



How to create great public transit and **Transform Baltimore**

Transit Choices is a coalition of business organizations, universities, cultural institutions, developers, environmental groups, community groups, transportation planners, young entrepreneurs, and concerned individuals joined together by the shared vision of creating a first-rate transit system in Baltimore.



The Facts

#1

**The number one obstacle
to escaping poverty is poor
public transportation.**

**Harvard
University
Study**

According to a study released in April 2015 by Harvard University, the number one obstacle facing people trying to escape from poverty is neither crime nor poor education, but poor connections to job opportunities, schools, health care and even healthy food through public transportation.

90

**minutes—the average commute
one way for citizens traveling
from East and West Baltimore
to living wage jobs.**

Opportunity Collaborative Report

As stated by the Opportunity Collaborative Report of the Baltimore Metropolitan Council, the average commute of citizens in East & West Baltimore to any of the regions with living wage jobs available such as BWI-Nursery Road, Hunt Valley, or the new Amazon warehouse is 90 minutes one way.

12

years running—according to college students the number one thing lacking in Baltimore is good public transit.

Baltimore Collegetown Surveys

According to Baltimore Collegetown surveys over the last twelve years, students have said repeatedly that transportation (from bus and rail options to better bike lanes) is the number one thing lacking in the region. Students want more ways to get to social destinations, jobs/internships, shopping, and volunteer positions without having to navigate through neighborhoods they don't know or pay for parking. Stronger transit networks would encourage students to stay here and grow our region.



The Problem

The lack of a real transit system hampers our city's ability to attract and retain families and businesses. Our city's piecemeal transit directly contributes to patchwork economic development, intractable quality of life frustrations for residents in neighborhoods, and persistently segregated communities. While complex, these problems are fixable.



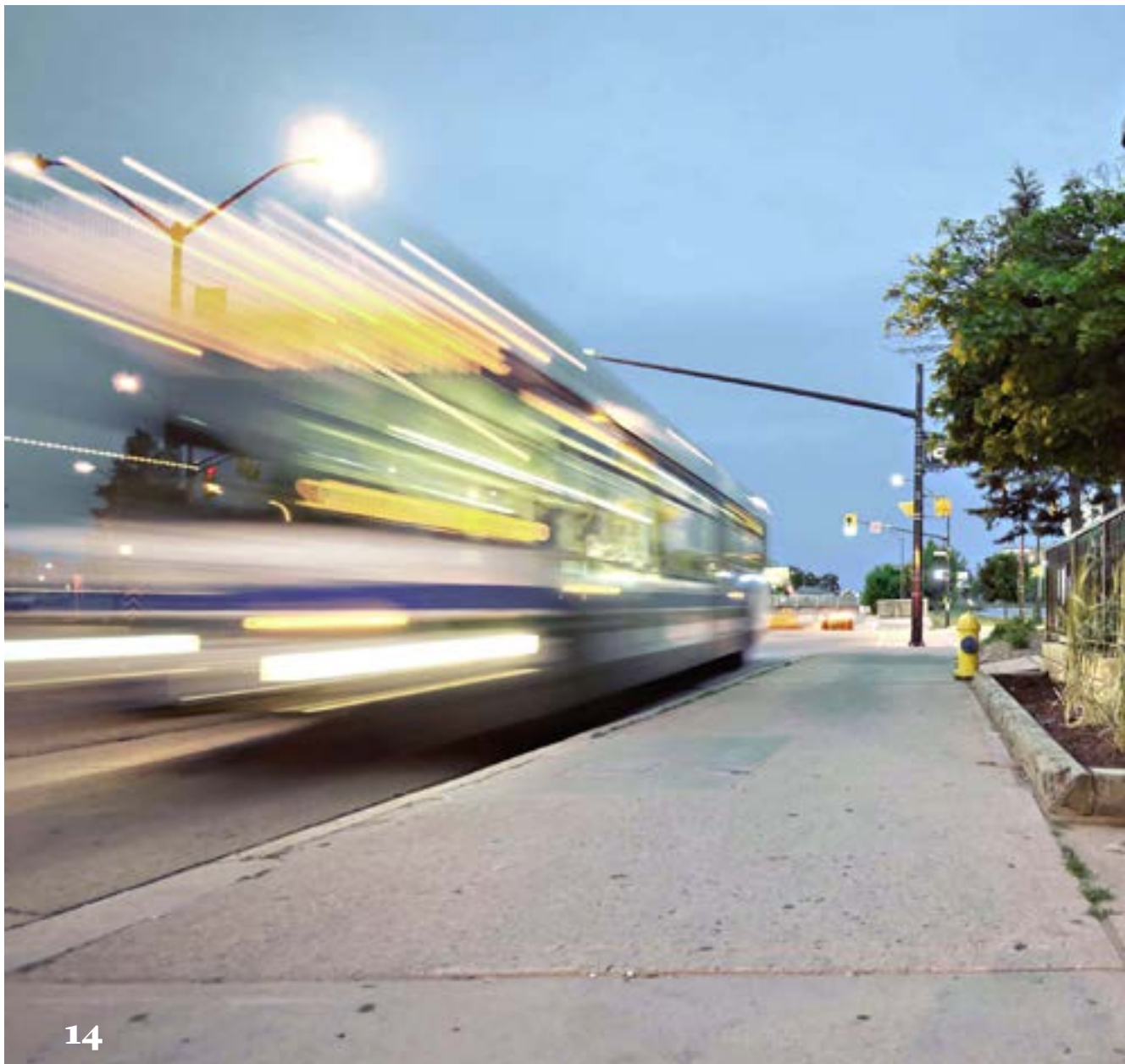
The Solution

The development of a comprehensive, efficient and effective mass transit system is essential to Baltimore's long-term sustainability, prosperity and relevance. Running what we have optimally and efficiently is the first step towards better transit.



The Results

A transit system that provides choices and links people to jobs and opportunities, offers a higher quality of life, a better environment, a healthier lifestyle and supports the local and regional economy.





Our Principles

These are the goals that should guide all decisions about transit in Baltimore.
A transit system should be...



Baltimore needs a comprehensive, multi-modal, integrated, equitable & sustainable, user-oriented transit system in order to be competitive in the 21st century.

1

Comprehensive

Broad in its geographical coverage, serving both the urban core and the larger metropolitan area — linking all population and commercial centers in the five-county and Baltimore City region.

2

Multi-Modal

Composed of a range of modes — heavy rail, light rail, streetcar, bus and circulator, water taxi or ferry, bicycle, pedestrian, etc. that are linked and well coordinated, each clearly serving a well-defined purpose.



3

Integrated

Totally integrated allowing convenient, safe, economical and seamless transfer from one mode to another and together forming a regional public transportation system.





4

Equitable and Sustainable

Environmentally and fiscally sustainable, with transit hubs, building community and neighborhoods through economic and enterprise development.

5

User-Oriented

Frequent and Reliable, Accessible, Simple, and Desirable.





A Transit Vision for the City





In the next four years this is what needs to be done to improve our transit system.

All Modes

- Articulate a short, mid and long term vision for transit in the city.
- Make CityDOT a visionary, effective, & efficient city agency.
- Maintain a good state of repair for all transit modes/stations & high standards of cleanliness.
- Make sure real time data exists for all modes.
- Work with MTA to develop a single smart card for all transit modes with broad accessibility.
- Establish and carry out a policy of active transportation and transit access over single occupancy vehicles in all private development, public road operations and capital projects.
- Increase local accountability of MTA through measures such as the oversight board suggested in HB 546-2016.

Ride the Rails





Every first-class city in the world has a first-class rail system as part of its public transit system.

Four-Year Plan

- Explore extension of metro to North Avenue and possibly beyond along Green Line corridor.
- Explore all options for the Red Line corridor.
- Explore the re-introduction of streetcars, in particular along North Avenue.
- Implement signal prioritization along light rail, especially from Mount Royal to Camden Yards.
- Make best use of all existing rail assets by aggressively fostering TOD around all regional rail stations.

Buses and Circulator





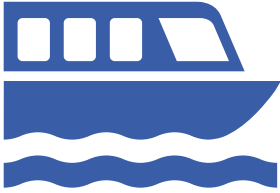
People take over 270,000 rides a day on buses and the circulator in Baltimore.

Four-Year Plan

- Determine role and function of free circulator within overall bus system and develop sustainable funding sources for it.
- Improve way finding signage so that all transit systems (metro, light rail, circulator, water taxi and buses) are clearly linked.
- Work with MTA on BaltimoreLink proposal to make certain it will be a substantive improvement over the present system.
- Improve last mile shuttle systems and explore shuttles as part of an overall transit system.

Harbor Water Taxi





The water taxi could become an important part of Baltimore's transit options.

Four-Year Plan

- Extend routes to Middle Branch serving Cherry Hill, Port Covington and Westport.
- Water Taxi must serve commuters and tourists with one system and separate pricing for different clientele.
- Water Taxi needs to be a year-round, all-weather system.
- Develop a sustainable funding model which will allow these improvements to happen.

Bike Baltimore





Biking is an essential part of any transit system. It reduces traffic, is non-polluting and quiet, while providing health benefits to cyclists.

**Four-Year
Plan**

- Construct remaining priority bicycle projects and develop 2016-2017 priority list with stakeholders.
- Invest in and expand bike share beyond 50 stations and 500 bikes.
- Enact binding complete streets legislation, replacing the 2010 complete streets resolution.
- Pass Transform Baltimore without harmful anti-urban amendments.
- Install significant bicycle parking along city streets downtown, in all commercial districts, and at major institutions and destinations.

Walk Baltimore





An average of 946 pedestrians were struck by cars each year in Baltimore from 2011-2015.

MDOT's Highway Safety Office

Four-Year Plan

- Time lights to create specific maximum speeds for neighborhood streets & arterial roads that support walking.
- Countdown timers, crosswalks, street trees, continuous sidewalk surfaces, and pedestrian lighting within specific downtown zone and “x” radius around all schools.
- Complete streets with streetscaping for all of North Avenue and Charles Street.
- Install pedestrian amenities at all transit stops above a certain ridership.
- Install traffic calming, bump outs, or pedestrian refuges at all intersections above specific pedestrian accident occurrence rate.



In order to thrive, we know Baltimore City and the State of Maryland must invest in a 21st-century public transit system for Baltimore and the region.

Let's make it happen!

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