



MDOT MTA Regional Transit Plan Corridors Update

**Baltimore Regional Transportation
Board**

November 30, 2021

Agenda

1. Corridor Study Process

2. Engagement Activities Conducted

3. Corridor Goals

4. Preliminary Alternatives

5. Measures of Effectiveness

6. Public Engagement

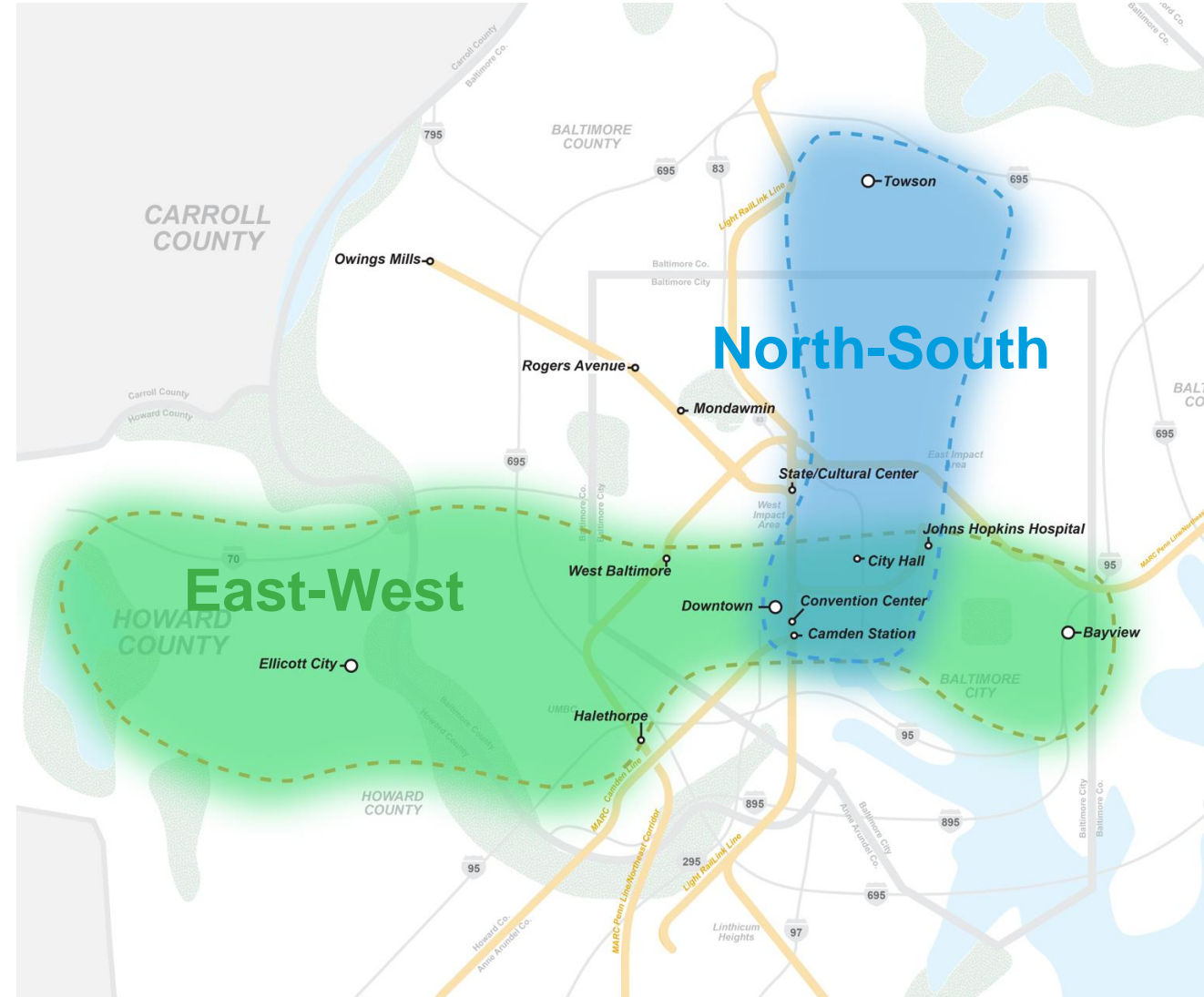
7. Schedule

8. RTP Related Projects

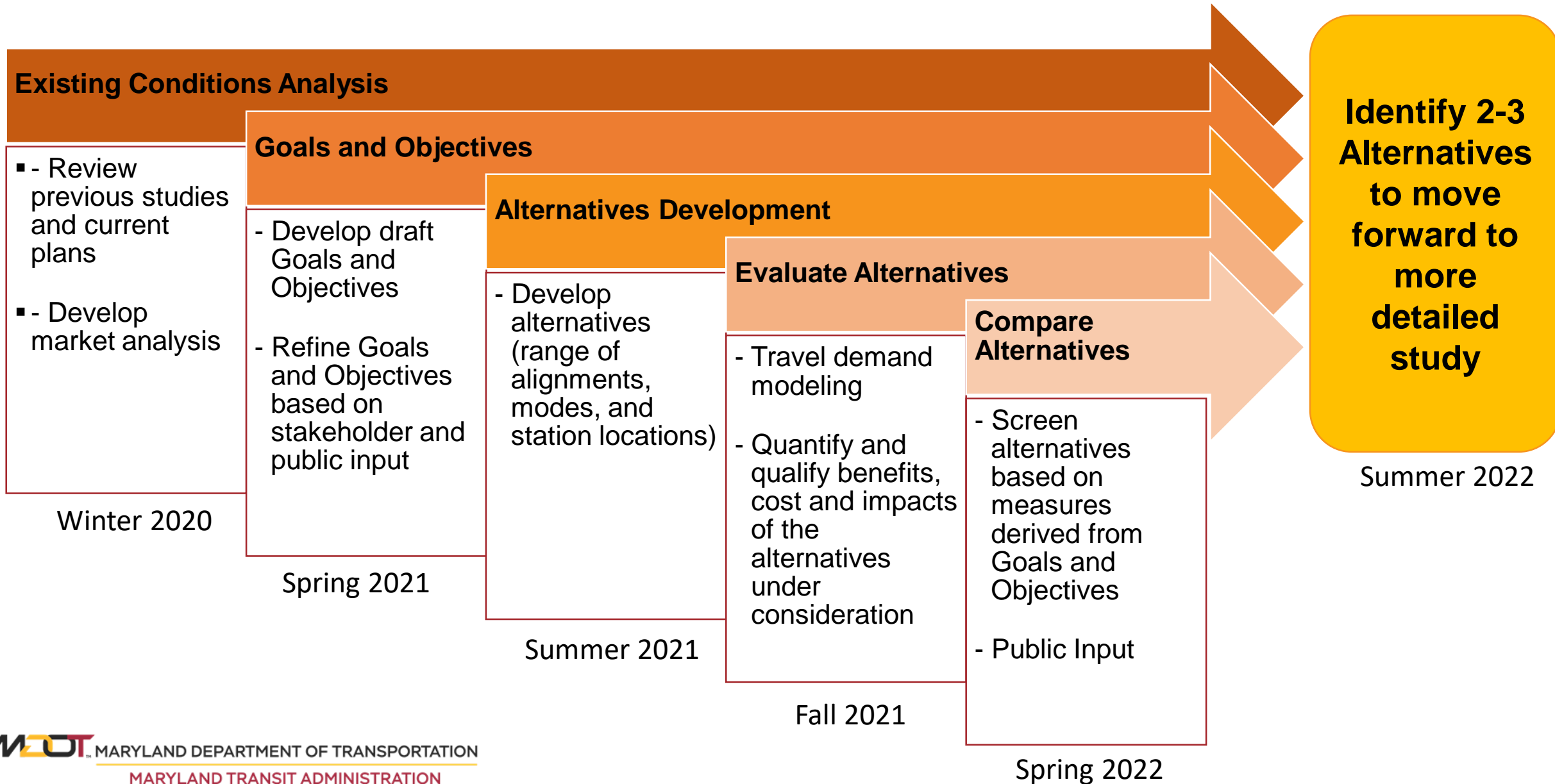
RTP Corridors Background

Transit Corridor Studies

- Begin with no pre-determined routes or modes in mind
- Ongoing studies will narrow down each corridor to 2-3 options to receive further engineering analysis



Corridor Study Process



Engagement Activities Conducted

- Corridor Study Kick off Discussions (Spring 2021)
 - Elected Officials
 - Local Jurisdictions
- Public Survey (May 2021)
- Touchpoint 1 (May/June 2021)
- RTP Implementation Team (Quarterly)
 - BMC Coordination
 - Jurisdiction Team
- Transit Caucus (July 2021)
- Regular Jurisdiction Coordination (Monthly)



Corridor Goals

East-West

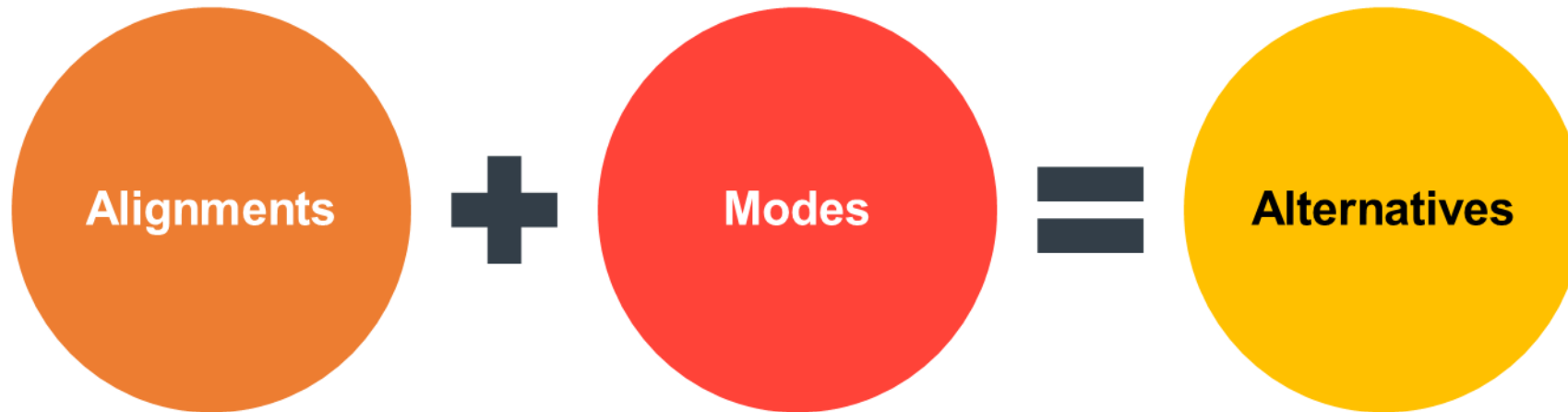
1. Improve the **connectivity and operations** of the existing transit network
2. Expand the **reach and connectivity** of the regional transit network
3. Prioritize the needs of existing transit riders and **transit-critical populations**
4. Maximize the **economic and environmental benefit** of a major transit investment

North-South

1. Increase **mobility and access** to jobs, services, and other opportunities in the region
2. **Center equity** as a core consideration
3. Create **strategic connection** to local and regional multi-modal transportation options
4. Support the region's **economic competitiveness** and strategic growth
5. Support the region's **sustainability** goals

Alternatives Development

- Alternatives should test different options
- Different modes, treatment, alignments, and station spacing
- Results of “testing” used to select alternatives to move forward to the next phase
- Next phase may combine elements of these alternatives



E-W Preliminary Alternatives

Analyzing 7 preliminary alternatives

Modes under consideration

- 2 Light Rail Transit alternatives
- 4 Bus Rapid Transit alternatives
- 1 Heavy Rail mixed with BRT alternative

Range of Alternatives

- Red Line alignment (LRT & BRT)
- Termini options (CMS/Ellicott City and Bayview/Essex)
- Transit Street in Downtown (2 BRT alternatives)
- Tunneling / Elevated (2 LRT & 1 Heavy Rail + BRT)
- Studying options to connect between Downtown, JHH, and Bayview

N-S Preliminary Alternatives

Analyzing 7 alternatives

Modes under consideration

- 2 Light Rail Transit alternatives
- 4 Bus Rapid Transit alternatives
- 1 Heavy Rail alternative

Range of Alternatives

- 5 alternatives on York-Greenmount Road
- 2 alternatives on Loch Raven
- All 7 include stops / stations in Towson
- Termini options (Lutherville/Towson and Downtown/Harbor East/Port Covington/Otterbein)
- Tunneling (1 LRT + 1 Heavy Rail)

Measures of Effectiveness

What are the relative strengths and weakness of each preliminary alternative?

Theme	Measures
Jobs	Transit Accessible Jobs
Ridership	Total Daily Ridership
Equity	Low-income population within ½ mile of a transit station
	Number of minority communities within ½ mile of a transit station
	Number of households with no car within ½ mile of a transit station
Cost	Capital costs
	Operations & Maintenance Costs
System Impact	Total Network Transit Travel Time Savings

Theme	Measures
Reliability	Dedicated Guideway
Time	Estimated Implementation Time
Sustainability	Trips Shifted to Transit
Development	Redevelopment Opportunity
Connections	Connections to Rail Stations
	Connections to Frequent Bus Service
	Connections to LOTS
Travel Time Savings	Key Destination Travel Time
Access	Transit Accessible Households
	Transit Access for LEP, Seniors, Disabilities, Student Populations

Public Engagement

- Touchpoint 2A
 - Roundtable Meetings with Jurisdictions
- Touchpoint 2B
 - Informational video

Mode + Alignment = Alternative

Modes



Alignment

- Touchpoint 3
 - Interactive website for comparisons/feedback
 - E-W launch – April 2022
 - N-S launch – June 2022
 - Outreach – Spring/Summer 2022



Schedule

Milestone	E-W Corridor	N-S Corridor
BMC Modeling Complete	November 2021	January 2022
Evaluation Complete	January 2022	March 2022
Jurisdiction Coordination	February / March 2022	May 2022
Webpage Launch	April 2022	June 2022
Public Comment	April / May 2022	June / July 2022
Feasibility Study Final Report	June 2022	August 2022
Begin Alternatives Analysis	Summer 2022	Fall 2022

Related RTP Projects

East-West Corridor (MTA / BCDOT Partnership)

- Awarded \$22M in 2021 RAISE funding to create a \$50M Transit Priority Corridor Project
- Focus on CityLink Blue & Orange Routes (Woodlawn to Essex)
- Project items include dedicated bus lanes, transit signal priority, ADA upgrades at bus stops, pedestrian safety improvements, electric vehicle charging and more



North-South Corridor

- York Road Vision Study (BCDOT Led)
 - Winter 2021 Public Engagement Effort
 - Project Limits: Northern Pkwy – 43rd Street
- Fast Forward Program
 - \$43M for Dedicated Bus Lanes, Bus Stops & Transit Hubs, Wayfinding & the Customer Experience, and Bike & Shared Mobility
 - York Road Improvements (Bellona – Radnor):
 - Six Month Pilot Project targeting a Spring 2022 Implementation