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

13 public workshops and 4 pop-ups
over 790 attendees

24 elected officials briefed
26 stakeholder and community group meetings
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
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.
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
- +7 Pharmacies
- +12 Supermarkets
- +15 Public Schools
- +4 Libraries

+56% +6% +24% +13% +22%

What Will Improve
Increasing Access to Services
What Will Improve Increasing Accessibility

CHANGE IN PERCENT OF POPULATIONS WITHIN ¼ MILE OF BALTIMORELINK

### Frequent Transit Network
- **More Persons with Disabilities**: 16.4%
- **More Seniors**: 12.7%
- **More Youths**: 14.3%
- **More Access for All**: 14.9%

### Whole Network
- **More Persons with Disabilities**: 2.6%
- **More Seniors**: 4.1%
- **More Youths**: 3.2%
- **More Access for All**: 3.6%
What Will Improve Increasing Accessibility

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

**Frequent Transit Network**

- **Carless Households**: 12.6% increase
- **Single Vehicle Households**: 15.6% increase
- **Households with Incomes under $20,000**: 13.1% increase

**Whole Network**

- **Carless Households**: 1.4% increase
- **Single Vehicle Households**: 3.8% increase
- **Households with Incomes under $20,000**: 2.3% increase
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
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.
BaltimoreLink Project Timeline

**OUTREACH**
- BaltimoreLink Announced to Public (Draft #1)
- Public Outreach Begins (Draft #1)
- New Website Launches

**IMPLEMENTATION**
- QB 40 Enhancements
- Additional MARC Bike Cars
- New Express BusLink Routes (102, 106, 107, 150) Launch

**New & Enhanced Commuter Bus Launch**

**Fort Meade Shuttle Launch**

**BaltimoreLink Service and Infrastructure Implemented**

- BaltimoreLink Draft #2 Released
- Public Outreach Begins (Draft #2)
- Public Outreach Ends (Draft #2)
- BaltimoreLink Public Hearings Public Education and Training Begins
Summer Public Outreach

- 20 Public Workshops from July – September
- Communities will receive local analysis of their service
- Also collecting feedback via new website, Hotline, and mtamaryland.mysidewalk.com
New Tools

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.
Thank You!