



**Transportation
Alliance**

Baltimore Data Day 2018

Workforce Transportation

July 12, 2018

Central Maryland Transportation Alliance

The **Central Maryland Transportation Alliance was formed in 2007 as a diverse coalition of corporate and civic leaders uniting business, philanthropic and institutional sectors around a common agenda: improving and expanding transportation options for the citizens and businesses of Central Maryland. Our singular focus is to be a catalyst for improving the region's transportation.**

Our Vision

The vision of the Transportation Alliance is 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.



What Does it Mean to Have Great Transportation?



A well-functioning transportation system is important for workers, their employers and the area's economy.

-- Gerald Grimes, Project Manager at the Northwest One-Stop Career Center

A Great Transportation System Grows the Economy



JOB ACCESS
BY TRANSIT

F



JOB ACCESS
BY CAR

D



DISPOSABLE
INCOME

F



STATE OF
GOOD REPAIR

C

A Great Transportation System Gives You Choices



COMMUTE
MODE

C



DISCONNECTED
COMMUNITIES

F



WALKABILITY

C+



RELIABLE
TRANSIT

Incomplete

A Great Transportation System Keeps You and Your Environment Healthy



AIR
POLLUTION

F



PHYSICAL
ACTIVITY

C



COMMUTE
TIME

D



CONGESTION

D

A Great Transportation System Grows the Economy



JOB ACCESS
BY TRANSIT

F



JOB ACCESS
BY CAR

D



DISPOSABLE
INCOME

F



STATE OF
GOOD REPAIR

C

A Great Transportation System Gives You Choices



COMMUTE
MODE

C



DISCONNECTED
COMMUNITIES

F



WALKABILITY

C+



RELIABLE
TRANSIT

Incomplete

A Great Transportation System Keeps You and Your Environment Healthy



AIR
POLLUTION

F



PHYSICAL
ACTIVITY

C



COMMUTE
TIME

D



CONGESTION

D

Job Access by Transit

JOBS THE AVERAGE RESIDENT CAN REACH IN 60 MINUTES OR LESS USING TRANSIT



BALTIMORE REGION

- Total Jobs in Region
- Jobs the Average Resident Can Reach in 60 Minutes or Less Using Transit

Region	Via Auto in 20 Minutes or Less for the Average Resident	Via Auto in 60 Minutes or Less For the Average Resident	Via Transit in 60 Minutes or Less For the Average Resident
Las Vegas Region	70%	94%	11%
San Antonio Region	45%	100%	10%
Denver Region	40%	100%	12%
Sacramento Region	40%	100%	8%
San Diego Region	37%	100%	8%
Portland Region	35%	100%	14%
Orlando Region	34%	100%	4%
Kansas City Region	32%	100%	4%
Charlotte Region	31%	100%	5%
Baltimore Region	30%	100%	9%
Minneapolis Region	30%	97%	8%
Cincinnati Region	29%	100%	4%
Cleveland Region	29%	100%	7%
Tampa Region	25%	100%	4%
St. Louis Region	25%	91%	5%
Seattle Region	22%	89%	10%
Pittsburgh Region	18%	95%	7%

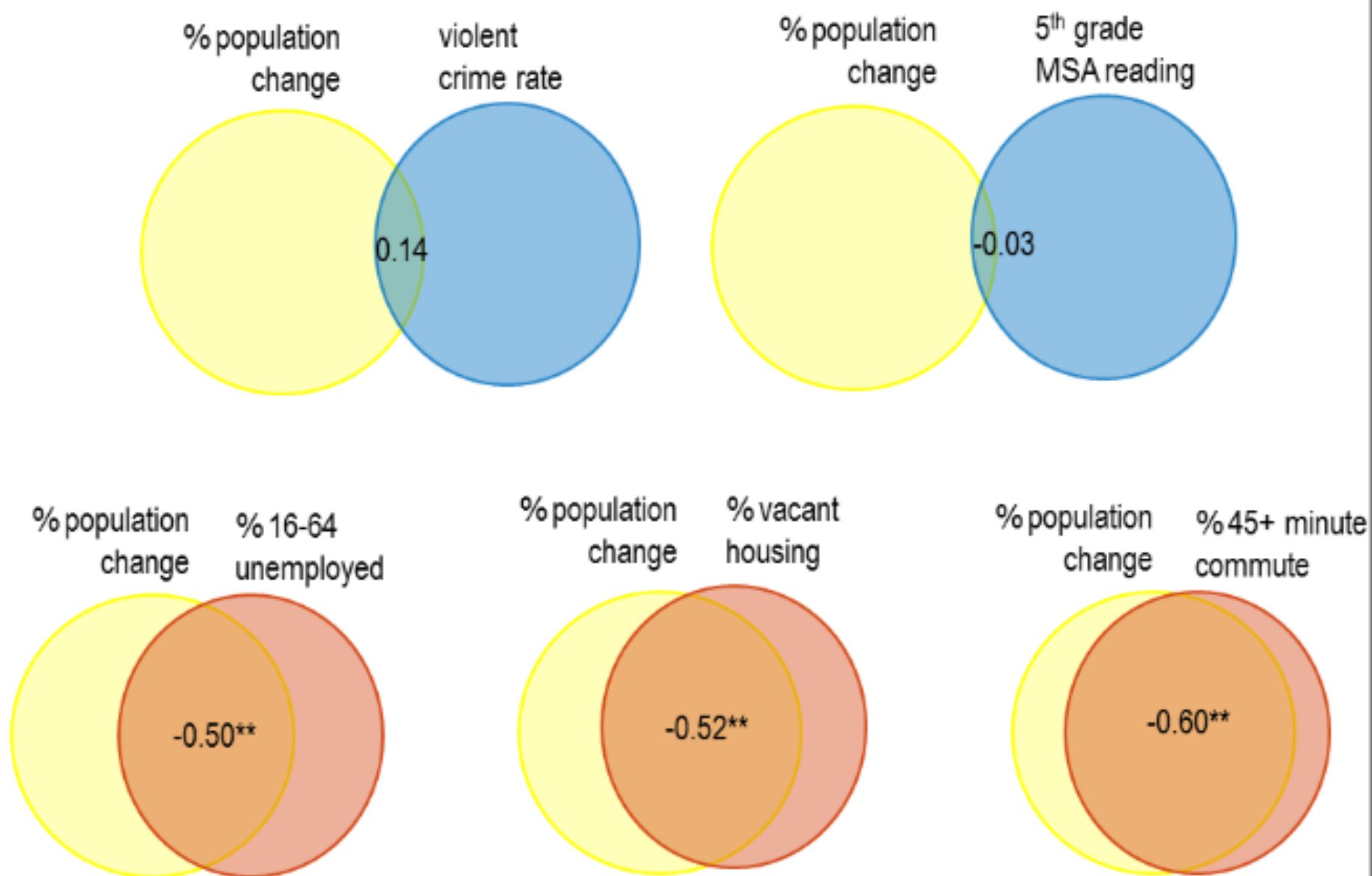
“People like me are always frustrated and looking for something else. But there's only the Beltway. It's horrible, and there's no alternative.”

Byron Haskins, quoted in the Baltimore Sun in June 2015, describes his commute between his home in Cockeysville and work at the Social Security Administration in Woodlawn.

The relationship between transportation and social mobility is stronger than that between mobility and several other factors, like crime, elementary-school test scores or the percentage of two-parent families in a community, said Nathaniel Hendren, a Harvard economist and one of the researchers on the study.

Mikayla Bouchard. "Transportation Emerges as Crucial to Escaping Poverty".
New York Times 7 May 2015

Figure 1: Correlations between Percent Population Change and Key *Vital Signs* Indicators



Notes: % population change between 2000 and 2010; all other indicators are 2011 (*Vital Signs 11*).

**Pearson correlation is statistically significant $p < .001$.

What is being done to address this?

- **Until 2015, the MTA was working on the Red Line and a re-design on of the bus network (BNIP)**
- **In June 2015 the Red Line was cancelled**
- **In October 2015 BaltimoreLink was announced**
- **Improving access to jobs was a key promise**

Did BaltimoreLink Deliver?

- **Using a tool called Sugar Access we conducted a before-after analysis to answer that question.**
- **We looked at MTA's core service area and ran a computer model to see how many jobs the average resident could get to in 45 minutes or less using transit and walking.**

Access to All Jobs Got Slightly Worse

Change in Jobs Accessible within 45 Minutes by Transit for the Average Resident on a Weekday in the MTA Baltimore Service Area

	Pre- Blink Service	BLink Service	Difference	% Change
Average Regionwide	125,490	118,580	-6,910	-6%

Change in Jobs Accessible within 45 Minutes by Transit for the Average Resident on a Sunday in the MTA Baltimore Service Area

	Pre- Blink Service	BLink Service	Difference	% Change
Average Regionwide	105,206	96,021	-9,184	-9%

Access to High-Opportunity Jobs Got Slightly Better

Change in High Opportunity Jobs Accessible within 45 Minutes by Transit for the Average Resident on a Weekday in the MTA Baltimore Service Area

	Pre- Blink Service	BLink Service	Difference	% Change
Average Regionwide	41,570	44,757	3,187	8%

Change in High Opportunity Jobs Accessible within 45 Minutes by Transit for the Average Resident on a Sunday in the MTA Baltimore Service Area

	Pre- Blink Service	BLink Service	Difference	% Change
Average Regionwide	34,948	35,933	986	3%

Access to Maryland Employment Centers Did Not Improve

- National Center for Smart Growth defines employment centers as dense clusters of jobs in the state where there are a minimum of 10,000 jobs and a density threshold of nine jobs per acre.
- There are 23 in the state, 10 of which are in the Baltimore region
- Of those, 6 saw improved access from BaltimoreLink but 4 experienced less access
- Overall, there was no net increase in the number of people who could reach these sites

- 1. Improve Transparency and Open Data (MTA):** report on the aspects of transit that matter most to riders; Fast, Frequent, Reliable, Connected, and Walkable; publish methodologies for measuring performance.
- 2. Prioritize Transit (Baltimore City and MTA):** openly evaluate bus priority lanes and TSP; develop a memorandum of understanding or other agreement document to prioritize moving people, coordinate implementation and enforcement, and create accountability.
- 3. Focus on Frequency (MTA):** maintain the headway levels promised in the high frequency network; identify corridors for expanding new or enhancing existing frequency; ensure that the entirety of each CityLink route provides high-frequency service.
- 4. Reverse MTA Budget Cuts (Governor Hogan and Maryland Department of Transportation):** restore capital funding to the MTA which is currently slated to see a 58% cut from FY19 to FY23.
- 5. Produce an Excellent Central Maryland Regional Transit Plan (MTA and Local Governments):** produce a goal-oriented and multi-modal plan through meaningful public involvement and stakeholder engagement; program it into regional transportation plans.



Transportation Alliance

Eric Norton

Central Maryland Transportation Alliance

enorton@cmtalliance.org

@cmtalliance www.cmtalliance.org