



A Plan to Connect Baltimore



LINKING YOU
MTA Maryland Maryland Department of Transportation



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

Linking
Modes
Places
People

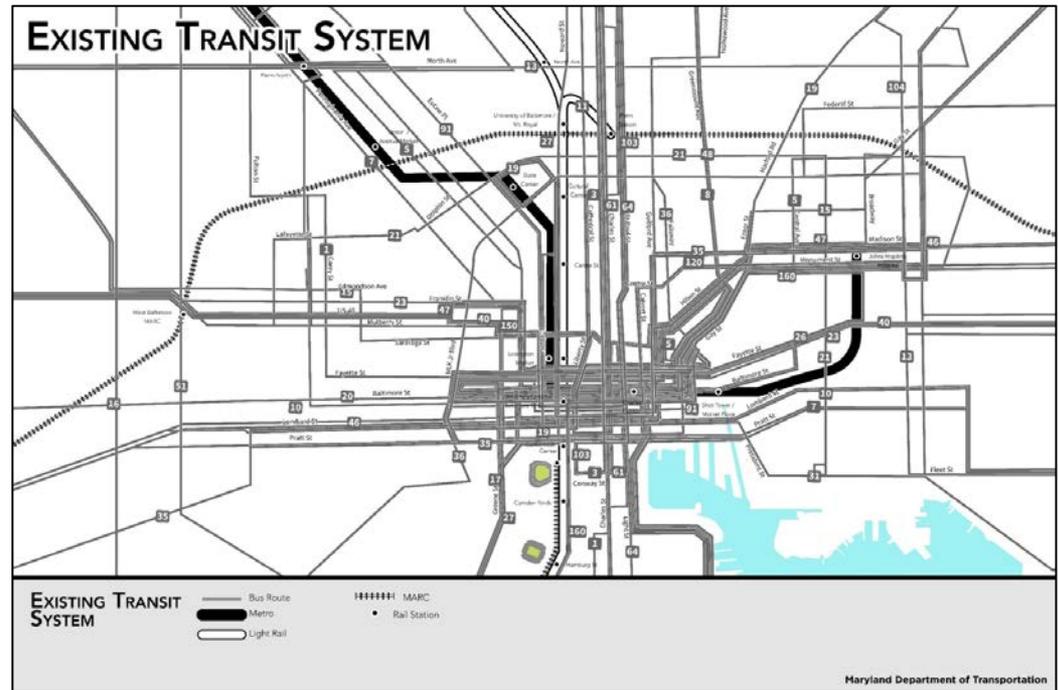
Improving
Safety
Efficiency
Reliability
Customer Service



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

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The Solution - The BaltimoreLink Network



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



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

To be integrated seamlessly with:

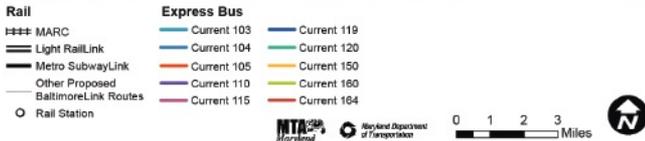
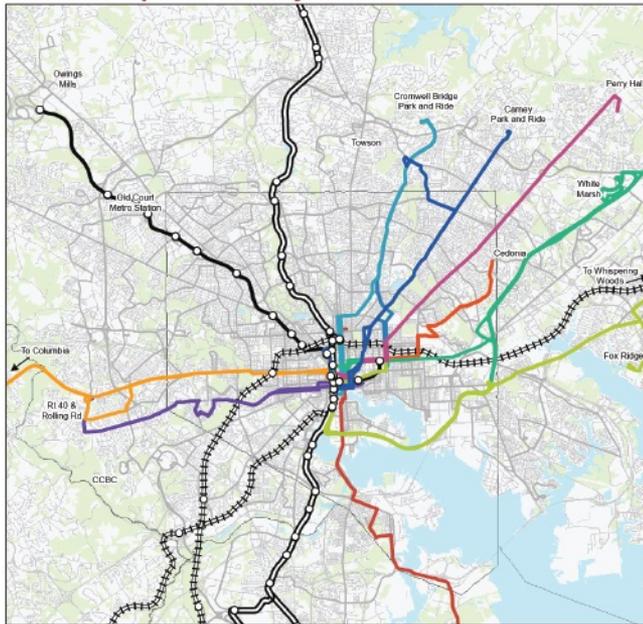


Already Implemented



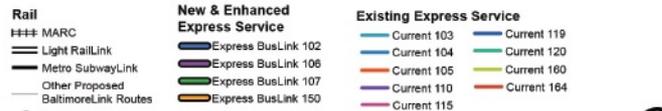
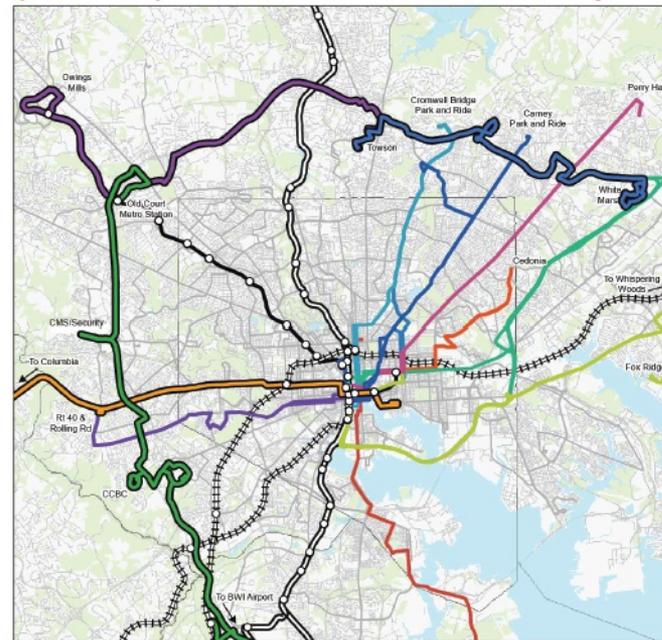
Express BusLink Routes Launched in June 2016

Current Express Bus System



Enhanced Express Bus System (June 2016)

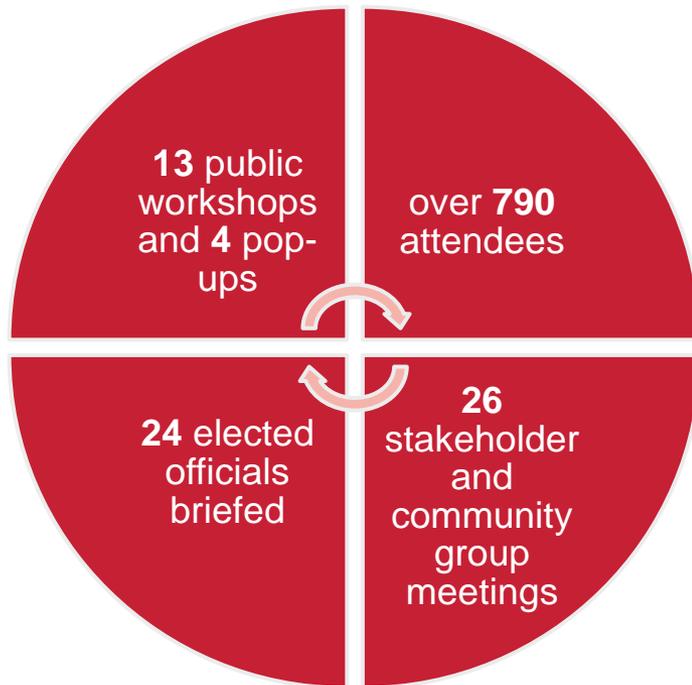
Proposed



1st Draft Outreach

October 2015 – February 2016

- BaltimoreLink Outreach built upon the 2013 Baltimore Network Improvement Project (BNIP)
- MTA gathered over 1,280 comments from 67 key events
- Majority of comments were about specific routes changes, forced transfers, safety and cleanliness, rider information, and school trips



Public Impact on 2nd Draft – Significant Changes

You spoke. We listened.

- **Greenmount Ave.** (Current Route 8 and 48) – reintroducing CityLink Red to serve the entire corridor
- **Garrison Blvd. and Edmondson Ave.** (Current Routes 91 and 15) – reintroducing 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, 61, 11, 35) – reintroducing existing services
- **North Ave.** (Current Route 13) – Corridor-long CityLink Gold service
- **Harford Rd.** (Current Route 19) – reintroduced as LocalLink 19
- **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 64) – Improved transfers to Light Rail
- **Southwest and Northeast Baltimore** (Current Route 36) – Improved connections between CityLinks Yellow and Green

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



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



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.

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.



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.



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%.



+20%

More jobs, on average, are accessible within 30 minutes or less.



+12%

More jobs, on average, are accessible within 45 minutes.



+8%

More jobs, on average, are accessible within 60 minutes.



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.



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BALTIMORE
LINK

DOWNTOWN BALTIMORE

MARC TRAIN • METRO SUBWAYLINK • LIGHT RAILLINK
CITYLINKS BR • RD • PK • OR • GD • YW • LM • GR • BL • NV • PL • SV
LOCALLINKS 19 • 25 • 26 • 51 • 56 • 64 • 65 • 71 • 73 • 75 • 76 • 80 • 94 • 95
EXPRESS BUSLINKS 103 • 115 • 119 • 120 • 150 • 160
COMMUTER BUSES 210 • 215 • 310 • 320 • 410 • 411 • 420 • 425

HUNT VALLEY
LIGHT RAILLINK • LOCALLINK 93

RIVERSIDE BUSINESS PARK
MARC TRAIN (ABERDEEN)
COMMUTER BUSES 420 • 425

TOWSON
CITYLINKS RD • GR
LOCALLINKS 36 • 51 • 52 • 53 • 93
EXPRESSLINKS 102 • 106

WOODLAWN
CITYLINK BL
LOCALLINKS 31 • 34 • 35 • 37 • 78 • 79
EXPRESS BUSLINK 107

AMAZON
LOCALLINK 65

COLUMBIA
EXPRESS BUSLINK 150
COMMUTER BUSES 310 • 320

NURSERY ROAD
LIGHT RAILLINK • LOCALLINK 75

ANNAPOLIS JUNCTION
MARC TRAIN (SAVAGE)

HANOVER
LOCALLINK 75
COMMUTER BUS 320
MARC TRAIN (DORSEY AND JESSUP)

LOCALLINK 70
COMMUTER BUSES 210 • 215
ANNAPOLIS

Connections to
Opportunity Collaborative
Job Centers



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What Will Improve

Increasing Access to Services



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.



+5

Hospitals



+56%



+7

Pharmacies



+6%



+12

Supermarkets



+24%



+15

Public Schools



+13%



+4

Libraries



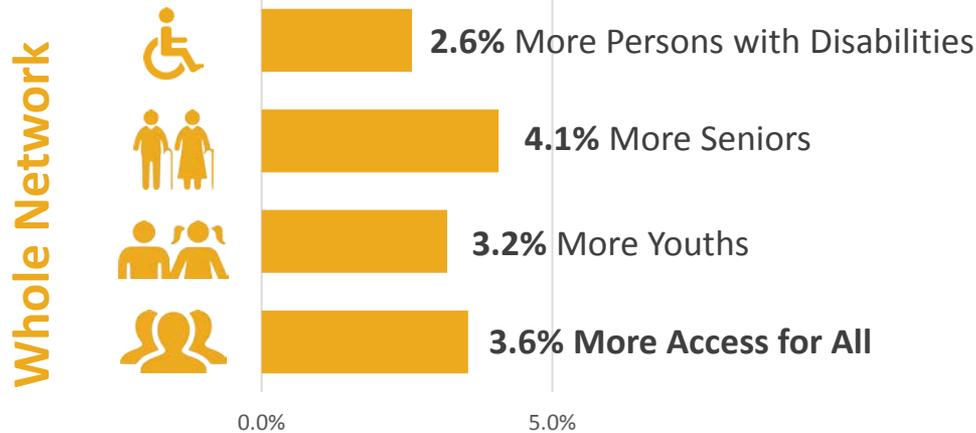
+22%



What Will Improve

Increasing Accessibility

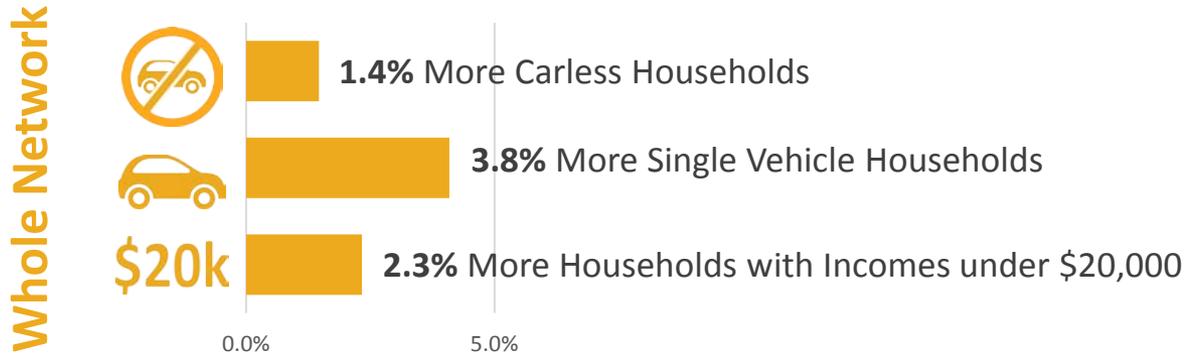
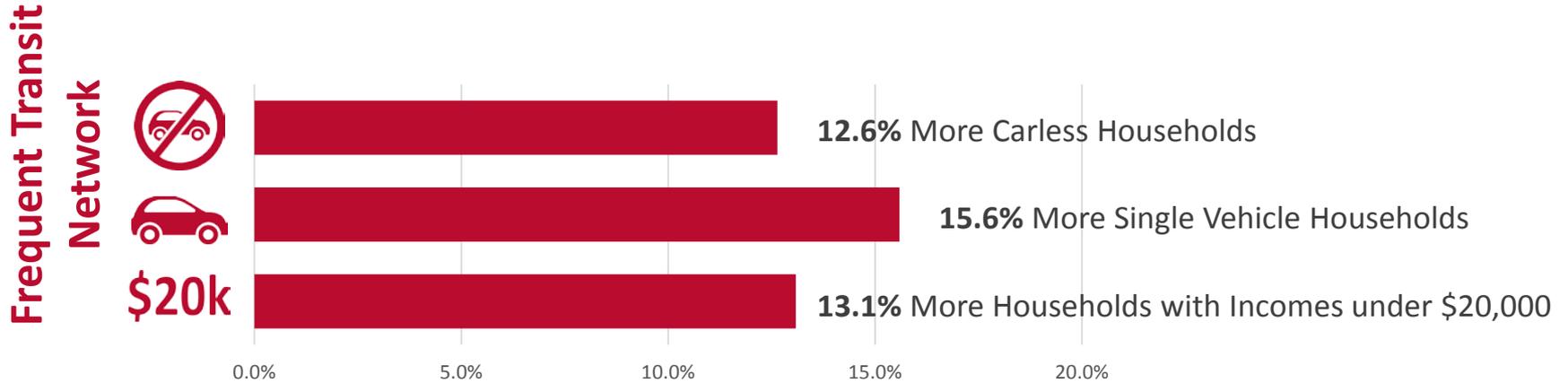
CHANGE IN PERCENT OF POPULATIONS WITHIN ¼ MILE OF BALTIMORELINK



What Will Improve

Increasing Accessibility

CHANGE IN PERCENT OF HOUSEHOLDS
WITHIN ¼ MILE OF BALTIMORELINK



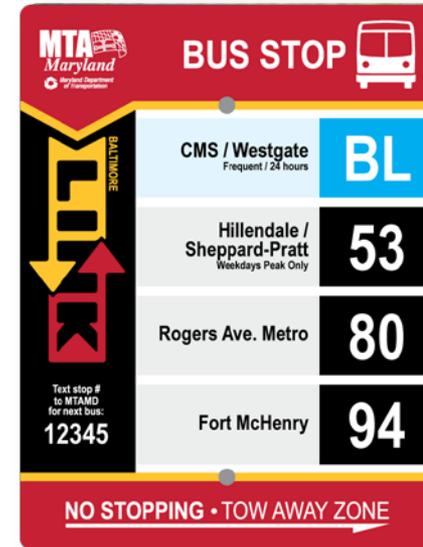
What Will Improve

Bus Stop Signage

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

Bus Vehicle Branding

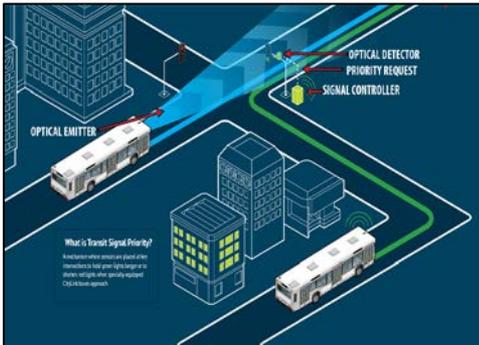
- New buses with BaltimoreLink branding will make the system more uniform with cohesive design and color elements



What Will Improve Capital Investments

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

Transit Signal Priority



- 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

Dedicated Lanes



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

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



Already Implemented

Capital Investments

Dedicated Lanes installed on Pratt & Lombard Streets in August



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 Options



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

Commuter Bus – 3 new routes that connect Baltimore City residents to regional employers

- New service between Baltimore and Aberdeen Proving Ground
- New service between Baltimore and Annapolis/Kent Island
- New service between Baltimore and Columbia/Howard County



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

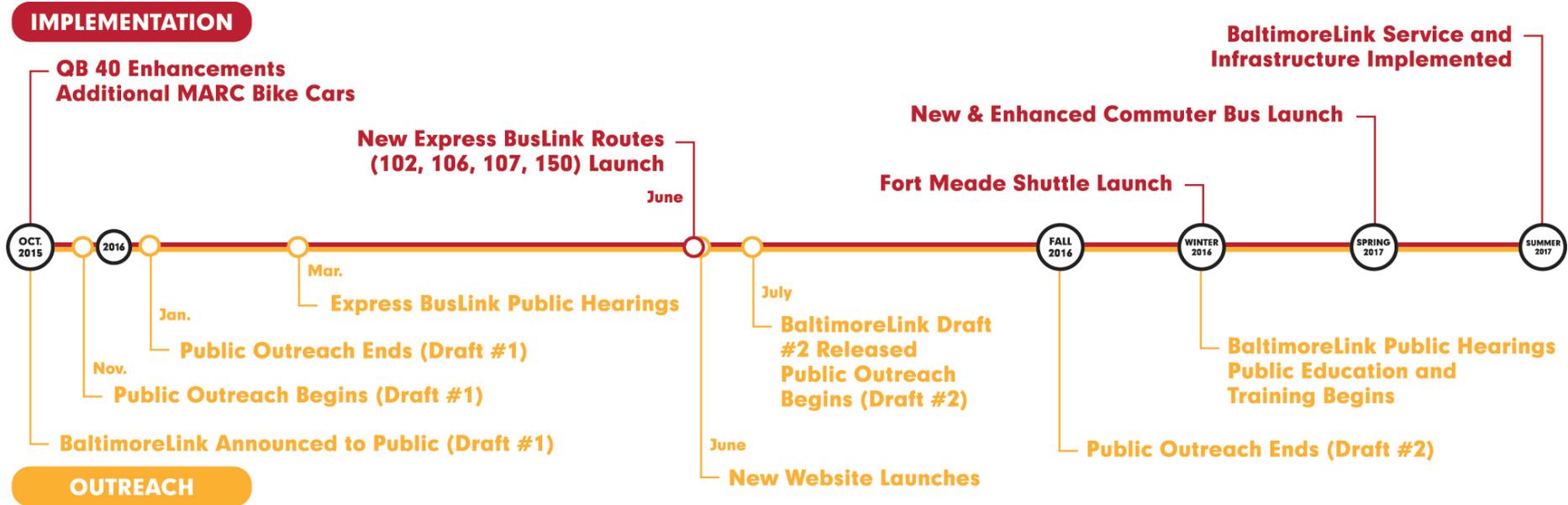
- **Charm City Circulator** – Increased funding for three years
- **Fort Meade Shuttle** – Additional funding for the Regional Transit Authority (RTA) to operate a shuttle connecting the Savage and Odenton MARC Stations.



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



BaltimoreLink Project Timeline



Days Until End of Comment Period: 17



More Ways to Learn About Your Route

You spoke. We listened.

DRAFT

Route: Green

Type: CityLink

From: Towson Town Centre

To: Westbelt (near MARC)

Span:

Weekday	4:00am - 8:00pm
Saturday	6:00am - 8:00pm
Sunday	8:00am - 8:00pm

Frequency (minutes):

Weekday	Early AM Peak
	Midday
	PM Peak
	Evening
	Late Night
Day (8:00am-9:00pm)	
Other Times	
Sun	Day (8:00am-8:00pm)
	Other Times

Rail Stations Served:

Metro	Charm
Light Rail	University Center
MARC	Westbelt

CityLink Transfers:

Towson Town Centre
Morgan State University
UMD Baltimore

Points of Interest Served:

Current Routes:

LEGEND

PROPOSED CITYLINK GREEN

Proposed Alignment	MARC	Other Roadways
CityLink	Other	Proposed Baltimore Link Routes
Light Rail/Link	Local/Link	Subway Lines
Metro	Express Bus/Link	
Subway Link		
MARC		

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RA-TIMORIS LINK

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What is a Route Sheet?

- Route specific information on route alignment, levels of service and other valuable information

What details are provided?

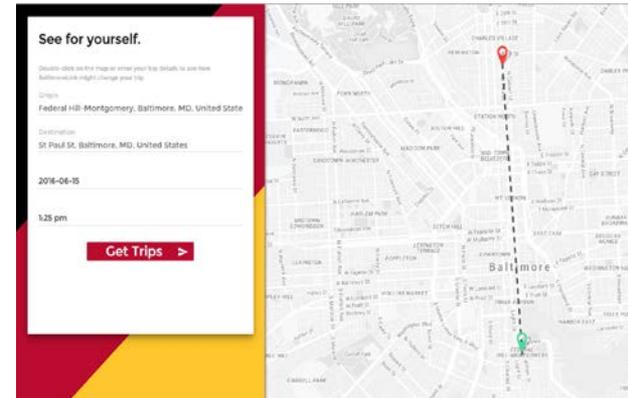
- Route name
- Route type
- Route end points
- Span of service
- Service frequency (M-F, Sat & Sun)
- Connections to rail and CityLink services
- Points of interest served
- Current routes
- Route Map

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

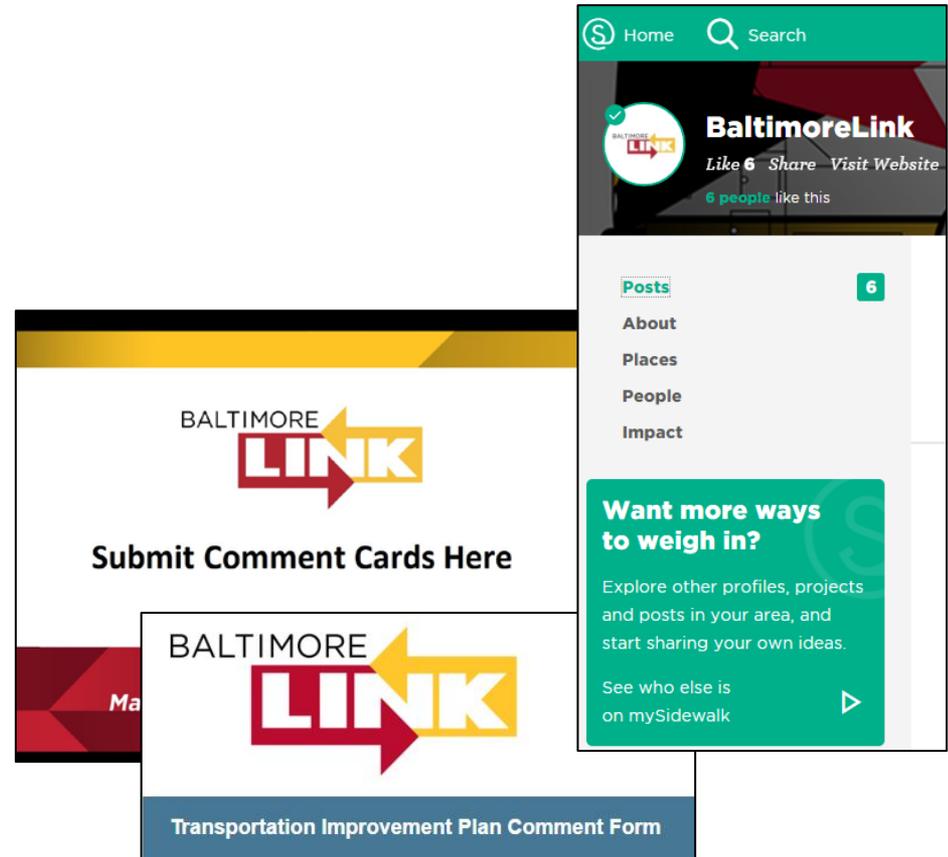
New Website

- 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. Compare your transit trips with the BaltimoreLink comparative trip planner
4. Submit a comment on BaltimoreLink.com
5. Spread the word!



Thank You!

www.baltimorelink.com
www.mta.maryland.gov



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