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
About MTA

Four Cornerstones

Providing safe, efficient and reliable transit across Maryland with world-class customer service.
There is no

without.....
Project Timeline

2013
- Existing Transit Assessment and Market Conditions (April-Sept)
- Outreach & Stakeholder Involvement (Sept-Nov)

2014
- Develop Recommendations (Jan-April)
- Prioritization / Implementation Schedule (April-May)
- Selling Plan to Administration (May-Nov)

2015
- Governor Hogan is inaugurated (Jan)
- BNIP Presentation to new MTA Administration (June)
- What can we implement? (June-Aug)

From BNIP ....
Project Timeline

2015
- Develop New Network Concept (Aug)
- Plan new system alignments and levels of service (Sept)
- Prepare materials for BaltimoreLink announcement & outreach phase I
- BaltimoreLink Announcement (Oct 22)
- Outreach phase I begins (Nov)

2016
- Outreach Phase I ends (Jan)
- Redevlop plans based on outreach feedback (Feb-April)
- Operator Inreach (March-ongoing)
- Prepare materials for outreach phase II (April-July)
- Outreach phase II (July-Sept)

Future
- Finalize network design (Oct 2016)
- Prepare for Public Hearings – locations & materials (Sept-Oct 2016)
- Develop & Implement Public Education Campaign (Oct 2016-Jan 2017)
- IMPLEMENTATION (JULY 2017)
Existing Transit Services

**Major Problems Realized:**
- Lengthy routes
- Highly congested Downtown
- On-time performance
- Missed trips
- Severe Bunching

**Customer Concerns:**
- Broken & disconnected system
- Overcrowded & unclean buses
- Unreliable
- Missing connections
Initial Outreach

Opportunities for Participation:
• Public workshops (117 participants)
• Pop-up events (282 participants)
• BNIP Hotline (115 comments)
• Interactive online experience (633 active participants, 1,981 comments, 912 ideas)

Materials:
• System and service area findings
• Service planning concepts
• Asked for wants/desires for the revised system
• Presented “trade-off” exercises
BNIP Recommendations

- Expanded service coverage
- Downtown grid network
- Expanded high-frequency network - peak & off-peak
We.....

• Developed a phased implementation plan based on prioritization of recommendations.
• Presented recommendations to project steering committee and MTA administration.
• Prepared a 1,000 plus page document with full recommendations & justifications.
• Implemented Phase I changes – two new services in southeastern Baltimore
• Prepared for another round of outreach to gather feedback on the recommendations.

But.....

....the project pretty much died right there.
Why?
  • PINs
  • Service resources
  • Politics!

With everything very much up in the air, Governor Hogan won his election and was inaugurated in January, 2015.

And everything would soon change......
We......

• Met with MTA’s new Administrator in June, 2015
• Described the quantitative and qualitative research, the BNIP recommendations and the potential positive impacts on Baltimore:
  • improved connections
  • more access to jobs
  • increased reliability
  • etc.

Which resulted in......

.... service planning work restarting. And we were give a specific target investment:

$135 MILLION
The investment.....

• Would covered a six year period
• And was for operational improvements: The Best of BNIP

Several new implementation plans were developed to determine the best way to utilize the investment:

• Front-loaded
• Back-loaded
• Evenly spread out across the investment period
• Other “creative” solutions

We soon realized.....

.....that without the full implementation of the BNIP plan, any solution only created additional big picture issues.

The idea.....

• August 27, 2015, 2AM
• My couch, alone
The idea.....
The solution

High-frequency, higher-speed routes into and throughout urban core

- Color-coded routes
- At least 10-minute peak / 15-minute midday/evening service
- 24 hours of service per day
- Designed to connect to all other CityLink routes and to Rail Stations

To be integrated seamlessly with:

The solution – The BaltimoreLink Network

Local Routes
- Connecting to CityLink routes
- Neighborhood feeder routes providing coverage and connectivity
- Comprehensive crosstown network
- Suburb-to-urban core connectivity

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

- 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

Transit Signal Priority

Dedicated Lanes

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
The solution

- **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
The announcement.....
Outreach Phase I

October 2015 – February 2016

- MTA gathered over 1,280 comments

13 public workshops and 4 pop-ups

over 790 attendees

24 elected officials briefed

26 stakeholder and community group meetings
Outreach Phase I

Comment Submittal and Topic

- 61% submitted online
- 24% submitted comment form
- 15% submitted in other formats (hotline, email, verbal, or other)

Specific BaltimoreLink Route Proposal: 60%
Forced Transfer: 4%
Safety/Cleanliness: 7%
Information/Resources: 11%
New Service Area Request: 9%
Schools/School Children: 11%
Other: 11%
A revised plan.....
What will not change

You spoke. We listened.

Minimal Change to Daily Transfer Rate

- 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
What will improve
Increasing Access to Transit

33,600 More People with Access to Transit

60,700 More People with Access to Frequent Transit

Households will have Better Access to Jobs

34,400 More Jobs will have Access to Frequent Transit
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Better Access to Services in the Region
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

$20k

Whole Network

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

Increasing Accessibility
Remaining work

• Outreach phase II
• Continued operator inreach
• Finalize system design
• Finalize bus stop optimization
• Scheduling
• Wrap vehicles
• Print and install bus stop signs
• Continue to paint bus only lanes
• Install and implement TSP
• West Baltimore MARC station upgrades
• Public hearings
• Public education campaign
• Operator training

IMPLEMENTATION: JULY, 2017
Thank You!

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