



BaltimoreLink Ad hoc Committee Meeting Summary

December 14, 2017
8:00 AM – 10:00 AM

Baltimore Community Foundation

2 East Read Street
Levi Conference Room, 8th Floor
Baltimore, MD 21202

Attendees: Holly Arnold (**MTA**), Father Michael Bishop (**Bus Rider**), Robin Budish (**Transit Choices**), Luis Cardona (**Downtown Partnership of Baltimore**), Jade Clayton (**MTA**), Tasha Cornish (**St. Mary's Outreach Center**), Anna Ellis (**Get Maryland Moving**), George Frazier (**Baltimore Bike Out**), Ann Gordon (**Get Maryland Moving**), Kenneth Good (**MTA**), Mike Helta (**MTA**), Tom Hewitt (**MTA**), Jacq Jones, Chanan Lewis (**Office of Congressman Elijah Cummings**), Jackie MacMillan (**Bus Work Group 14**), Herbert Malveaux (**Enoch Pratt Free Library**), Patrick McMahon (**MTA**), Joe Nathanson (**Urban Information Associates**), Jim Knighton (**BCCC**), Eric Norton (**Central Maryland Transportation Alliance**), Klaus Philipsen (**ArchPlan, Inc.**), Kevin Quinn (**MTA**), Michael Romeo (**Transdev**), Jimmy Rouse (**Transit Choices**), Sandy Sparks (**Baltimore Transit Campaign, Inc.**), Danielle Sweeney (**City Paper**), Marc Szarkowski (**MTA**)

Jimmy Rouse, on behalf of Transit Choices welcomed everyone and opened the meeting. Jimmy then introduced Kevin B. Quinn Jr. (Administrator MDOT MTA), and explained that the purpose of the meeting was to have Kevin provide a detailed report on BaltimoreLink updates.

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: **BaltimoreLink: Service Changes, Headway Management, and Updates**

- **Agenda**
 - February 2018 Service Changes
 - Headway Management & Bus Service Performance
 - Capital Project Updates
 - Questions/Comments/Discussion

- **February 2018 Service Changes – Route Proposals**
 - New Service: Sparrows Point
 - New Route – LocalLink 63

- **Service Adjustments and Extensions**
 - LocalLink 53
 - LocalLink 75
 - CityLink Green & LocalLink 78
 - Express BusLink 104
 - LocalLink 95

- **Service Eliminations**
 - Sheppard Pratt - White Marsh PNR Express BusLink 102
 - Sheppard Pratt - Owings Mills Express BusLink 106
 - BWI Airport - Old Court Metro Express BusLink 107

- **Headway Management**
 - BUS ONLY LANES
 - TRANSIT SIGNAL PRIORITY
 - BUS STOP OPTIMIZATION

- **New CityLink routes still bunching and gapping - What are we doing about it?**
 - Research of peer agencies and documentation of internal practices
 - Support scenarios with BOCC and Field Supervision
 - Conclusion: Putting it all together

- **Capital Project Updates**
 - Dedicated Bus Lanes – Complete!
 - Transit Signal Priority
 - Metro Railcar Replacement
 - Light Rail Mid-Life Overhaul
 - MARC Locomotives
 - Bus Shelters

- **Other Initiatives**
 - SewLab Partnership
 - Holiday Bus

Discussion Summary - MTA is gearing up for a very exciting 2018!

February 2018 Service Changes

- Service Changes are data driven; decisions are based on where resources are best used.
- MTA has a ranking system for the entire bus fleet; least effective routes will be considered for elimination during the next service change.
- Two options (new route 63) for adding service to Tradepoint Atlantic.
- CityLink Green will terminate downtown instead of going all the way to West Baltimore MARC; the 78 fills the gap and connects MARC to downtown.
- The ExpressLink routes proposed for elimination have been in service for over a year because they started before the main BaltimoreLink rollout; MTA believes although there has been sufficient time to build ridership, they haven't proven popular.

Headway Management

- Resolving bus bunching issues remains a top priority for the MTA as they focus on headway management. Coordination between the MTA operations control center, bus operators and street supervisors is essential to resolving the issue.
- MTA is taking a multi-faceted approach to improving reliability: peer research, coordination within the agency, real-time information, communication with the public.
- CityLink buses are equipped with a Global Positioning System (GPS) tracking system.
- LocalLink Buses are tracked by the arrival at a specific time based on the bus schedule.
- At the end of procurement (Bus USA) tracking technologies will be installed on the entire fleet of MTA buses (700 +) by 2019/2020.
- The current on-board CAD/ AVL equipment is antiquated and obsolete, further inhibiting the ability of the tracking system to provide real-time information.
- Expedited bus boarding would impact dwell time. Mobile ticketing is scheduled for implementation in summer 2018. There will be a Charm Card push at the same time.
- MTA plans to tentatively release CityLink data in January 2018. They are distilling the best way to show the data and looking at other cities such as Boston and Denver for examples of how to display data on the website.

Capital Projects

- Dedicated bus lanes are complete, approximately 5.5 miles.
- Capital projects include the installation of approximately 200 bus shelters throughout the system. Added amenities including wayfinding inserts, signs, pylons, and realtime information are being evaluated and considered.
- CBS Outdoors which became Viacom, had a former agreement with the MTA to maintain bus shelters which expired in 2013. The company decided not to renew the contract due to lack of profitability. No other bidders have come forward at this time.
- MTA is tentatively scheduled to release a Transit Signal Priority (TSP) report the week of December 18, 2017 that shows all metrics and data around TSP.

Other Initiatives

- MTA has entered into a partnership with SewLab USA, by donating materials such as out dated vinyl bus stop sign covers which are transformed into coasters, accessory bags and other items. All of the items are for sale at the SewLab USA "Pop-Up Shop" located at North Avenue and Charles Street in Baltimore, Maryland.
- The MTA Holiday Bus will once again be spreading good cheer in the form of free rides and candy canes throughout the streets of Baltimore. The specially-decorated bus will travel different MTA bus routes every weekday starting 7 AM to 3 PM.

Next Steps:

- BaltimoreLink committee members will be invited to take a tour of the MTA Operations Control Center (OCC) located at 301 North Eutaw Street (Saratoga Street) Baltimore, MD 21201 in early 2018.
- Kevin Quinn will report back on the cost of running the #63 in one year.

Jimmy Rouse concluded the meeting by thanking everyone for attending. He also acknowledged Kevin Quinn and his colleagues for their continued spirit of collaboration and cooperation. The Baltimore Community Foundation was recognized for providing meeting space.