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

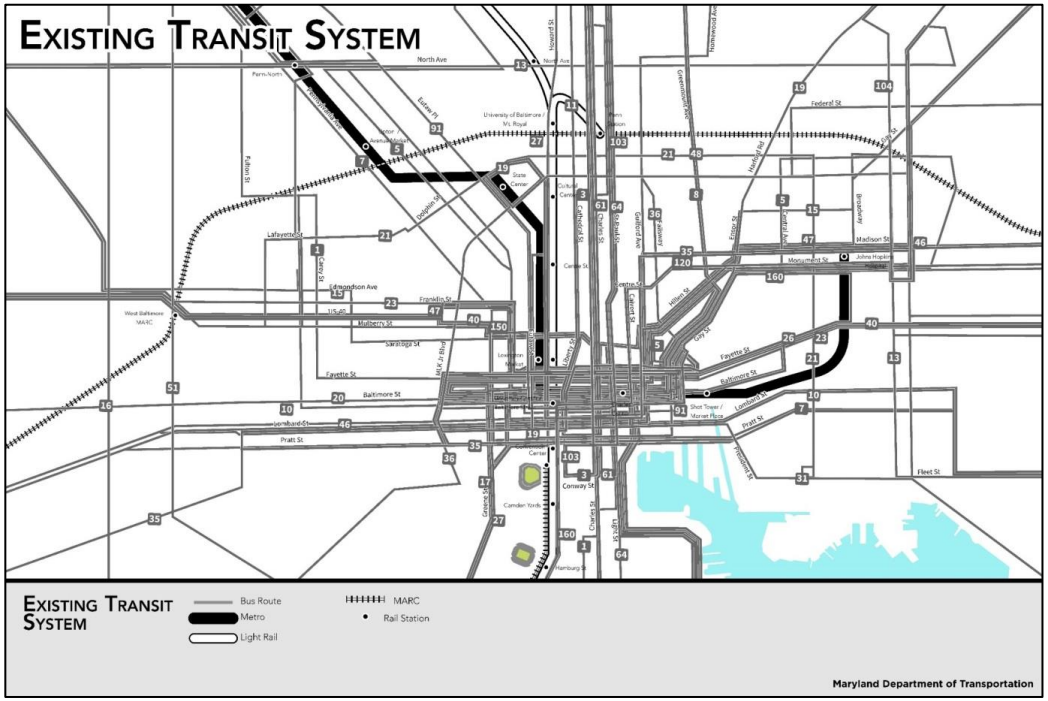
Linking
Modes
Places
People

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

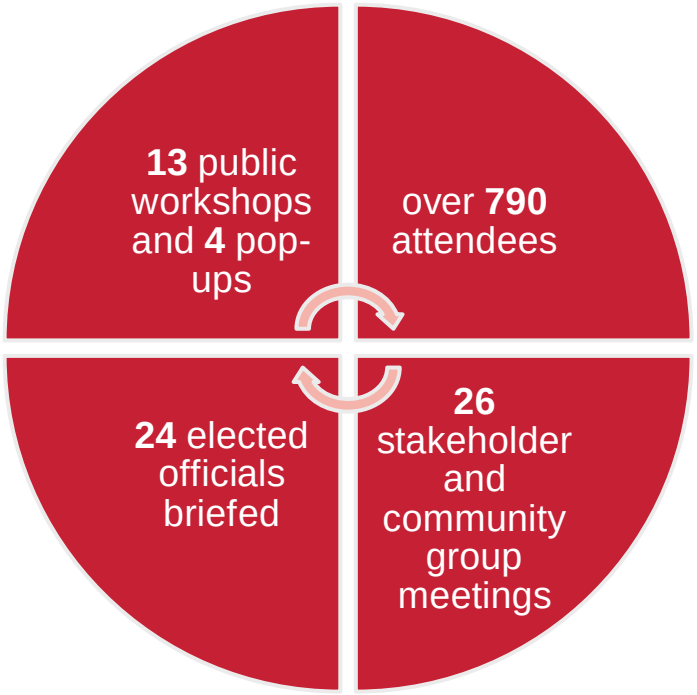
- **Local** routes connecting to CityLink routes
  - Neighborhood connectivity

- **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

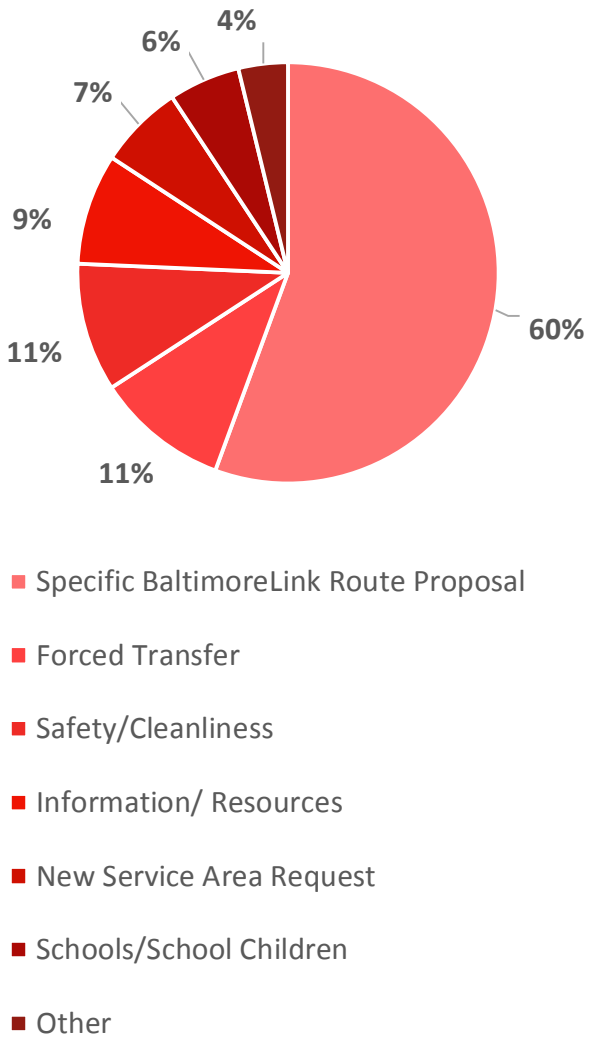
Comment Submittal and Topic

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



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

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%

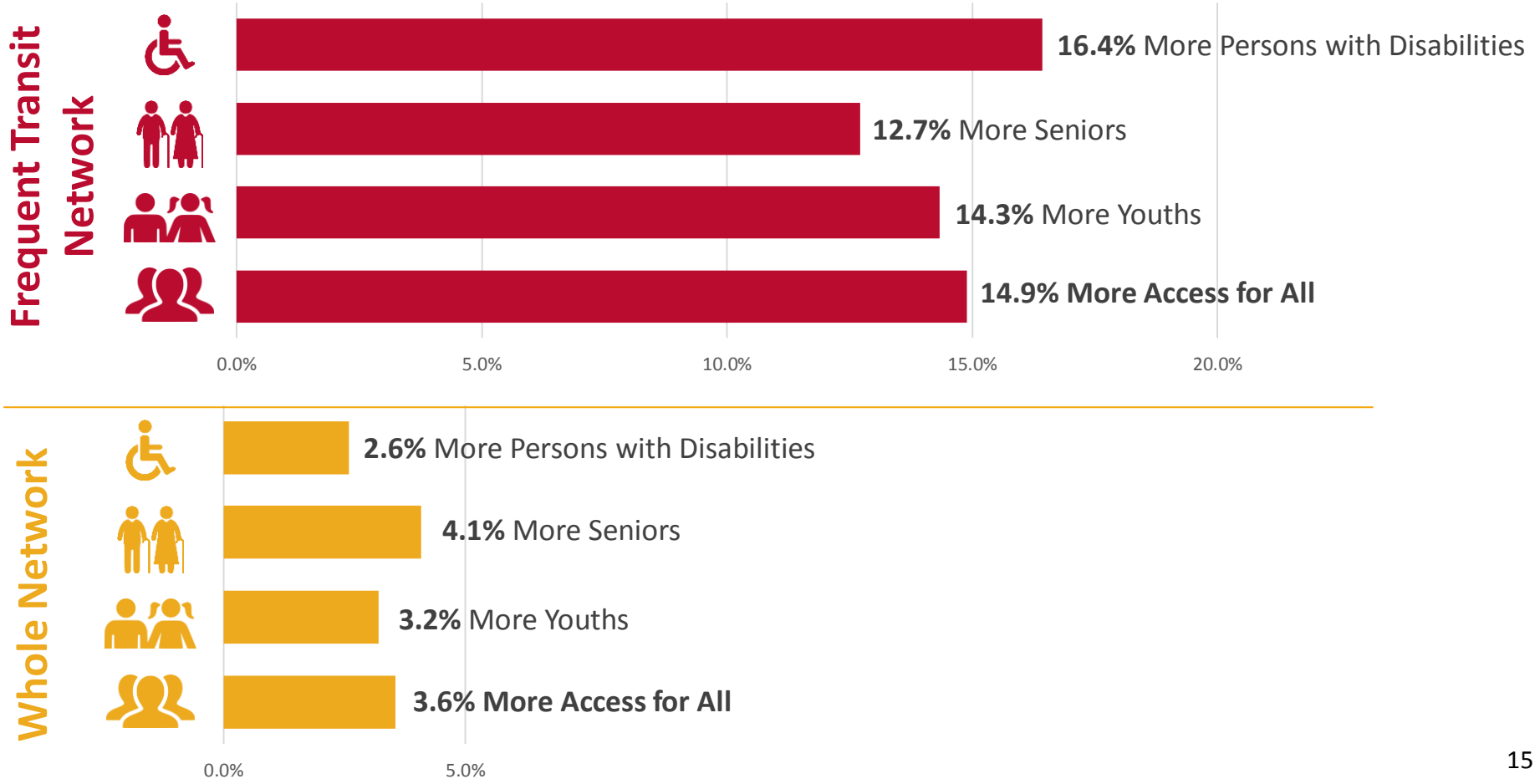
+4
Libraries

+22%

What Will Improve

Increasing Accessibility

CHANGE IN PERCENT OF POPULATIONS WITHIN ¼ MILE OF BALTIMORELINK



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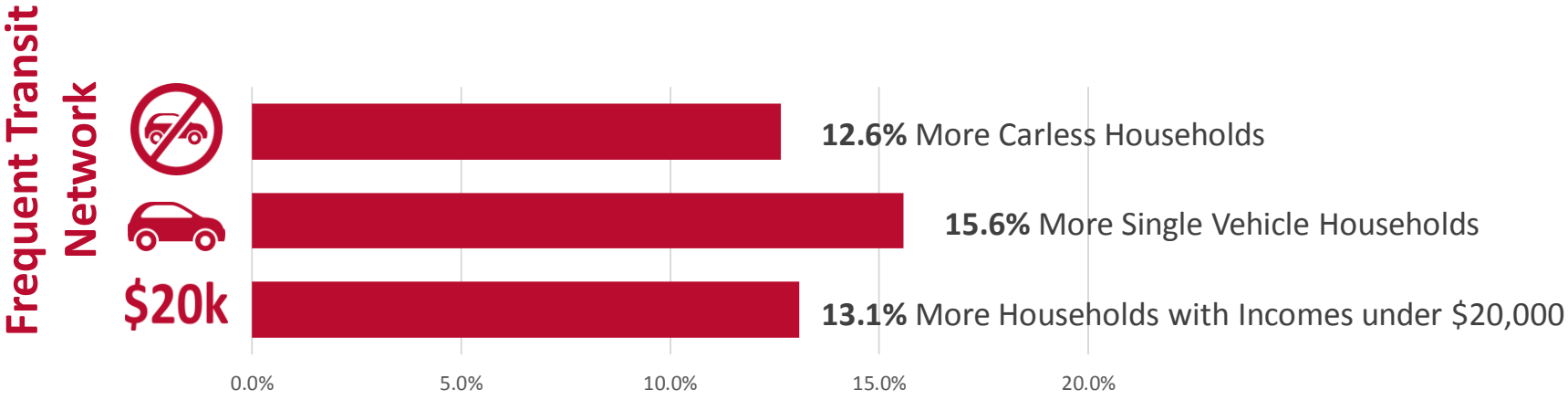
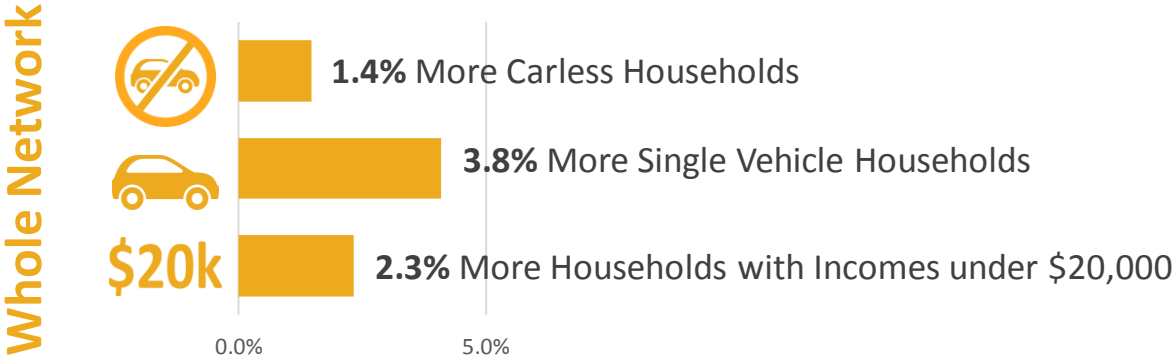
What Will Improve

Increasing Accessibility

CHANGE IN PERCENT OF HOUSEHOLDS WITHIN ¼ MILE OF BALTIMORELINK





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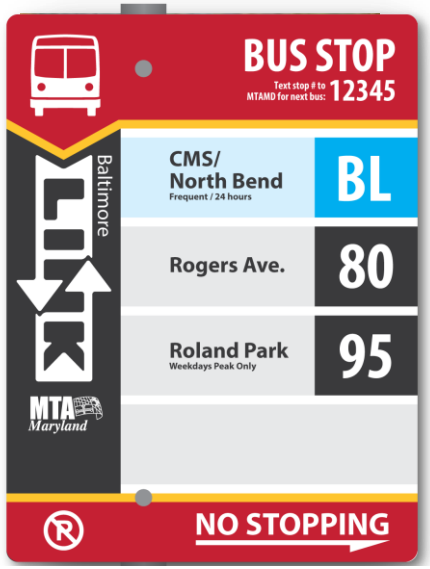
What Will Improve

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



Note: Draft Image

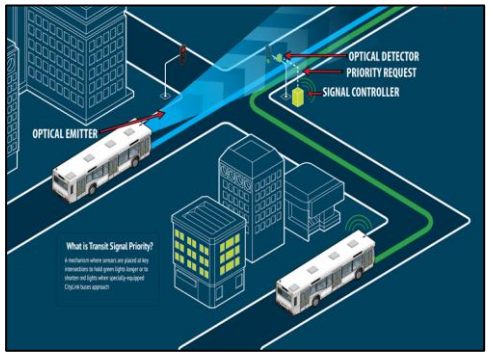
- **Bus Vehicle Branding**
  - New buses with BaltimoreLink branding will make the system more uniform with cohesive design and color elements

What Will Improve

Capital Investments

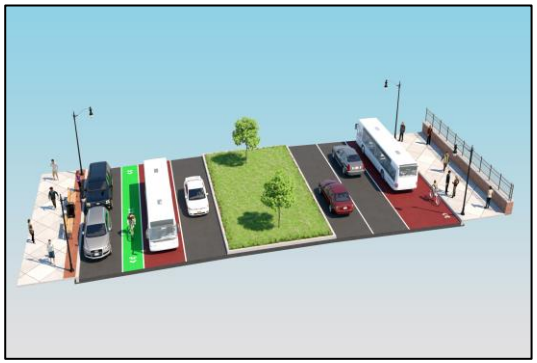
- ✓Making the System More Reliable
- ✓Helping Buses Move More Efficiently
- ✓Improving the Customer Experience

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

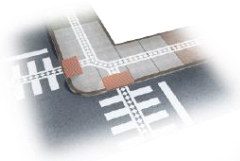
What Will Improve

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 – Feedback on First Draft

What we heard about the first draft:

- Keep a one-seat ride from Garrison Blvd. to Lexington Market
  (current 91)
- Keep a one-seat ride from Mt. Washington to downtown via Falls
  (current 27)
- Keep service through Seton Business Park
  (current 27)
- Keep service on Reisterstown Road
  (current 53)
- Keep service on Northern Parkway
  (current 44)

Local Analysis – Northern and Belvedere

Current Service

- **MTA 27** (Reisterstown Plaza to Port Covington)
- **MTA 44** (Woodlawn to Rosedale)
- **MTA 91** (Downtown to Sinai Hospital)

Proposed Service

- **MTA 27 ➡ LL 31 and 94**

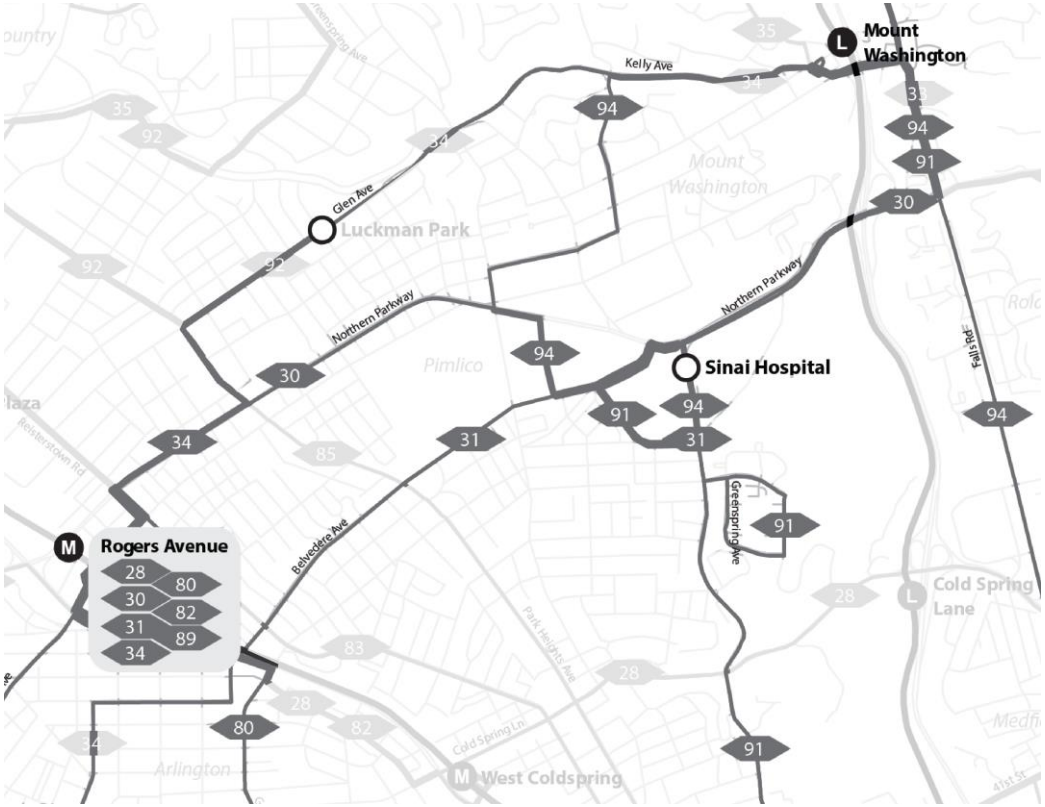
(Sinai Hospital to Woodlawn)
(Sinai Hospital to Fort McHenry)

- **MTA 44 ➡ LL 30 and 31**

(Rogers Avenue to Rosedale)
(Sinai Hospital to Woodlawn via Rogers Avenue)

- **MTA 91 ➡ LL 31 and LL 80**

(Sinai Hospital to Woodlawn via Rogers Avenue)
(Rogers Avenue to Downtown)



Local Analysis – Park Heights and Reisterstown

Current Service

- **MTA 53** (Mondawmin to Old Court)
- **MTA 54** (Penn-North to Milford Mill or Randallstown)
- **MTA 59** (Reisterstown Plaza to Owings Mills)

Proposed Service

- **MTA 53 = LL 83**

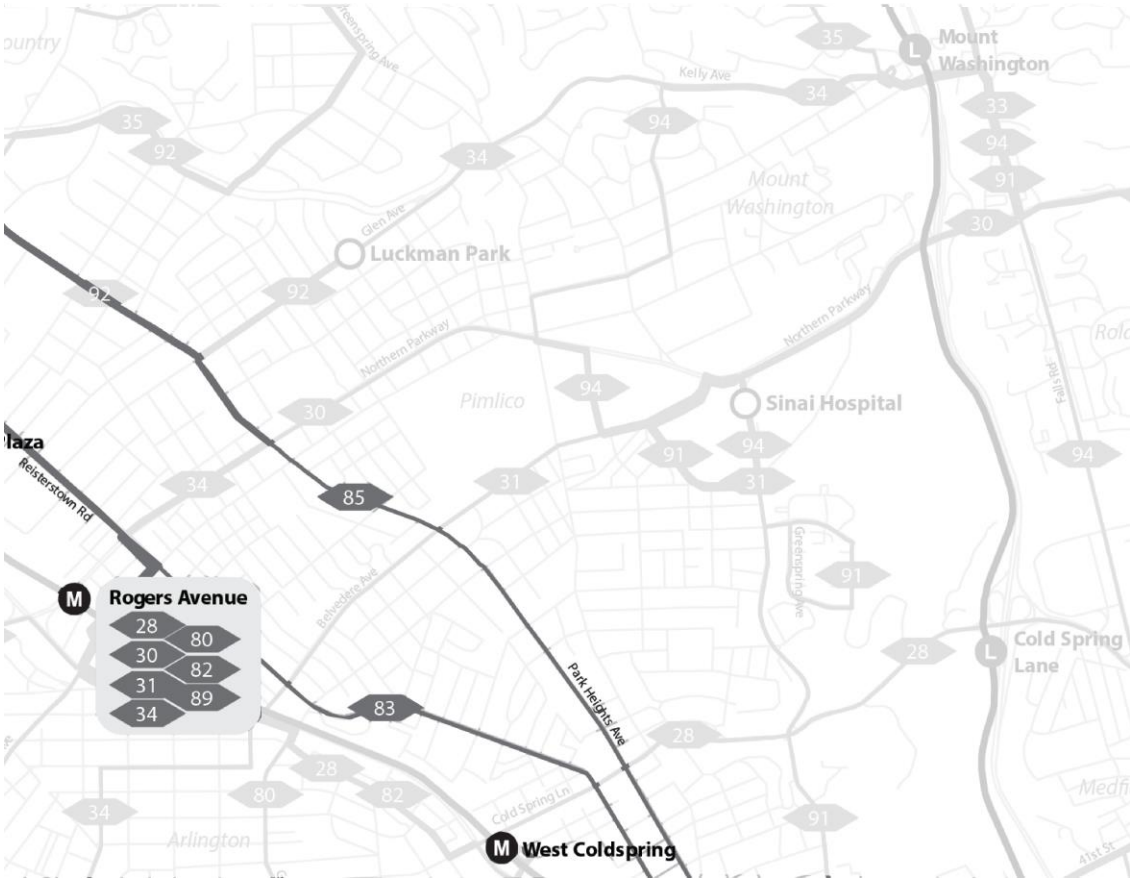
(Mondawmin to Old Court)

- **MTA 54 ➡ LL 85 and 81**

(Milford Mill to Penn-North)
(Milford Mill to Deer Park)

- **MTA 59 = LL 89**

(Rogers Avenue to Owings Mills)
Extended from Reisterstown Plaza to Rogers Avenue to better serve the MVA



Local Analysis – Greenspring

Current Service

- **MTA 1** (Sinai Hospital or Mondawmin to Fort McHenry)
- **MTA 58** (Reisterstown Plaza to White Marsh)

Proposed Service

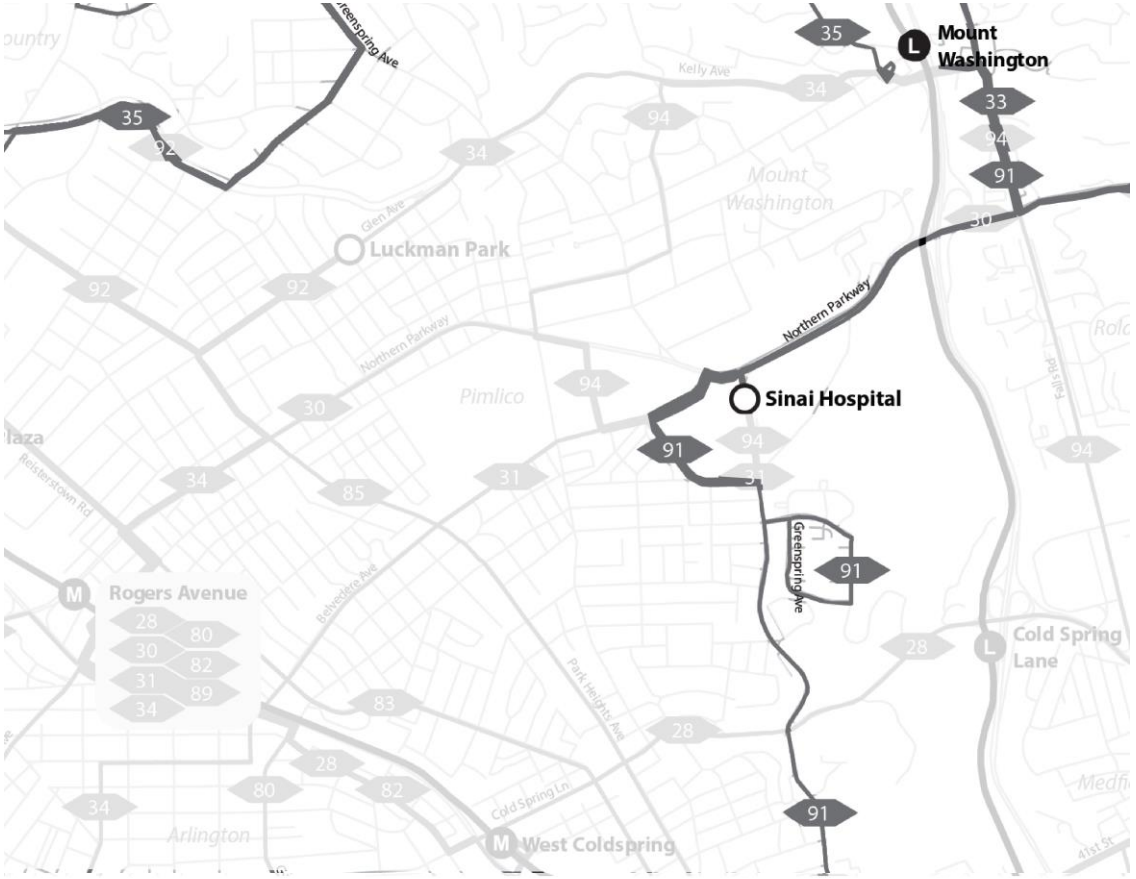
- **MTA 1 ➡ LL 91**

(Mondawmin to Greenspring Station)

- **MTA 58 ➡ LL 35 and 33**

(Mt. Washington to Woodlawn)

(Mt. Washington to Rosedale)



Local Analysis – Cold Spring

Current Service

- **MTA 33** (Rogers Avenue to Moravia)
- **MTA 51** (Rogers Avenue to Patapsco)

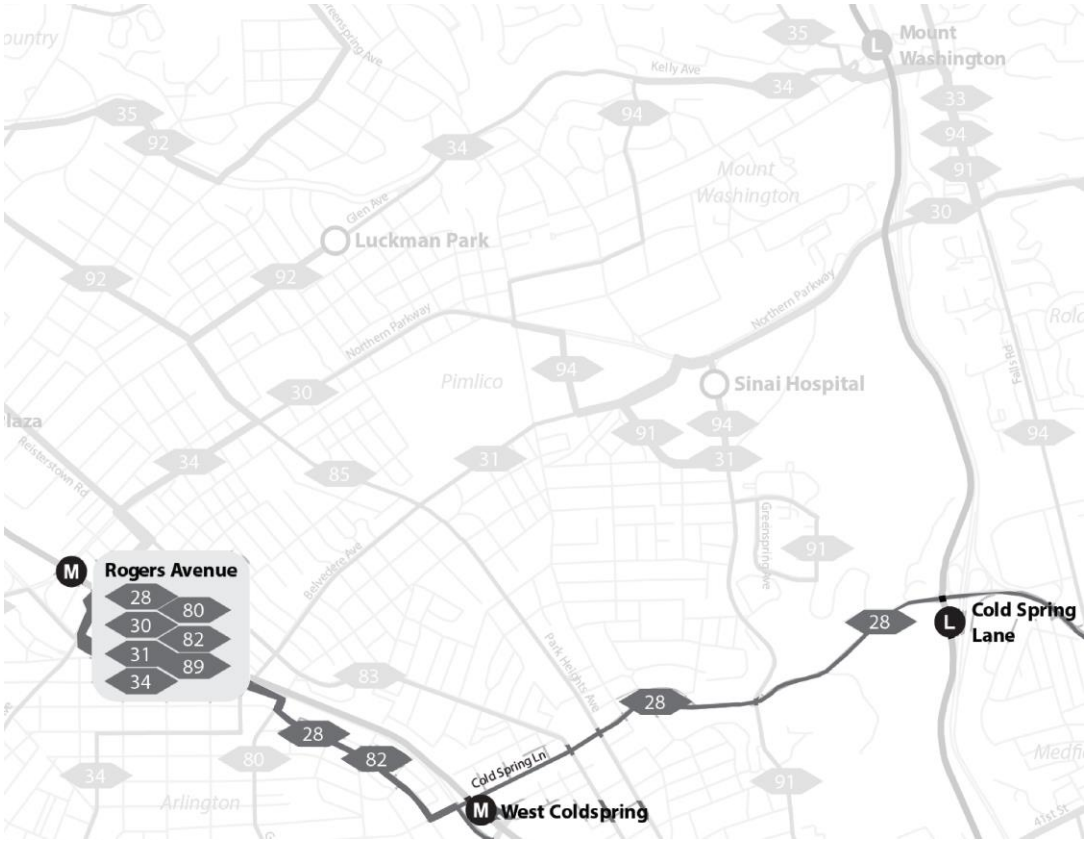
Proposed Service

- **MTA 33 = LocalLink (LL) 28**

(Rogers Ave to Moravia)

- **MTA 51 ➡ LL 82 and 26**

(Mondawmin to Reisterstown Plaza)
(Mondawmin to Port Covington)



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Local Analysis – Proposed Services

How we modified the first draft in response to Your Feedback:

- Keep a one-seat ride from Garrison Blvd. to Lexington Market

  LL 80 (also links to West Baltimore MARC)
- Keep a one-seat ride from Mt. Washington to downtown via Falls

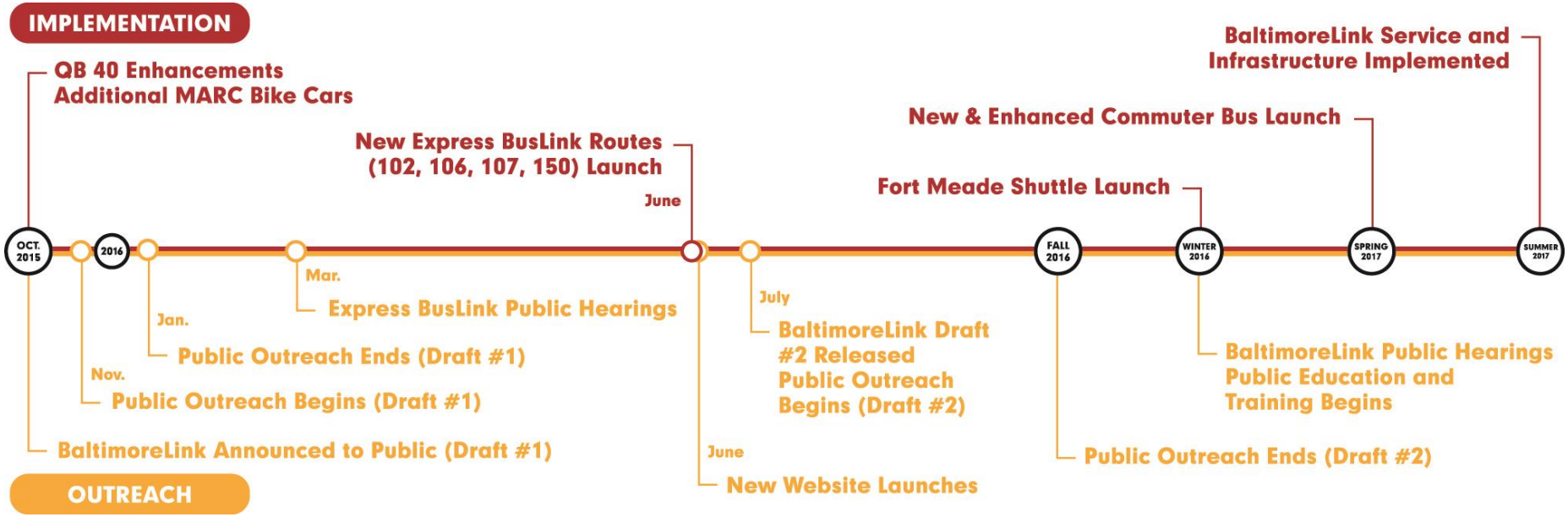
  LL 94 (also links to Fort McHenry)
- Keep service through Seton Business Park

  LL 35 and 82 (Woodlawn, Mt. Washington, Gwynns Falls)
- Keep service on Reisterstown Road

  LL 83 (same as current 53)
- Keep service on Northern Parkway

  LL 30 (improved headways over current 44)

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?

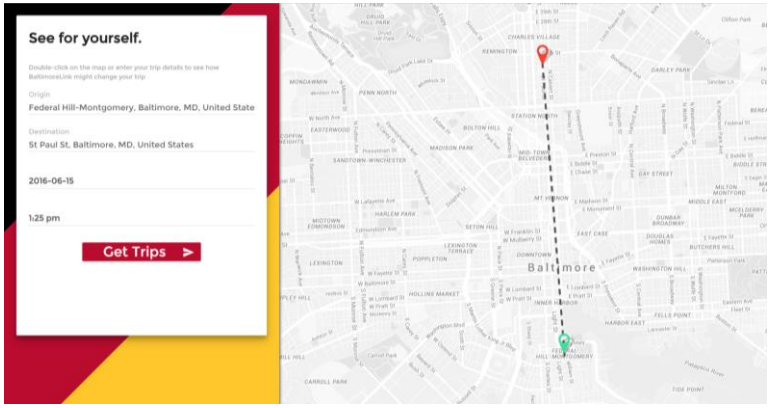
- Route name
- Route type
- Route end points
- Span of service
- Service frequency (M-F, Sat & Sun)
- Connections to rail and CityLink services
- Points of interest served
- Current routes
- Route Map

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

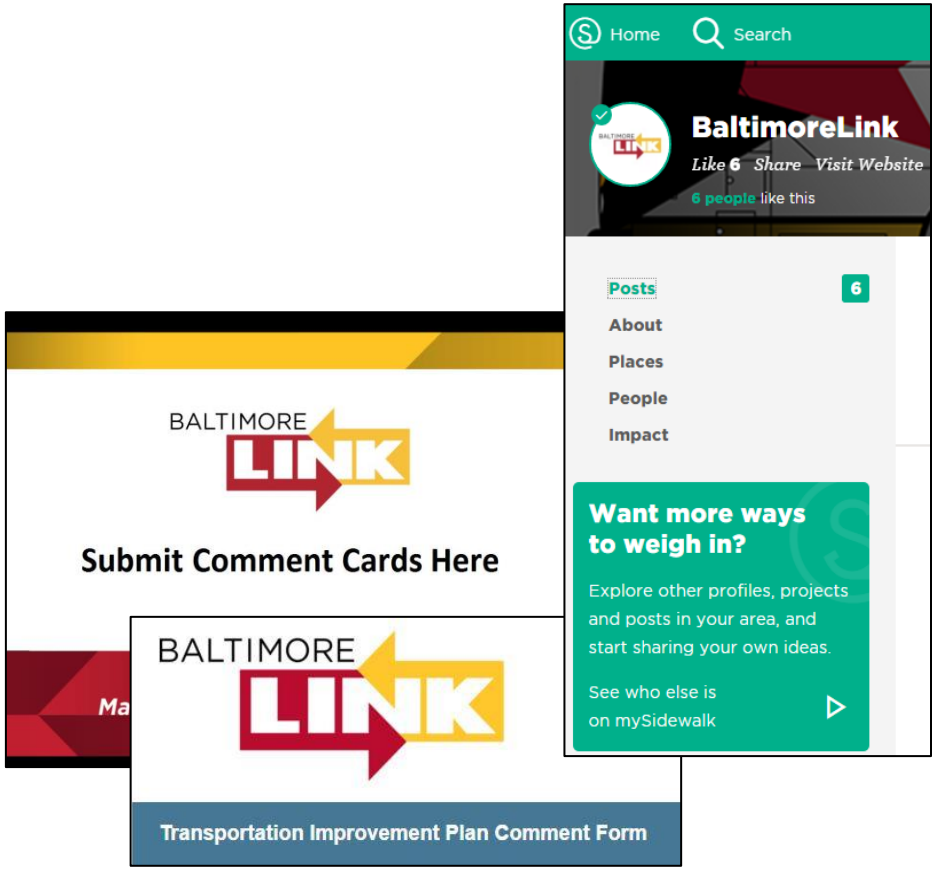
- Interactive Google system map allows you to zoom in on the updated network and view various routes and their frequencies

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