

BALTIMORE



Welcome!

***West Baltimore Transfer Facility
Informational Meeting***

*Wednesday, May 4, 2016 • 6:00 PM to 8:30 PM
Perkins Square Baptist Church*

Maryland Department of Transportation

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What is BaltimoreLink?

Here's a brief introduction to our plan to improve connectivity across the Baltimore metropolitan region.

What's the primary goal?

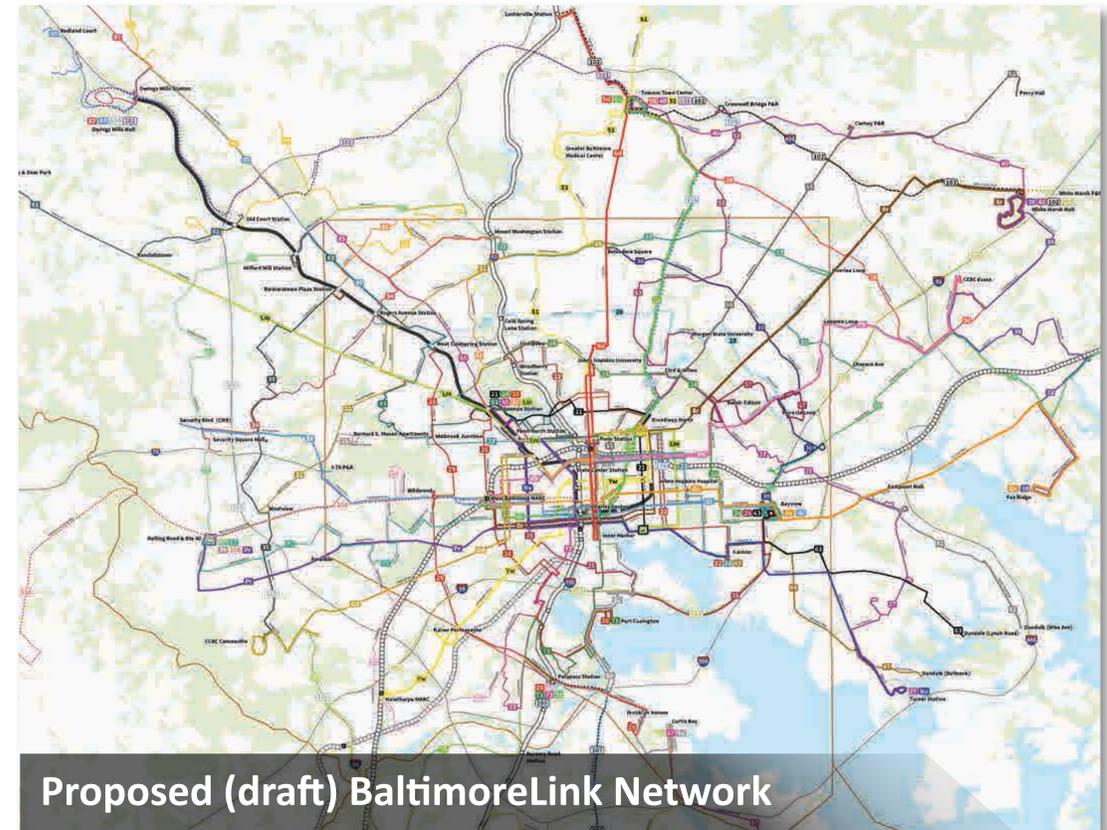
BaltimoreLink strives to **improve connectivity** between city neighborhoods and emerging job centers around the region. To achieve this goal, the entire local and express bus systems will be redesigned and new *CityLink* routes will be added: *CityLink* routes will consist of high-frequency, color-coded bus routes that offer direct connections between transit modes and job centers. *LocalLink* and *Express BusLink* routes will supplement *CityLink* routes.

This overarching goal of *BaltimoreLink* - to improve regional connectivity - would be accomplished by these investments:

- **Transfer Facilities** would provide easy, safe, and straightforward connections for pedestrians at points where bus routes and other transit modes converge.
- **Improved Bus Stop and Wayfinding Signage** would make the system user-friendly and easier to understand.
- **Dedicated Lanes** would make it easier for buses to stay on time by allowing them to avoid traffic congestion.
- **Transit Signal Priority (TSP)** would also improve bus reliability by giving buses more time to pass through traffic lights.
- **Bike Share and other "Last Mile" Investments** would further improve connectivity by making it easier to travel between homes and businesses and nearby transit stops and transfer facilities.

These investments are in turn driven by BaltimoreLink goals to...

- Enhance Safety
- Improve Service Efficiency
- Increase Access to Jobs
- Improve the Customer Experience



Proposed (draft) BaltimoreLink Network

How does West Baltimore fit into BaltimoreLink?

To achieve *BaltimoreLink's* goal of improved regional connectivity, connections would be improved between the West Baltimore MARC Station and the bus routes on Franklin, Mulberry, and Pulaski Streets.

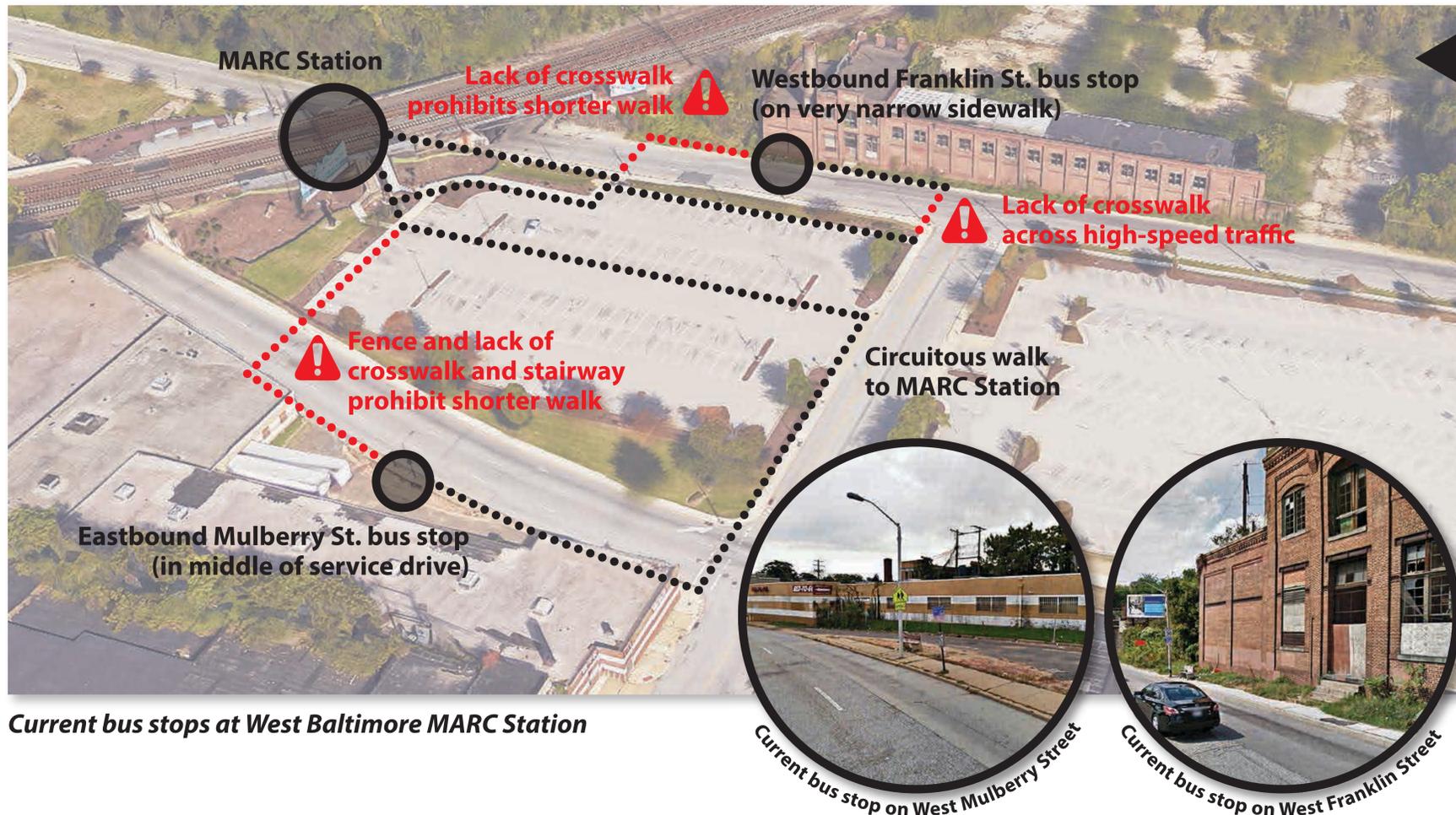
BaltimoreLink routes would continue using these same bus-served streets, but they would connect to the MARC station differently than current bus routes: Rather than discharging and picking up passengers from scattered stops on the side of the station, *BaltimoreLink* routes would connect directly to each other and to the station at a centralized point to make transfers easier, safer, and more intuitive for passengers.

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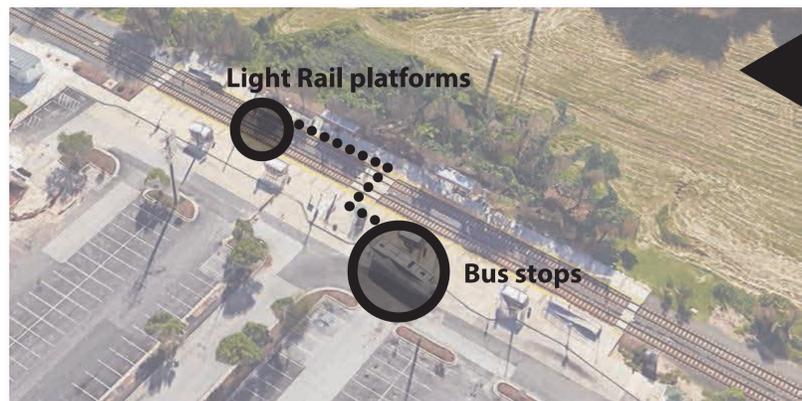
Why Have a Transfer Facility Here?

Under BaltimoreLink several bus lines are proposed to serve the West Baltimore MARC Station. But without improvements, transfers would continue to be dangerous, difficult, and disconnected. A transfer facility would allow passengers to transfer quickly, easily, and safely between bus lines and the MARC station.



Current bus stops at West Baltimore MARC Station

Current bus stops at Patapsco Light Rail Station



How passengers currently have to transfer between the 23, 40, 47, 150, and the MARC Train

The Franklin Street stop is on a narrow sidewalk up against a derelict structure, has no shelter, and lacks a crosswalk to the MARC station and to other bus stops. Meanwhile the Mulberry Street stop's path to the station is circuitous, lacks a shelter, and is situated on an island in the middle of a service drive.

In short, passengers who want to transfer between buses and the MARC station have to make dangerous, unpleasant, and inconvenient connections: they have to jaywalk through high-speed traffic across missing crosswalks, take unnecessarily long and circuitous walks between the MARC platforms and bus stops, and wait at minimal bus stops lacking shelters and wayfinding signage.

How passengers currently transfer between bus routes and the Light Rail at the Patapsco Light Rail Station

At the Patapsco Light Rail Station, connecting buses pull up right alongside the light rail platforms. Both the bus stops and light rail platforms have shelters, and the walk between the two is short and straightforward, allowing passengers to transfer quickly, easily, and safely without having to cross in front of any vehicular traffic.

In short, transferring at Patapsco is **effortless**, while transferring at West Baltimore is difficult, dangerous, and inconvenient.

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What's a Transfer Facility Anyway?

A transfer facility allows passengers to quickly, safely, and easily transfer between bus lines and other modes. They accomplish this by offering centralized bus circulation and safe, short, direct paths for transferring passengers.

A transfer facility is similar to this...



Bay Fair BART Station, CA

A small bus loop, canopy, and stairway allows passengers to easily and safely transfer between AC Transit buses and BART trains.



Norristown Transportation Center, PA

A small bus loop, canopy, and stairway allows passengers to easily and safely transfer between SEPTA buses and trains.

This is NOT what we have in mind...



This transfer facility will NOT be a bus depot

A bus depot is a large facility where vehicle maintenance is performed and a large number of buses are stored overnight.



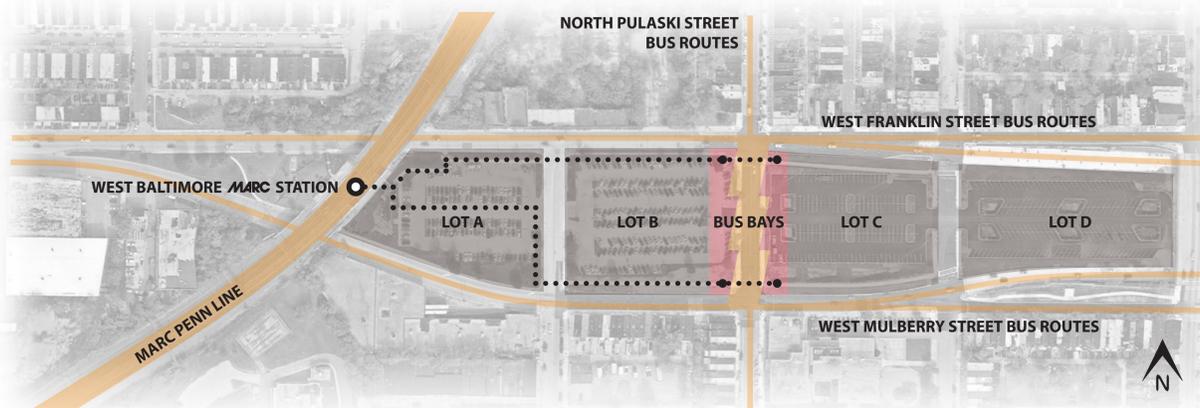
This transfer facility will NOT be a bus station

A bus station is a multilevel, high-volume hub that is more appropriate in a downtown setting.



Locations Considered

Several sites were explored for the transfer facility but ultimately did not satisfy project goals.



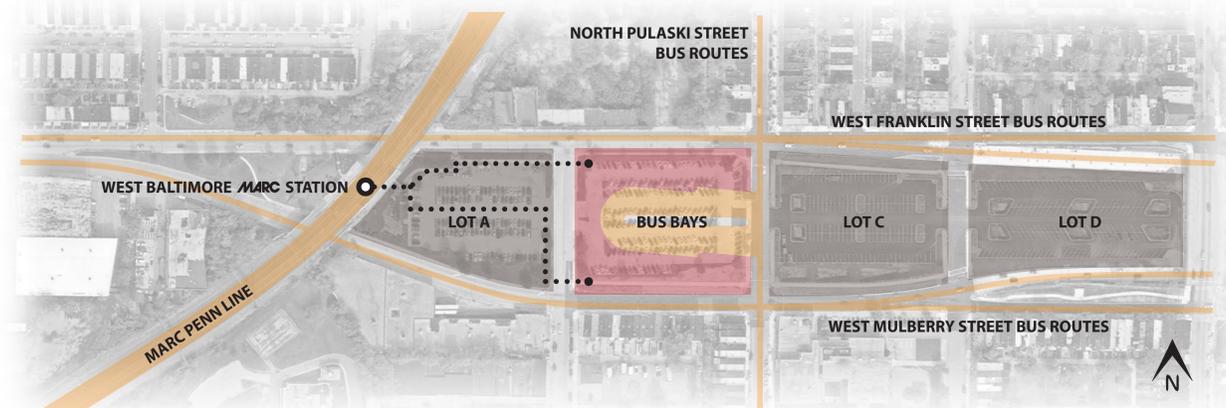
PULASKI STREET

PROS:

- Centralizes bus stops
- Retains nearly all MARC parking
- Highly visible to approaching pedestrians

CONS:

- Does not connect to the MARC station
- Requires buses to lay over in the neighborhood
- Requires crossing the street to transfer
- Closes two entrances to Lots B and C
- Impacts the West Baltimore Beautification Project
- Requires concrete installation on Pulaski Street



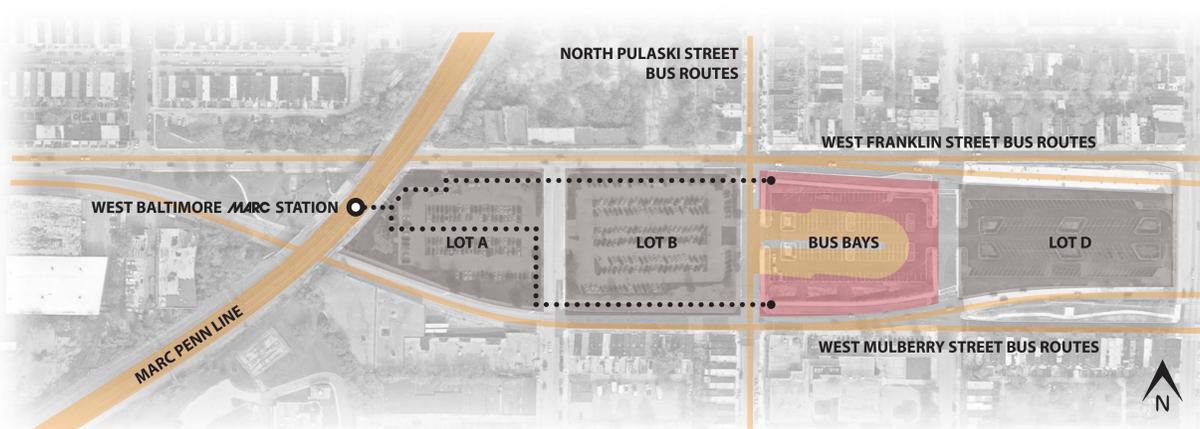
LOT B

PROS:

- Centralizes bus operations
- Permits safe passenger transfers

CONS:

- Does not connect directly to the MARC station
- Displaces the most parking spots (170+)
- Directly adjacent to residential blocks
- Impacts the West Baltimore Beautification Project



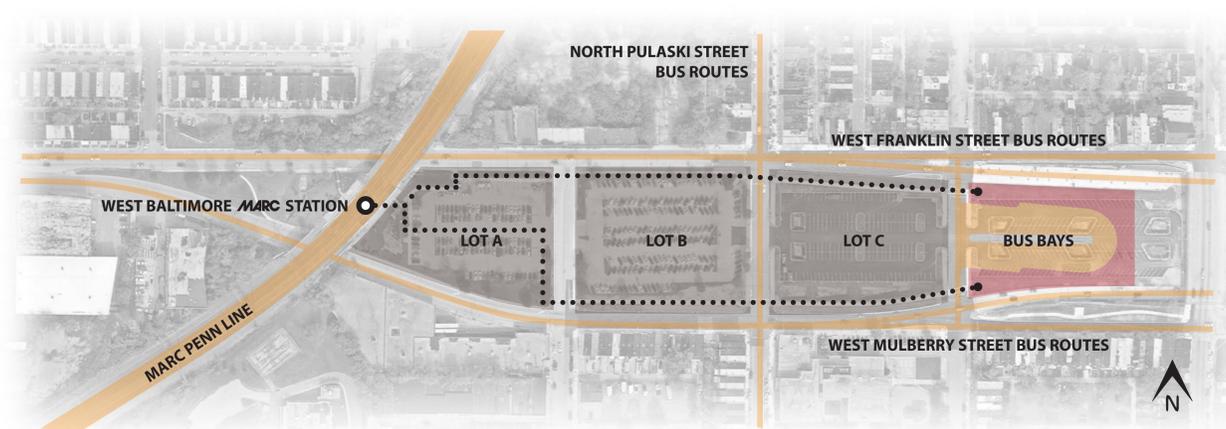
LOT C

PROS:

- Centralizes bus operations
- Permits safe passenger transfers

CONS:

- Does not connect to the MARC station
- Displaces 150+ parking spots
- Requires demolition of a recently-built parking lot
- Directly adjacent to residential blocks
- Impacts the West Baltimore Beautification Project



LOT D

PROS:

- Centralizes bus operations
- Permits safe passenger transfers

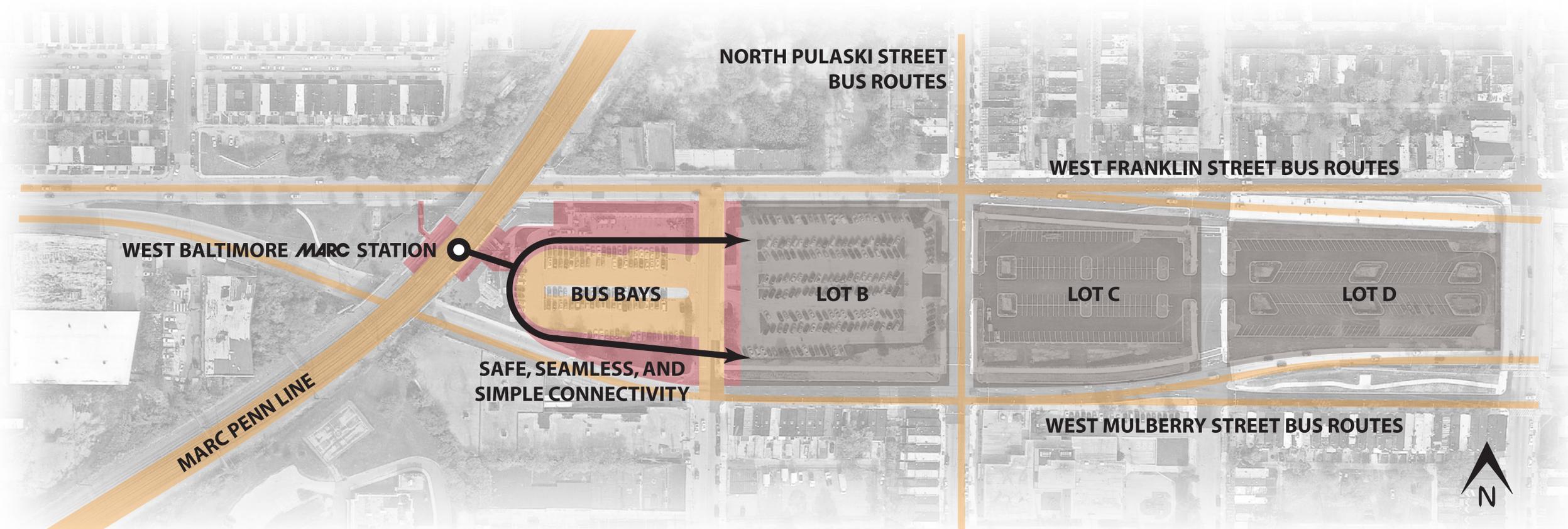
CONS:

- Farthest distance from the MARC station (1/4 mile)
- Displaces 150+ parking spots
- Requires demolition of a recently-built parking lot
- Directly adjacent to residential blocks



Lot A: Recommended Site

After exploring the pros and cons of transfer facilities at Pulaski Street and Lots A, B, C, and D, Lot A met the most project goals and offered the most convenience for transit riders.



PROS:

- Only option that seamlessly connects MARC and bus service
- Offers the safest passenger transfers, not only between buses but between buses and rail
- Compared to other options, Lot A is not directly adjacent to residential blocks
- Centralizes bus operations
- Unique site offers the opportunity to create a valuable community place
- Concentrates transit to potentially support future transit-oriented development (TOD)

BENEFITS EXCLUSIVE TO LOT A!

CONS:

- Displaces 115+ parking spots
- Requires a slightly-longer walk from the MARC station to the parking lots

Note: this is a draft schematic diagram and does not resemble final conditions, which may vary from those depicted here.

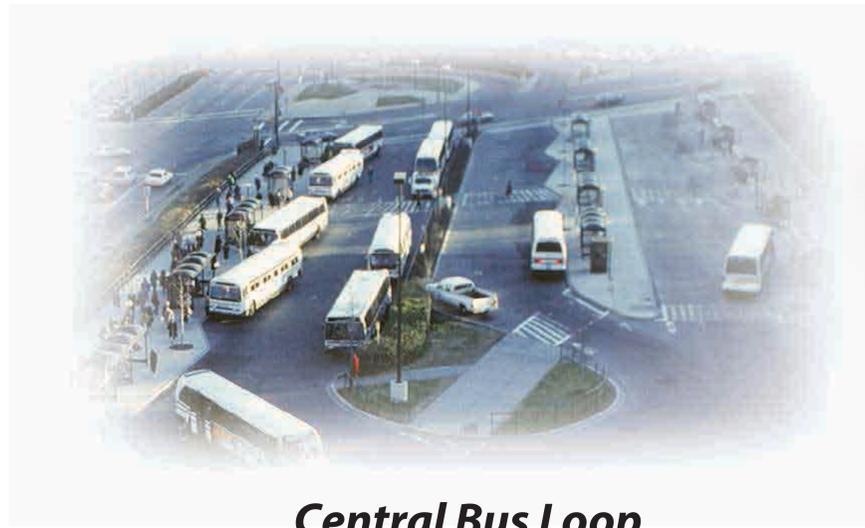
	Intermodal Connectivity	Passenger Safety	Passenger Transfer Ability	Parking Displacement
	Does this option seamlessly connect bus service with MARC service?	Does this option protect passengers from vehicular traffic?	Would this option permit safe, seamless, and secure transfers between buses?	How many parking spots would be removed with this option?
Pulaski Street	X	X	—	30
Lot D	X	—	✓	150
Lot C	X	—	✓	150
Lot B	—	—	✓	175
Lot A	✓	✓	✓	115

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Proposed Elements: The Essentials

Note that photos are for illustrative purposes only and are not literal representations of the West Baltimore facility.



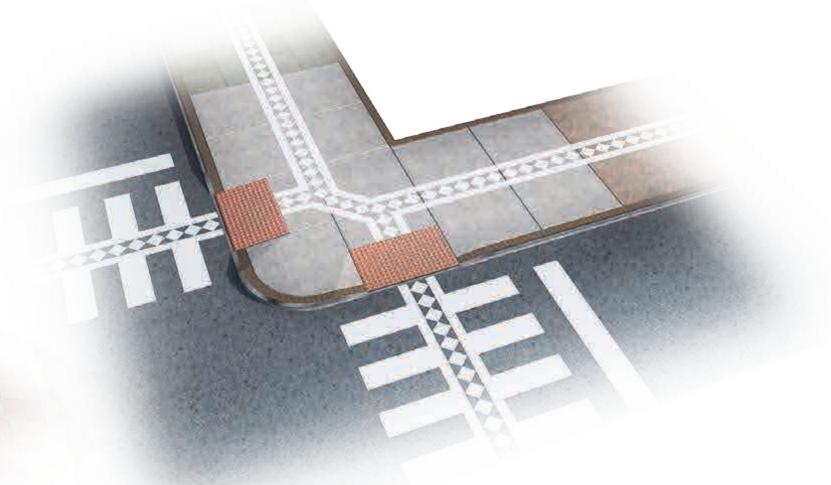
Central Bus Loop

Making transfers safe, simple, and seamless



Sheltered Waiting Areas

Protecting you from the weather



Pedestrian Safety Improvements

Enhanced crosswalks and streetscaping to keep you safe when crossing the street



Nearby Connections		
Follow the yellow brick road...		
LM to Harbor East	50 Feet	←
LM to Northwest Hospital	1 Block	↑
GR to West Baltimore	1 Block	→
SV to Curtis Bay		
95 to Inner Harbor		
103 to Inner Harbor		
PL to Federal Hill		
602 to Mt. Vernon Place		
702 to UM Medical Center		
State Center	5 Blocks	←
Cultural Center	3 Blocks	←
MARC Penn Station	4 Blocks	↑
Bike Share	4 Blocks	↑

New Signs and Wayfinding

Improved information in a simple format to point you in the right direction



Trash Receptacles

Keeping Baltimore clean one napkin at a time



Comfort Station for Our Drivers

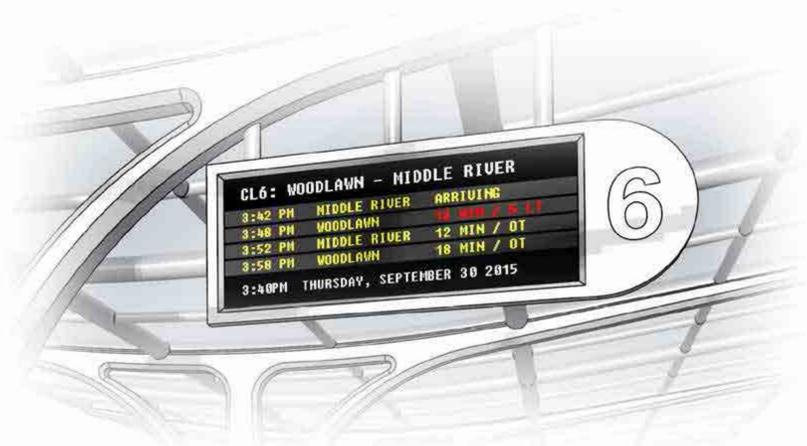
Giving our drivers a spot to rest so they can give you their best

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Proposed Elements: The Upgrades

Note that photos are for illustrative purposes only and are not literal representations of the West Baltimore facility.



Real-Time Information Signs

A bus is coming; now you'll know when!



Ticket Vending Machines

Save time - get your fare card before boarding



Enhanced Lighting

Keeping you safe and helping you see where you're going



Increased CCTV Camera Coverage

*MTA was the safest major transit agency in 2015
More closed-circuit television cameras mean more eyes to keep you safe while you wait*



Improved Bicycle Facilities

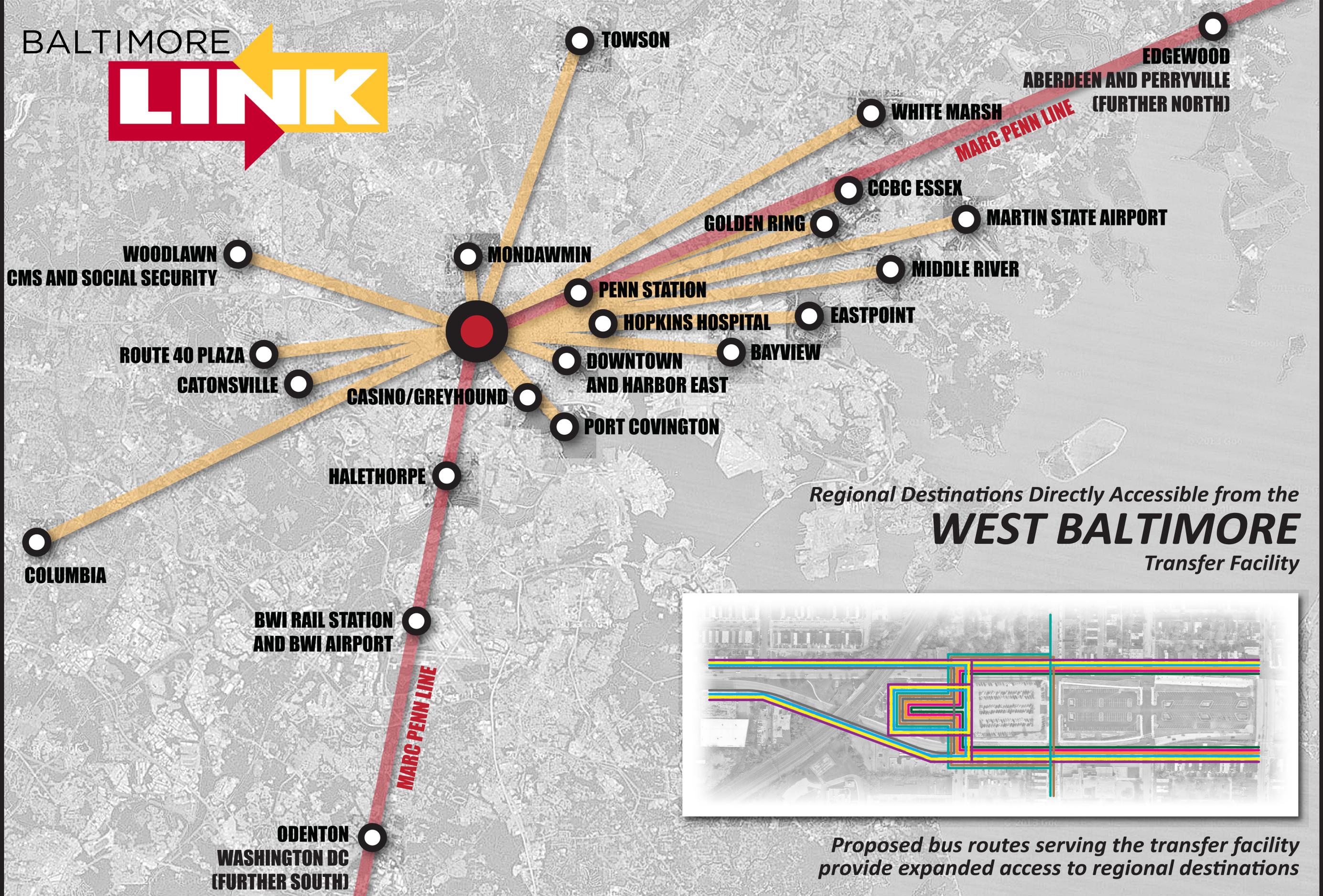
Park your bike here without fear



Ornamental Fencing

They look great and keep you out of harm's way

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Regional Destinations Directly Accessible from the
WEST BALTIMORE
Transfer Facility



Proposed bus routes serving the transfer facility provide expanded access to regional destinations

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BaltimoreLink Goals

A transfer facility would help achieve these goals:



Improve Connectivity

A key element of *BaltimoreLink* is to provide increased connectivity between bus routes and other modes (e.g. MARC, Light Rail, Metro). Therefore, at this location the goal is to connect bus routes to each other and to the MARC station.



Enhance Safety

At the MTA safety is our number one goal, so it follows that increasing the safety of our passengers is a top priority for *BaltimoreLink*. The goal is to provide a safe facility located where our riders can transfer without stress and wait in a secure environment.



Improve Service Efficiency

We want our buses to arrive on time! A transfer facility should therefore provide centralized operations and allow for efficient bus movement.



Increase Access to Jobs

Transit can have a profound impact on a city by providing access to opportunity. The selected location will maximize mobility in the area by connecting MARC and bus to promote truly regional (beyond Baltimore) access.



Improve the Customer Experience

Every day the MTA strives to provide world class customer service. In addition to improving our interaction with customers, we want to provide a better rider experience through improved amenities. The West Baltimore transfer facility would therefore be designed to be customer friendly, easy to use, safe, secure, and functional.