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An Overview of the Maryland Transportation Plan

2035 Maryland Transportation Plan
Moving Maryland Forward

What is the MTP?

A 20-year vision for transportation in Maryland that outlines the State's transportation policies and priorities and helps guide Statewide investment decisions for all methods of transportation

- Last published in 2009.
- Updated every 4-5 years per federal/state requirements.
- Establishes a 20-year vision, goals, objectives and strategies for MDOT.
- 20-year forecast of State transportation needs based on the financial resources anticipated to be available.
- Includes a summary of the types of projects, programs and strategies to achieve goals and objectives.
- Bicycle/Pedestrian Master Plan is being updated at the same time and will be a companion element to the MTP.

www.mdot.maryland.gov/mtp

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What is the MTP's Function?

- Establish a Vision for Transportation in Maryland

- Inform Project Selection

- Provide Accountability/Establish Expectations

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Context Setting

The MTP provides a planning context that responds to a broad set of issues, challenges, law and existing plans and policies.

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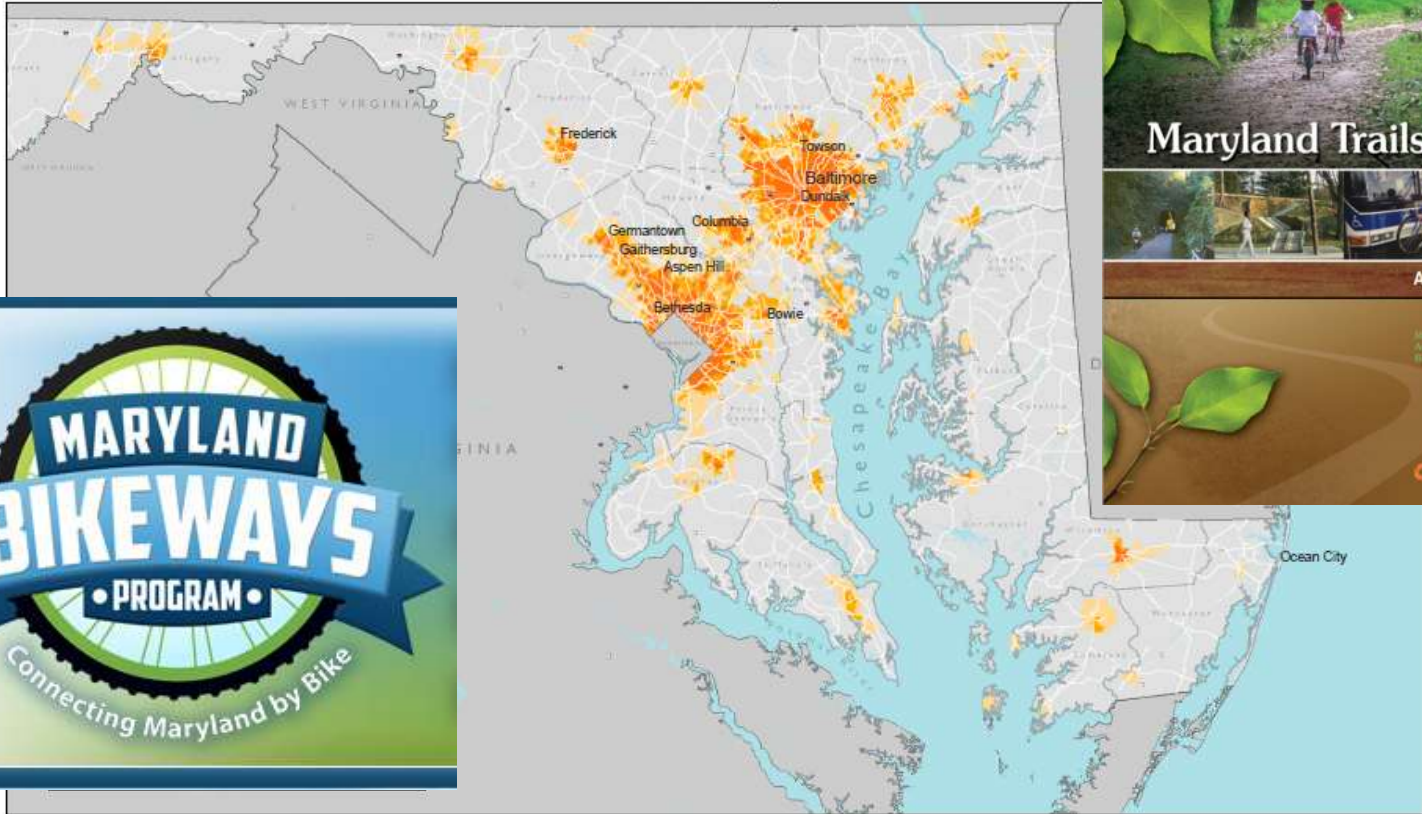Maryland Department of Transportation

Master Pedestrian & Bike Plan

Areas of High Pedestrian and Bicycle Travel Potential

Maryland Bicycle and Pedestrian Master Plan Update 2013

DRAFT: August 1, 2013

Maryland Trails

A Greener Way To Go

MARYLAND BIKEWAYS PROGRAM

Connecting Maryland by Bike

PlanMaryland, GreenPrint, AgPrint, & Housing Framework
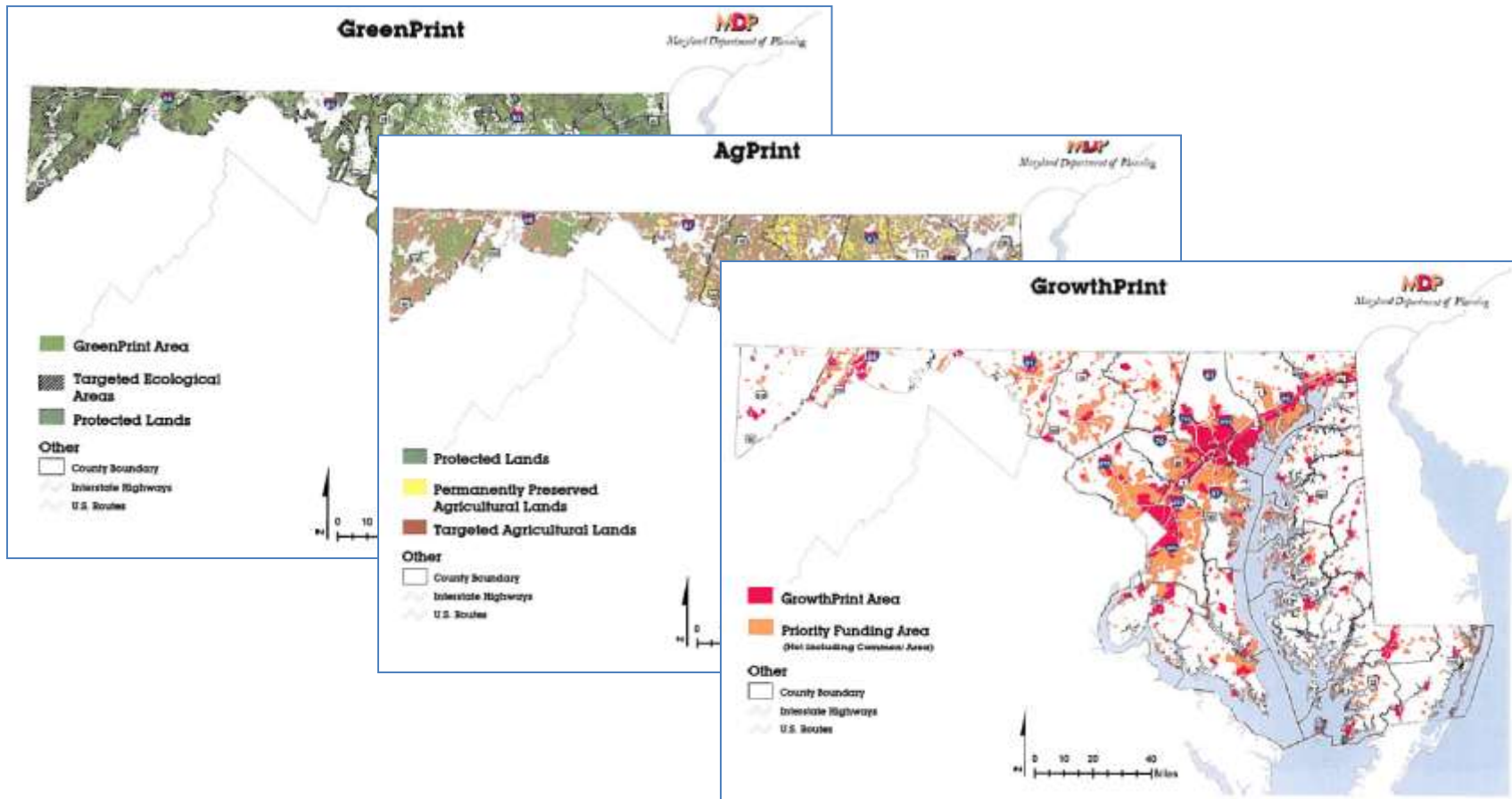
Regional Plans

Consider Plans of the State's Metropolitan Planning Organizations

Maryland Planning Visions (2009)

1. **Quality of Life and Sustainability:** A high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.

2. **Public Participation:** Citizens are active partners in the planning and implementation of community initiatives and are Sensitive to their responsibilities in achieving community goals.

3. **Growth Areas:** Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.

4. **Community Design:** Compact, mixed–use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.

5. **Infrastructure:** Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;

6. **Transportation: A well–maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;**

7. **Housing:** A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;

8. **Economic Development:** Economic development and natural resource–based businesses that promote employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities are encouraged;

9. **Environmental Protection:** Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;

10. **Resource Conservation:** Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;

11. **Stewardship:** Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and

12. **Implementation:** Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these Visions.

MAP-21
(Federal Policy Guidance)

- Seven MAP-21 **National Goal** Areas

- Twelve MAP-21 **National Performance Measures**
  - States required to establish performance targets
  - LRP and STIP must incorporate National Performance Measures and targets

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PlanMaryland Geographies

Assess appropriate typology for investments w/ respect to planned growth areas
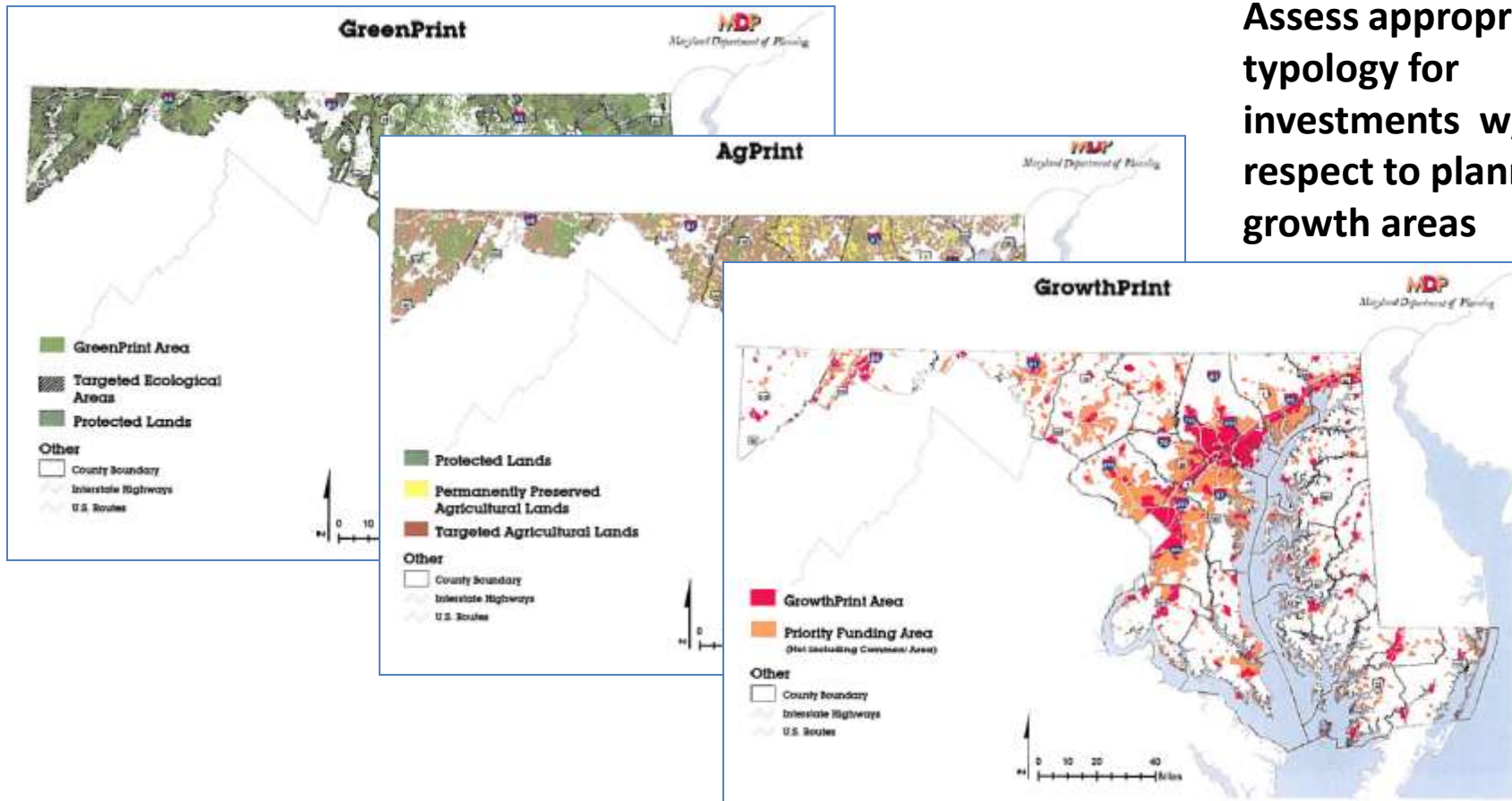
Critical Challenges

- Safety for All Users

- Aging Transportation System Assets

- New Technologies for Transportation

- Changing Demographic, Economic and Travel Patterns

- Supporting Community Quality of Life and Wise Land Use Choices

- Managing Congested Infrastructure

- Building Foundations for Economic Prosperity

- Assuring Environmental Quality

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Trip Reliability

Major Employment Centers and Travel Time Index (2030)
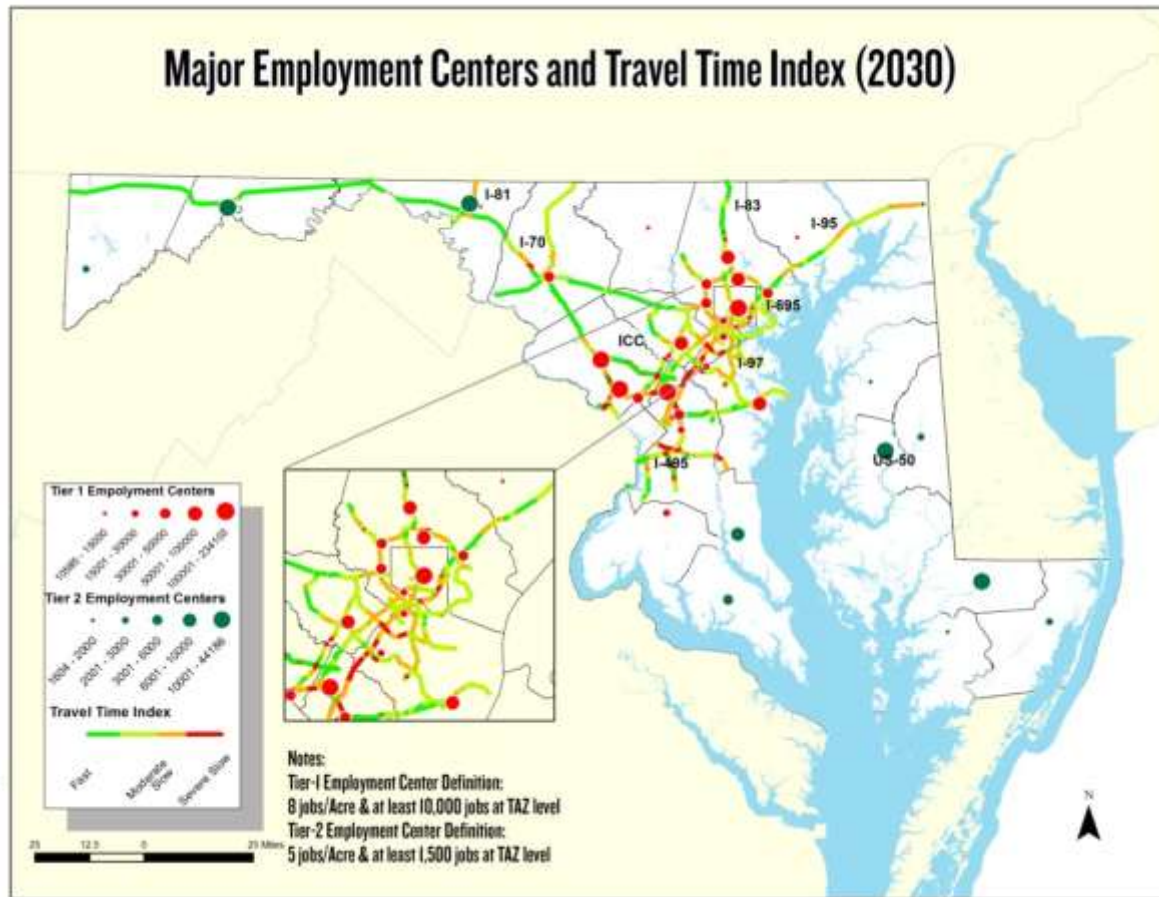
2035 MTP – Outline

- State of the System
- Critical Challenges
- Needs
- Public input
- Mission/Vision/Goals
- Strategies
- Short term exemplar projects

- Regional Focus:
    - Western MD
    - Washington Metro Region
    - Baltimore Metro Region
    - Southern MD
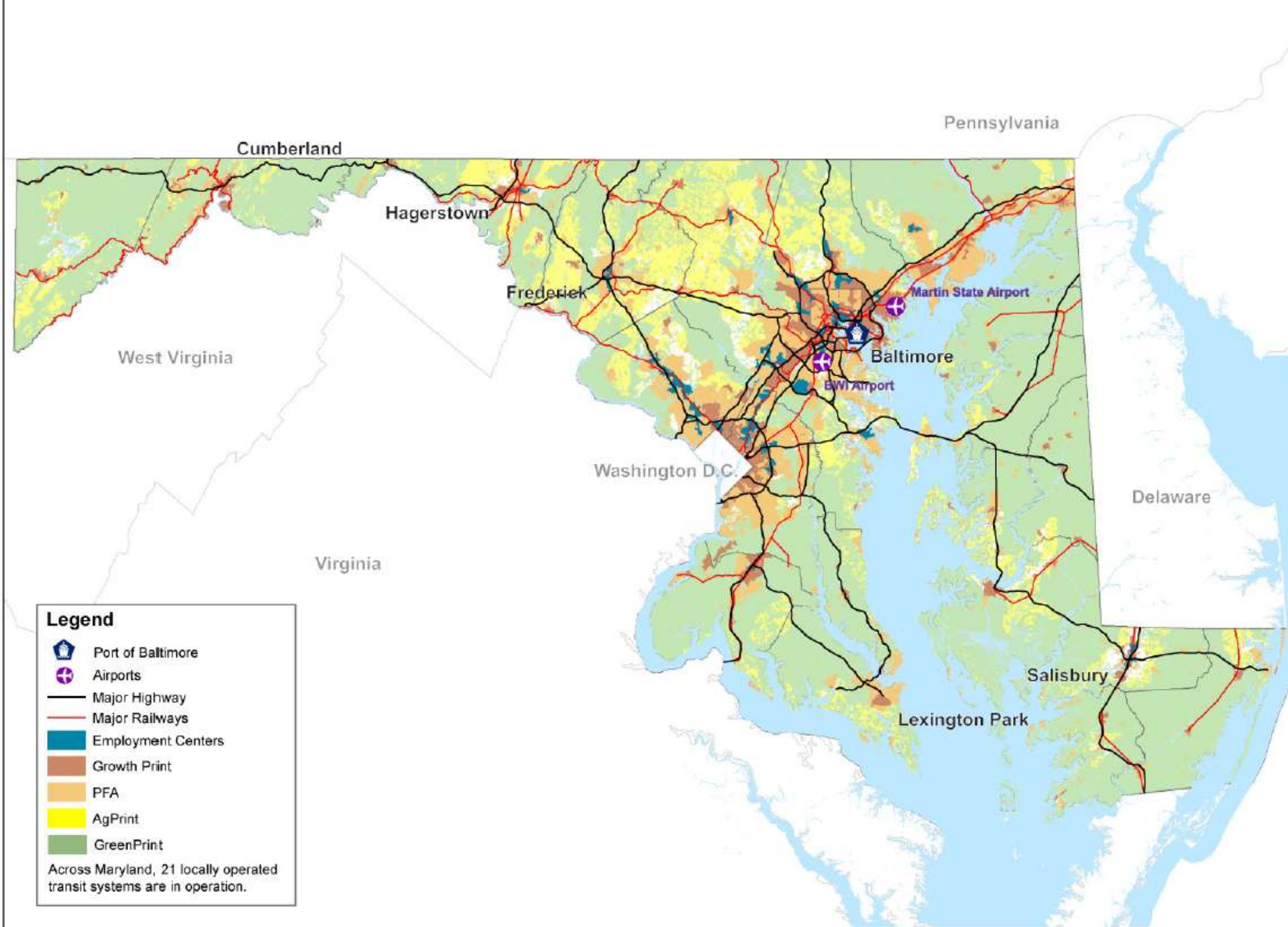   - Eastern Shore
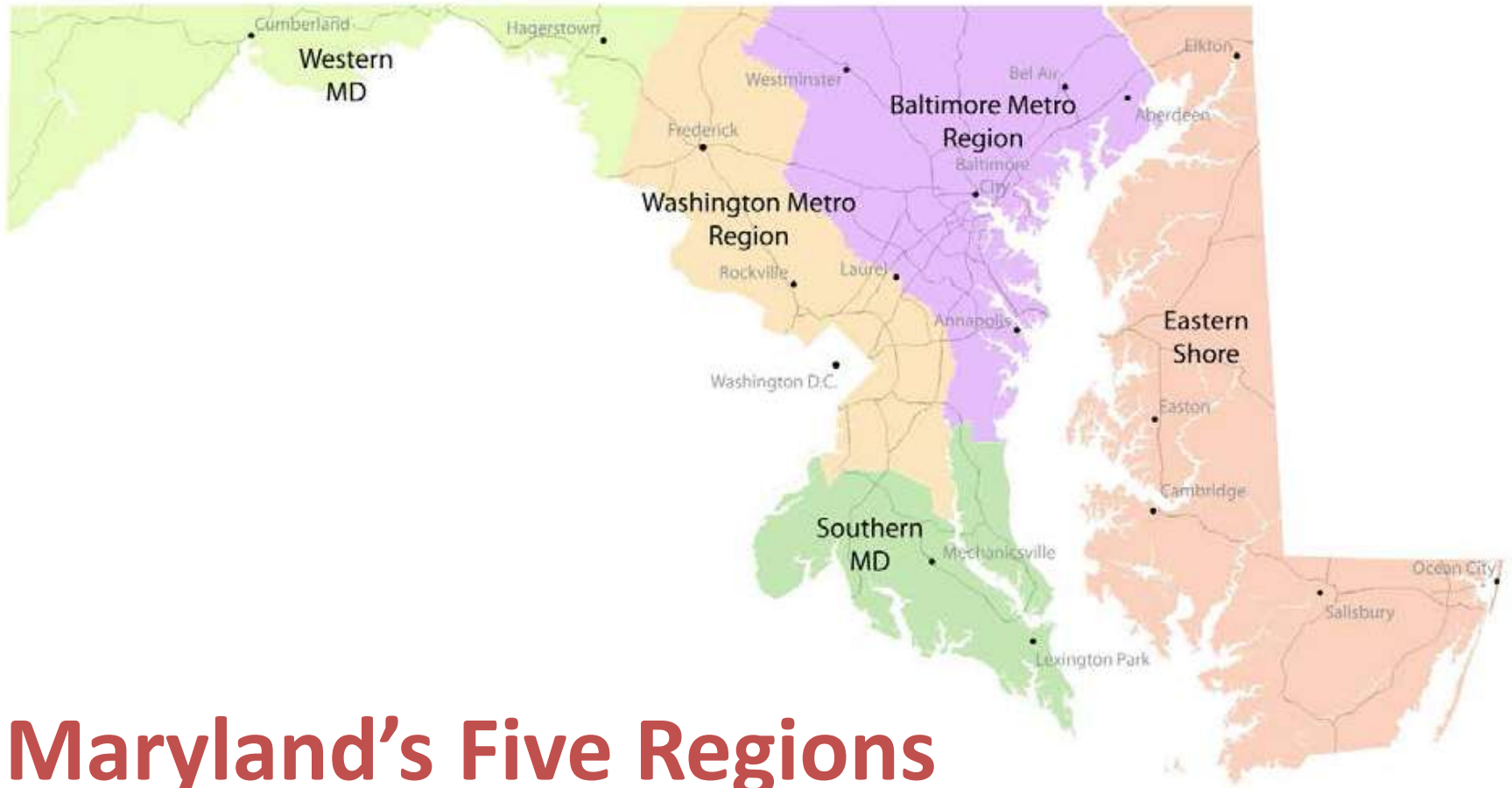- Use of Transportation "Place types"

MTP Goals

1. **Safety & Security -** Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards
2. **System Preservation -** Preserve and maintain the State's existing transportation infrastructure and assets
3. **Quality of Service -** Maintain and enhance the quality of service experienced by users of Maryland's transportation system
4. **Environmental Stewardship -** Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources
5. **Community Vitality -** Provide options for the movement of people and goods that support communities and quality of life
6. **Economic Prosperity -** Support a healthy and competitive Maryland economy

Transportation Place-Types

- Transportation and land use planning are inter-related.
- The MTP uses GreenPrint and AgPrint geographies, and builds on PlanMaryland by establishing place-types to recognize differences and outlines transportation solutions appropriate to the varied needs and settings around the state.
- The MTP divides the State by region and by place type.
- There are 4 types of places that have special concern for transportation infrastructure decisions, these are:
  - Urban Centers
  - Towns and Suburban Centers
  - Rural & Agricultural Areas
  - Natural Areas

Legend

⬟	Port of Baltimore
✛	Airports
────	Major Highway
────	Major Railways
▮	Employment Centers
▮	Growth Print
▮	PFA
▮	AgPrint
▮	GreenPrint

Across Maryland, 21 locally operated transit systems are in operation.

Pennsylvania

Cumberland

Hagerstown

Frederick

West Virginia

Martin State Airport

Baltimore

BWI Airport

Washington D.C.

Virginia

Delaware
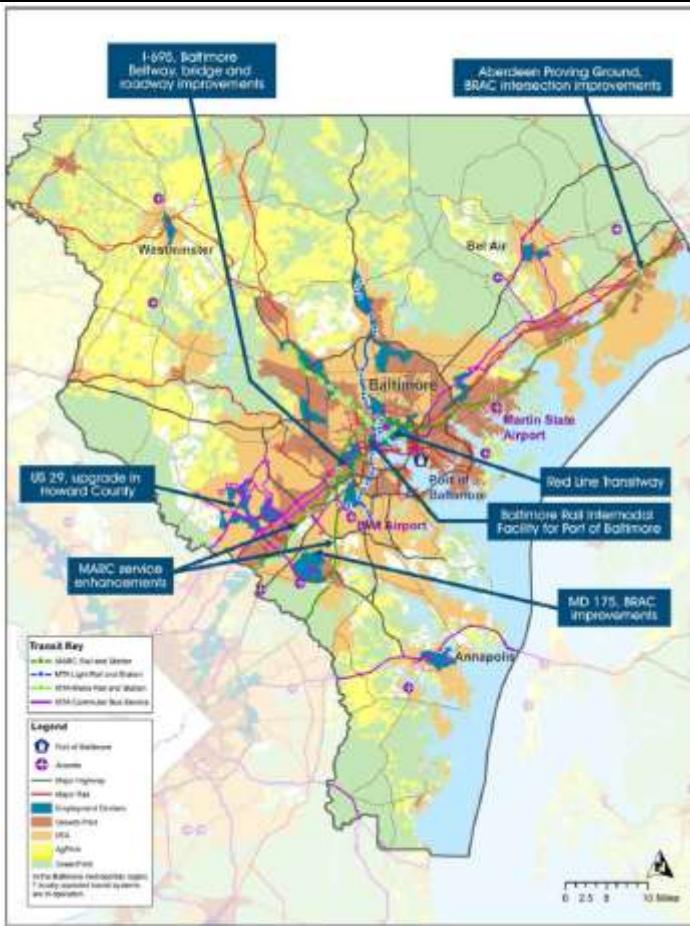
Salisbury

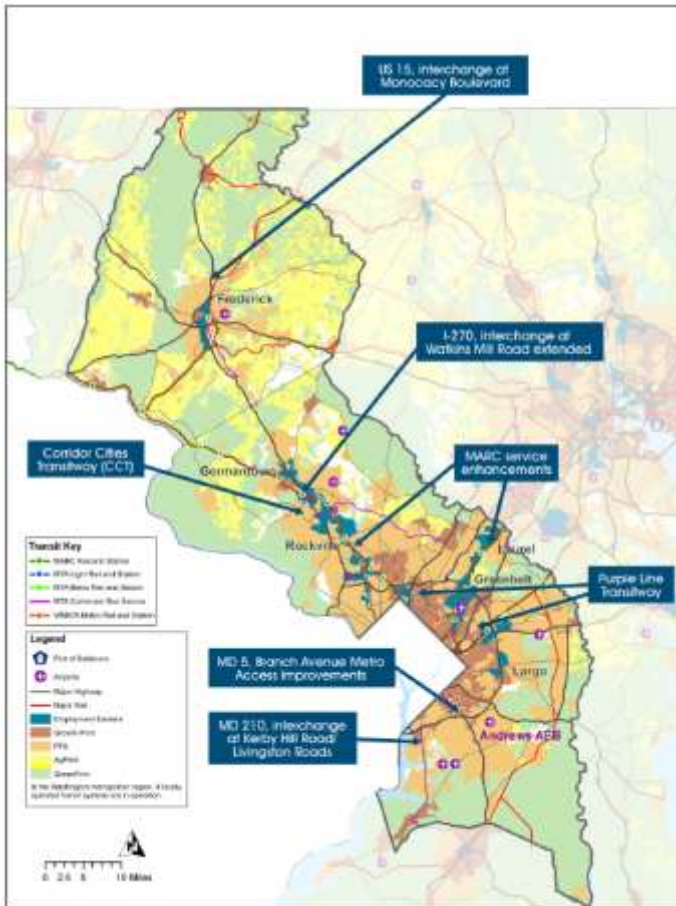Lexington Park

Maryland's Five Regions

Regional Mapping & Strategies

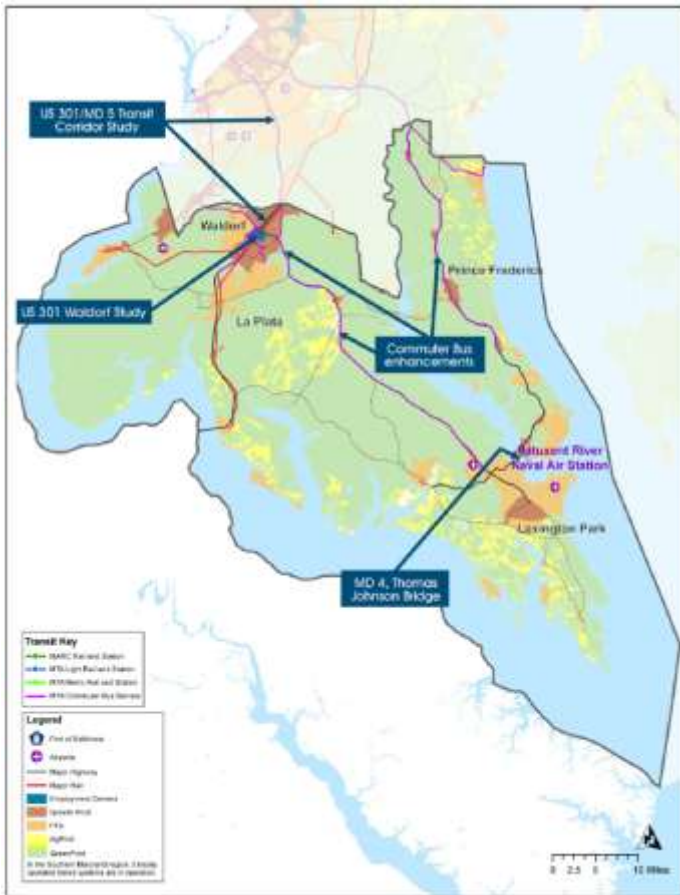| Representative Strategies	Place Types
Ensure that the Port of Baltimore is in compliance with US Coast Guard security inspections and the Maritime Transportation Security Act (MTSA) of 2002.	🏭
Target safety improvements in locations where crash severity index data indicate serious problems.	🏭 🏠 🟧 🌳
Continue to maintain the navigation channel depth and width to allow safe, two-way traffic to and from the Port of Baltimore.	🏭
Promote State dredging and dredged material placement priorities for inclusion in the next Water Resources Development Act (WRDA).	🏭 🌳
Systematically improve transit service frequency, extent, quality and speed that make transit a more attractive modal option, linking housing and employment across the region's urban centers, with the construction of the Red Line (light rail service), MARC improvements, and improved transit access to BWI Marshall Airport.	🏭 🏠
Improve congestion and bottlenecks on regionally significant corridors, such as I-695, I-95, I-70, I-83, I-97, US-50, I-795, I-895, to facilitate access to major employment, freight, and activity centers while minimizing facilitation of development outside Priority Funding Areas.	🏭 🏠
Expand CHART and other Intelligent Transportation Systems and operations tools to better manage peak hour congestion on Interstate and National Highway System (NHS) corridors.	🏭 🏠

Regional Mapping & Strategies

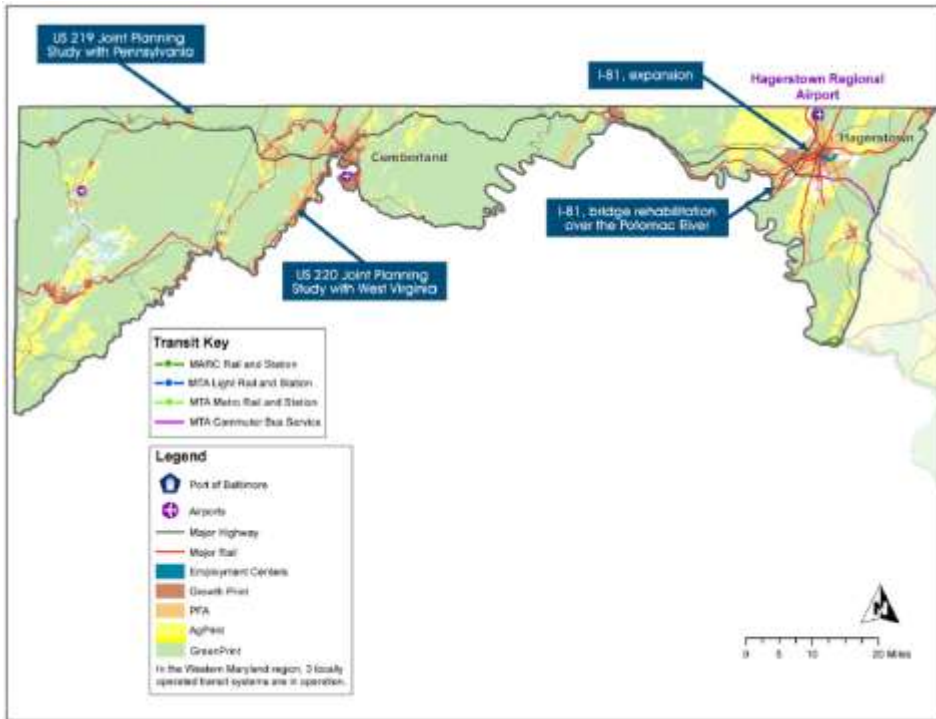| Representative Strategies	Place Types
Make targeted safety improvements in locations where crash severity index data indicate serious problems.	🏙️ 🏠 🚌 🌳
Improve congestion and bottlenecks on regionally significant corridors, such as I-270, I-495 (Washington Beltway), I-70, US-50, and MD-295, to facilitate access to major employment and activity centers.	🏙️ 🏠 🚌
Expand CHART or other Intelligent Transportation Systems and operations tools to better manage peak hour congestion on Interstate and NHS corridors while minimizing facilitation of development outside Priority Funding Areas.	🏙️ 🏠
Evaluate managed lanes, including HOV lanes, congestion pricing, and related strategies for future transportation investment and integrate transit as part of the strategies, as appropriate.	🏙️ 🏠
Systematically improve transit service frequency, extent, quality and speed to make transit a more attractive modal option: Link the region's inner Beltway employment and housing across its urban centers with the construction of the Purple Line (light rail service); Link the I-270 corridor's towns and suburban centers with the construction of the Corridor Cities Transitway (bus rapid transit service); and Continue to support WMATA through the regional funding compact.	🏙️ 🏠
Invest in transportation capacity projects to improve multimodal circulation at existing TOD sites, as well as to support development of State-designated TOD sites in the Washington region, including Shady Grove, Twinbrook, Wheaton, White Flint, New Carrollton, Naylor Road, and Branch Avenue.	🏙️ 🏠
Support MARC improvements.	🏙️ 🏠

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Regional Mapping & Strategies

Representative Strategies	Place Type
Targeted safety improvements, with emphasis on reducing crashes on rural, two-lane, undivided roads and reducing truck-related crashes.	🏢 🏠 🚗 🌳
Targeted operational transportation system management strategies to manage peak hour congestion on congested stretches of Eastern Shore's National Highway System (NHS) corridors.	🏢 🏠 🚗 🌳
Strategize transportation expansion investments in areas susceptible to sprawl development and climate change impacts.	🏢 🚗 🌳 🏠
Expand commuter transportation options, including commuter transit, car/vanpooling, and park and ride facilities.	🏢 🏠
Apply 'Complete Streets' to transportation planning in urban centers and, towns and suburban centers.	🏢 🏠 🚗
Work in partnership with local jurisdictions and state agencies to revitalize urban centers and towns and suburbs.	🏢 🏠
Maintain State freight rail and truck facilities to ensure goods movement.	🏢 🏠 🚗 🌳

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Regional Mapping & Strategies

Representative Strategies	Place Types
Make targeted safety improvements with particular emphasis on reducing crashes on rural, two-lane, undivided roads and reducing truck-related crashes.	
Expand commuter transportation options, including commuter bus, car/vanpooling, park and ride facilities, and assess transit feasibility.	
Apply 'Complete Streets' to transportation planning in urban centers, and towns and suburban centers.	
Work in partnership with local jurisdictions and state agencies to revitalize urban centers, towns and suburbs as well as to rural centers and towns.	
Maintain truck facilities to ensure goods movement.	

Regional Mapping & Strategies

Representative Strategies	Place Types
Make targeted safety improvements with particular emphasis on reducing crashes on rural, two-lane, undivided roads and reducing truck-related crashes.	🏢 🏠 🚗 🌳
Manage peak hour congestion on congested stretches of Western Maryland's Interstate and Nationals Highway System (NHS) corridor through targeted operational transportation system management strategies.	🏢 🏠 🚗 🌳
Apply 'Complete Streets' to transportation planning in urban centers, and towns and suburban centers.	🏢 🏠 🚗
Work in partnership with local jurisdictions and state agencies to revitalize urban centers, and towns and suburbs.	🏢 🏠 🚗
Address truck related bottlenecks on regionally significant corridors, such as I-68, I-70 and I-81.	🏢 🏠 🚗
Develop additional truck parking capacity.	🏢 🏠 🚗

MTP Process & Schedule

- Winter 2013:
  - Initiate Public Outreach Activities (E-list, Survey, Stakeholder Meetings, Newsletters, Presentations, etc.);
  - Assess Current Conditions and Trends; and
  - Develop Draft Goals, Objectives, Strategies and Performance Measures.

- Spring 2013:
  - Identify Potential Strategies;
  - Assess Qualitative Needs and Financial Resources; and
  - Host Advisory Committee Meetings to Discuss Performance Measures.

- Summer 2013: Develop the Draft 2035 Plan

- Fall 2013: Public Outreach on Draft Plan

- January 2014: Release 2035 MTP

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