BALTIMORE LINK

# 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

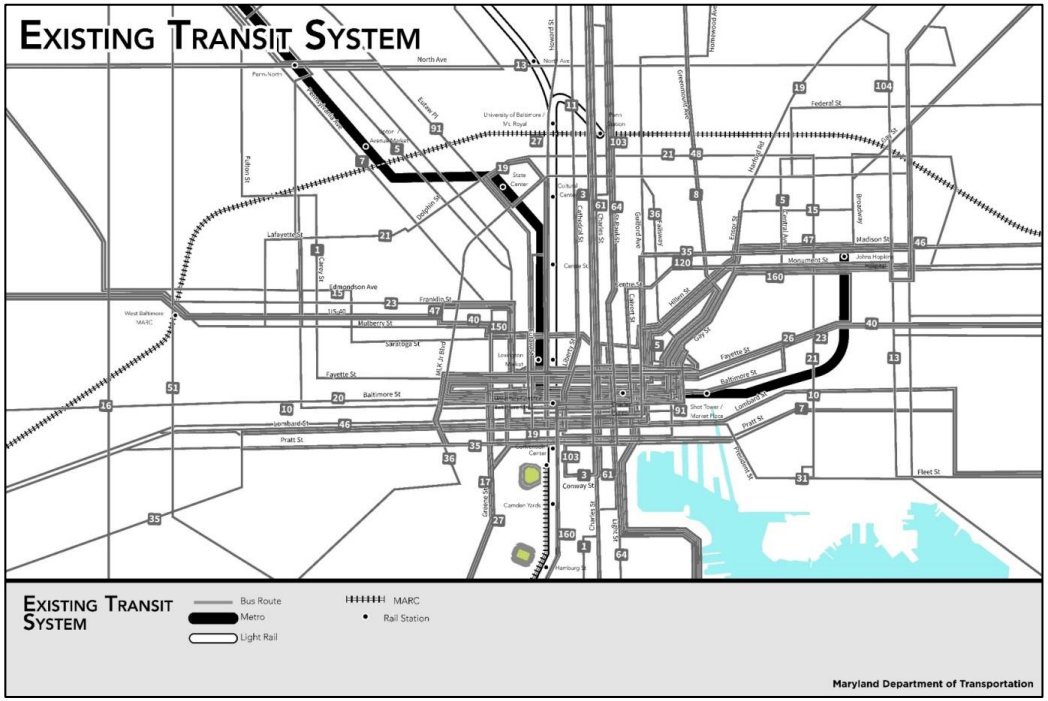
***Linking***
Modes
Places
People

***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

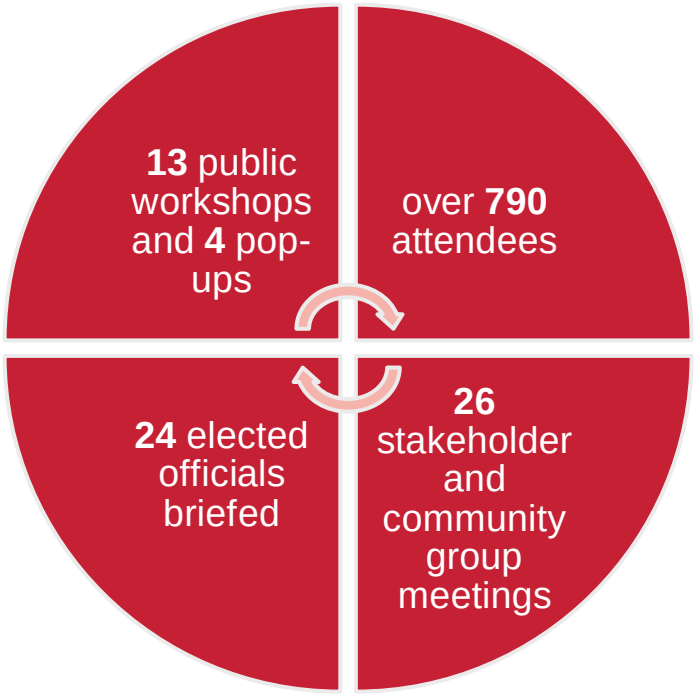
- **Local** Routes connecting to CityLink routes
  - Neighborhood connectivity
  - Suburb-to-urban core connectivity

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

To be integrated seamlessly with:

# 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

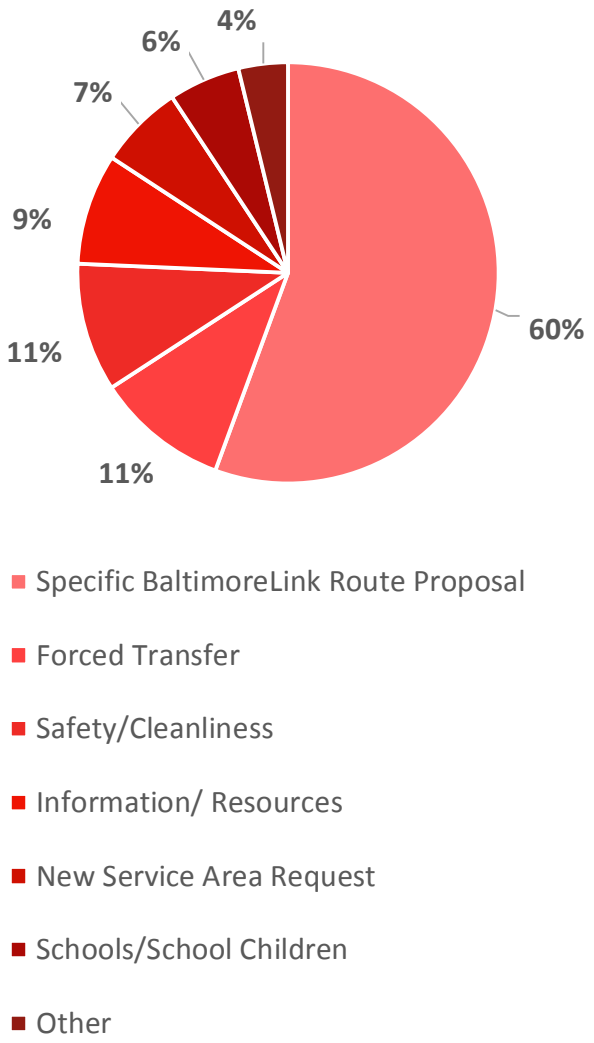
## Comment Submittal and Topic

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



# 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, 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

Baltimore Metropolitan Council

### 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.

# 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%**

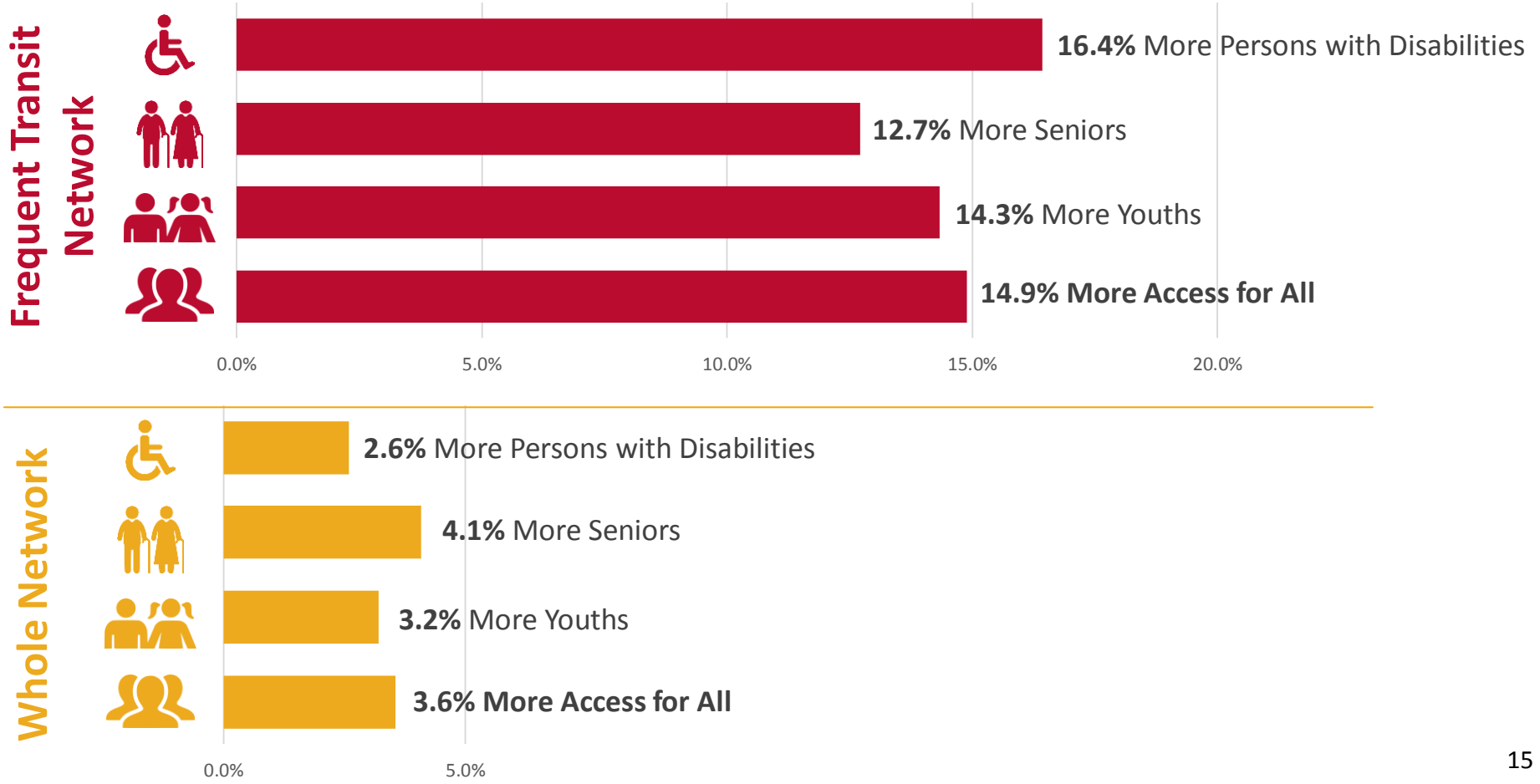
**+4**
**Libraries**

**+22%**

# What Will Improve

## Increasing Accessibility

**CHANGE IN PERCENT OF POPULATIONS WITHIN ¼ MILE OF BALTIMORELINK**



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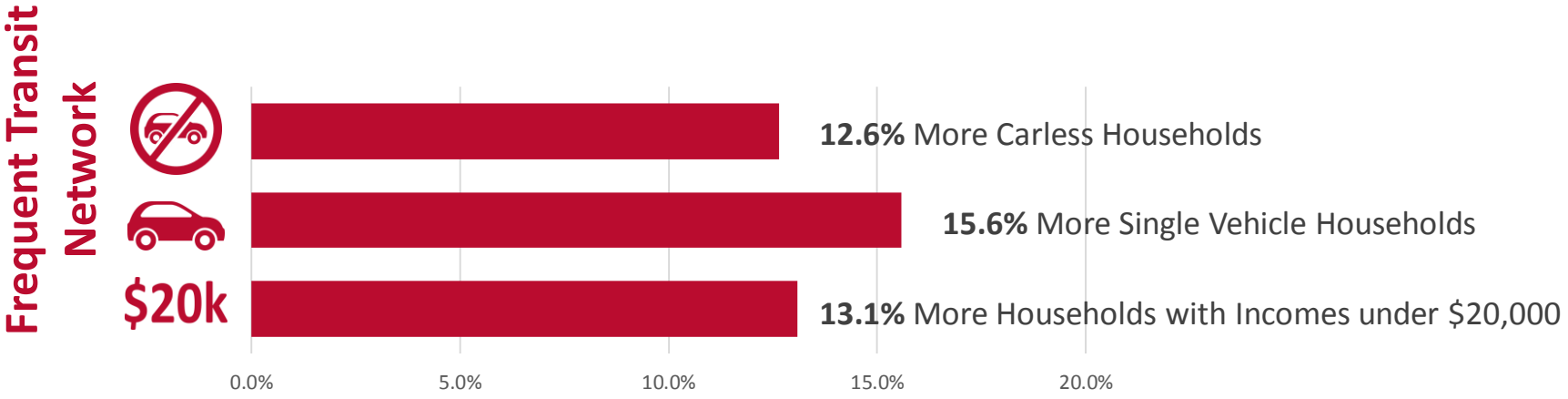
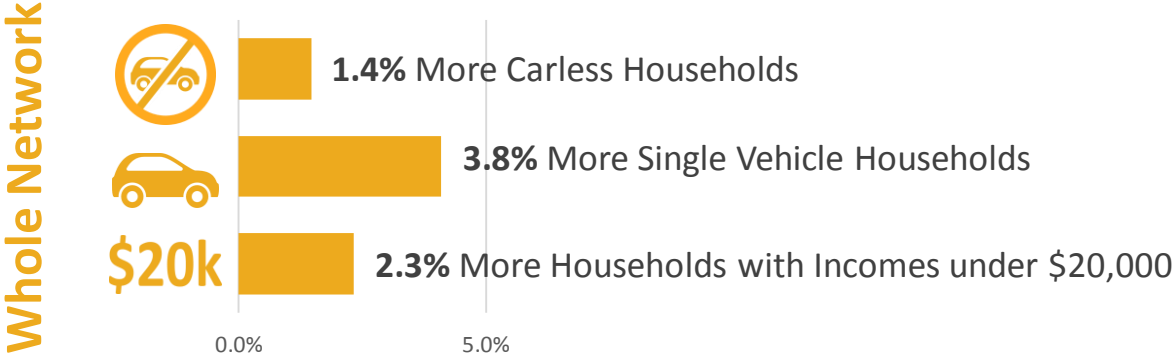
# What Will Improve

## Increasing Accessibility

**CHANGE IN PERCENT OF HOUSEHOLDS WITHIN ¼ MILE OF BALTIMORELINK**



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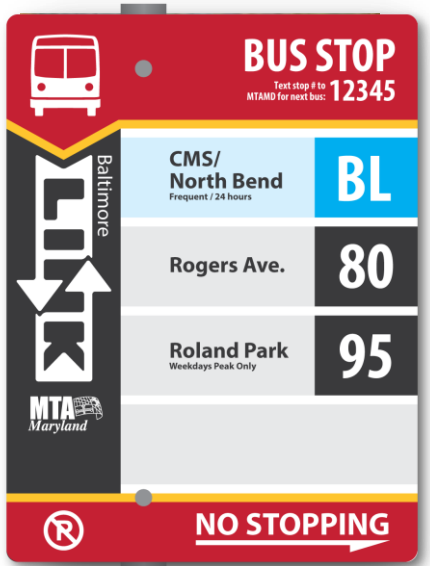
# What Will Improve

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




Note: Draft Image

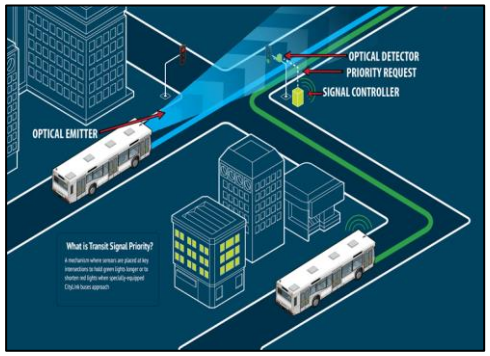
- **Bus Vehicle Branding**
  - New buses with BaltimoreLink branding will make the system more uniform with cohesive design and color elements

# What Will Improve

## Capital Investments

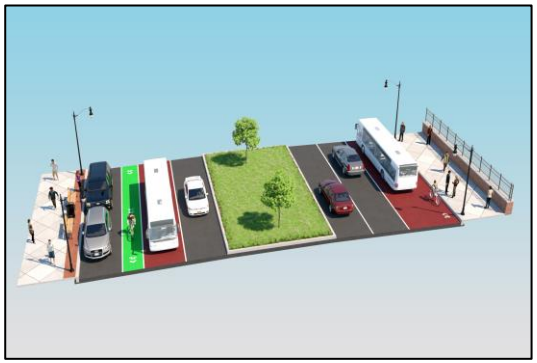
- ✓Making the System More Reliable
- ✓Helping Buses Move More Efficiently
- ✓Improving the Customer Experience

### 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

# 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.

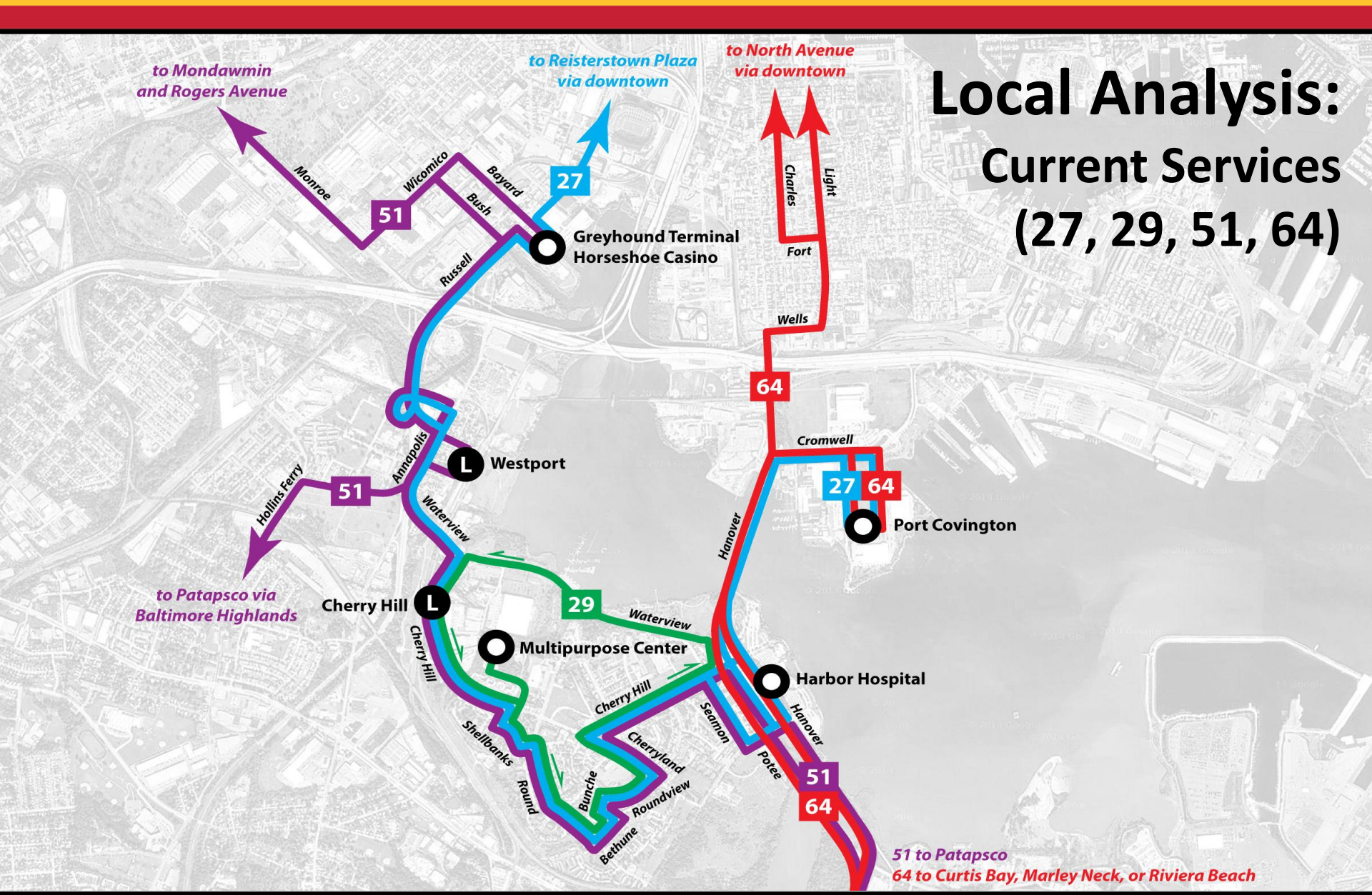
- ***Charm City Circulator*** – Increased funding for three years
- ***Fort Meade Shuttle*** – Additional funding and collaboration with the Regional Transit Authority (RTA) to develop and implement a Fort Meade Shuttle.
  - RTA will provide a shuttle connecting Savage MARC Station to Odenton MARC Station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

# Local Analysis – Overview

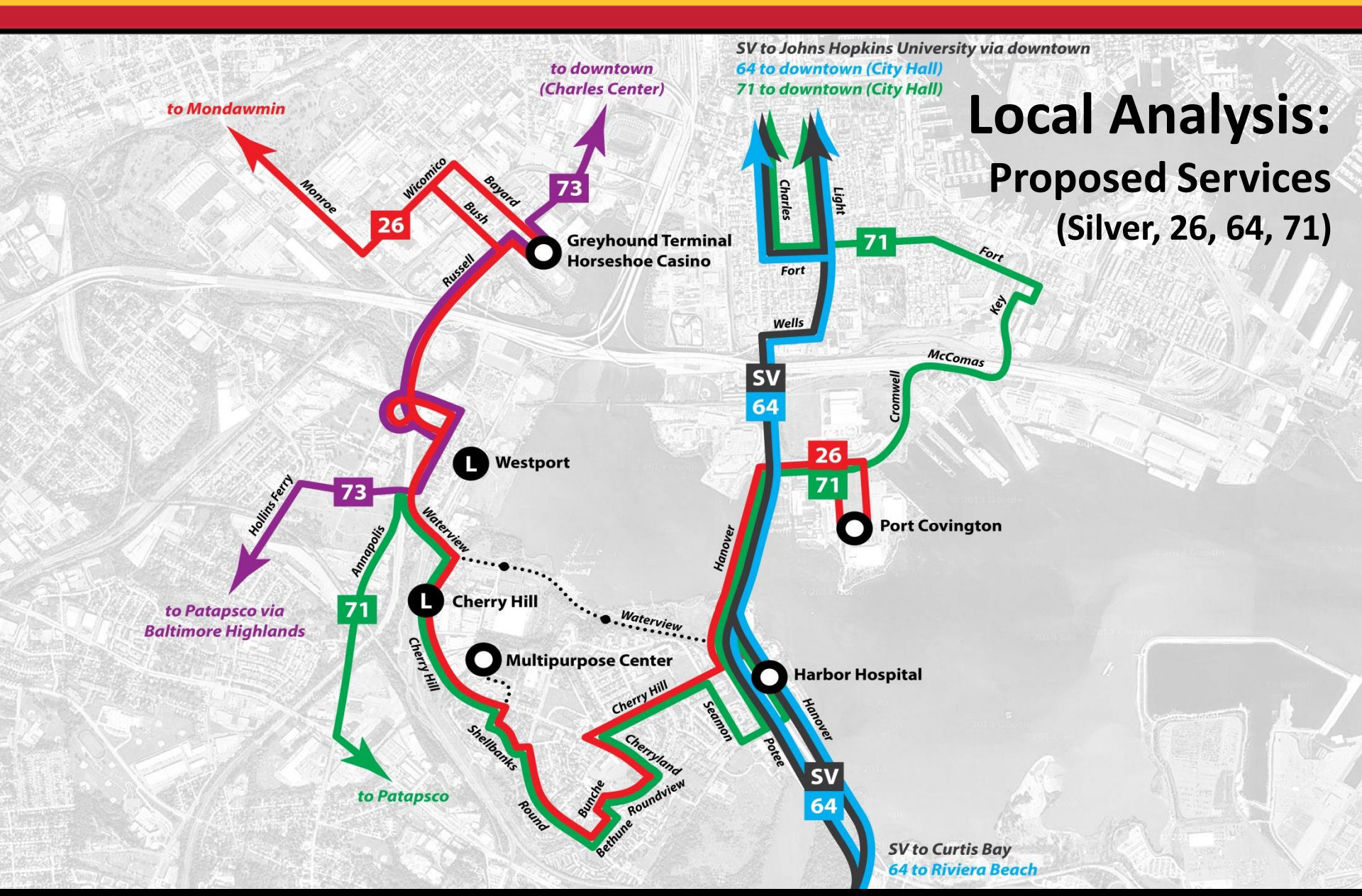
## Draft 2 Goals:

- **Leverage Light Rail Access to Downtown.**
- **One-seat ride to Central Downtown.**
- **Maintain and Improve Frequency in Cherry Hill.**

# Local Analysis:
## Current Services
## (27, 29, 51, 64)



# Local Analysis:
## Proposed Services
## (Silver, 26, 64, 71)





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# Local Analysis – Frequency Comparison

**Service Frequencies in Minutes**

| Route | AM and PM Peaks | Midday | Evening | Saturday | Sunday | Operating Hours |
|---|---|---|---|---|---|---|
| **Existing 29** | 30 | 20 | 20 | 20 | - | 4:45am-12am |
| ***Replaced by the combined LocalLinks 26 and 71*** | | | | | | |
| **Existing 27** | 30 | 45 | 60 | 40 | 30 | 4:30am-1am |
| **LocalLink 71** | 30 | 45 | 45 | 30 | 40 | 5am-2am |
| **Existing 51 (branch)** | 30 | 40 | 40 | - | - | 5:30am-9pm |
| **LocalLink 26** | 15 | 20 | 20 | 40 | 40 | 4am-1am |
| **Existing 64** | 15 | 30 | 60 | 50 | 50 | 4:30am-1:30am |
| **CityLink Silver** | 10 | 15 | 20 | 20 | 20 | 24 hours |
| **LocalLink 64** | 60 | 60 | - | - | - | 5am-7pm |

- The combined LocalLinks 26 and 71 will offer the **same approximate frequency** as the current combined 27, 29, and 51.
- LocalLink 71 will offer the **same approximate frequency** as the current 27.
- LocalLink 26 will be **more frequent** than the current branch of the 51.
- CityLink Silver will be **more frequent** than the current 64.

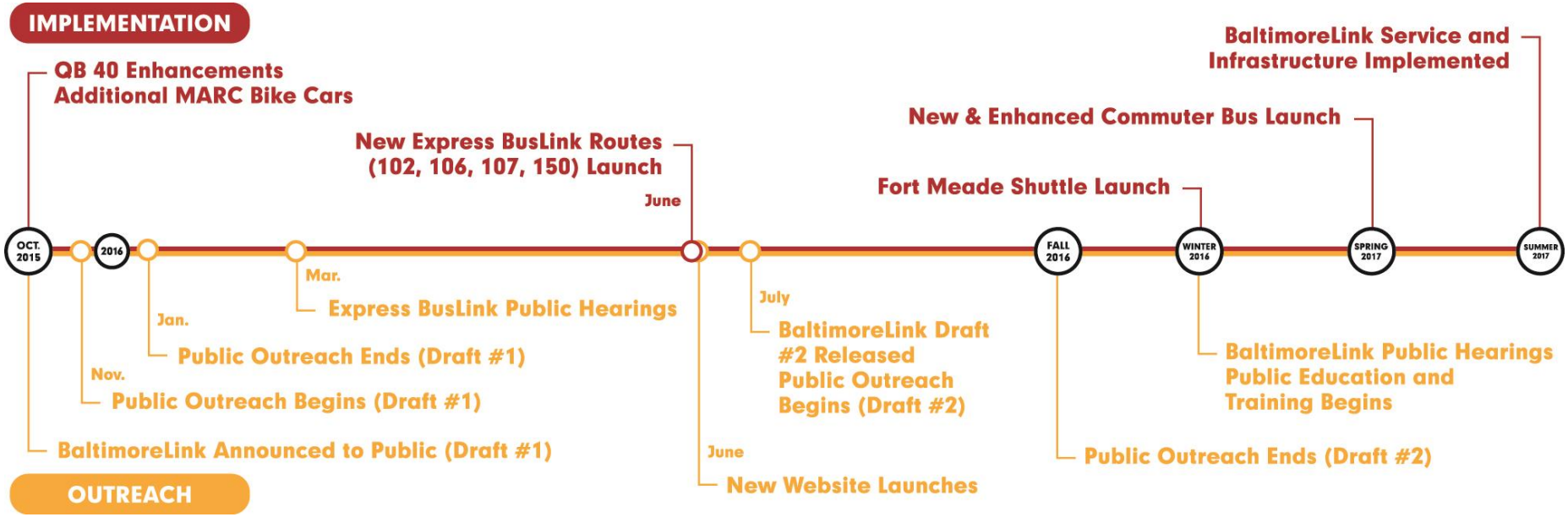
# Local Analysis – Summary

- **Leveraging Light Rail Access to Downtown.** The existing 27 is slow, indirect, often late, and the only one-seat ride option to western downtown. Under BaltimoreLink, the Light Rail will become the primary access to western downtown, with LocalLink 73 as an alternative.

- **One-seat Ride to Central Downtown.** LocalLink 71 will provide direct access to the Inner Harbor, the CBD, and City Hall. Additionally, CityLink Silver will replace the current 64, and extend from North Avenue to Johns Hopkins University.

- **Maintain and Improve Frequency in Cherry Hill.** Within the neighborhood, the combined LocalLinks 26 and 71 will offer the same approximate frequency as the current combined 27, 29, and 51. Linking services will be more frequent (CityLink Silver and LocalLink 26). Service hours will generally begin an hour or so earlier and end an hour or so later, route depending.

# BaltimoreLink Project Timeline



# 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?

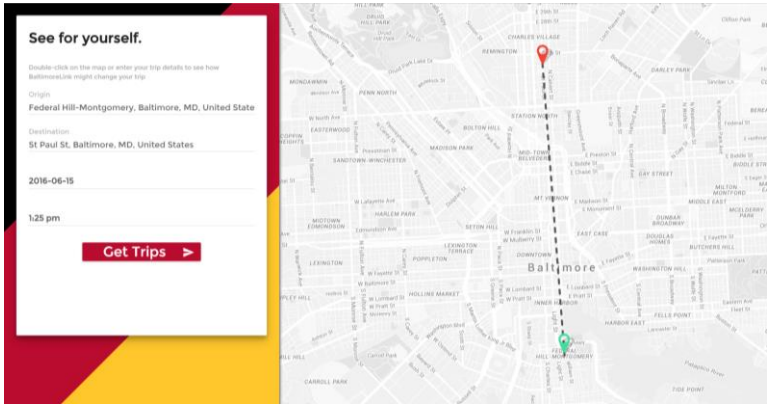
- Route name
- Route type
- Route end points
- Span of service
- Service frequency (M-F, Sat & Sun)
- Connections to rail and CityLink services
- Points of interest served
- Current routes
- Route Map

# 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

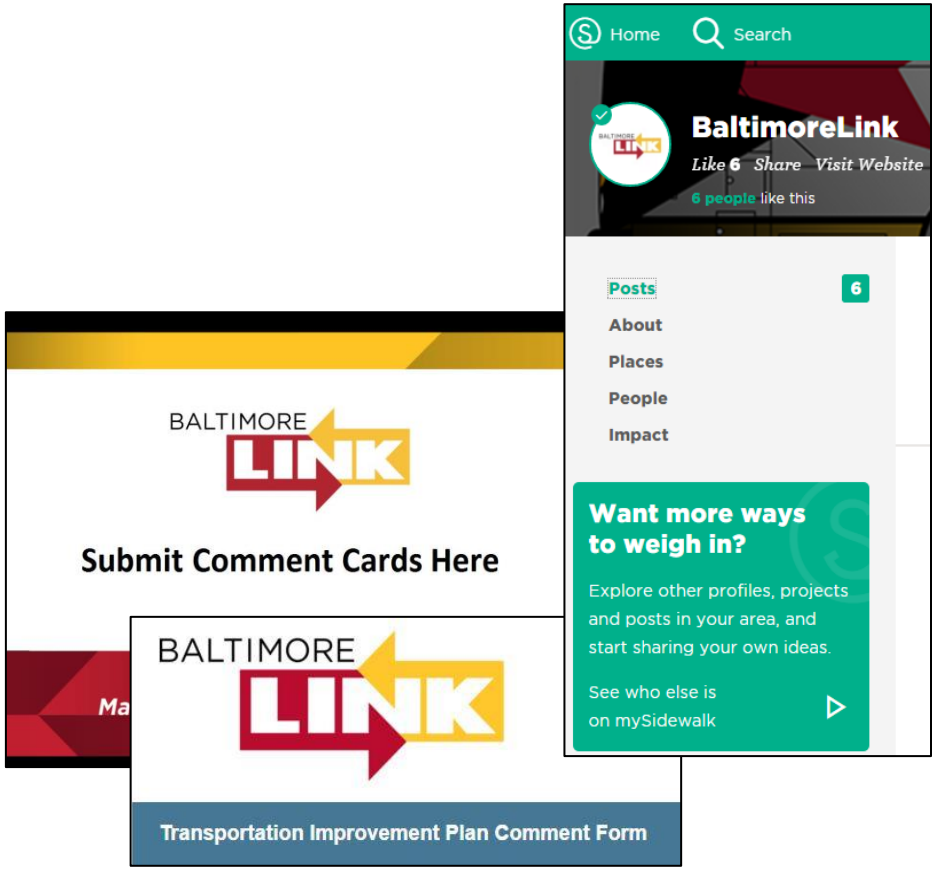
- Interactive Google system map allows you to zoom in on the updated network and view various routes and their frequencies

### 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