIVE:

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

TOTAL VEHICLE MILES TRAVELED (VMT) AND VMT PER CAPITA

Many State roadways are regularly at or beyond capacity at peak hours. Population continues to grow, further stretching the demand on MDOT's roads, facilities, and services. As this demand continues to increase, VMT will likely also increase, as past trends have shown. MDOT prioritizes its investments, projects, and programs in order to respond to this demand and prepare for its projected growth by making alternatives to driving alone viable and comfortable. By growing the overall multimodal transportation network for people walking, bicycling, riding transit, and carpooling, MDOT can invest in projects that improve overall access to destinations without increasing VMT or roadway congestion. MDOT also supports programs that make it possible to telework and have flexible work hours to commute outside of regular peak hours.



* 2018 data revised from previous report.
** 2019 data is preliminary and subject to change.

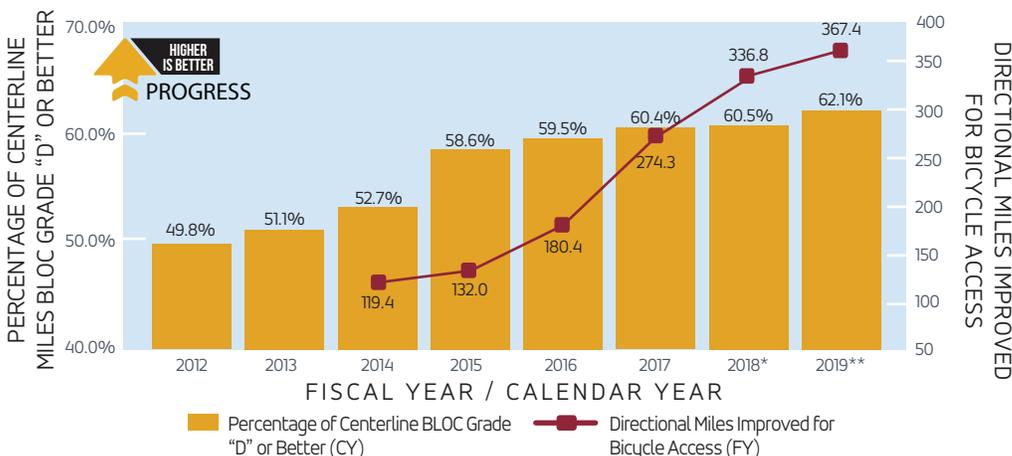
Why Did Performance Change?

- Reinvigorated the Commuter Choice Maryland program
- Designed BaltimoreLink transit system to provide more people with services

What Are Future Performance Strategies?

- MDOT committed \$177.0 million to improving bicycle and pedestrian safety and access across the State
- Implement bicycle and pedestrian strategies as identified in the 2019 Maryland Bicycle and Pedestrian Master Plan Update

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 Mile Improved per Year

* 2018 BLOC data revised from previous report.
** 2019 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?

- Coordinated with bicycle and pedestrian groups to review and recommend approaches and strategies to statewide bicycle safety education and outreach
- Significantly increased the number of directional miles improved for bicycle access, due to evaluation and inclusion of bicycle improvements in all projects
- MDOT SHA increased the number of miles with marked bicycle facilities, including bicycle lanes and shared lanes, by 30.5 miles in FY 2019

What Are Future Performance Strategies?

- Retire Bicycle Level of Comfort (BLOC) and implement a bicycle Level of Traffic Stress (LTS) measure quantifying accessibility to jobs on low and medium stress bicycle networks. University of Minnesota Accessibility Observatory and the National Accessibility Evaluation pooled-fund study will be providing the data and analysis for the updated measure
- In FY 2020, MDOT will continue to develop and analyze LTS data with other data sources, and to develop and evaluate land use context classifications to define effective performance metrics, and to support the identification of appropriate treatments in the project development process
- Begin construction of the link of the Westminster Community Trail along MD 27 in FY 2020



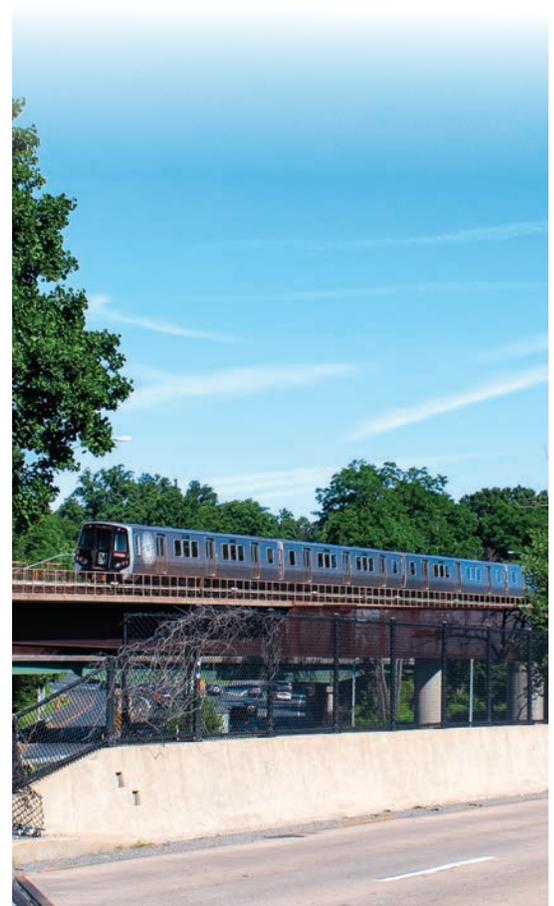
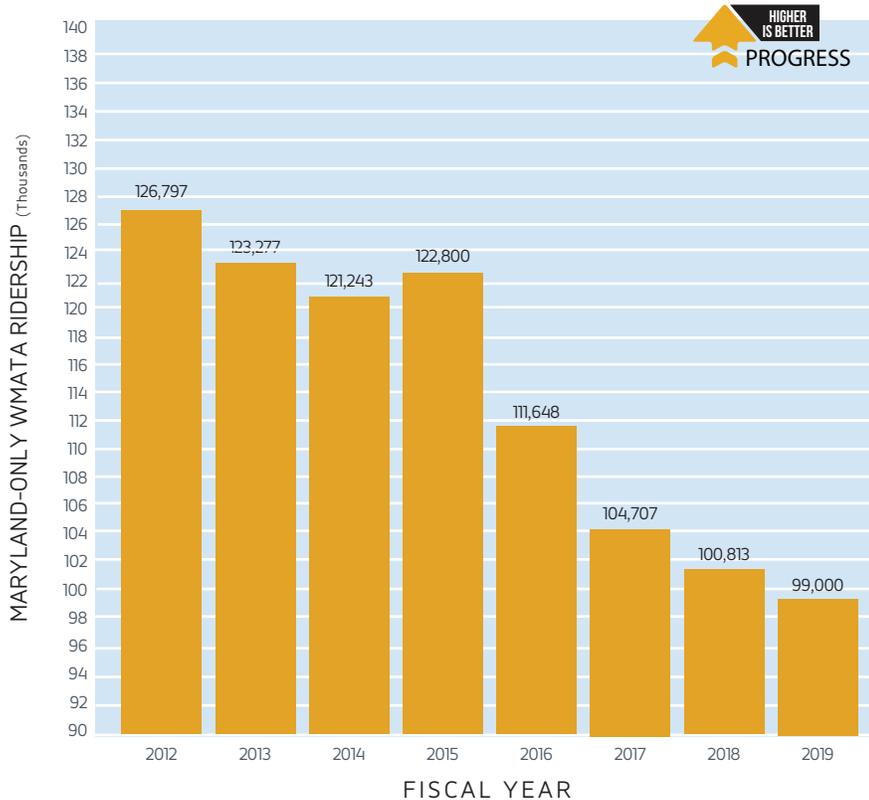
MDOT MTA and local transit partners provide transit options for residents and visitors in urban and rural parts of the State. MDOT continues to strategically invest in its transportation infrastructure as shown in the FY 2020–FY 2025 CTP. Construction crews continue to move forward on the Purple Line, beginning to construct tunnels and laying the first tracks in September 2019. Construction for the North Avenue Rising project began in August 2019 and is expected to be completed in 2021. The project, in partnership with the City of Baltimore, includes dedicated bus lanes, enhanced bus stops, accessibility improvements to the Penn-North Metro Subway station, improved bicycle and pedestrian infrastructure, intersection improvements, and roadway repaving throughout the North Avenue corridor.

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 Metrorail, Metrobus, and MetroAccess system in Maryland in 2019.

FISCAL YEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019*
TRANSIT RIDERSHIP—MDOT MTA DIRECT-OPERATED SERVICES (THOUSANDS)										
CORE BUS	74,926	78,390	79,535	80,071	75,780	78,697	75,619	69,587	63,730	63,989
BALTIMORE METRO	13,364	14,588	15,364	15,208	14,632	13,901	12,222	10,960	8,738	7,275
LIGHT RAIL	8,158	8,655	8,540	8,647	8,106	7,657	7,431	7,414	7,401	6,966
TRANSIT RIDERSHIP—CONTRACTED SERVICES AND LOTS (THOUSANDS)										
MARC	8,096	8,233	8,452	9,062	9,168	9,246	8,962	9,185	9,322	9,191
CONTRACTED COMMUTER BUS	3,859	4,097	4,290	4,187	4,017	4,034	3,928	3,866	3,841	3,623
MOBILITY PARATRANSIT & TAXI ACCESS	1,481	1,660	1,900	2,084	2,289	2,495	2,556	2,746	2,941	2,974
LOTS	45,700	40,243	40,908	40,281	42,500	39,441	38,476	39,818	41,096	32,866

* 2019 data is preliminary and subject to change.

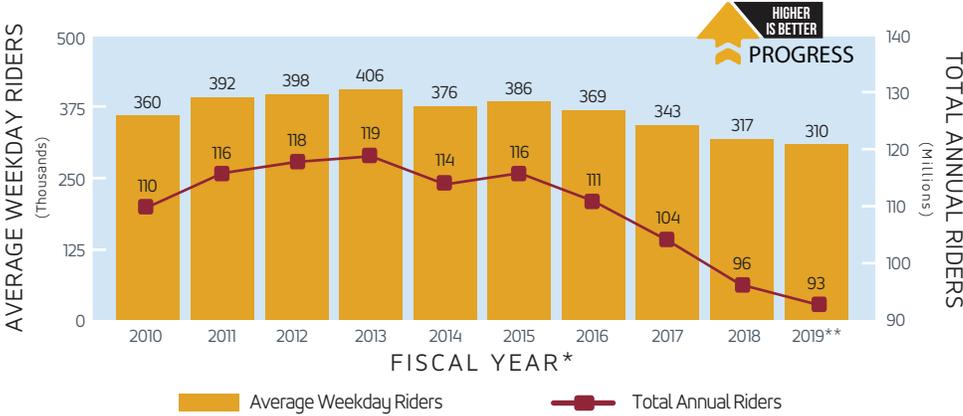
MARYLAND-ONLY WMATA ANNUAL RIDERSHIP (THOUSANDS)





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.

** 2019 data is preliminary and subject to change.



Why Did Performance Change?

- Ridesharing services like Lyft and Uber combined with the low costs of fuel has contributed to a decrease in ridership with potential riders opting to use rideshare or drive themselves
- On time performance has improved and continues to be a prime focus for MDOT MTA, as do investments in technology that enhance riders' transit experience including: the mobile transit pass app, CharmPass, and a partnership with Transit App to provide real-time bus arrival information to riders

What Are Future Performance Strategies?

- MDOT MTA continues to invest in new vehicles, replacing 70 buses each year through 2024
- MDOT MTA continues to partner with local jurisdictions to facilitate TOD projects such as the Laurel Park MARC Station
- MDOT MTA is overhauling the entire MARC III passenger coach fleet, this project is estimated to be complete in 2021



OBJECTIVE:

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

MDOT SURVEY – PERCEPTIONS OF MULTIMODAL CONNECTIVITY



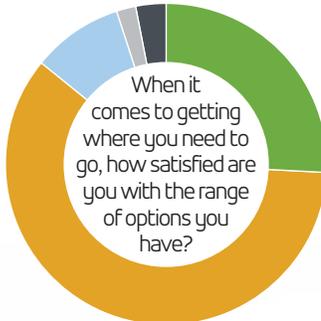
MDOT and its Transportation Business Units (TBUs) continue to provide safe, reliable options for residents and visitors to travel via foot, bicycle, transit, carpool, and other modes of transportation. This survey measures the public's perception of connectivity, highlighting where MDOT and the TBUs have succeeded and where improvements are needed either in infrastructure or outreach. MDOT Customers are surveyed annually, by the University of Baltimore, to rate their satisfaction with the range of options they have such as roads, buses, trains, and other facilities and services. 84% of respondents were either satisfied or very satisfied with the transportation options.

MDOT SURVEY QUESTION:



- 16% Strongly Agree
- 62% Agree
- 8% Disagree
- 1% Strongly Disagree
- 14% Don't Know/Can't Evaluate

MDOT SURVEY QUESTION:



- 26% Very Satisfied
- 58% Satisfied
- 11% Not Very Satisfied
- 2% Not Satisfied At All
- 3% Don't Know/Can't Evaluate

Why Did Performance Change?

- MDOT SHA introduced a pedestrian safety program that installed traffic calming measures and speed limit reductions in select business districts
- MDOT MTA introduced the CharmPass Mobile Ticketing app in 2018 and launched a partnership with Transit app, which provides real-time bus arrival information
- MDOT MTA renovated and reopened both the Camden and BWI MARC stations in 2019, with new information displays and expanded bike storage

What Are Future Performance Strategies?

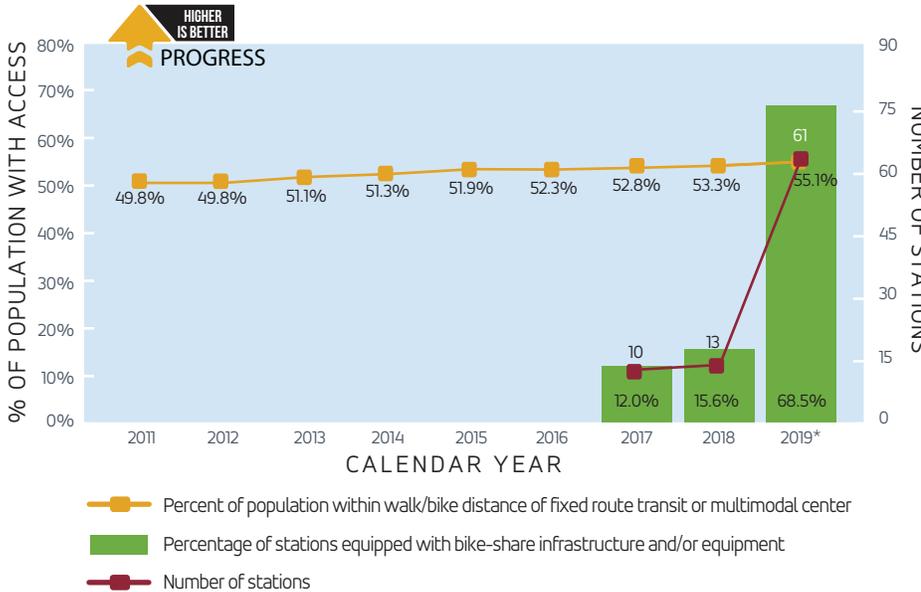
- MDOT MTA is developing a Regional Transit Plan for Central Maryland
- MDOT will work to implement the strategies identified in the 2019 Maryland Bicycle and Pedestrian Master Plan Update



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?

- MDOT MTA expanded bike racks in MARC cars from 17 cars to a total of 39 cars in 2019
- MDOT MTA initiated new bus routes to Port Covington and Trade Point Atlantic, connecting both centers of employment to the larger metropolitan area
- Significantly increased the number of directional miles improved for bicycle access, due to evaluation and inclusion of bicycle improvements in all projects to the maximum extent practical
- Improved 62.5 directional miles for bicycle access in FY 2018 and another 30.5 miles in FY 2019

What Are Future Performance Strategies?

- MDOT MTA is currently constructing the Purple Line, a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County and will provide a direct connection to Metrorail, MARC, Amtrak, and local bus services, as well as several major economic centers

* Methodology for this measure changed in 2019 to include any stations with bike racks, bike storage, and other bike sharing facilities.

OBJECTIVE:

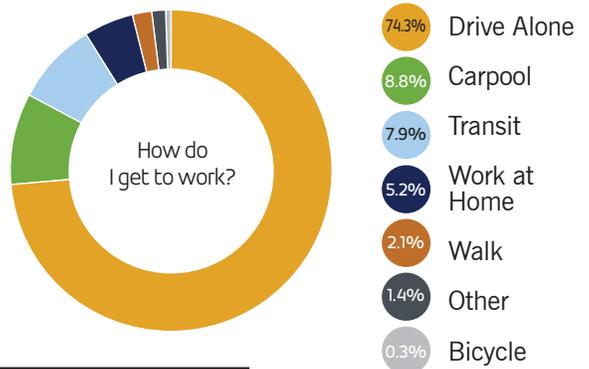
Inform and educate customers on transportation options and benefits

TRANSPORTATION DEMAND MANAGEMENT (TDM) AND COMMUTE MODE SHARE*



Commuter Choice Maryland is the MDOT Travel Demand Management (TDM) Program. TDM 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. In line with national trends, VMT continues to increase in Maryland. Commuter Choice Maryland provides options to maximize travel choices and deliver solutions that can reduce congestion, conserve energy, facilitate economic opportunity, and enhance the life of all Marylanders. www.commuterchoicemaryland.com

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. For more information, visit: www.commuterconnections.org.



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
DRIVE ALONE	73.4%	73.0%	73.3%	73.4%	73.9%	73.9%	73.8%	73.8%	73.7%	74.3%
CARPPOOL	10.0%	10.7%	10.1%	9.8%	9.0%	9.3%	8.9%	9.0%	9.1%	8.8%
TRANSIT	8.8%	8.6%	9.2%	8.9%	9.2%	9.0%	9.0%	8.5%	8.5%	7.9%
WORK AT HOME	4.1%	4.3%	4.1%	4.2%	4.2%	4.1%	4.4%	4.7%	4.9%	5.2%
WALK	2.6%	2.3%	2.3%	2.5%	2.4%	2.3%	2.6%	2.5%	2.1%	2.1%
OTHER	0.7%	0.7%	0.9%	0.9%	0.9%	1.1%	0.3%	1.2%	1.3%	1.4%
BICYCLE	0.4%	0.2%	0.3%	0.4%	0.4%	0.3%	1.0%	0.3%	0.4%	0.3%

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