



BaltimoreLink Ad-hoc Committee Meeting Summary

September 29, 2016

8:00 AM – 10:00 AM

Baltimore Community Foundation

2 East Read Street

Levi Conference Room, 8th Floor

Baltimore, MD 21202

Attendees: Eunice Anderson, **Enoch Pratt Free Library**, Roxana Beyranvand, **Baltimore Collegetown**, Father Michael Bishop, **Bus Rider**, Robin Budish, **Transit Choices**, Luis Cardona, **Downtown Partnership of Baltimore**, Celeste Chavis, **Morgan State University**, Art Cohen, **b'more mobile**, Ben Cohen, **BWI Partnership**, Mike Franch, **Bus Workgroup 14**, George Frazier, **Baltimore Bike Out**, Laura Getty, **MTA**, Jeffrey Grigg, **Johns Hopkins University**, Tom Hewitt, **MTA**, Samuel Jordan, **Baltimore Transit Equity Coalition**, John Land, **Baltimore City Public Schools**, Jim Leanos, **Corporate Property Solutions**, Jackie MacMillan, **Bus Workgroup 14**, Eric Norton, **Central Maryland Transportation Alliance**, Brian O'Malley, **Central Maryland Transportation Alliance**, Mike Puma, **Loyola University**, Kevin Quinn, **MTA**, Michael Romeo, **Transdev**, Jimmy Rouse, **Transit Choices**, Sandy Sparks, **Charles Village Civic Association**, Marc Stein, **Johns Hopkins University**, Marc Szarkowski, **Urban Design & Illustration**, Raven Thompson, **Baltimore Development Corporation**

Jimmy Rouse, on behalf of Transit Choices welcomed everyone and opened the meeting. Jimmy then introduced Kevin B. Quinn, Jr. (Director, Office of Planning and Programming with the MTA), and explained that the purpose of the meeting was to have Kevin respond to our additional questions and comments on BaltimoreLink 2.0 from the August 23, 2016 meeting.

Kevin's responses were supplemented with the following PowerPoint presentation highlights. A copy of his complete presentation will be made available to the full committee.

MTA PowerPoint Presentation Overview: Highlights

- **Systemic Concerns:**
 - Pulling Buses and Run Cuts
 - Trip Time Calculations
 - Transfers
 - How the MTA Builds Accurate Schedules
 - Bus Stop Locations

- **Specific Route Concerns**
 - LocalLink 53
 - Southeast Baltimore
 - Express BusLink 103
 - Current 3
 - Current 11

- Frequencies on the 8/48, 22, and 27
- **Route Concerns**
 - Summary and Takeaway
- **Feedback from Legislative Districts**
- **Marketing & Communication**
- **Measuring the New System**
- **Response to CMTA Report**

Discussion Summary:

- There are currently 750 buses in the MTA fleet, which will increase to 760 under the new BaltimoreLink plan.
- The goal for MTA from investing in bus replacements and addressing absenteeism is to never have to “cut runs”.
- With the new Cycletrack on Maryland Avenue/Cathedral Street, the MTA does recognize a gap in service along the corridor and hopes to address it in the next round of BaltimoreLink updates. The Cycletrack was in development well before BaltimoreLink was announced.
- The MTA faces challenges with providing service and adapting routes to deal with development and land use decisions by local jurisdictions without consideration of the transit implications.
- The Trip Time calculator should be compatible with all browsers, as long as the browser has the latest update.
- The MTA is striving to find a balance of good common sense when it comes to “one seat” rides. To maximize efficiency, people may have to walk a little farther to their destination.
- The MTA is looking to reduce the current number of bus stops, with a thoughtful and considerate approach.
- It is important to take into account high density areas for veterans and senior citizens when designing BaltimoreLink routes.
- Bus riders are looking for results from BaltimoreLink; reliable service that reduces travel time and increases access.
- Dedicated bus lane updates: 1) there will be dedicated bus lane enforcement on Pratt/Lombard Streets, 2) October 2016 has been designated as “dedicated bus lane awareness month” 3) bus lane enforcement will commence November 2016. The MTA is looking at Baltimore/Fayette & Charles/St. Paul streets for additional dedicated bus lanes
- The recent Amalgamated Transit Union (ATU) Report promotes Bus Rapid transit (BRT) investments as a substitute or alternative to BaltimoreLink. One area the report may not provide enough focus on is the bus operator and benefits for operators. The report also cites that fare collection is the biggest disruption to service. To address this issue, “Charm Cards” will be given out to the public in the spring, and there are plans to add 30/40 vending machines. Current machines will be retrofitted to allow “Charm Cards” to be reloaded.
- The MTA supports independent analysis of BaltimoreLink, but expressed concerns about the CMTA report analysis stating they would like to get a better handle on some of the assumptions in the report. In response, the CMTA commended the MTA for taking the

challenge to accept another analysis of the proposed plan and to have a healthy discussion. Although the assumptions may have differed between the MTA and the Transportation Alliance's models, the differences highlight areas for further discussion.

- Kevin Quinn on behalf of the MTA, was recognized for all of his hard work and commitment to making BaltimoreLink a success.

Next Steps:

- The MTA will continue to take comments, make analysis and put out next network design/Version 3 by mid-end of November 2016.
- Version 3 will include bus stop information.
- Version 4 will be released March 1, 2017.
- **Kevin Quinn will make another presentation to the committee in December 2016** which will include the "Charm Card" outreach strategy.

Robin Budish, on behalf of Transit Choices concluded the meeting by thanking everyone for attending and acknowledged Kevin Quinn and the MTA team for their continued spirit of collaboration and cooperation. She also thanked the Baltimore Community Foundation for providing meeting space.