A Plan to Connect Baltimore
What is BaltimoreLink?

- **Improve** service quality and reliability
- **Maximize** access to high-frequency transit
- **Strengthen** connections between the MTA’s bus and rail routes
- **Align** the network with existing and emerging job centers
- **Involve** riders, employees, communities, and elected officials in the planning process
Existing Service

We’ve heard the existing transit system is...

- Broken
- Disconnected
- Crowded
- Unclean
- Unreliable
- Not connected to jobs

Major Problems:
- **Lengthy Routes** – Long east-west and north-south routes
- **Highly Congested** – Buses bottleneck due to network design
- **Unreliable** – Network design hinders MTA’s ability to provide reliable service
The Solution - The BaltimoreLink Network

CITY LINK

- **High-frequency** routes into and throughout urban core
  - Color-coded routes
  - All lines access Downtown
  - 24 hours of service per day
  - Designed to connect to all other CityLink routes and to Rail Stations

LOCAL LINK

- **Local** Routes connecting to CityLink routes
  - Neighborhood connectivity
  - Suburb-to-urban core connectivity

EXPRESS BUS LINK

- **Limited stop** routes into urban core and suburb-to-suburb
  - Connecting to Regional Job Centers and Downtown

To be integrated seamlessly with:
1st Draft Outreach
October 2015 – February 2016

- BaltimoreLink Outreach built upon the effort accomplished as part of the 2013 Baltimore Network Improvement Project (BNIP)
- MTA gathered over 1,280 comments from 67 key events
1\textsuperscript{st} Draft Outreach

Comment Submittal and Topic

- 61\% submitted online (mySideWalk or Survey Monkey)
  
- 24\% submitted comment form
  
- 15\% submitted in other formats (hotline, email, verbal, or other)

- The majority of comments were about specific routes, forced transfers, and safety/cleanliness of the proposal

Public Impact on 2nd Draft

You spoke. We listened.

We adjusted 56 of the 65 first draft routes as a direct response to public feedback.

The 2nd Draft BaltimoreLink network reflects some modifications that the public desires while maintaining the new hub and spoke, high-frequency core model.
Public Impact on 2\textsuperscript{nd} Draft – Significant Changes

- **Greenmount Ave.** (Current route 8 and 48) – reintroducing CityLink Red to serve the entire corridor
- **Garrison Blvd. and Edmondson Ave.** (Current Routes 91, Route 15) – New connection to Downtown
- **Eastern Ave.** (Current route 10) – reintroducing CityLink Navy to serve Eastern Ave. in Highlandtown
- **Express Services** Reintroducing current routes 103, 115, 119, 120 and 160
- **Falls Rd, Roland Ave., N. Charles St., and Philadelphia Rd.** (Current Routes 27, Route 61, Route 11, Route 35) – reintroducing existing services
- **North Ave.** (Current Route 13) – Corridor-long CityLink Gold service
- **Harford Rd.** (Current Route 19) – the MTA Route 19 LocalLink service
- **Patapsco Station and Annapolis** (Current Route 14) – keeping a one seat ride
- **White Marsh Mall and Middle River** – (New LocalLink 61) New one-seat ride
- **Curtis Bay** (Current Route 164) – Improved transfers to Light Rail.
- **Southwest and Northeast Baltimore** (Current Route 36) – Improved connections between CityLinks Yellow & Green
- **Bernard E. Mason Apartments** (Current Route 15) – Improved service to Mondawmin Mall
Measuring the New System

- Partners:
  - Baltimore Metropolitan Council (BMC)
    - Method: Regional travel demand model
    - Measured: Transfers, travel time and access to jobs
  - Maryland Department of Planning (MDP)
    - Method: GIS mapping
    - Measured: Frequent Transit Network and population group access to human services
Here is What We Found

- Preserving Daily Transfer Rate and Travel Times
- 33,600 More People with Access to Transit
- Households will have Better Access to Jobs
- Better Access to Services in the Region
What Will Not Change
You spoke. We listened.

Minimal Change to Daily Transfer Rate
With the BaltimoreLink system, the average daily transfer rate in the region changes by less than 2%.

- **53%** Of trips will require zero transfers.
- **35%** Of trips will require one transfer.
- **12%** Of trips will require two or more transfers.

Average Transit Travel Time of 52 Minutes
On average, a transit trip will take 52 minutes under BaltimoreLink, including time to access the bus stop, waiting time, time on the vehicle, and any necessary transfers. This is the same average transit travel time as on the current MTA system.

The transfer rate measurement is based off of ridership patterns and is driven by a projected increase in mid-day trips.

Additionally, the transfer experience under BaltimoreLink will be eased with better frequencies on many routes, increased reliability, and improved wayfinding.
What Will Improve
Increasing Access to Transit

33,600 More People with Access to Transit
Under BaltimoreLink, an estimated 33,600 additional people – a 4% increase over the existing system – will be within 1/4 mile of transit.

60,700 More People with Access to Frequent Transit
Under BaltimoreLink, an estimated 60,700 additional people – a 15% increase over the existing system – will be within 1/4 mile of the frequent transit network. The Frequent Transit Network is defined as any BaltimoreLink (CityLink and select LocalLink) route that operates every 15 minutes or less during peak and midday periods.
What Will Improve
Increasing Access to Jobs

Households will have Better Access to Jobs
Within the MTA service area, the average number of jobs accessible within 30 minutes on transit increases by 20%. The average number of jobs accessible within 45 minutes increases by 12%, and the average number of jobs accessible within an hour increases by 8%.

34,400 More Jobs will have Access to Frequent Transit
Under BaltimoreLink, an estimated 34,400 additional jobs – a 14% increase over the existing system – will be within 1/4 mile of the Frequent Transit Network.
Better Access to Services in the Region

BaltimoreLink is designed to provide more frequent transit to those educational institutions and health services that people need the most.

<table>
<thead>
<tr>
<th><strong>What Will Improve</strong></th>
<th><strong>Increasing Access to Services</strong></th>
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<tbody>
<tr>
<td>+5 Hospitals</td>
<td>-</td>
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<tr>
<td>+7 Pharmacies</td>
<td>-</td>
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<tr>
<td>+12 Supermarkets</td>
<td>-</td>
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<tr>
<td>+15 Public Schools</td>
<td>-</td>
</tr>
<tr>
<td>+4 Libraries</td>
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</tbody>
</table>

- Hospitals: +56%
- Pharmacies: +6%
- Supermarkets: +24%
- Public Schools: +13%
- Libraries: +22%
What Will Improve
Increasing Accessibility

CHANGE IN PERCENT OF POPULATIONS WITHIN ¼ MILE OF BALTIMORELINK

**Frequent Transit Network**
- 16.4% More Persons with Disabilities
- 12.7% More Seniors
- 14.3% More Youths
- 14.9% More Access for All

**Whole Network**
- 2.6% More Persons with Disabilities
- 4.1% More Seniors
- 3.2% More Youths
- 3.6% More Access for All
What Will Improve
Increasing Accessibility

CHANGE IN PERCENT OF HOUSEHOLDS WITHIN ¼ MILE OF BALTIMORELINK

**Whole Network**
- **Carless Households:** 1.4%
- **Single Vehicle Households:** 3.8%
- **Incomes under $20,000:** 2.3%

**Frequent Transit Network**
- **Carless Households:** 12.6%
- **Single Vehicle Households:** 15.6%
- **Incomes under $20,000:** 13.1%

**$20k**
- **Carless Households:** 3.8%
- **Single Vehicle Households:** 2.3%
- **Incomes under $20,000:** 1.4%
What Will Improve

- **Bus Stop Signage**
  - New signage will provide better destination information in a clear, easy-to-use fashion

- **Bus Vehicle Branding**
  - New buses with BaltimoreLink branding will make the system more uniform with cohesive design and color elements
What Will Improve
Capital Investments

- Hardware and software to enable active priority for buses
- Approaching buses can trigger a shorter red light or longer green light
- Focusing on CityLink corridors and major pinch points

Transit Signal Priority

- Red painted lanes and “BUS LANE” striping
- Focusing on corridors with multiple CityLink routes to keep people moving

Dedicated Lanes

- Making the System More Reliable
- Helping Buses Move More Efficiently
- Improving the Customer Experience

Transfer Facilities

- Transit facilities, transfer areas, layovers, and optimized bus stops
- Improved or new signs, schedules, trash bins, benches, shelters, canopies, TVMs, and other amenities
What Will Improve

Capital Investments

Transfer Facility Locations

- West Baltimore MARC station
- North Ave between Charles and St. Paul
- Penn-North Metro Station
- Courthouse (Broadway/Harford)
- Bayview Hospital
- Charles Center Metro Station
- Lexington Market (Eutaw St)
- Penn Station
- State Center
- North Ave Light Rail Station

Possible Amenities

- Streetscape improvements for pedestrian safety
- Improved signage to facilitate wayfinding and ease transfers
- Real Time Information Signage so riders know when buses will arrive
- Sheltered waiting areas to protect riders from the elements
- Ticket vending machines to allow riders to pre-purchase fare cards
- Improved bicycle storage
- Enhanced lighting and ornamental fencing to increase safety and security
- Closed-circuit television cameras to increase rider safety
- Trash receptacles

Note that photos are for illustrative purposes only and do not necessarily represent actual transfer facilities.
What Will Improve

Increasing Transportation Partnerships

**Bike Share** – Baltimore City’s Bike Share provider, Bewegen, will be rolling out Bike Share as early as September 2016 with locations at or adjacent to about 10 MTA rail facilities. Additionally, MTA is improving bike parking at all rail stations.

**Car Share** – to be added to more than 20 MARC Train, Light RailLink, and Metro SubwayLink parking facilities

**Microtransit** – A pilot program of this emerging, scaled down version of mass transit that provides a shared, on-demand, and tech-enabled ride.

**Locally Operated Transit Support** – Increasing funding where improved, local connections are needed.

- **Charm City Circulator** – Increased funding for three years
- **Fort Meade Shuttle** – Additional funding and collaboration with the Regional Transit Authority (RTA) to develop and implement a Fort Meade Shuttle.
  - RTA will provide a shuttle connecting Savage MARC Station to Odenton MARC Station and the major employment centers in between.
Local Analysis – Greenmount Ave.

Current Service
• MTA 8 (UM Transit Center to Lutherville)
• MTA 12 (Station North to Stella Maris)
• MTA 48 (UM Transit Center to Towson)

Proposed Service
• MTA 8 → CityLink (CL) Red
  (Downtown to Towson or Lutherville)
• MTA 12 → LocalLink (LL) 52
  (Station North to Stella Maris)
• MTA 48 → CL Red
Local Analysis – Loch Raven Blvd.

Current Service
• **MTA 3** (Downtown to Hillendale, Cromwell Bridge, or Sheppard Pratt)
• **MTA 36** (Belvedere Square to Montgomery Park or Riverview)
• **MTA 103** (Downtown to Cromwell Bridge)

Proposed Service
• **MTA 3 ➔ CL Green and CL Silver**  
  (CL GR: West Baltimore to Towson)  
  (CL SV: JHU to Curtis Bay)
• **MTA 36 ➔ LL 53**  
  (North Avenue to Hillendale or Sheppard Pratt)
• **MTA 103 ➔ Express Bus Link (EL) 103**  
  (Cromwell Bridge to Downtown)
Local Analysis – Charles and St. Paul Streets

**Current Service**
- MTA 3 (Downtown to Hillendale, Cromwell Bridge, or Sheppard Pratt)
- MTA 11 (Downtown to Towson)
- MTA 61 (Downtown to Roland Park)

**Proposed Service**
- MTA 3 ➔ CL Green and CL Silver (CL GR: West Baltimore to Towson) (CL SV: JHU to Curtis Bay)
- MTA 11 ➔ LL 51 (Downtown to Towson)
- MTA 61 ➔ LL 95 (Downtown to Roland Park)
Local Analysis – 33rd and University

Current Service
• **MTA 3** (Downtown to Hillendale, Cromwell Bridge, or Sheppard Pratt)
• **MTA 22** (Mondawmin to Bayview Medical Center)

Proposed Service
• **MTA 22 ➔ LL 24** (Mondawmin to Bayview Medical Center)
Local Analysis – Falls Rd.

**Current Service**
- MTA 98 (Hampden Shuttle Bug)
- MTA 27 (Port Covington to Reisterstown Plaza)

**Proposed Service**
- MTA 98 ➔ LL 22 and extended (Woodberry to Canton Crossing)
- MTA 27 ➔ LL 94 (Fort McHenry to Sinai Hospital)
Local Analysis – Proposed Services

Highlights of changes to existing MTA bus service:

• Reliable CityLink service on Charles/Saint Paul (CL Silver), Greenmount (CL Red), and Kirk/Loch Raven (CL Green), will replace MTA 3, 8, and 48.
• The new, more frequent LL 22 crosstown from Woodberry to Canton Crossing will replace the Hampden Shuttle Bug (MTA 98) with a less circuitous route.
• MTA 11, 27, 36, and 61 will remain in service as LL 51, 94, 53, and 95 feeder routes.
• MTA 22 crosstown route will remain in service as LL 24.
Local Analysis – Proposed Services

Major Changes since Draft 1 in response to Your Feedback:

• **CL Red** operates along York/Greenmount to Downtown
• **CL Green** reintroduces Downtown service to Kirk
• **LL 94** reintroduces Downtown service to Howard/Falls in Remington and Hampden
• **LL 51** extends from JHU to Downtown
• **CL Silver** extends from North Ave to JHU
• **LL 22** service shifts from 28th/29th to 25th
• Reintroduction of MTA 12 (future LL 52) and Express Bus 103
BaltimoreLink Project Timeline

**OUTREACH**

- BaltimoreLink Announced to Public (Draft #1)
- Public Outreach Begins (Draft #1)
- Public Outreach Ends (Draft #1)
- Express BusLink Public Hearings
- New Express BusLink Routes (102, 106, 107, 150) Launch
- June

**IMPLEMENTATION**

- QB 40 Enhancements
- Additional MARC Bike Cars
- BaltimoreLink Service and Infrastructure Implemented
- New & Enhanced Commuter Bus Launch
- Fort Meade Shuttle Launch
- BaltimoreLink Draft #2 Released
- Public Outreach Begins (Draft #2)
- July
- Public Outreach Ends (Draft #2)
- New Website Launches

**SUMMARY**

- BaltimoreLink Public Hearings
- Public Education and Training Begins
More Ways to Learn About your Route

You spoke. We listened.

What is a Route Sheet?
- Route specific information on route alignment, levels of service and other valuable information

What details are provided?
- Route name
- Route type
- Route end points
- Span of service
- Service frequency (M-F, Sat & Sun)
- Connections to rail and CityLink services
- Points of interest served
- Current routes
- Route Map
More Tools to Help You

You spoke. We listened.

Trip Planner
- Compare existing street routing for a given route side-by-side with its BaltimoreLink replacement. Double-click on the map for origins and destinations, or type these in manually.

Google Map
- Interactive Google system map allows you to zoom in on the updated network and view various routes and their frequencies.

New Website
- Access BaltimoreLink information easier by reading project updates, finding events in your area and downloading presentations and reports.
How to Get Involved

1. Attend a public workshop
2. Call the Hotline: 410-454-1998 and leave us a message
3. Engage in discussions on mtamaryland.mysidewalk.com
4. Compare your transit trips with the BaltimoreLink comparative trip planner
5. Submit a comment on BaltimoreLink.com
6. Spread the word!
Thank You!

- Stations are set up with Staff on hand to answer questions one on one about individual routes, the network system, and your future trips.
- Handouts are available at the sign-in table – take a few and share with your neighbors, coworkers, and family!

www.BaltimoreLink.com
www.mta.maryland.gov