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
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

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

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

To be integrated seamlessly with:

- Metro Subway
- Light Rail
- Mobility
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 2\textsuperscript{nd} Draft

You spoke. We listened.

We adjusted 56 of the 65 first draft routes as a direct response to public feedback.

The 2\textsuperscript{nd} 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
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

Change in Average Travel Time (minutes) -- Very Low Opportunity Neighborhoods

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Current</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sandtown-Winchester/ Harlem Park</td>
<td>42.7</td>
<td>-1.1</td>
</tr>
<tr>
<td>Madison/ East End</td>
<td>39.3</td>
<td>+.1</td>
</tr>
<tr>
<td>Oldtown/ Middle East</td>
<td>34.2</td>
<td>-1.0</td>
</tr>
<tr>
<td>Cherry Hill</td>
<td>60.0</td>
<td>-3.1</td>
</tr>
<tr>
<td>Greenmount East</td>
<td>40.6</td>
<td>-1.6</td>
</tr>
</tbody>
</table>

Most neighborhoods identified as very low opportunity by the Baltimore Neighborhood Indicators Alliance (BNIA) see modest but important improvements to average travel time under the proposed BaltimoreLink system.
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.
The Opportunity Collaborative identified 11 job centers in the Baltimore metropolitan area based on employment density.

BaltimoreLink improves service to most of these job centers.

<table>
<thead>
<tr>
<th>Job Center</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amazon</td>
<td>Annapolis</td>
</tr>
<tr>
<td>Coca Cola Drive</td>
<td>Columbia</td>
</tr>
<tr>
<td>Downtown</td>
<td>Hunt Valley</td>
</tr>
<tr>
<td>MD 32 &amp; US1</td>
<td>Nursery Rd</td>
</tr>
<tr>
<td>Riverside Business Park</td>
<td>Towson Circle</td>
</tr>
<tr>
<td>Woodlawn</td>
<td></td>
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</tbody>
</table>
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.

- **Hospitals**: +5
- **Pharmacies**: +7
- **Supermarkets**: +12
- **Public Schools**: +15
- **Libraries**: +4

Access Improvements:
- **Hospitals**: +56%
- **Pharmacies**: +6%
- **Supermarkets**: +24%
- **Public Schools**: +13%
- **Libraries**: +22%
What Will Improve
Increasing Accessibility

CHANGE IN PERCENT OF POPULATIONS WITHIN ¼ MILE OF BALTIMORELINK

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

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

CHANGE IN PERCENT OF HOUSEHOLDS WITHIN ¼ MILE OF BALTIMORELINK

**Frequent Transit Network**
- 12.6% More Carless Households
- 15.6% More Single Vehicle Households
- 13.1% More Households with Incomes under $20,000

**Whole Network**
- 1.4% More Carless Households
- 3.8% More Single Vehicle Households
- 2.3% More Households with Incomes under $20,000

$20k
Measuring the System: Summary

- 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 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

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
- Baltimore City DOT has agreed to enable Active TSP
What Will Improve

Dedicated Bus Lanes

- Red painted lanes and “BUS LANE” striping
- Focusing on corridors with multiple CityLink routes to keep people moving
What Will Improve

Dedicated Bus Lanes

- Screened 25 streets
  - Buses / Peak Hour
  - Bus Passengers: Total Person Throughput

- Recommending roughly 5 ½ miles of dedicated bus lanes
  - Pratt (Greene to Market Place)
  - Lombard (Penn to Market Place)
  - Baltimore (Arch to President)
  - Fayette (Arch to Gay)
  - Charles (Madison to Oliver – PM Peak Only)
  - St. Paul (Franklin to Pratt)
  - Gay (Baltimore to Forrest)
  - Hillen (Forrest to Guilford)
  - Guilford (Pleasant to Baltimore)
What Will Improve

**Dedicated Bus Lanes**

East Baltimore Street

North Gay Street

West Lombard Street
What Will Improve

Dedicated Bus Lanes

- Conceptual Design – June & July 2016
- Initial Public Meetings – Early July 2016
  - Tuesday, July 5, 4-6 p.m. – Charles Center Metro Mezzanine
  - Wednesday, July 6, 11 a.m.-3 p.m. – War Memorial (lower level)
  - Thursday, July 7, 4-6 p.m. – UMB SMC Campus Center, Elm Rooms
  - Additional Pop-Up events around downtown
- Final Design – August & September 2016
- Construction – Spring to Summer 2017
What Will Improve

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

<table>
<thead>
<tr>
<th>Off-Street Concept</th>
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</thead>
<tbody>
<tr>
<td>Major infrastructure modifications that maximizes safety, ease of transfer, and connections</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>On-Street Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate infrastructure modifications which will foster an improved transfer experience</td>
</tr>
</tbody>
</table>
Off-Street Concept:
West Baltimore MARC Station

On-Street Concept:
Penn-North Metro Station
What Will Improve
Transfer Facilities

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

Note that photos are for illustrative purposes only and do not necessarily represent actual transfer facilities.
What Will Improve
Transfer Facilities

- All sites are now in Final Design
  - Design will be completed by Aug/Sept 2016
- Construction work will begin late Fall 2016 and continue through June 2017
What Will Improve
Increasing Transportation Options

**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

**Commuter Bus** – 3 new routes that connect Baltimore City residents to regional employers
- New service between Baltimore and Aberdeen Proving Ground
- New service between Baltimore and Annapolis/Kent Island
- New service between Baltimore and Columbia/Howard County

**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 for the Regional Transit Authority (RTA) to operate a shuttle connecting the Savage and Odenton MARC Stations.

**Microtransit** – A pilot program of this emerging, scaled down version of mass transit that provides a shared, on-demand, and tech-enabled ride.
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
EXAMPLE: Local Analysis – New Broadway East

Current Service

• MTA 15 (Woodlawn or Walbrook Junction to Overlea)
• MTA 47 (Walbrook Junction to Overlea)
• MTA 115 (Downtown to Perry Hall)

Proposed Service

• MTA 15 ➔ CL Brown
  (UM Transit Center to Overlea or White Marsh)
• MTA 47 ➔ CL Brown
  (UM Transit Center to Overlea or White Marsh)
• MTA 115 = EL 115
  (Downtown to Perry Hall)
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.
BaltimoreLink Project Timeline

**OUTREACH**
- BaltimoreLink Announced to Public (Draft #1)
- Public Outreach Begins (Draft #1)
- Public Outreach Ends (Draft #1)
- Express BusLink Public Hearings
- New Express BusLink Routes (102, 106, 107, 150) Launch
- June

**IMPLEMENTATION**
- QB 40 Enhancements
- Additional MARC Bike Cars
- BaltimoreLink Service and Infrastructure Implemented
- New & Enhanced Commuter Bus Launch
- Fort Meade Shuttle Launch
- BaltimoreLink Draft #2 Released
- Public Outreach Begins (Draft #2)
- July
- New Website Launches
- June
- Public Outreach Ends (Draft #2)
Thank You!