

# Frederick TransIT Transit Development Plan

TSAC Meeting | January 15, 2020



# Today's Focus

- Introductions
- Review of Demographics and Land Use
- Next Steps

# Transportation Needs Analysis

## ■ Demographics

- Transit dependent populations

- Title VI analysis

## ■ Land Uses

- Trip generators

- Resident commuting patterns

# Population Profile

## ■ Population Density

## ■ Transit Dependent Populations

■ Seniors

■ Youth

■ Individuals below poverty

■ Autoless households

■ Individuals with disabilities

## ■ Title VI Demographics

■ Minority population

■ Low-income population

■ Limited-English proficiency

## ■ Major Trip Origins/Destinations

■ Multi-unit housing

■ Community/educational/medical facilities

■ Major employers

■ Shopping destinations

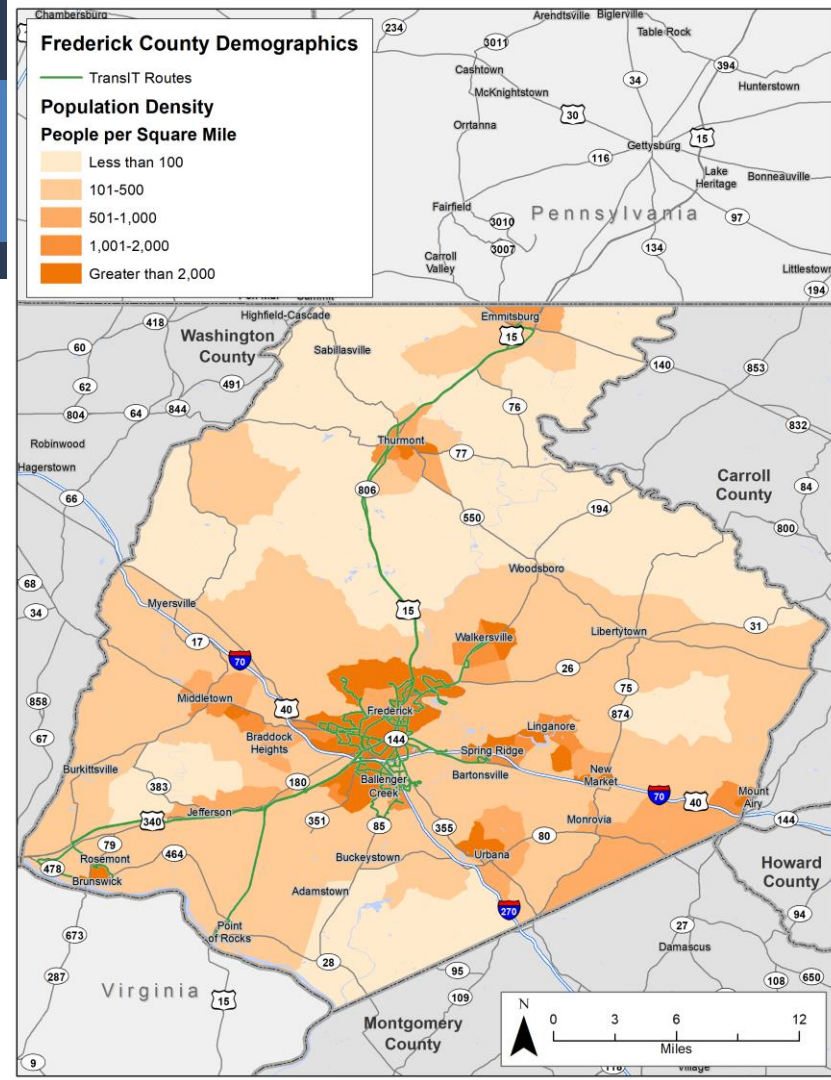
# Historical & Future Population

- Though Frederick County will continue to grow, it will be at a slower rate than between 1990 and 2018
- Projected growth rate for the over 65 population is expected to increase – 51% increase between 2020 and 2030, with this population group expected to make up over 21% of the county population in 2030

Frederick County Population Projections 2020-2040									
	2020			2030			2040		
	Total	% of Pop.	% Growth	Total	% of Pop.	% Growth	Total	% of Pop.	% Growth
Total Pop.	265,650	-	-	304,050	-	14.5%	334,100	-	9.9%
Pop. Under Age 65	223,310	84.1%	-	239,940	78.9%	7.4%	255,380	76.4%	6.4%
Pop. over Age 65	42,340	15.9%	-	64,110	21.1%	51.4%	74,720	22.4%	16.5%

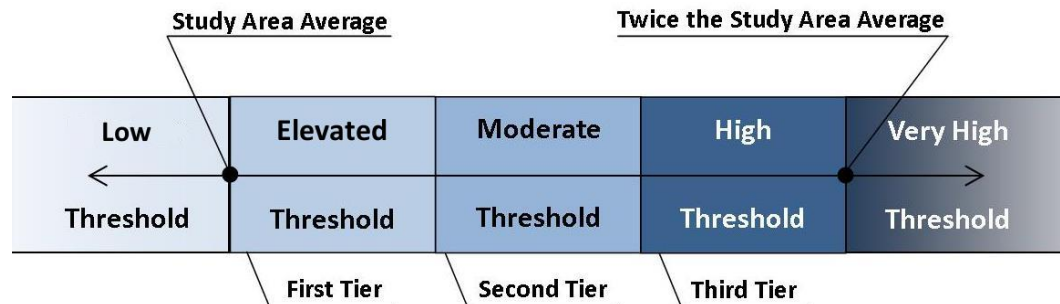
# Population Density

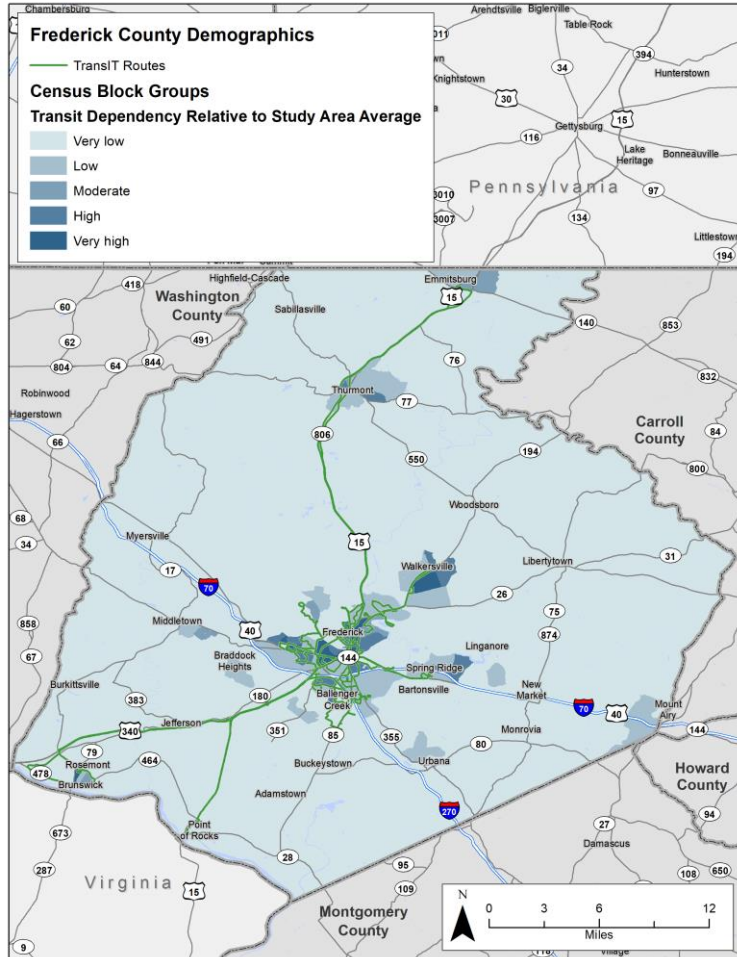
- Areas with a density of 2,000 persons per square mile generally can sustain frequent, daily fixed route transit service
- The highest density block groups are found in the City of Frederick and its suburbs of Ballenger Creek and Walkersville
- Other areas with high population densities are Brunswick, Emmitsburg, Middletown, and Thurmont



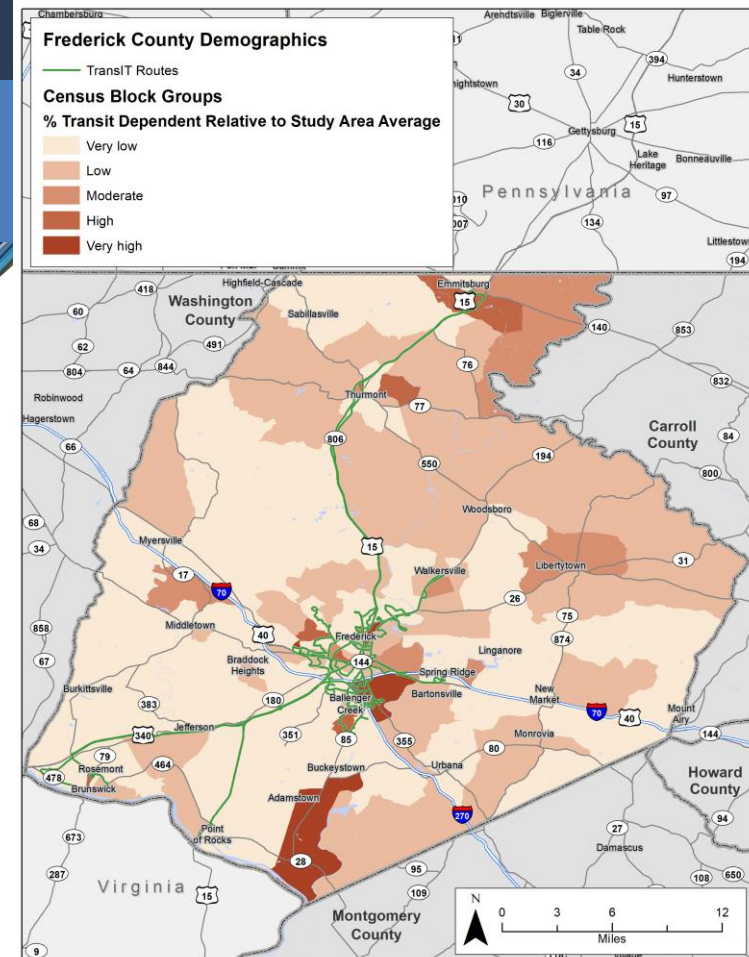
# Transit Dependent Populations

- Below poverty population, autoless households, individuals with disabilities, senior population (age 65 and over), and youth population (ages 10-17)
- Transit Dependence Index (TDI) is an aggregate measure displaying relative concentrations of transit dependent populations
- The Transit Dependence Index Percent (TDIP) provides a complementary analysis – represents the % of population within the block group with socioeconomic characteristics above the average



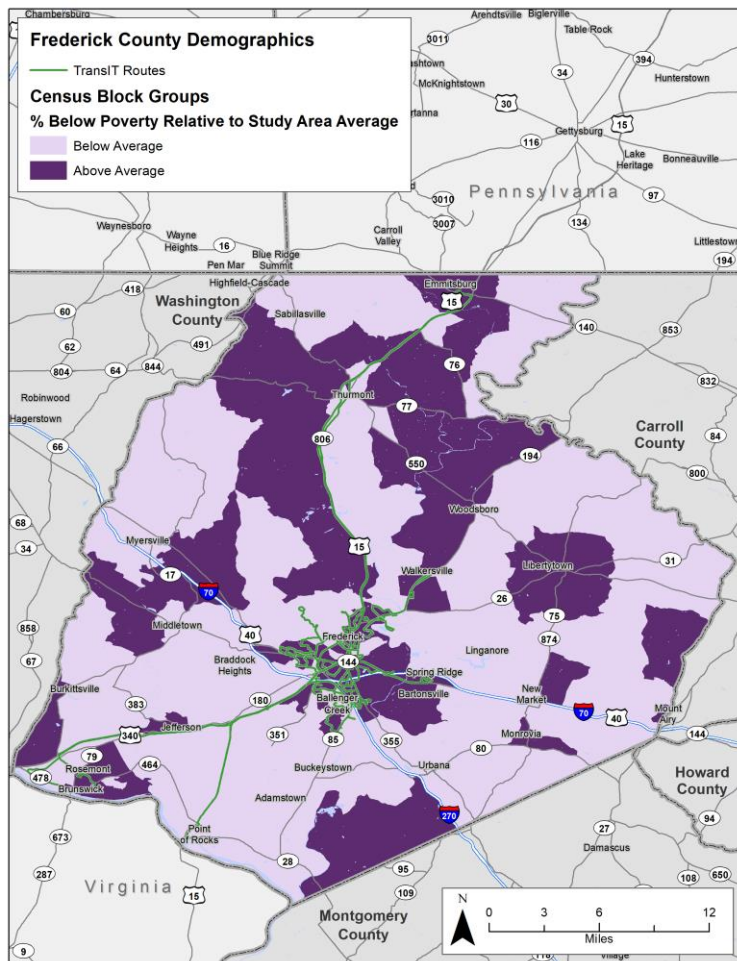


# TDI & TDIP



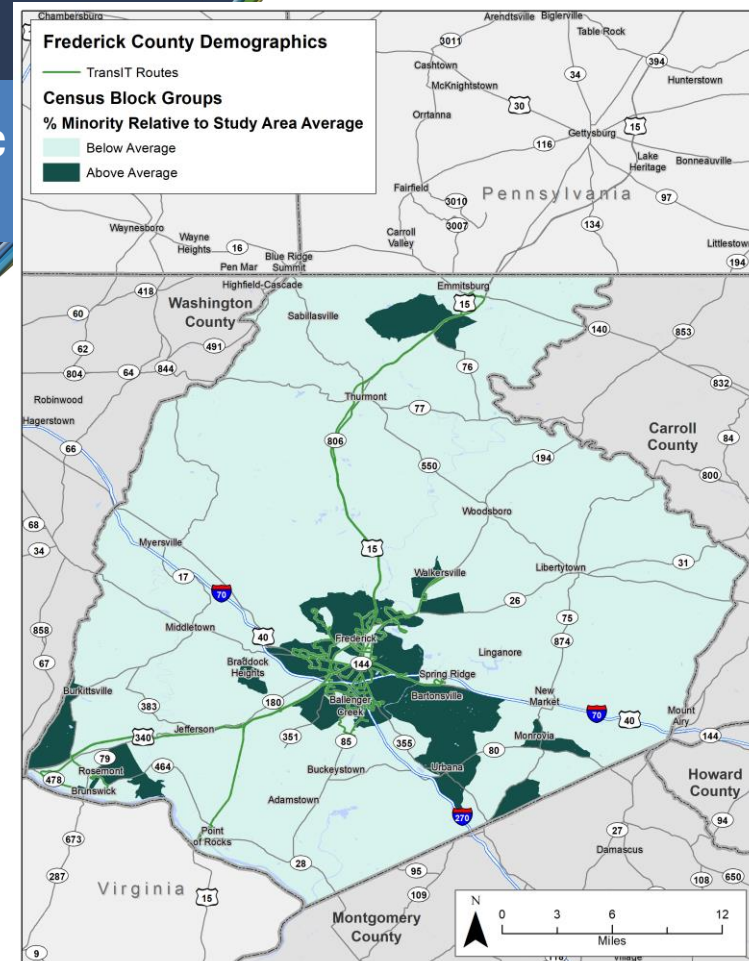
Frederick County Transit Dependent Index  
and TransIT Service

Frederick County Transit Dependent Index  
Percentage and TransIT Service



Frederick County Below Poverty Population  
and TransIT Service

# Title VI Demographic Analysis



Frederick County Transit Minority Population  
and TransIT Service

# Limited English Proficiency

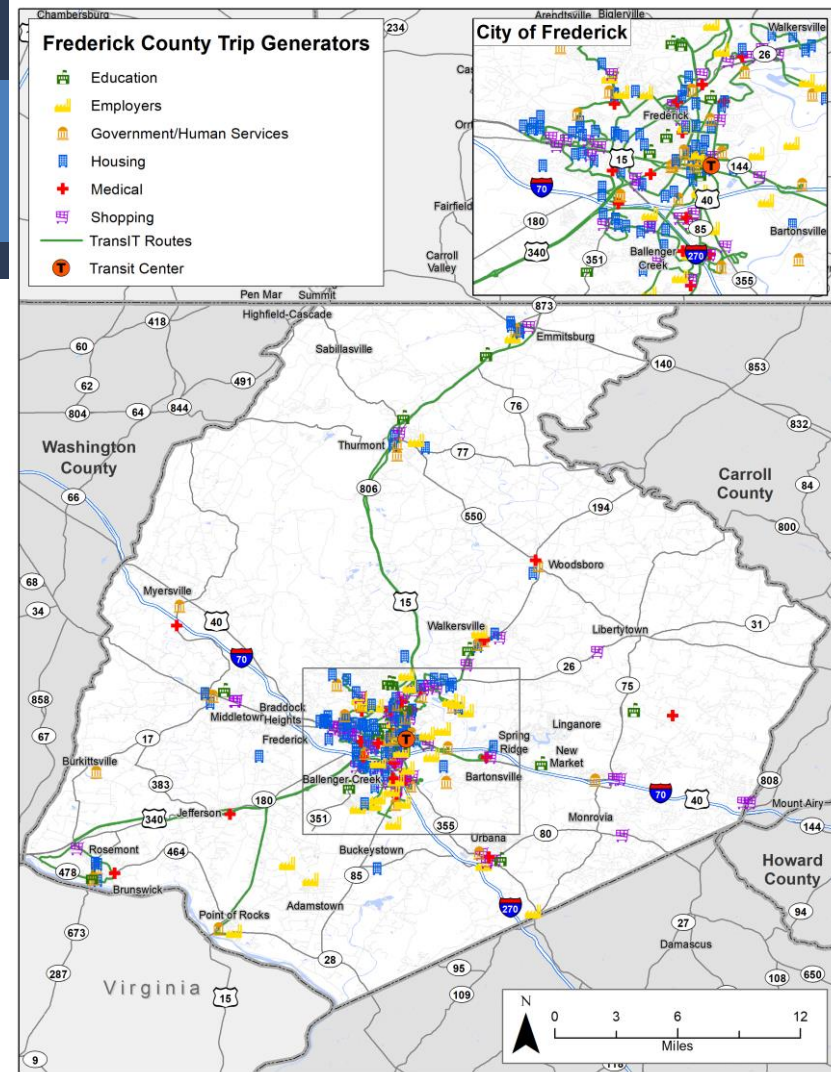
- Serve and disseminate information to those of different linguistic backgrounds
- Frederick County residents predominately speak English (approximately 86.3%)
- 11,564 individuals (4.9%) throughout Frederick County speak English less than very well
- The Spanish speaking LEP population represents 2.8% of the county's total population and over half of the study area's LEP population

# Land Use Profile

Major trip generators – origins that generate a concentrated transit demand and destinations that attract both transit dependent and choice riders

- High-density housing (apartments, condominiums, subsidized housing, and senior housing)
- Major employers
- Human service and government agencies
- Major shopping destinations (grocery stores, shopping centers, and big-box stores such as Walmart or Target)
- Education facilities (public schools, community colleges, and pre-school and day care centers)
- Medical facilities (hospitals, clinics, and doctors' offices)
- Community facilities (libraries, parks, and recreation centers)
- Park and rides (both commuter parking lots and transit connections such as MARC train stations)

# Major Trip Generators



# Journey to Work

- A combination of Frederick TransIT, MDOT MTA Commuter Bus, MARC rail, and WMATA Metrorail are used by 2.7% of Frederick County commuters to get to work
- In Maryland, 8.6% of workers use public transportation to get to work
- 87.9% of workers drove alone to work in Frederick County, nearly 15% higher than Maryland (73.9%)
- Frederick County's lower population density in certain parts of the county likely contributes to higher levels of driving alone
- Frederick County also has a higher percentage of people working from home (6.3%) than the rest of Maryland (4.7%)

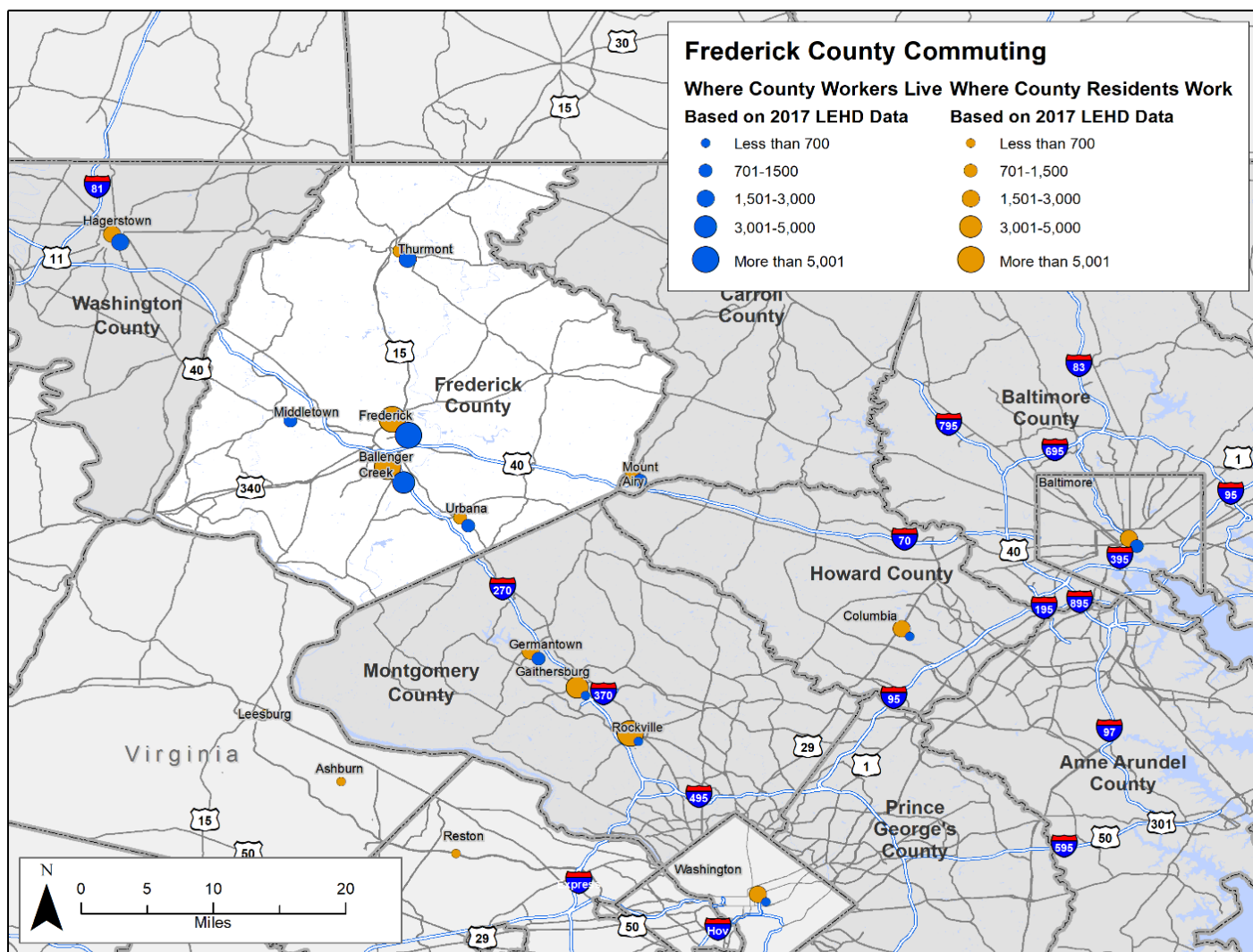
# Commuting Patterns

Where county workers live:

- City of Frederick, Ballenger Creek, Thurmont, Lingamore
- Hagerstown
- Germantown
- Baltimore

Top employment destinations for Frederick County residents:

- Frederick
- Ballenger Creek
- I-270 Corridor
- Baltimore
- Washington



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