Goal Provide Better Transportation Choices and Connections

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



- 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

Providing the infrastructure, policies, and programs that give residents choices in the modes they can use to take trips is a key priority for MDOT. Likewise, having redundancies in the freight network that allow companies to choose the mode that works the best for them is part of that same key priority. Maryland is fortunate to have robust passenger and freight networks that give people and businesses options for traveling.

While the COVID-19 pandemic has slowed transit ridership, it hasn't diminished transit access or mobility options. Many transit agencies like the Washington Metropolitan Area Transit Authority (WMATA) and MDOT MTA are focused on ridership as a key performance measure. In pre-pandemic times this performance measure captured the essence of transit as a mobility service. However, the pandemic has shifted the total number of trips people take along with when they take trips. Throughout the pandemic, transit agencies have remained an indispensable service providing mobility to essential workers while trying to right-size service in a constantly evolving world.

MDOT MTA is fortunate to have a recently developed plan to guide their policies and investment choices during the economic recovery. The strategic plan outlines a path forward to provide an equitable transit system. This will be such an important resource as MDOT MTA attempts to add service to meet growing demand. Many of the riders that are still using transit services depend on MDOT MTA to get to work, school, and shopping. Adding service to improve equity will be a key component of ensuring all Baltimore residents can thrive in a postpandemic world.

The Commuter Choice Maryland program has been successful at partnering with employers to give employees information, tax breaks, and incentives. One part of the program has always been incentivizing work from home or telework, as telework decreases traffic congestion. Moving forward, as telework becomes more common in the long-term, the Commuter Choice Maryland program will have the opportunity to evolve into helping to reduce other trips or offering new incentives for people who only commute a few days a week or month. Full-time commuters have routines, they quickly notice small changes in their travel patterns and they adapt. With the emergence of part-time commuters, the Commuter Choice Maryland program will have an important role to play in keeping these occasional commuters up to date with information about transit, projects that are causing delays, new fare payments, or policies that affect their travel.

Throughout 2021, Maryland continued to prioritize the construction of sidewalks and bicycle infrastructure that extends the network of non-motorized infrastructure and fills in gaps in the existing network. In FY 2021, MDOT invested nearly \$2 million in design and construction of bicycle projects, including completing major projects like the Frederick Douglass Rail Trail bridge over Tuckahoe Creek. Similarly, MDOT invested nearly \$3 million in sidewalk design and construction.

TOTAL VEHICLE MILES TRAVELED (VMT) AND VMT PER CAPITA

VMT captures the totality of travel on the roadways by passenger vehicles and freight vehicles. This figure is used to assist with many important transportation metrics such as safety, incidents, congestion, mobility, and emissions. The 2020 U.S. Census revealed that Maryland's population is steadily growing and within the state there are areas experiencing population loss and growth. These changes in population result in changes in land use and transportation demand. For example, population loss can drive more trips or longer trips if basic services are reduced or no longer available in certain communities and neighborhoods. An increase in VMT usually means more congestion, emissions, and reduced mobility, and with these impacts in mind, MDOT continues to work to reduce VMT.



WHY DID PERFORMANCE CHANGE?

- Annual VMT decreased by approximately 16% in CY 2020 as a result of the COVID-19 pandemic
- Lifting these orders in 2021 resulted in a steady increase in VMT and MDOT expects that growth will continue to return to pre-COVID levels

PERCAPITA

- WHAT ARE FUTURE PERFORMANCE STRATEGIES? MDOT will continue to work with
- MDOT will continue to work with local and regional agencies to monitor annual VMT and with employers to promote telework and other options through the Commuter Choice program

TARGE

** 2021 data is preliminary and subject to change.

NUMBER OF DIRECTIONAL MILES IMPROVED FOR BICYCLE ACCESS/ LEVEL OF TRAFFIC STRESS (LTS) ON ROADWAY MILES MARYLAND

The Maryland Department of Transportation is transitioning from using the Bicycle Level of Comfort (BLOC) to using the LTS for measuring the bikeability of the roadway network. This transition is in coordination with the implementation of MDOT SHA'S Context Driven Guide and other national and departmental initiatives. LTS is preferred over BLOC as LTS requires fewer variables to calculate including:

Presence and type of bicycle facility

Speed Limit

Number of Through Lanes/Traffic Volume
On-street parking presence

Traditionally, the LTS (scale "1" to "4") is a measure for assessing the quality of the roadway network for its comfort with various bicycle users. The lower the LTS score, the more inviting the bicycle facility is for more audiences. Maryland's LTS rating includes two additional scores: "0" to represent shareduse paths and similar facilities that are suitable for anyone to bicycle and "5," which represents roadways prohibited to bicycle access. The below chart describes the LTS score in relation to the target bicycling audience and the corresponding bicycle facility on which it would travel.

LTS	TARGET AUDIENCE	BICYCLE FACILITY TYPES
0	All ages and abilities	A rail-trail, shared-use path
1	Almost everyone	Protected bikeways, sidepaths
2	Interested, but concerned	Bike lanes, bike boulevards
3	Enthused and confident	Bike lanes, shared lanes, shoulders
4	Strong and fearless	No bike facility or on arterial road-ways
5	Bike Access Prohibited	Bicycle access is prohibited by managing roadway agency

As MDOT continues to develop an LTS baseline, LTS roadway goals will be developed in conjunction with the Context Driven Guide and the Pedestrian Safety Action Plan.

WHY DID PERFORMANCE CHANGE?

- Like other transportation modes, bicycle networks are increasingly evaluated by their access and mobility; a successful bike network connects community services with comfortable facilities for people regardless of biking abilities; as part of this revised evaluation, MDOT replaced BLOC with LTS to measure how bikeable roadways are; LTS measurement is produced by using roadway speeds, number of travel lanes and presence of bicycle facility from the MDOT SHA'S OMOC geodatabase
- The new database incorporated a comprehensive inventory of shared-use paths and sidepaths and onroad bicycle facilities; these paths had not previously been accounted for when calculating BLOC; additionally, some bike lanes on major arterial roadways will have a higher LTS score than BLOC score due to adjacent higher traffic speeds and volumes
- Local jurisdictions are including more bicycle and shared-use path projects in annual transportation priority letters; MDOT supports these projects through Bikeways grants and MDOT SHA district-level support

WHAT ARE FUTURE PERFORMANCE STRATEGIES?

- Conduct bicycle network analyses to determine network gaps and bicycle access in preparation for the Bicycle and Pedestrian Master Plan update
- Continue to support MDOT initiatives including Context Driven design guideline development, the Bicycle Retrofit program, Transportation Alternatives program, and Kim Lamphier Bikeways Network program

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^{* 2020} has been revised from previous report.

MDOT MTA AND WMATA RIDERSHIP

Ridership is a key indicator of transit usage and health. Ridership is not only helpful to measure at a systemwide level, but also by transit mode and routes. Ridership is one primary indicator transit agencies have for productivity of their service. MDOT MTA provides service across greater Baltimore with some regional services connecting to Washington D.C. WMATA provides transit service within the Washington D.C. region and into Maryland and Virginia. These agencies provide many types of transit service: paratransit, bus, commuter bus, streetcar, light rail, metro subway, and commuter rail.

The COVID-19 pandemic resulted in less trips to work and recreation events. This resulted in a severe decline in transit ridership. In 2021, transit ridership started to rebound. This transition back to normal travel patterns will require WMATA and MDOT MTA to adjust service levels to match rider demand. Both agencies will be strategically pursuing policies that incentivize transit and maintain safety for all users.



FISCAL YEAR	2012	2013	2014	2015	2016	2017	2018	2019*	2020*	2021**
TRANSIT RIDERSHIP-MDOT MTA DIRECT-OPERATED SERVICES (THOUSANDS)										
Local Bus	79,535	80,071	75,780	78,697	75,619	69,587	63,730	63,989	55,439	35,370
Baltimore Metro	15,364	15,208	14,632	13,901	12,222	10,960	8,738	7,275	5,864	1,615
Light Rail	8,540	8,647	8,106	7,657	7,431	7,414	7,401	6,966	4,682	2,453
TRANSIT RIDERSHIP-CONTRACTED SERVICES AND LOTS (THOUSANDS)										
MARC	8,452	9,062	9,168	9,246	8,962	9,185	9,322	9,191	6,677	969
Contracted Commuter Bus	4,290	4,187	4,017	4,034	3,928	3,866	3,841	3,623	2,619	519
Mobility Paratransit & Taxi Access	1,900	2,084	2,289	2,495	2,556	2,746	2,941	2,974	2,492	1,245
Local Operating Transit System (LOTS)	40,908	40,281	42,500	39,441	38,476	39,818	41,096	32,867	25,412	11,983

* 2019 and 2020 data has been revised from previous report.

** 2021 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.

AVERAGE WEEKDAY TRANSIT RIDERS (THOUSANDS) AND TOTAL



* 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.

**2020 has been revised from previous report.

*** 2021 data is preliminary and subject to change.



WHY DID PERFORMANCE CHANGE?

- More people began traveling to work and other events; in 2021, ridership began to rebound, but it is unclear when transit ridership levels will return to pre-pandemic levels
- Transit agencies continued to use best available information to keep passengers safe at stops, stations, and in vehicles; this includes deploying mask policies, increasing sanitation of vehicles

WHAT ARE FUTURE PERFORMANCE STRATEGIES?

- In 2021, the WMATA board voted to increase service and decrease fares starting in September; this package of incentives is meant to increase ridership; new fares will reduce trip cost by up to 50%; increased service is focused on off-peak hours and trains will operate later in the evening and earlier on Sundays; WMATA is requiring all employees get vaccinated against COVID-19
- The Regional Transit Plan for Central Maryland describes three goals: optimize existing transit services, improve connectivity and integration of existing and future transit services, and enhance fiscal sustainability; these goals will help guide agency decisions and investments
- MDOT MTA's first 50-year Statewide Transit Plan will outline a vision for transit across the Baltimore region
- In 2021, MARC trains and Commuter Bus service returned to pre-pandemic service levels; MARC trains also now come equipped with bike racks on each train
- In 2021, MDOT MTA released new three and 10-day transit passes called CharmFlex; they can be purchased through the agency's CharmPass mobile fare payment app; the new product is unique because it can be used on consecutive days or nonconsecutive days

OBJECTIVE:

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

MDOT SURVEY – PERCEPTIONS OF MULTIMODAL CONNECTIVITY *

This MDOT survey measures the public's perception of connectivity, highlighting where MDOT and the Transportation Business Units (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. 81% of respondents were either satisfied or very satisfied with the transportation options.

MDOT SURVEY QUESTION:



MDOT SURVEY QUESTION:



* The survey data reported is 2020 survey data; survey data reporting is delayed by a year due to the survey for the current year not being closed/completed at the time of publishing. 2021 survey data will be published in the 2023 Attainment Report.

WHY DID PERFORMANCE CHANGE?

 All MARC trains are now equipped with bike racks; this integration allows riders to make their entire trip quicker

MAKING

- MDOT MTA expanded their CharmPass options to accommodate employees that telework part-time by offering multi-day passes that can be used on nonconsecutive days
- MDOT MVA's Maryland Highway Safety Office (MHSO) worked with the metropolitan organizations in Maryland to promote the pedestrian and bicycle safety High Visibility Enforcement (HVE) campaigns, *Look Alive* (Baltimore Metro) and *Street Smart* (Washington Metro); with the changing of the clocks in the fall, days are shorter and visibility between drivers and non-motorists is reduced making it a good time of year to remind Marylanders about increased risks

WHAT ARE FUTURE PERFORMANCE STRATEGIES?

- MDOT MTA's new Statewide Transit Plan will outline strategies for multimodal connections and service integration, such as payment, information, and trip planning across MDOT MTA, Locally Operated Transit Systems (LOTS), and other transportation providers
- Completion of the Howard Street Tunnel will allow double-stacked rail traffic to move from the Port of Baltimore to Chicago
- Nearly \$1 million in grants to organizations and law enforcement to employ new initiatives focused on pedestrian and bicycle safety

mta.maryland.gov

ACCESS TO TRANSIT AND BICYCLE ACCESS TO TRANSIT*

These two performance measures capture the ability of people to access transit service. For a person walking, the measure is the number of people able to walk to a transit station or stop. For bicyclists, the measure is the number of people able to bike to a transit station or stop. The measure also takes into account access to multimodal hubs or transit centers.



Number of stations equipped with bike-share infrastructure and/or equipment

* Methodology for this measure changed in 2019 to include any stations with bike racks, bike storage, and other bike-sharing facilities. ** 2020 data is preliminary and subject to change.

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 transit, carpool, vanpool, walking, biking, teleworking, Maryland Commuter Tax Credit, and Guaranteed Ride Home. With the COVID-19 State of Emergency, Maryland saw many more people teleworking. Commuter Choice Maryland can provide options to maximize travel choices and deliver solutions that can reduce congestion, conserve energy, facilitate economic opportunity, and enhance the life of all Marylanders. Commuter Choice Maryland also continues to provide resources, tips, incentives, and tools to facilitate teleworking and other TDM strategies in 2021. Visit: 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. Visit: **www.commuterconnections.org**

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020**	30.9%	Drive Alone
DRIVE ALONE	73.3%	73.4%	73.9%	73.9%	73.8%	73.8%	73.7%	74.3%	73.9%	30.9%	3.4%	Carpool
CARPOOL	10.1%	9.8%	9.0%	9.3%	8.9%	9.0%	9.1%	8.8%	8.7%	3.4%	2.3%	Transit
TRANSIT	9.2%	8.9%	9.2%	9.0%	9.0%	8.5%	8.5%	7.9%	8.0%	2.3%	10.1%	Work at Home
WORK AT HOME	4.1%	4.2%	4.2%	4.1%	4.4%	4.7%	4.9%	5.2%	5.5%	10.1%		e
OTHER	0.9%	0.9%	0.9%	1.1%	0.3%	1.2%	1.3%	1.4%	1.4%	1.7%	1.7%	Uther
🛑 WALK	2.3%	2.5%	2.4%	2.3%	2.6%	2.5%	2.1%	2.1%	2.2%			
BICYCLE	0.3%	0.4%	0.4%	0.3%	1.0%	0.3%	0.4%	0.3%	0.3%			

WHY DID PERFORMANCE CHANGE?

Both walking and biking access to transit haven't changed significantly during the last few years; the reason for the modest increases is the gradual addition of transit services in new areas and the gradual increase in walking and biking infrastructure

ON TARGET

- Each year, MDOT and partners improve sidewalks and bike trails, while adding new facilities, but the number is modest
- Most dense, urban areas are already wellequipped with transit service and bicycle and pedestrian facilities, however gains in access can mostly be made in suburban areas

WHAT ARE FUTURE PERFORMANCE STRATEGIES?

- Allowing full-size bikes on MARC trains and increasing access to e-scooters and bikes across all modes
- Continue to invest in information systems and technologies that make it easier for nondrivers to connect among the various modes
- Strategically fund gaps in the bicycle and pedestrian networks that make it safe and reliable for people to access transit by walking and biking

MAKING



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

** 2020 American Communities Survey (ACS, U.S. Census) data is experimental estimation methodology, uses ACS 1-year experimental tables and should not be compared with other ACS data. The other category includes taxicab, motorcycle, bicycle, walked, or other means. Total for 2020 data is 48.41%.

ESTIMATED ANNUAL REGIONAL VMT REDUCTION THROUGH TERMS*

PROGRAM	PROGRAM DESCRIPTION	DAILY REDUCTION IN VEHICLE TRIPS*	DAILY REDUCTION IN VMT*						
COMMUTER CONNECTIONS TRANSPORTATION EMISSIONS REDUCTION MEASURES (TERMS)**									
Guaranteed Ride Home	Provides transit users or carpoolers up to four rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency	5,200	147,371						
Employer Outreach	Supports marketing efforts to increase employee awareness and use of alternatives to driving alone to work every day	87,738	1,489,165						
Integrated Rideshare	Promotes other alternative transportation services to employers and to the general public. Commuter information system documentation is provided with comprehensive commute information, to include regional TDM software updates, transit, telework, Park-and-Ride, and interactive mapping	1,363	40,541						
Commuter Operations and Ridesharing Center	Updates and maintains the Commuter Connections database for ride-matching services and provides information on carpooling, vanpooling, telecommuting, bicycling, and walking for the Washington-Baltimore Metropolitan Region	16,281	375,135						
Telework Assistance	Provides information to employers in Maryland on the benefits of telecommuting and assists in setting up new or expanded telework programs for employers	1,636	308,001						
Mass Marketing	Promotes and communicates the benefits of alternative commute methods to single-occupant vehicle commuters through the media and other wide-reach communications	14,031	277,511						
MDOT MTA TRANSPORTATION EMISSION REDUCTION MEASURES (TERMS)									
MDOT MTA College Pass	Offers a subsidized monthly transit pass to full- or part-time students enrolled in Greater Baltimore Metropolitan Area colleges or universities	1,247	9,847						
Transit Store in Baltimore	Provides customer access to transit information and for purchases of transit passes. Some 15%-20% of total transit pass sales occur through this outlet	3,376	56,959						
MDOT MTA and SHA Park-and-Ride***	Supports carpooling and transit ridership by providing commuter parking lots as alternatives to driving alone to daily destinations	51,845	874,629						

* The impacts shown reflect the current definitions and most recent data available for each of the measures.

** The Commuter Connections program is run through the Metropolitan Washington Council of Governments. The reduction in trips and VMT for Commuter Connections reflect reductions for all of the Metro Washington region, including Maryland, District of Columbia, and Virginia.

*** MDOT MTA data is collected every five years.

WHY DID PERFORMANCE CHANGE?

- Employees interest in telework increased substantially across 2020 and 2021, especially as employer technologies caught up and children returned to school
- University of Maryland returned to in-person in September 2021, with more students, faculty and staff on campus, trips to and from campus have increased
- Employer outreach was made difficult with constantly evolving work policies and health guidance; employers were hesitant to invest in new commute efforts
- Scooters and other micromobility options continue to offer people trips without sharing space with strangers
- Driving alone was an attractive option for many commuters when congestion declined as a result of the pandemic and COVID-19 transmitting at high levels
- Continued to adapt to changing commute patterns and demands; increase transit service to match new demands; continue to provide service to essential workers
- While transit ridership declined, bus ridership was the least-impacted mode; throughout the pandemic, buses continued to move essential workers

WHAT ARE FUTURE PERFORMANCE STRATEGIES?

Promote resources and incentives through MDOT's Commuter Choice Maryland Program; encourage commuters to try alternatives to driving alone to work such as transit, ridesharing, (carpool & vanpools), biking, walking, telework, and alternative work schedules as they plan their commute to work; more information is available at www.commuterchoicemaryland.com

MAKING

 MDOT is expanding the incenTrip program in Maryland, https://mdot.maryland.gov/incenTrip

> COMMUTER INFORMATION 410-313-3130

STATISTICS.