



A Plan to Connect Baltimore



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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

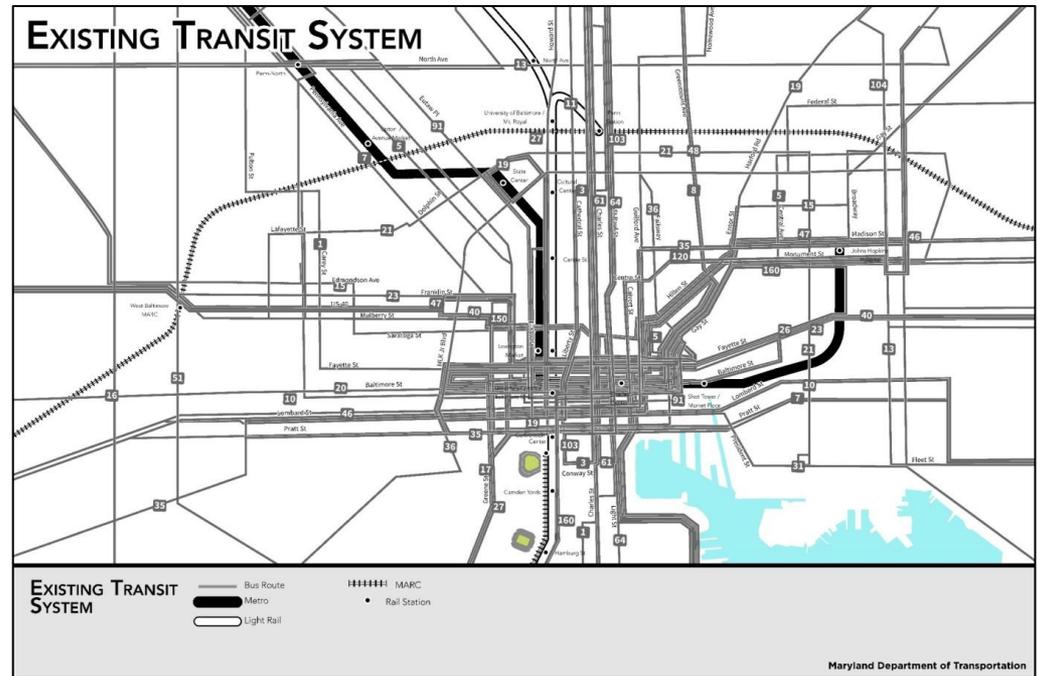
Improving
Safety
Efficiency
Reliability
Customer Service



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



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



- **Limited stop** routes to and between regional job centers

- Connecting Urban Core to Regional Job Centers

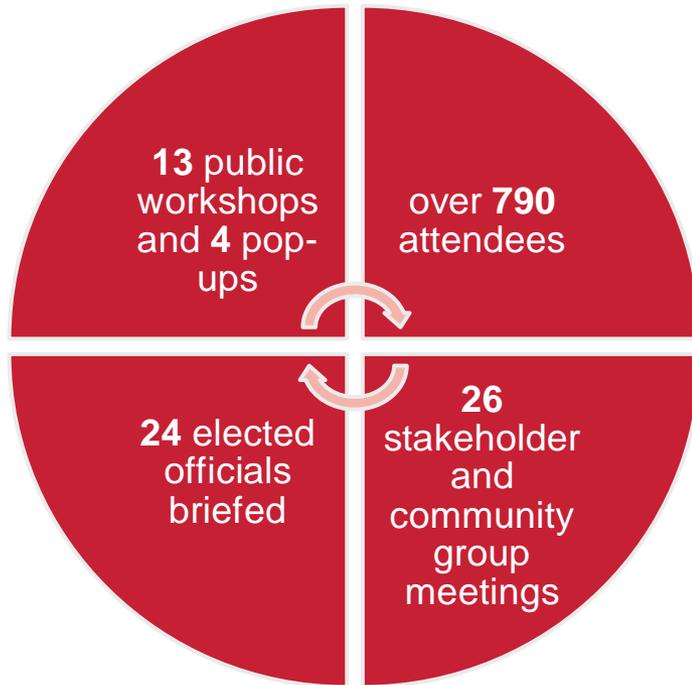
To be integrated seamlessly with:



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



1st Draft Outreach

Comment Submittal and Topic



61% submitted online
(mySideWalk or Survey Monkey)

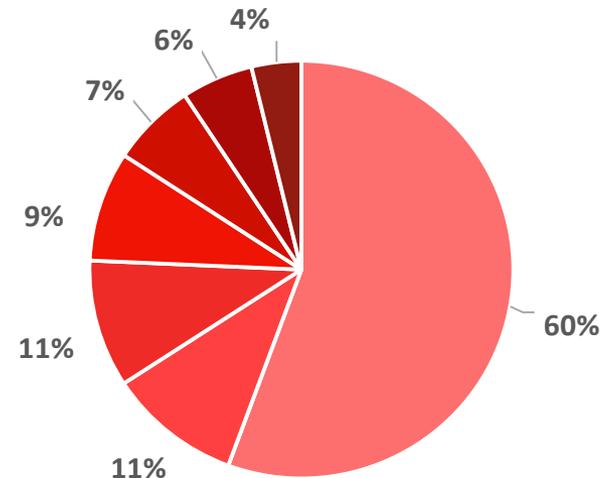


24% submitted comment form



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



- Specific BaltimoreLink Route Proposal
- Forced Transfer
- Safety/Cleanliness
- Information/ Resources
- New Service Area Request
- Schools/School Children
- Other



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 2nd 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 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



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%.



+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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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



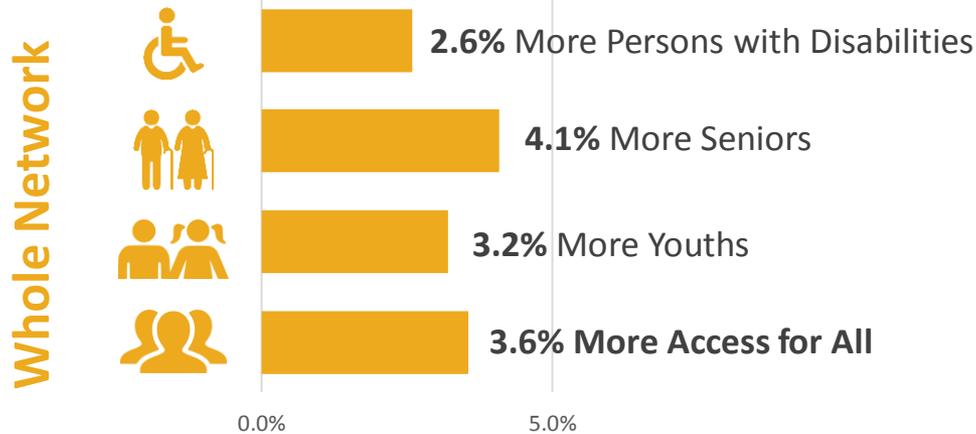
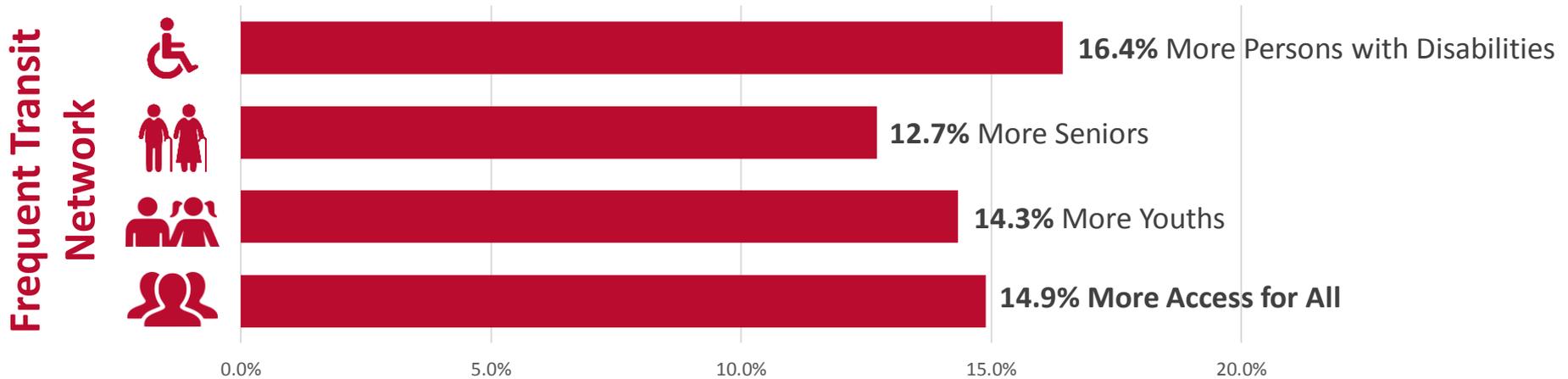
+22%



What Will Improve

Increasing Accessibility

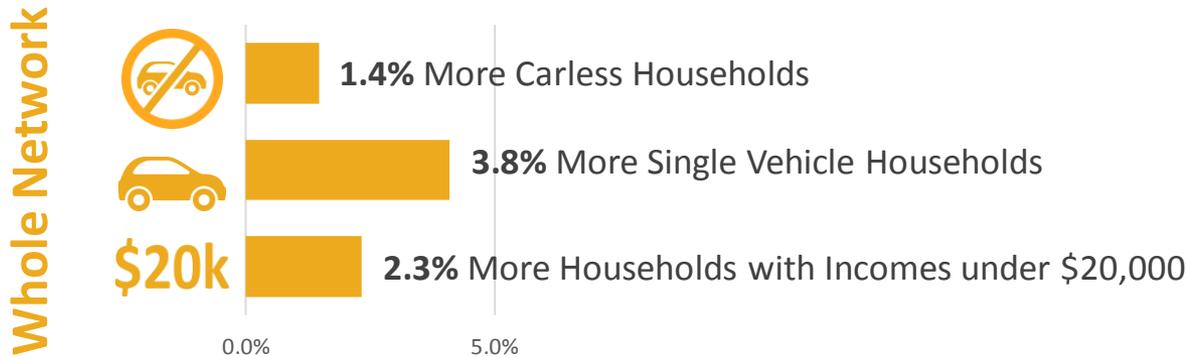
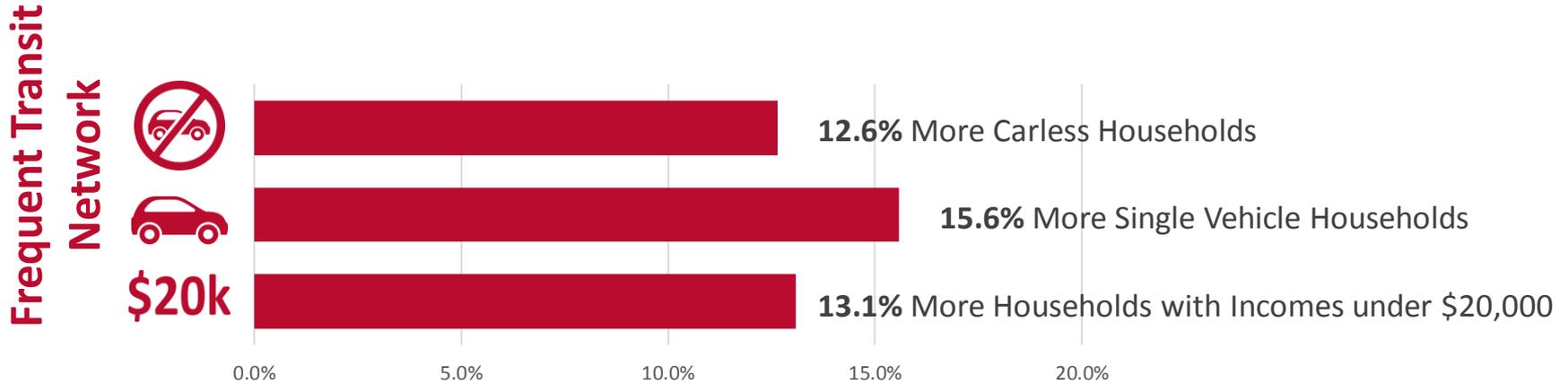
CHANGE IN PERCENT OF POPULATIONS WITHIN ¼ MILE OF BALTIMORELINK



What Will Improve

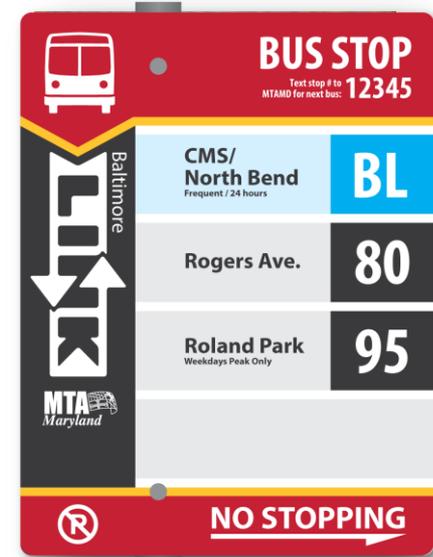
Increasing Accessibility

CHANGE IN PERCENT OF HOUSEHOLDS WITHIN ¼ MILE OF BALTIMORELINK

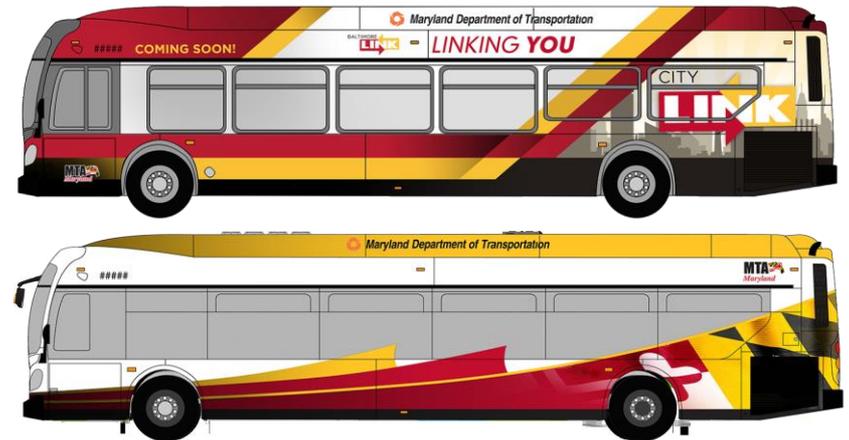


What Will Improve

- **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



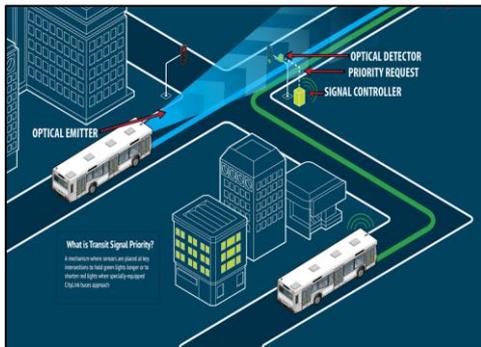
Note: Draft Image



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



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.



Route Analyses

Next we'll compare fourteen requested existing routes with their BaltimoreLink replacements...

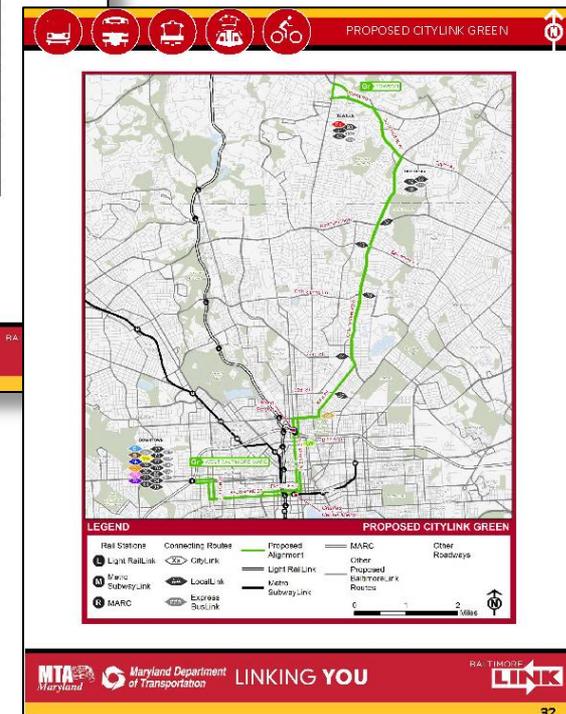
- If you're interested in learning how another existing route changes under BaltimoreLink, our route specialists can discuss the route with you after the presentation
- You can look up the operating hours and frequencies of BaltimoreLink routes in the **Route Sheet Book**

PROPOSED CITYLINK GREEN

DRAFT

Route	Green	
Type	City Link	
From	Townson Town Centre	
To	West Beltsville MARC	
Days	Weekday	4:30am-9:30am
	Saturday	5:30am-9:30am
	Sunday	5:30am-9:30am
Frequency (minutes)	Weekday	30
	AM Peak	15
	Midday	15
	PM Peak	15
	Evening	30
	Late Night	30
	Day (8:00am-8:00pm)	15
	Other Times	15
Sun - Sat	Day (8:00am-8:00pm)	30
Other Times	50	
Rail Stations	Metro	Cherry Hill Station
	Light Rail	University Center Station, Jones Street Station, Stadium
Service	MARC	West Beltsville, Beltsville Station
CityLink Transfers	A	
Points of Interest	Townson Town Centre, Reddish & Taylor, Morgan State University, Baltimore, US Naval Center	
Current Routes	3	

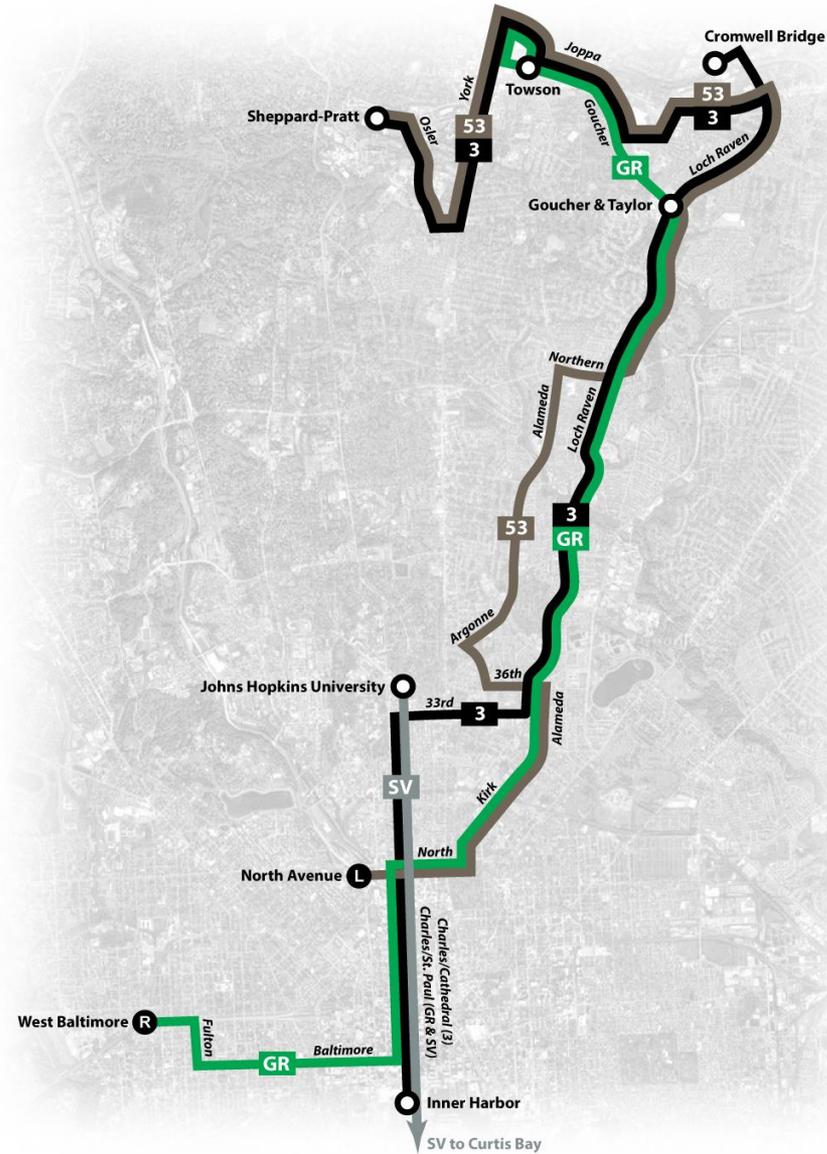
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Route Analyses

The 3 will be replaced by...

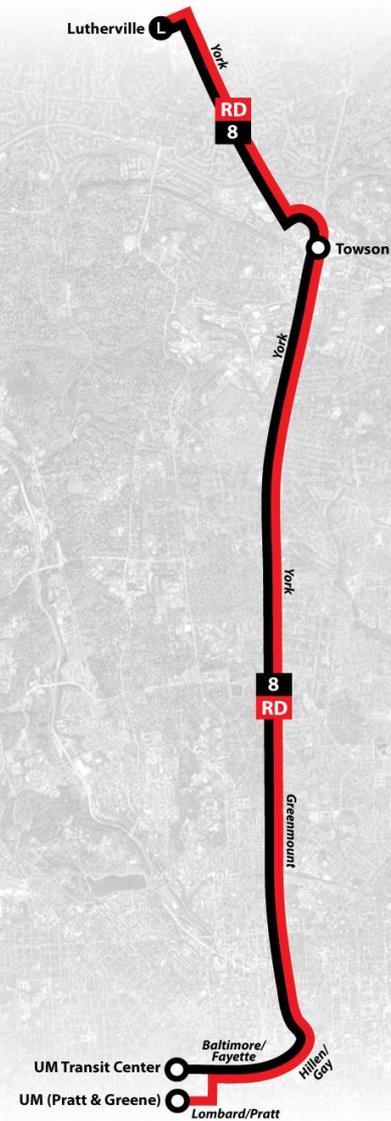
- LL 53 in the Towson area (Sheppard-Pratt)
- CL Green between Towson and downtown
- CL Silver between 33rd Street and Inner Harbor



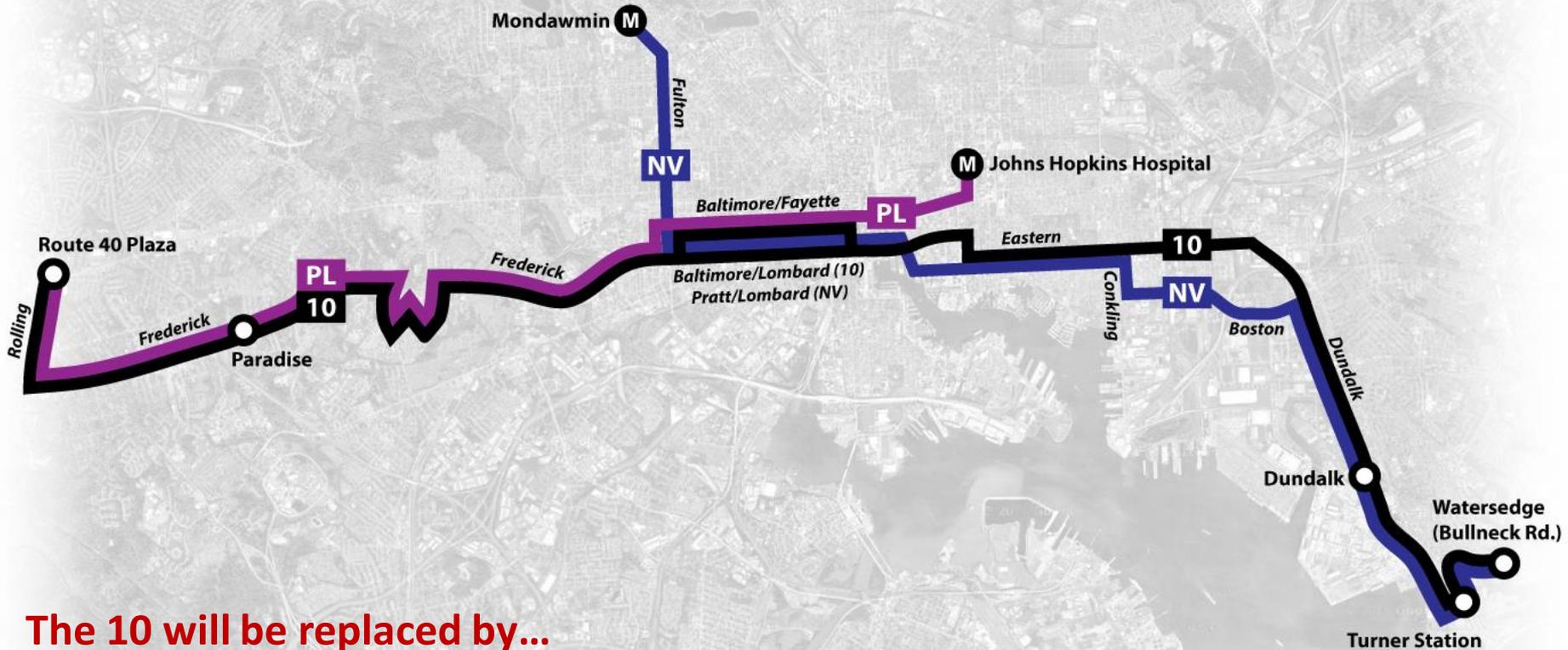
Route Analyses

The 8 will be replaced by...

- CL Red between Lutherville and downtown



Route Analyses



The 10 will be replaced by...

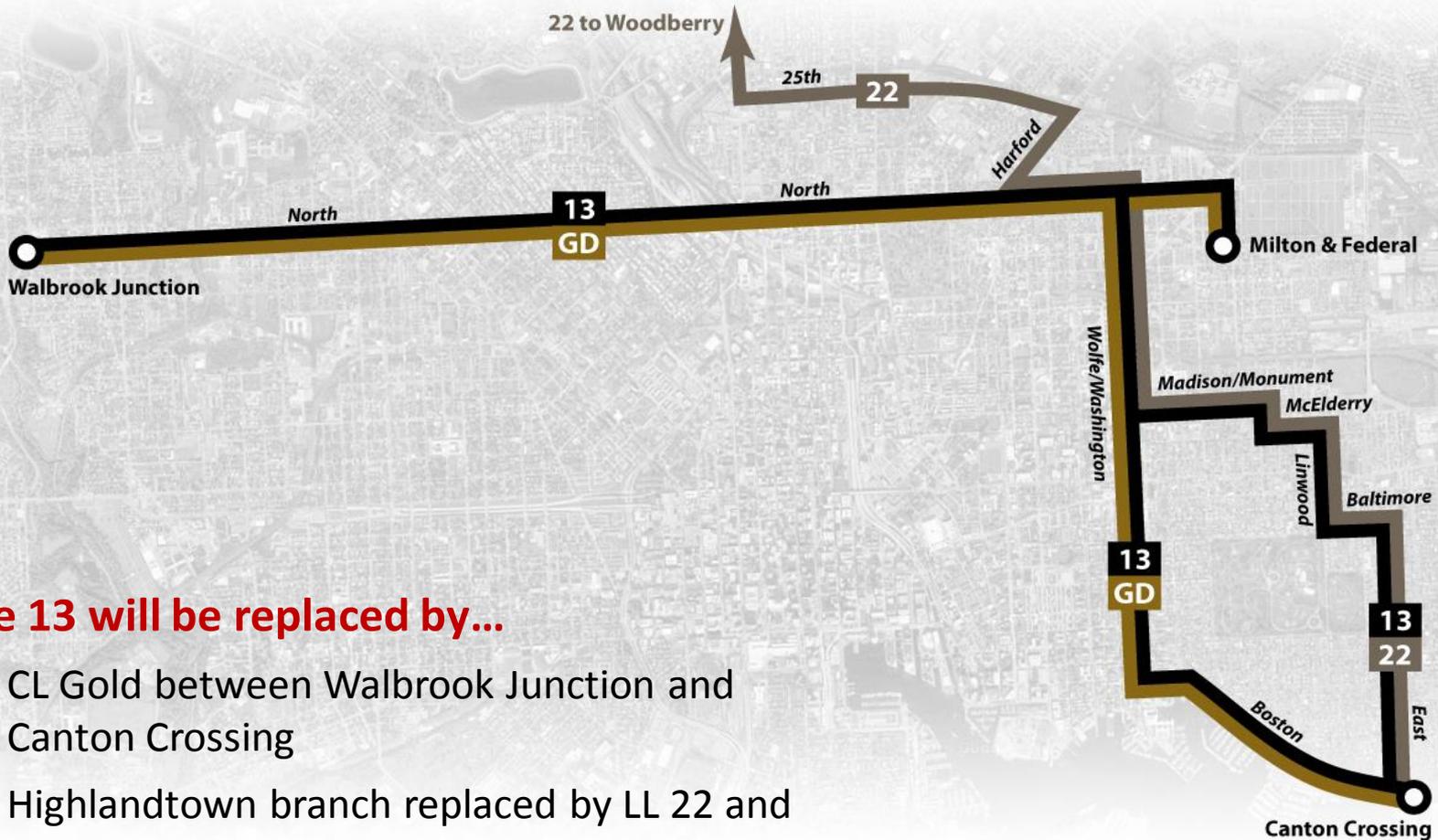
- CL Purple between Route 40 and downtown
- CL Navy between downtown and Dundalk



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Route Analyses

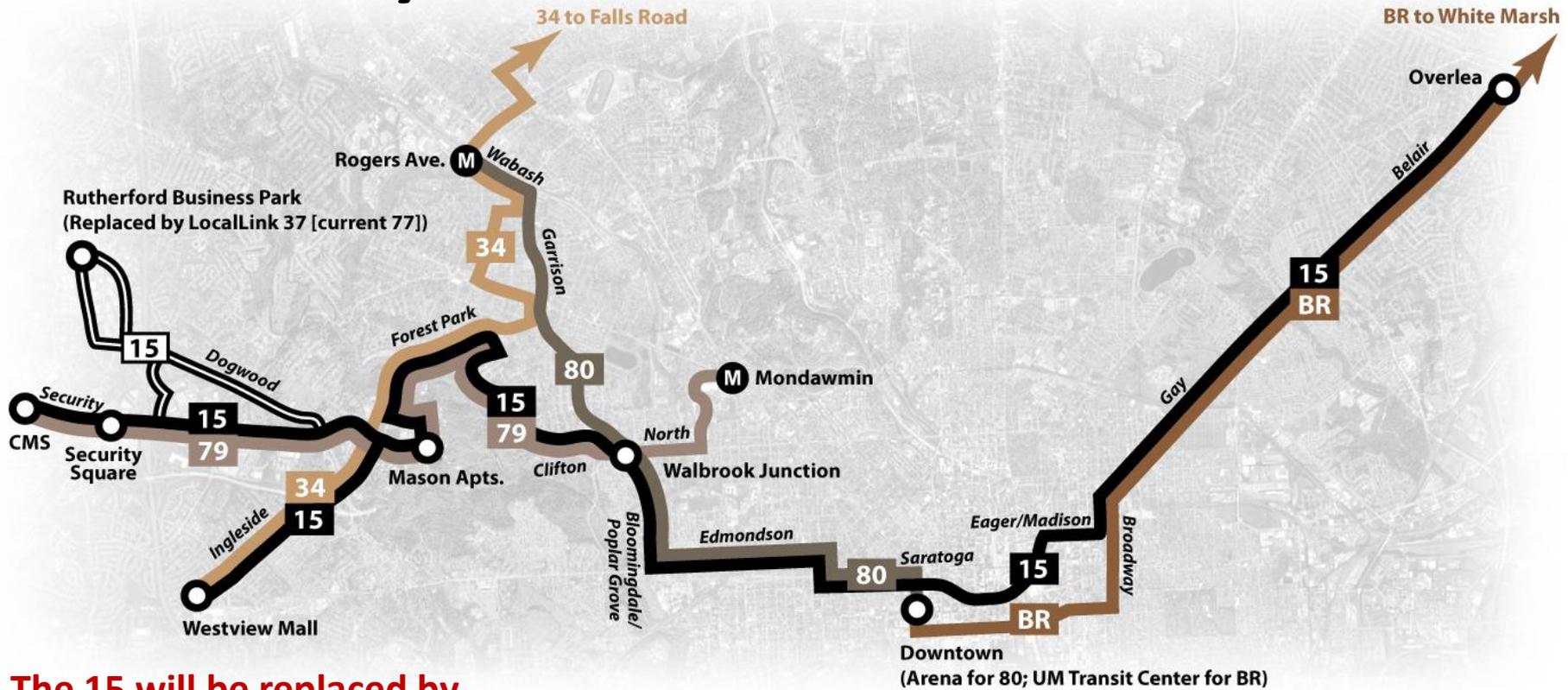


The 13 will be replaced by...

- CL Gold between Walbrook Junction and Canton Crossing
- Highlandtown branch replaced by LL 22 and extended to Woodberry



Route Analyses



The 15 will be replaced by...

- CL Brown between Overlea and downtown
- LL 80 between downtown and Walbrook Junction
- CMS branch replaced by LL 79; Westview branch replaced by LL 34



Route Analyses

The 20 will be replaced by...

- CL Green between West Baltimore and downtown
- LL 78 between West Baltimore and CMS



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Route Analyses

The 23 will be replaced by...

- CL Orange between West Baltimore and Fox Ridge, supplemented by CL Blue
- LL 77 between West Baltimore and Rte. 40



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Route Analyses

The 27 will be replaced by...

- LL 94 between Sinai Hospital and downtown
- LL 73 between downtown and Russell St. (Greyhound)
- LL 26 through Cherry Hill
- LL 31 and LL 82 on Belvedere and Wabash Avenues



Route Analyses

The 33 will be replaced by...

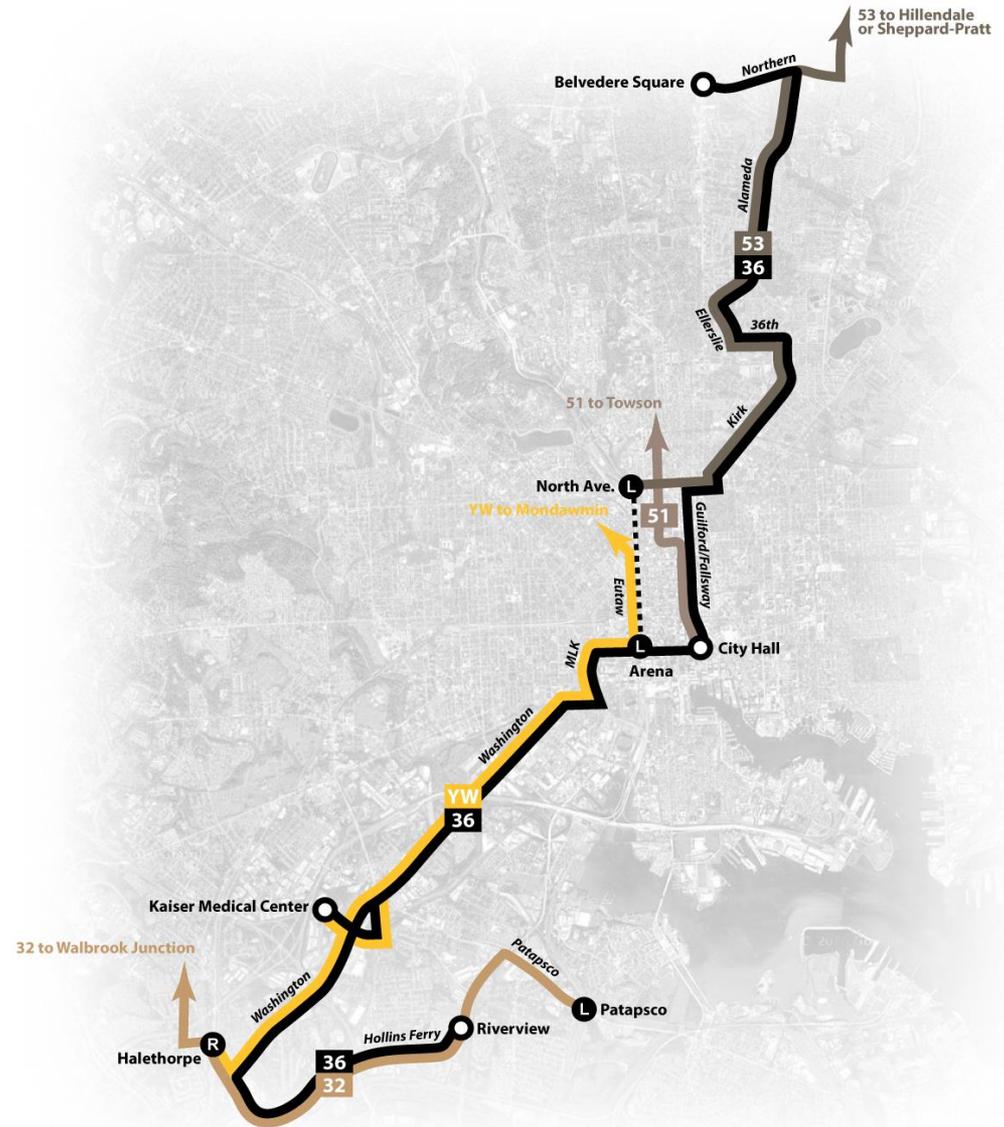
- LL 28 in its entirety



Route Analyses

The 36 will be replaced by...

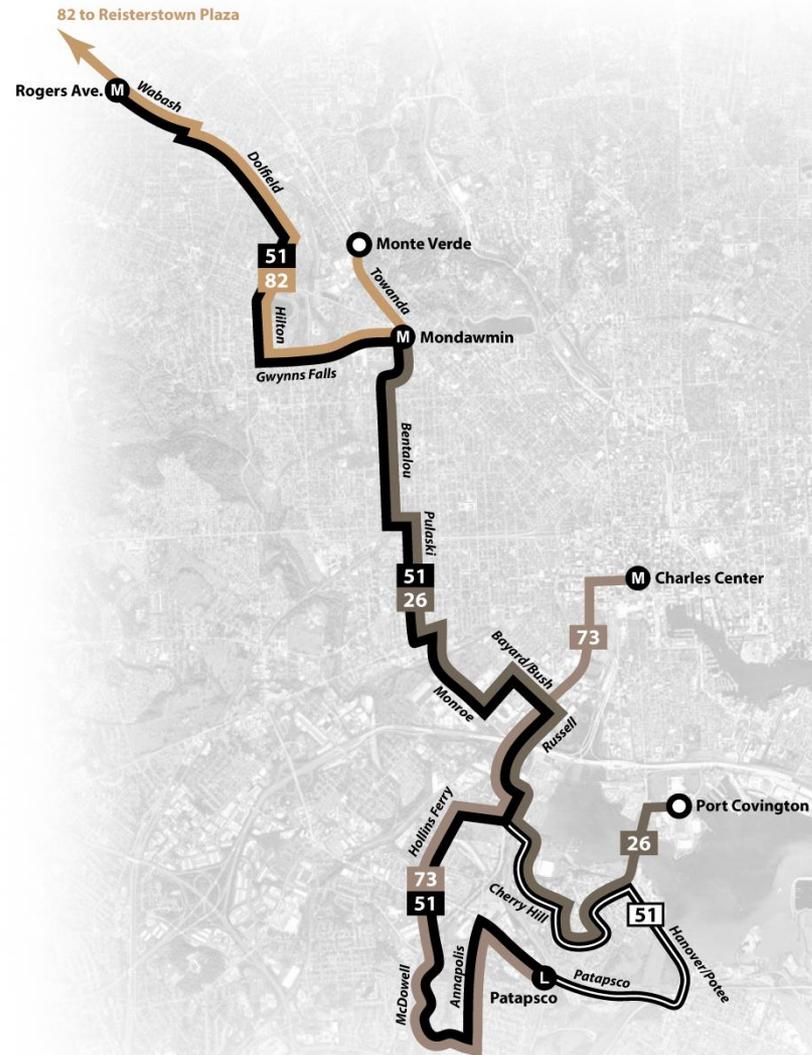
- LL 53 between Northern Parkway and North Avenue (with Light Rail connection to downtown)
- LL 51 on Guilford/Fallsway
- CL Yellow between downtown and Halethorpe
- LL 32 between Halethorpe and Riverview



Route Analyses

The 51 will be replaced by...

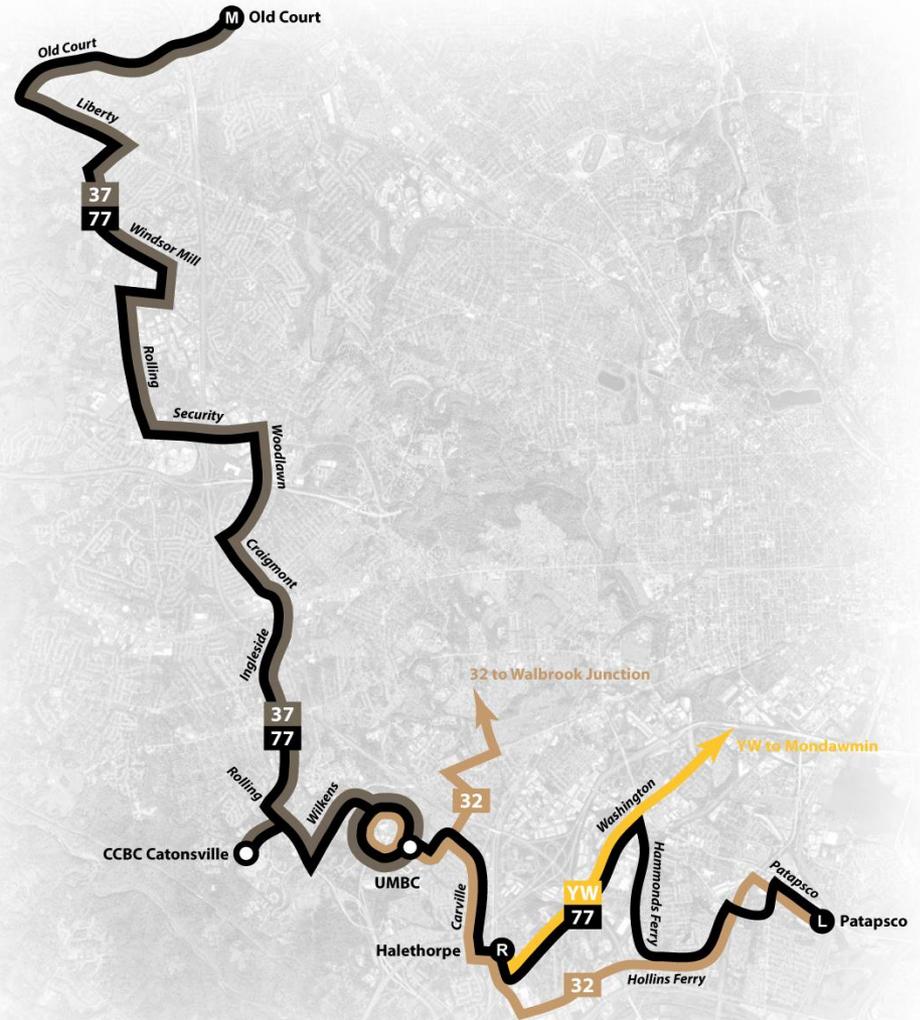
- LL 82 between Rogers Avenue and Mondawmin
- LL 26 between Mondawmin and Cherry Hill
- LL 73 between Westport and Patapsco



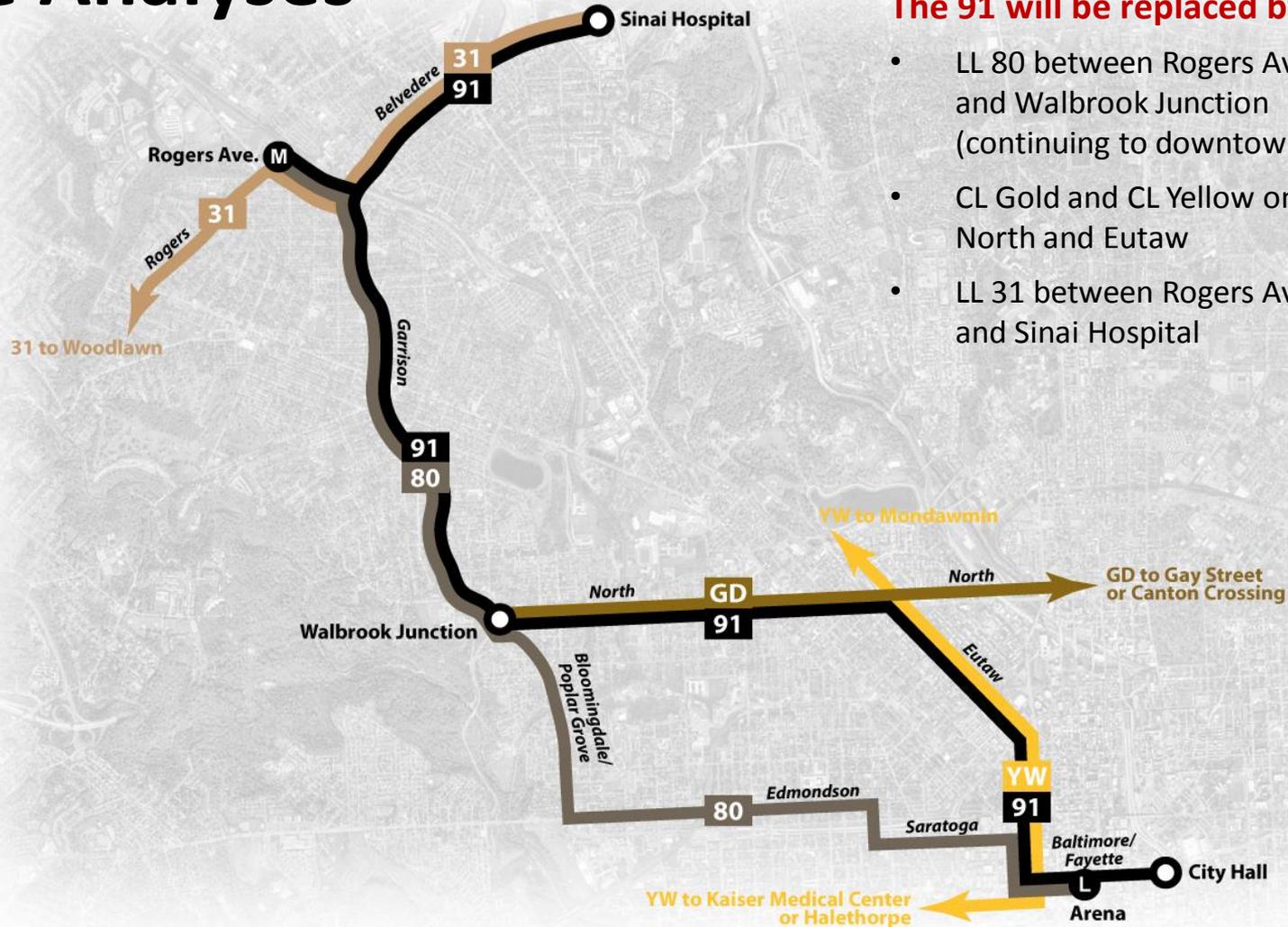
Route Analyses

The 77 will be replaced by...

- LL 37 between Old Court and UMBC
- LL 32 between UMBC and Patapsco
- Washington Blvd. service transferred to CL Yellow



Route Analyses



The 91 will be replaced by...

- LL 80 between Rogers Avenue and Walbrook Junction (continuing to downtown)
- CL Gold and CL Yellow on North and Eutaw
- LL 31 between Rogers Avenue and Sinai Hospital



Bus Stop Optimization

- Spacing
 - Industry standards corresponding with density, land use and route type
 - Exceptions based on trip generators (medical centers, assisted living facilities, etc.)
- Pedestrian Safety
 - Examining curb ramps, crosswalks, sidewalks, lighting, etc.
 - ADA Compliance
- Amenities
 - Shelters
 - Collaboration with partners (City for benches, SHA for trash cans)

MTA is currently performing field assessments of existing and proposed bus stops. Pending network modifications, a final list will be available this fall.



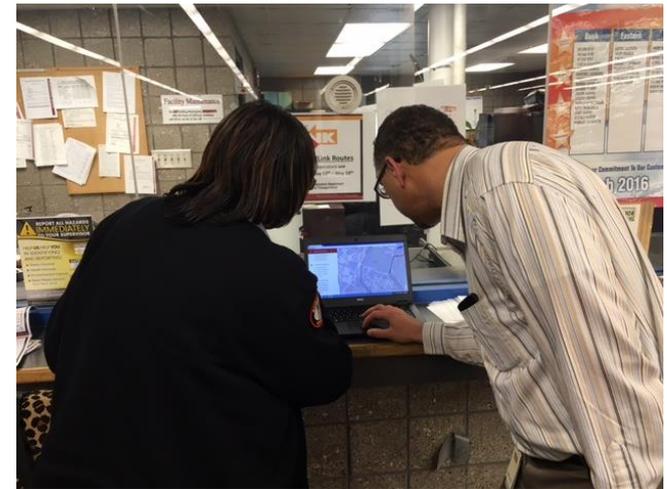
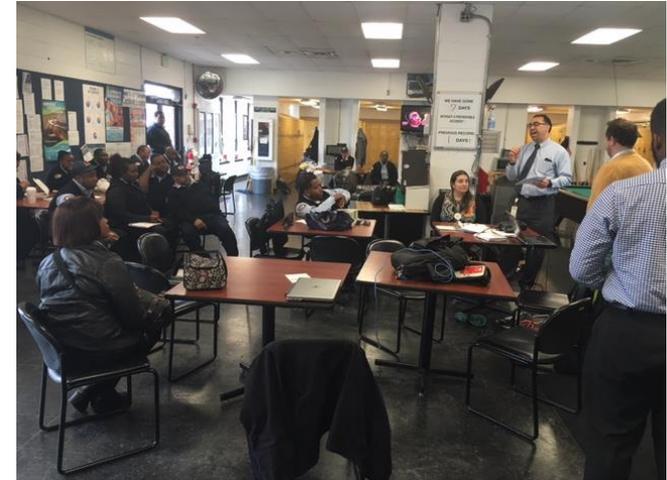
Service to Public Schools Under BaltimoreLink

- MTA is committed to having every public school served by the existing bus network continue to be served by the BaltimoreLink network
- MTA's Office of Service Development is currently developing school tripper schedules for this fall, which will use existing bus routes.
- Every spring BCPSS sends MTA a list of schools that will be open the following fall. So in the spring of 2017 MTA will develop school tripper schedules for the fall of 2017.
- MTA is planning widespread BaltimoreLink outreach in the schools to educate students on the new routes. This includes working with youth (Wide Angle Youth) to create fun videos that will introduce the new system to their friends and classmates.



Operator Involvement

- Providing bus operators, operations staff, maintenance staff, and police officers with BaltimoreLink information
- Opportunity for employees to provide feedback on the plan



Operator Involvement

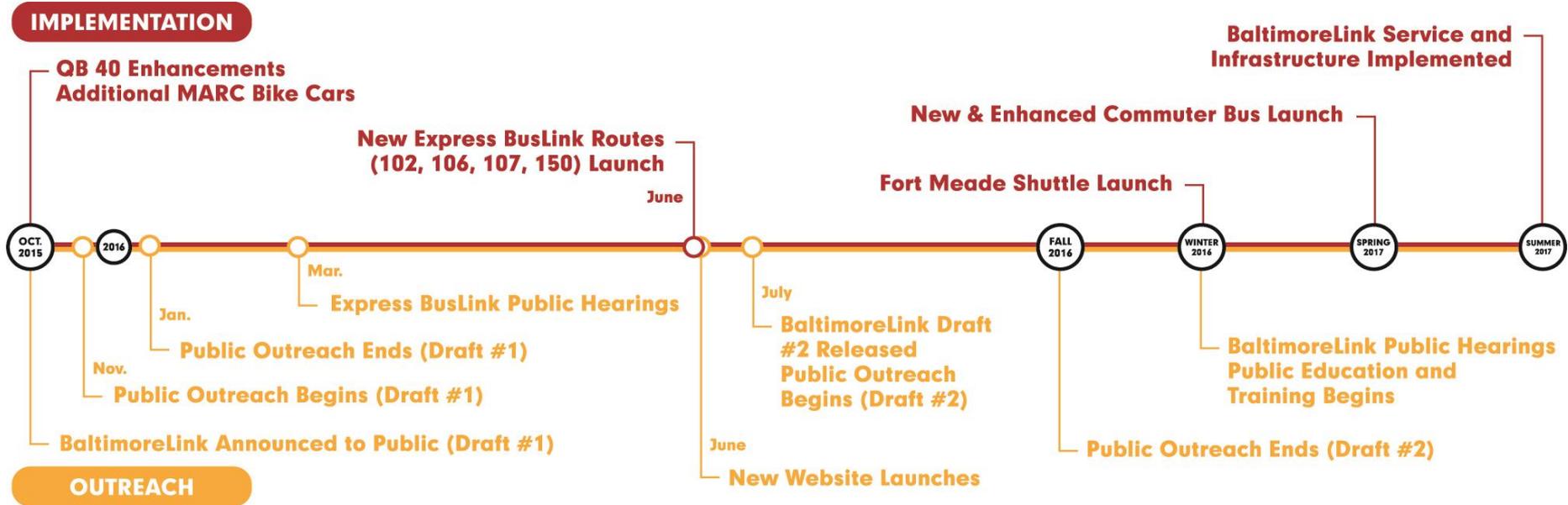
- Workshops at Eastern, Northwest, Kirk, and Bush Divisions
 - **April 27th – May 4th:** Reviewed Network Design
 - Placed laptops in each division for operators to view network and fill out comments
 - **June 13th – 16th:** Reviewed Branding and Signage
 - **June 27th – 30th:** Reviewed Public Outreach
 - Distributed Pocket Guide resource with answers to rider's questions
 - **The next round of workshops is the first week of August!**
- Computers installed at each of the 4 bus divisions



Computers recently installed at Bush Division to get feedback on routes and to train operators



BaltimoreLink Project Timeline

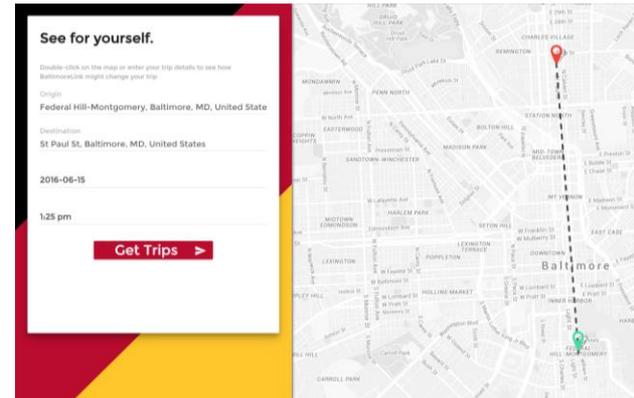


More Tools to Help You

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

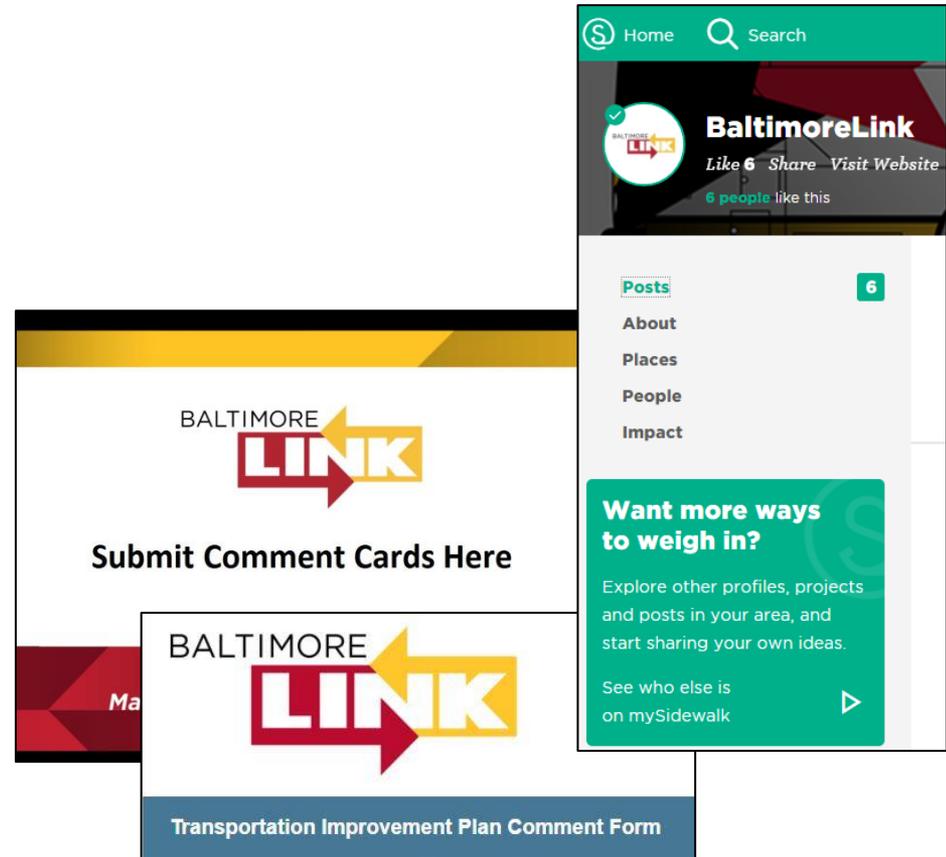
New Website

- 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



42



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