

Transit Choices May 2021 Meeting

Kevin Quinn, Administrator
May 20, 2021



MARYLAND TRANSIT
ADMINISTRATION

Agenda

COVID-19: Update & Ridership Impacts

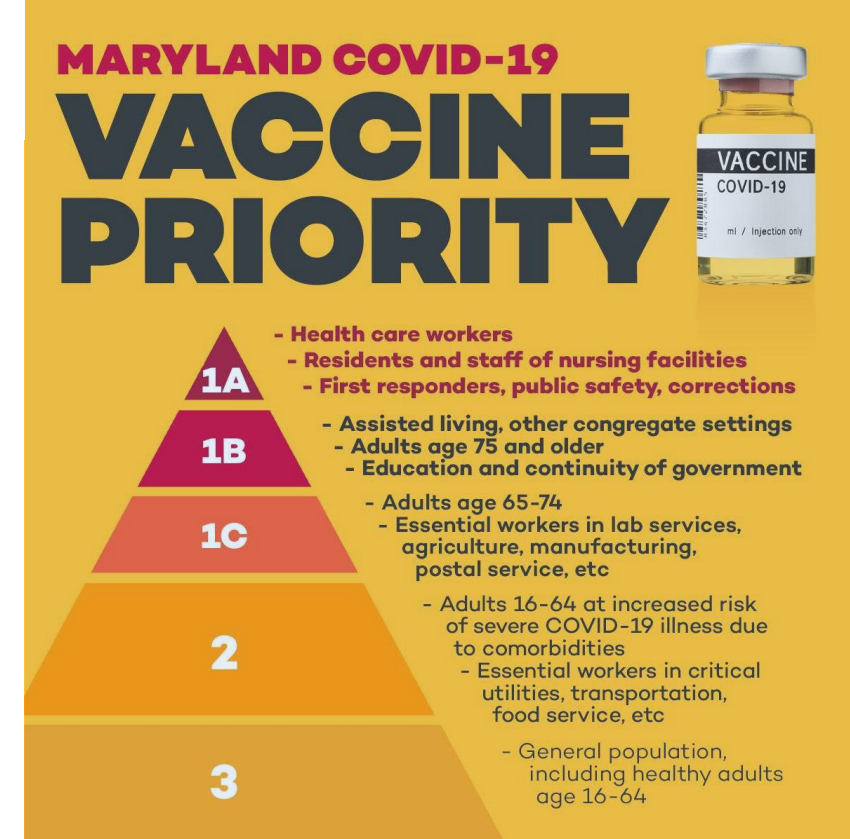
Agency Updates

Service Change Proposal





COVID-19: Response & Ridership Impacts



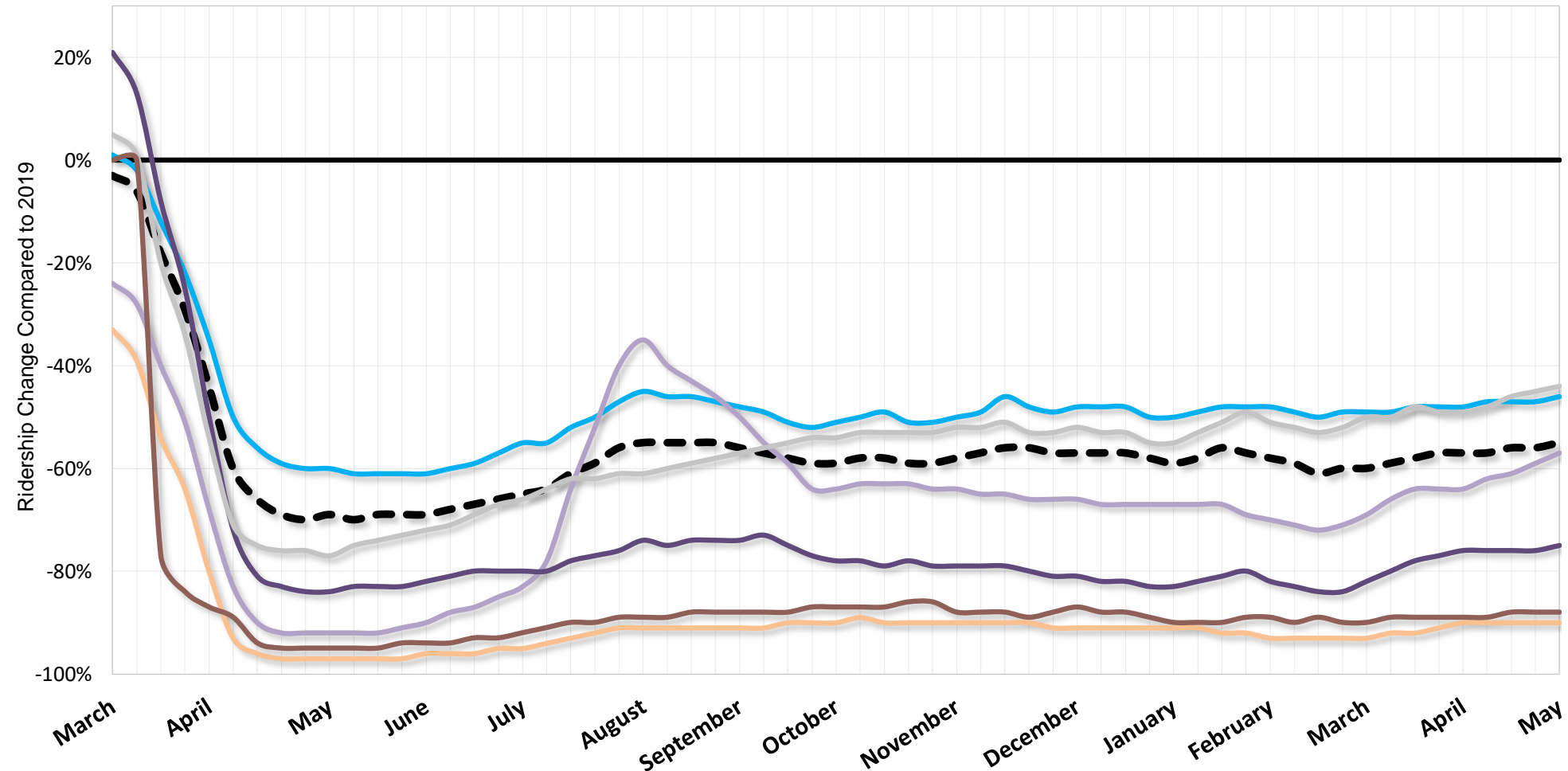
Transit Worker Vaccinations

- Front-line transit workers included in Phase 1C
- On-site vaccination clinic opened on February 26th
- Over 1,200 employees vaccinated

Ridership Update

Ridership Compared to 2019 (Rolling 4-Week Averages)

— 2019 Level - - MTA Total — Core Bus — Light Rail — Metro — MARC — Mobility — Commuter Bus

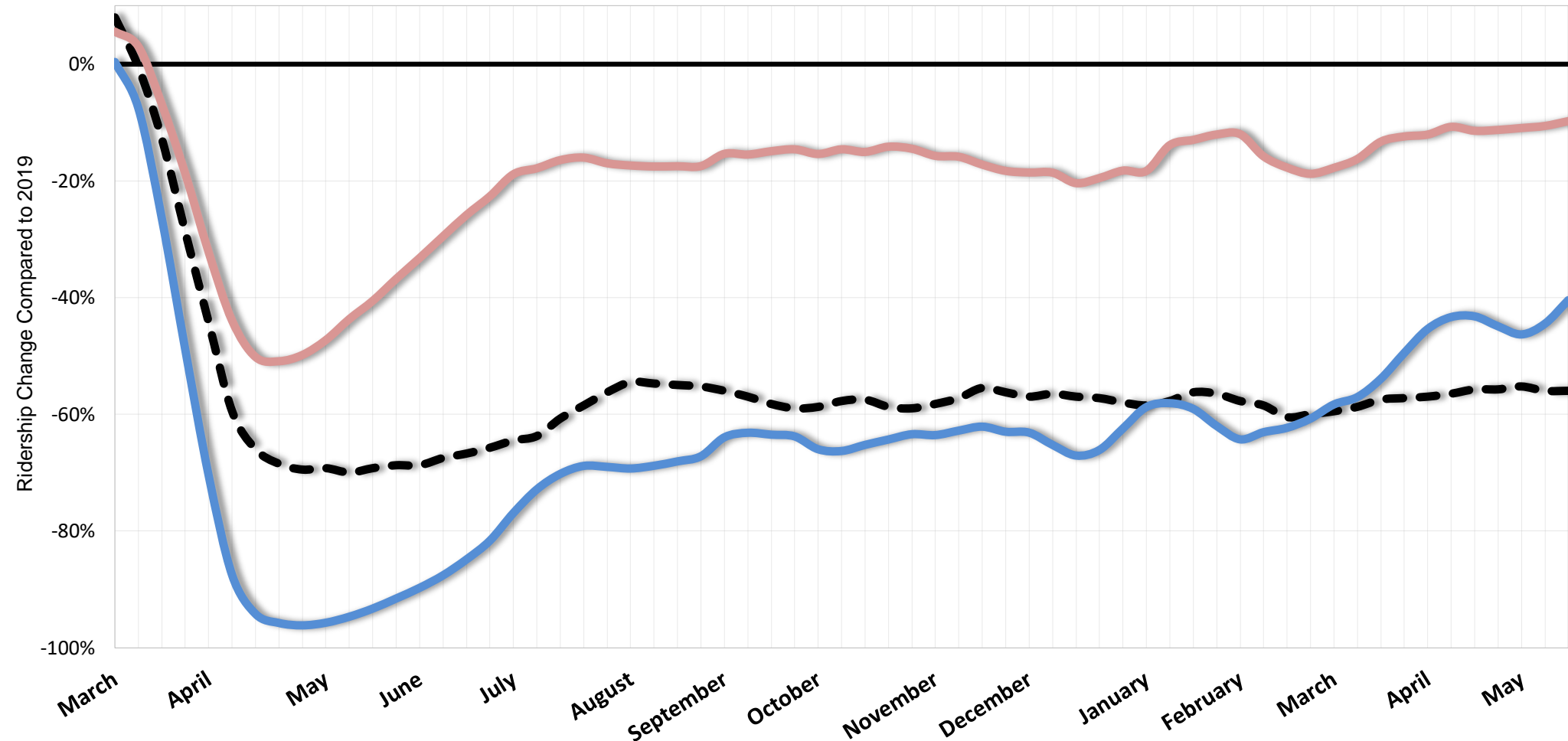


- Overall ridership is down ~55% as of mid-May
 - Core Bus down 45%
 - Mobility down 45%
 - Light Rail down 60%
 - Metro down 75%
 - Commuter Bus down 90%
 - MARC down 90%
- Ridership in April 2021 up 30% compared to April 2020

Transit vs Other Modes

Ridership/Traffic Compared to 2019 (Rolling 4-Week Averages)

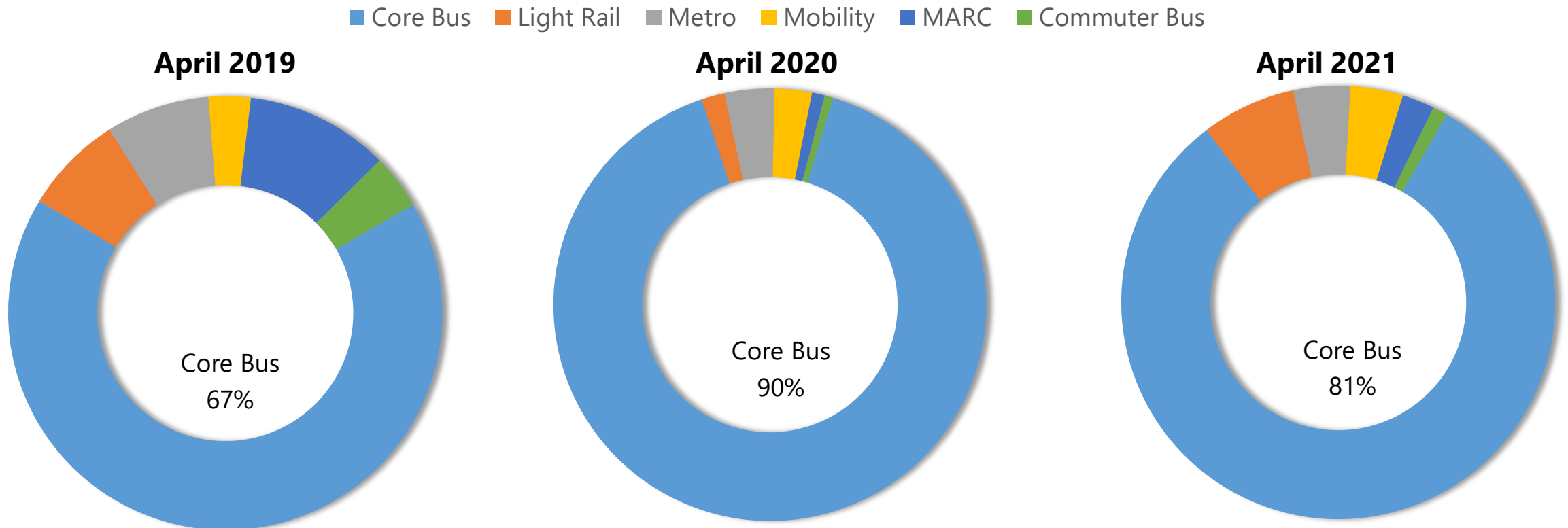
— 2019 Level - - MTA Ridership - Statewide Traffic Volume (SHA) - BWI Passenger Traffic



- Statewide traffic volume has recovered faster than transit ridership
 - Currently around 90% of pre-pandemic levels compared to 45% for transit
- BWI surpassed transit in mid-March

Ridership Share by Transit Mode

- Share of Core Bus ridership has increased from pre-pandemic levels
 - Over 80% in April 2021, was 90% in April 2020
- MARC has declined from 11% to ~2.5% of total ridership

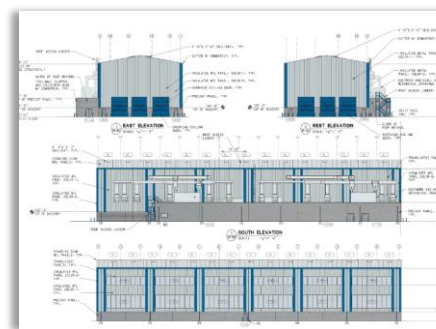




Agency Updates

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

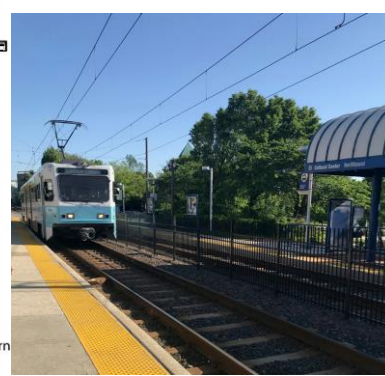
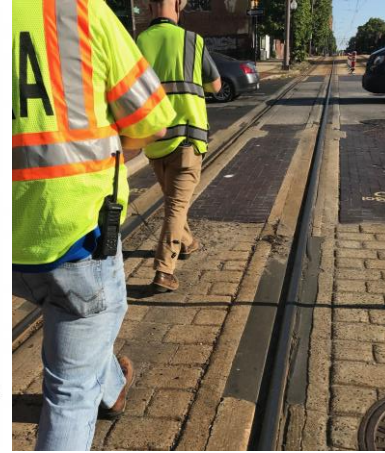
MARC Riverside Groundbreaking



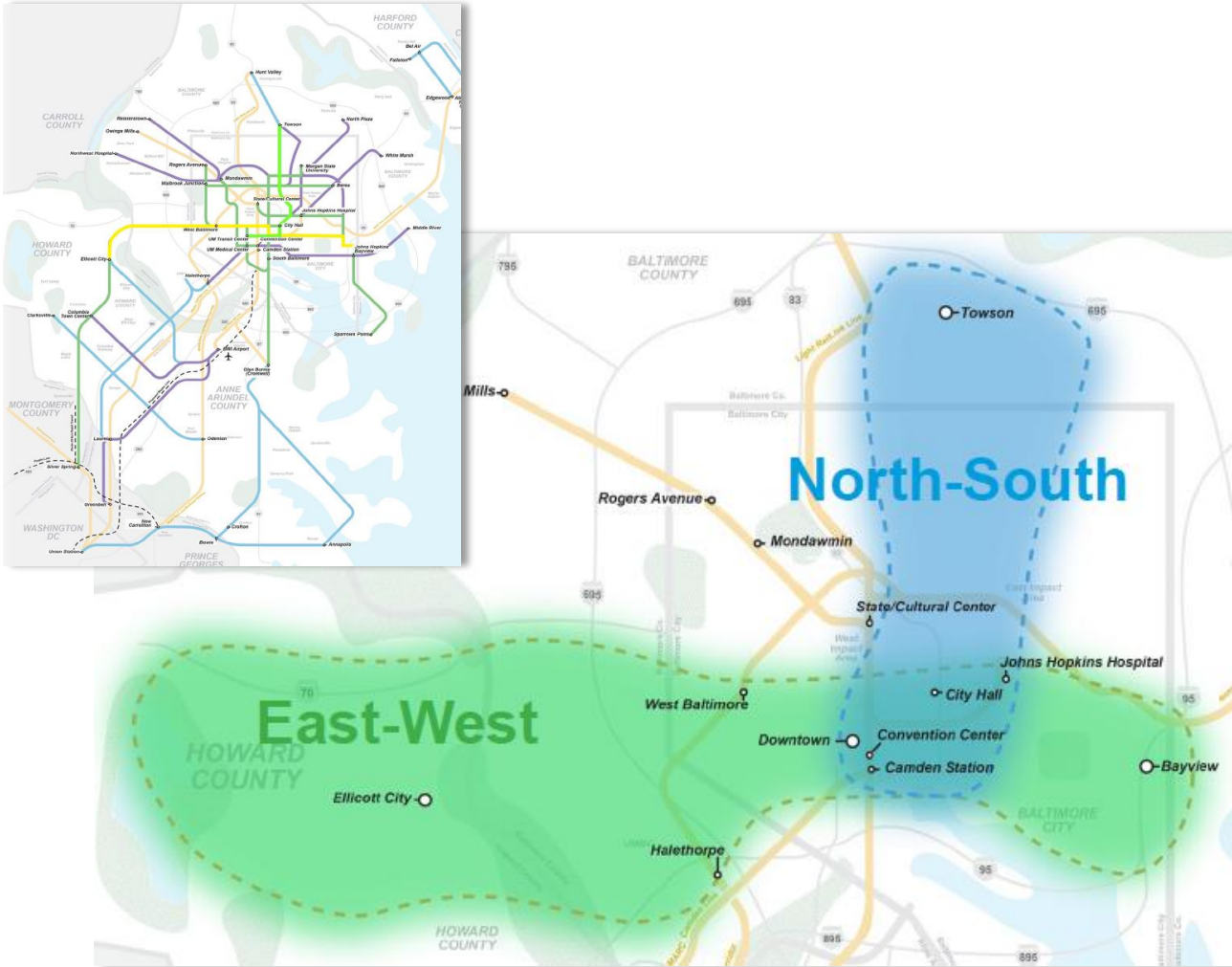
- Construction on the MARC Riverside Heavy Maintenance Building is now under way
 - Groundbreaking occurred on Tuesday, April 13th
- \$64.2 million facility supports major maintenance efforts for MARC
 - Project includes a 35,000 sq. ft. building with three tracks, 30 ton overhead crane, drop table, and a wheel truing machine
- Operational by June 2023

Light Rail Track Work

- Light rail track maintenance work started May 16th and will last through September 21st
 - Single tracking between Falls Road and Camden Station
- Reconstruction of three interlockings and replacement of more than 3,000 track feet of rail
- Free bus bridge is providing supplemental service between affected Light Rail stops
- Informing riders through signage, platform announcements, e-alert notifications, and updates via social media and the MTA website



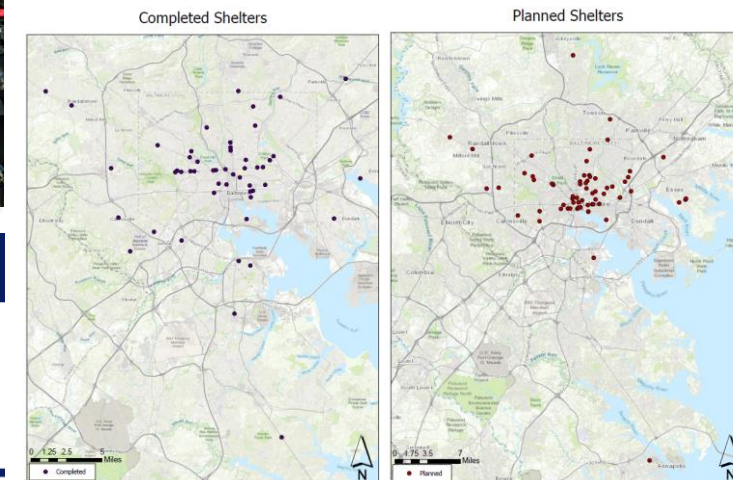
RTP Implementation



- Key implementation objectives
 - Install short-term infrastructure improvements
 - Coordinate regional policies
 - Advance longer-term projects
- Transit Corridor Studies
 - North-South: Towson to Downtown
 - East-West: Bayview to Ellicott City
 - Analyzing previous planning studies, opportunities for interjurisdictional coordination, travel patterns, and land use
 - Will narrow down to 2-3 options by late 2021
 - Public survey at rtpcorridors.com

Other Planning Updates

- **Bus Shelters**
 - 54 shelters installed
 - 106 more in the design/permitting pipeline
 - \$1 million in funding to continue designing and installing
- **Dedicated Bus Lanes**
 - Repainting will begin after July 4th
 - Baltimore (Arch – Gay)
 - Fayette (Eutaw – President)
 - Gay (Baltimore – Forrest)
 - St. Paul (Saratoga – Redwood)
 - North Avenue painting will be completed this summer
 - Enforcement to begin in late summer
- **Pursuing a RAISE grant in partnership with BCDOT**
 - Transit priority investments and bike/ped infrastructure in the East-West Corridor
 - Would support \$50M investment along the CityLink Blue and Orange routes
- **Submitted federal earmark requests for additional funding**
 - RAISE East/West corridor project
 - Penn Station access improvements
 - Investment in locomotives to support a new B&P tunnel



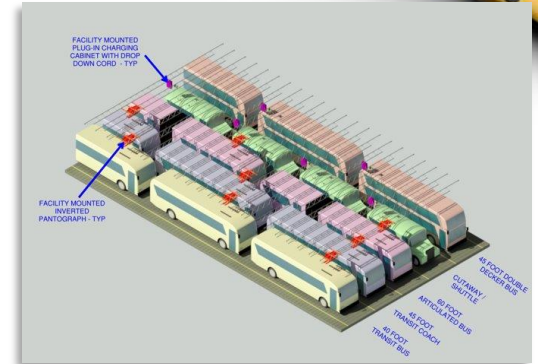
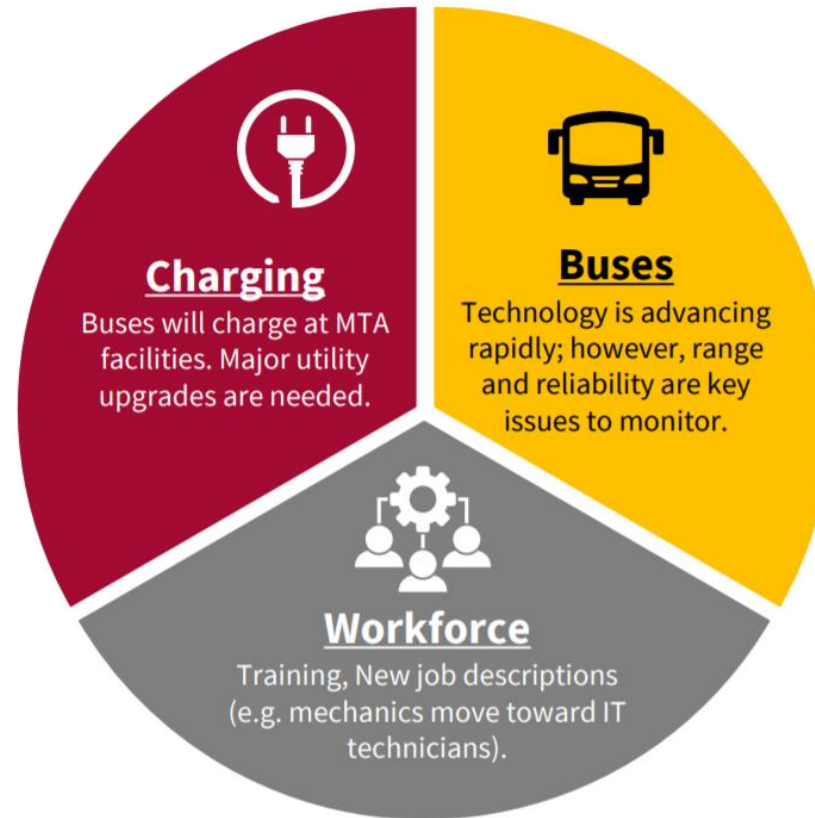
Kirk Bus Division Modernization



- \$80 million facility will accommodate 175 buses
- 180,000 square feet of improved bus storage, fueling, washing, radio dispatching, administrative offices, and operator support facilities
- Entire facility under cover
 - Addresses community concerns related to bus visibility, noise, and emissions
- Operations to begin this summer
 - Ribbon cutting being planned for mid-to-late June

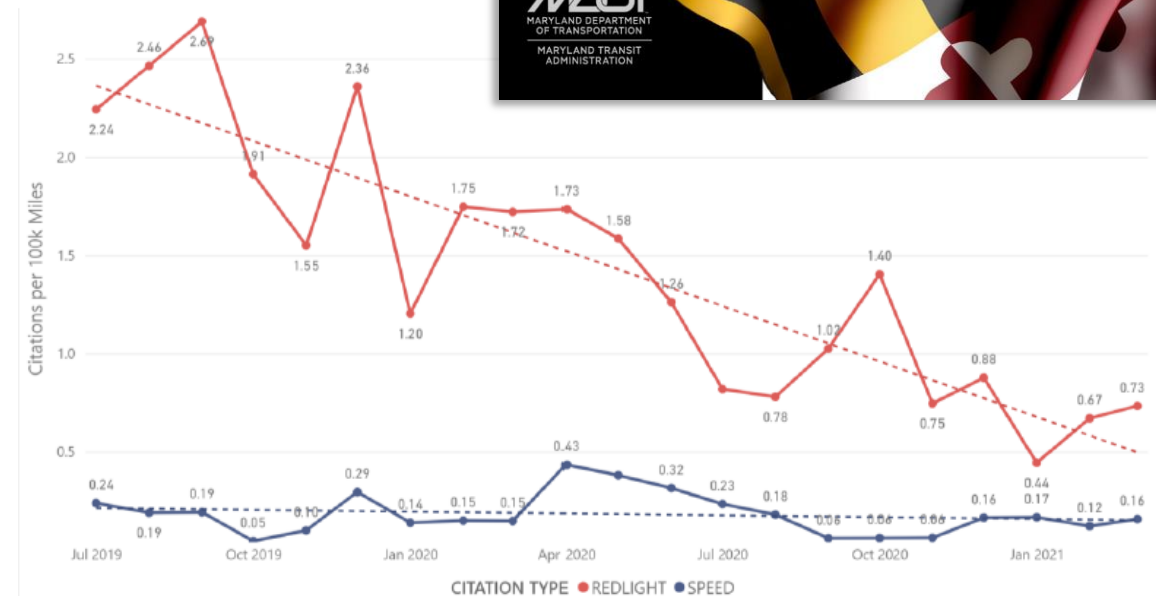
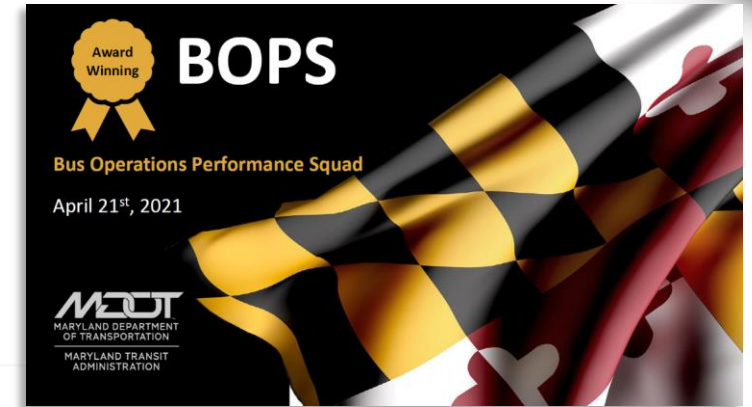
Transitioning to Zero Emissions Vehicles

- Transitioning to 50% ZEV by 2030
 - 95% by 2045
 - No diesel procurement after FY23
- Refining our ZEV strategy
 - Change management
 - Training
 - Maintenance SOPs
 - Coordination with Union
 - Communications
 - Service and scheduling
 - Utilities and infrastructure
- Kirk pilot with revenue service in 2022
 - Four 40' battery electric buses
 - Three 60' battery electric buses
 - Five overhead 150 kilowatt chargers
 - Work underway on utility upgrades and facility design



SERMA Awards

- Received two Health & Safety Awards of Excellence from SERMA (State Employee Risk Management Administration)
- Bus Operations Performance Squad
 - Traffic citations decreased by 50% percent between 2019 and 2020
 - BOPS team led multiple initiatives
 - Safety awareness campaign/operator education & training
 - Mapping traffic citation hot spots
 - Progressive discipline policy
 - Field safety monitoring
- CCTV Task Force
 - Reorganized the agency's CCTV process
 - Reduction in work in workers' compensation claims
 - 24% decrease in 2020
 - Lost time days are continuing to trend down

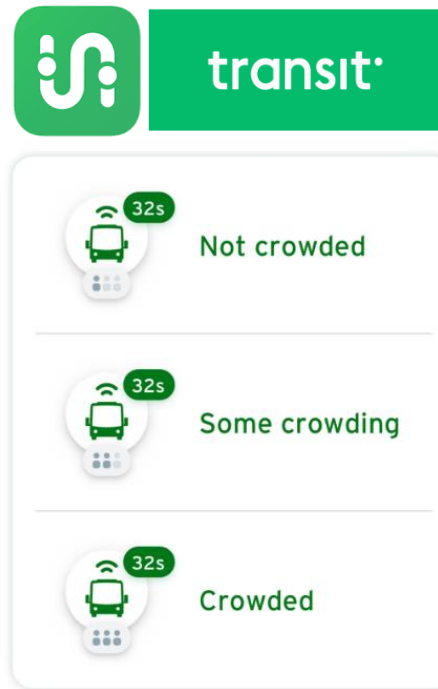
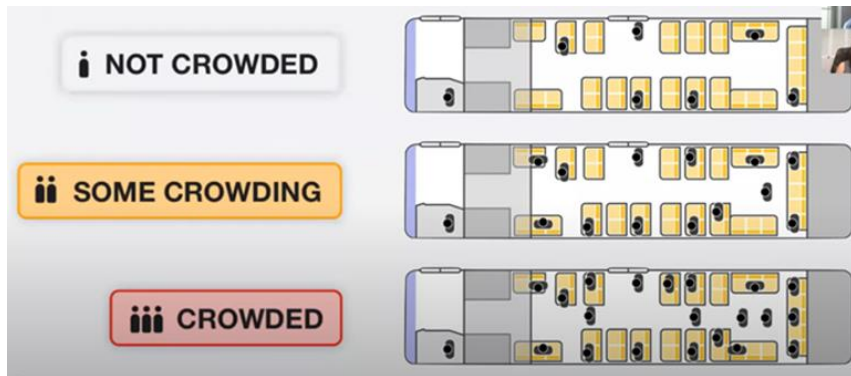


Proposed Fare Policy Changes

- Elimination of Express Bus surcharge
 - Equity in fare structure
 - Will align with Core Bus fares
- Multi-day ticket options
 - Two new fare products to align with commuting trends and more flexible travel patterns
 - 3-day and 10-day passes available through CharmPass valid for up to a year
 - Usable on consecutive or non-consecutive days
 - Discounted 15% percent from a single day pass: 3-day will be \$11.20 and 10-day will be \$37.40

Real-Time Capacity Data

- Current crowding reporting is enabled in Transit App but relies on self-reported GO feature
 - Only a small sample of riders
- Finalizing integration with live Automated Passenger Counter (APC) hardware on buses
 - Final acceptance testing is under way
 - Expecting launch in June



Occupancy

0 – 30% seated

30 – 60% seated

60% seated – 100% full



Tomorrow is Bike to Work Day!

Camden Station Event & Bike Announcement





Service Change Briefing

Tom Hewitt – Director, Office of Service Development

2021 Annual Service Plan Goals



Prioritize Access & Equity

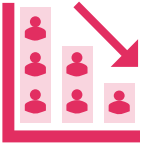
These plans seek to improve access and equity by identifying areas with the highest transit need and ensuring they have adequate service to meet that need and by identifying new and better ways to connect transit dependent populations with jobs and services.



Improve Reliability & Reduce Travel Time

Reduce travel times on transit to improve customer journeys. Travel time improvements may include:

- Adjusting runtimes to improve schedule adherence,
- Adding more direct connections between routes and destinations, or
- Establishing transit priority improvements to bypass congestion in collaboration with local partners.



Monitor Crowding & Adjust Level of Service to Match Demand

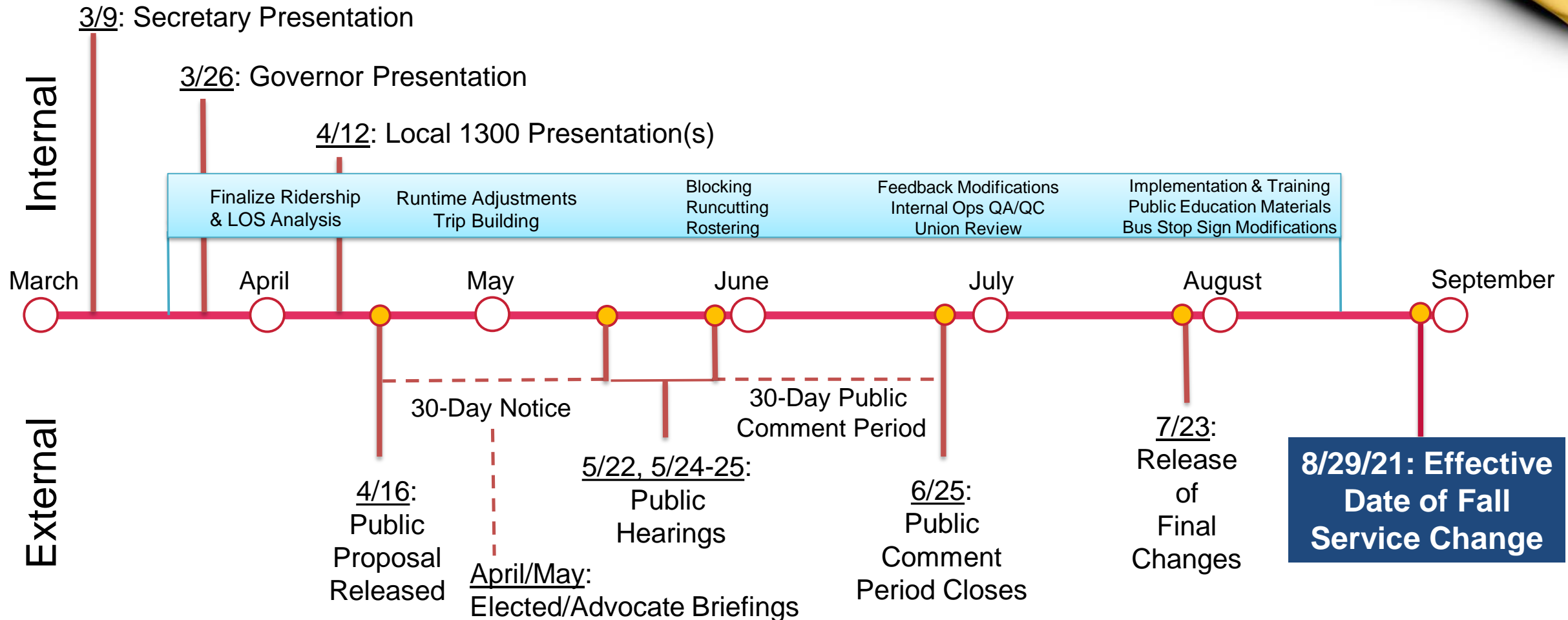
Routes will be identified for improvements based on ridership patterns and reliability measures. Level of service may be modified by:

- Adding or reducing the number of buses to a route to match passenger demand, or
- Adjusting a portion of the route (pattern) to improve efficiency

2021 Annual Service Plan Overview

- Service Levels and Ridership
- Summer Service Change
- Fall Service Change
- 2022 Annual Service Plan Preparation

Fall Major Service Change Timeline

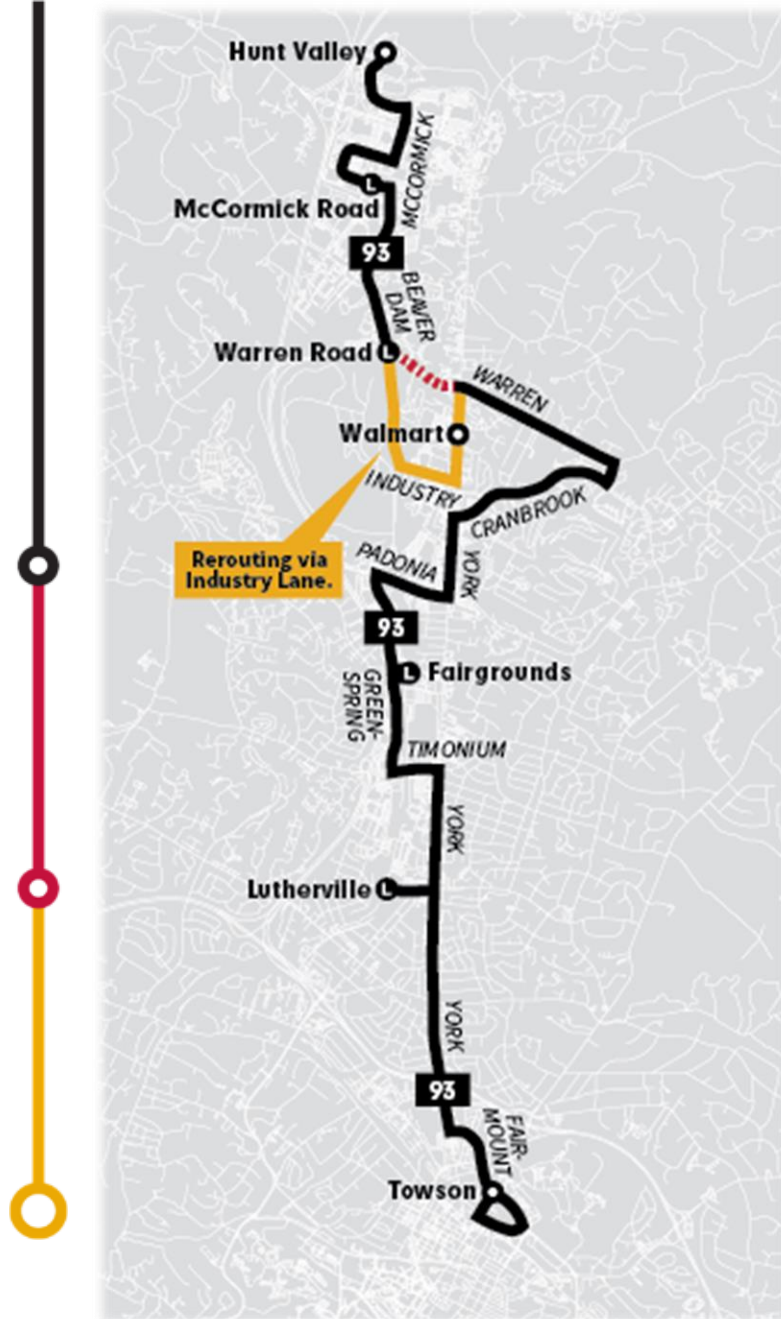


2021 Core Bus Fall Proposals Overview

- Realign LocalLink 93 for Improved Job Access
- Discontinue Express BusLink 164
- Discontinue CityLink Yellow Pilot to Relay (Guinness)
- New Express BusLink 163 & LocalLink 63 Realignment



LOCAL **LINK** 93



Proposed Changes

- Realign route to serve the Super Walmart on York Road south of Warren Road via York Road, Industry Lane, and Beaver Dam Road.
 - Adjust runtime and frequency to keep change revenue neutral.
- ## Justification
- Business and community requests for improved connection to Super Walmart.

Benefits

- Improved access to essential jobs/retail for riders, including Super Walmart and Home Depot, as well as other businesses.

Potential Impacts

- Slightly longer travel times (5-7 minutes) for approximately five to ten riders per trip riding beyond Warren Road and York Road. One bus stop will need to be relocated on Warren Road.

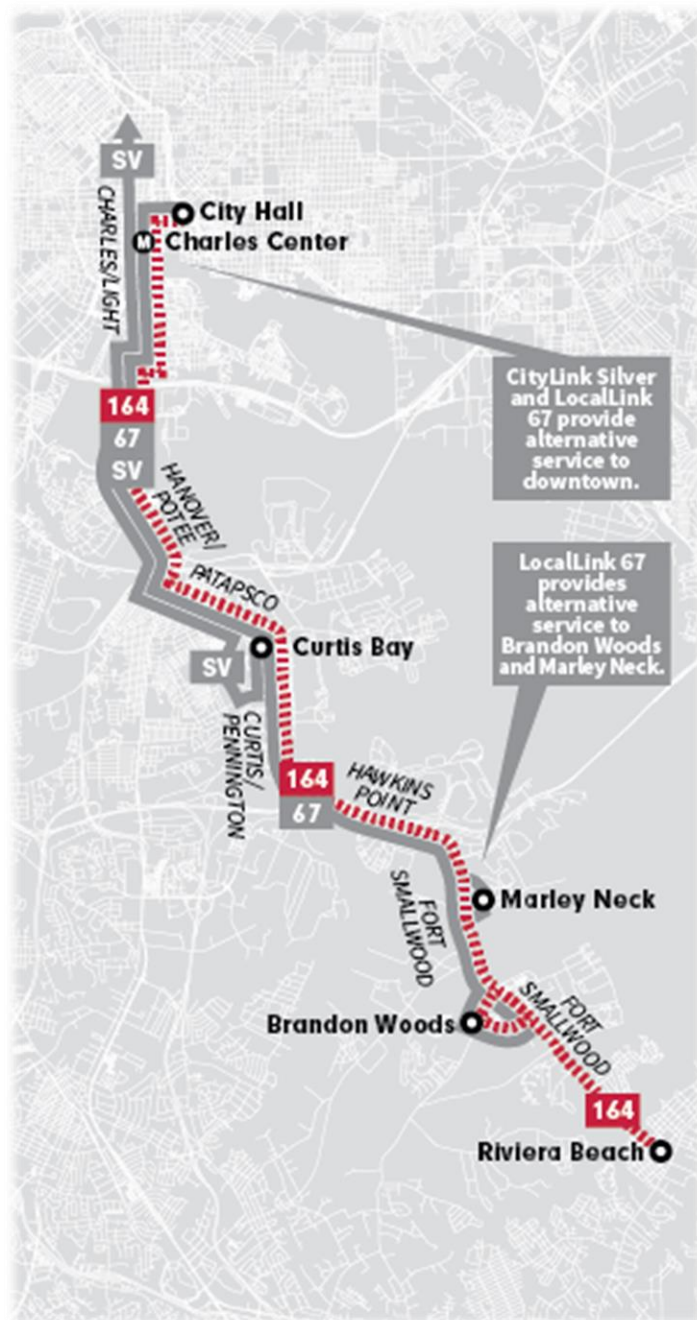
EXPRESS BUS **LINK** 164

Proposed Changes • Discontinue Express BusLink 164.

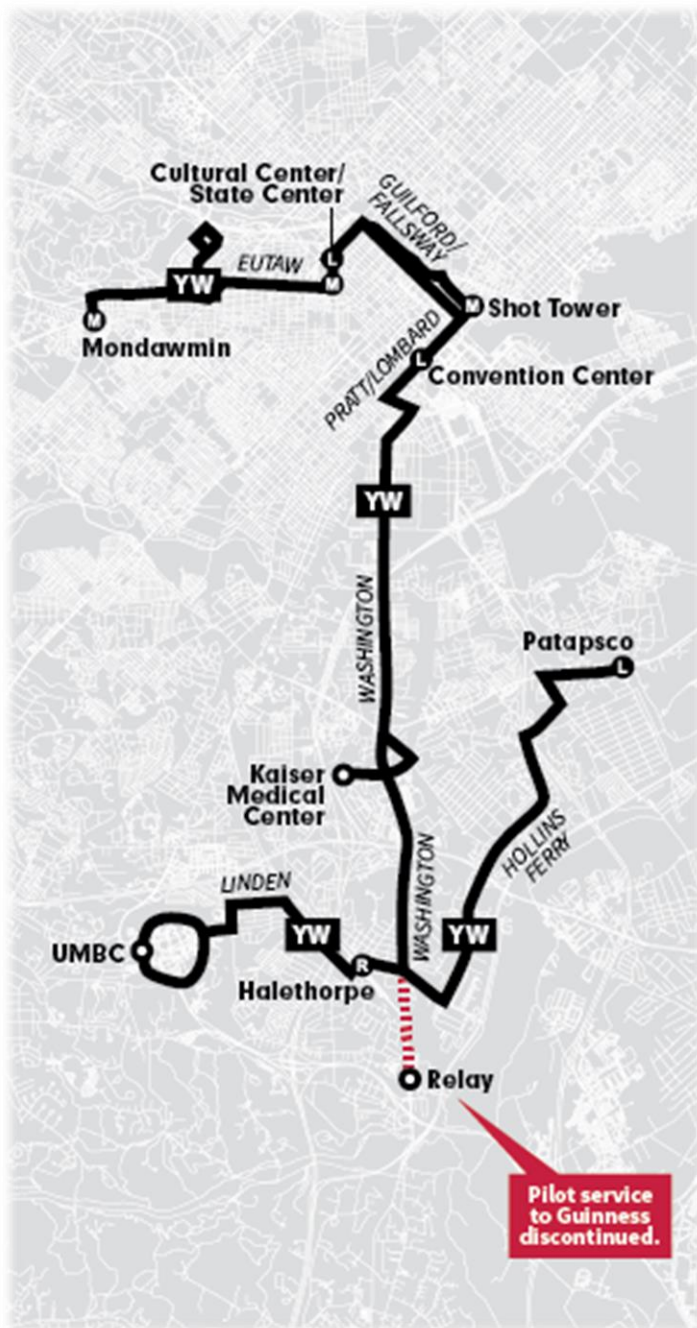
Justification • Low ridership and inefficient service.
• LocalLink 67 provides alternative service on entire alignment except for segment between Energy Parkway and Riviera Beach.

Benefits • Reallocate service to routes with higher demand and equity considerations.

Potential Impacts • Stops discontinued in Riviera Beach with no nearby alternative service impact about three people.



CITY LINK YW



Proposed Changes

- Discontinue pilot branch to Relay (Guinness Brewery) due to underperformance.

Justification

- Very low ridership on Relay branch pre-pandemic.

Benefits

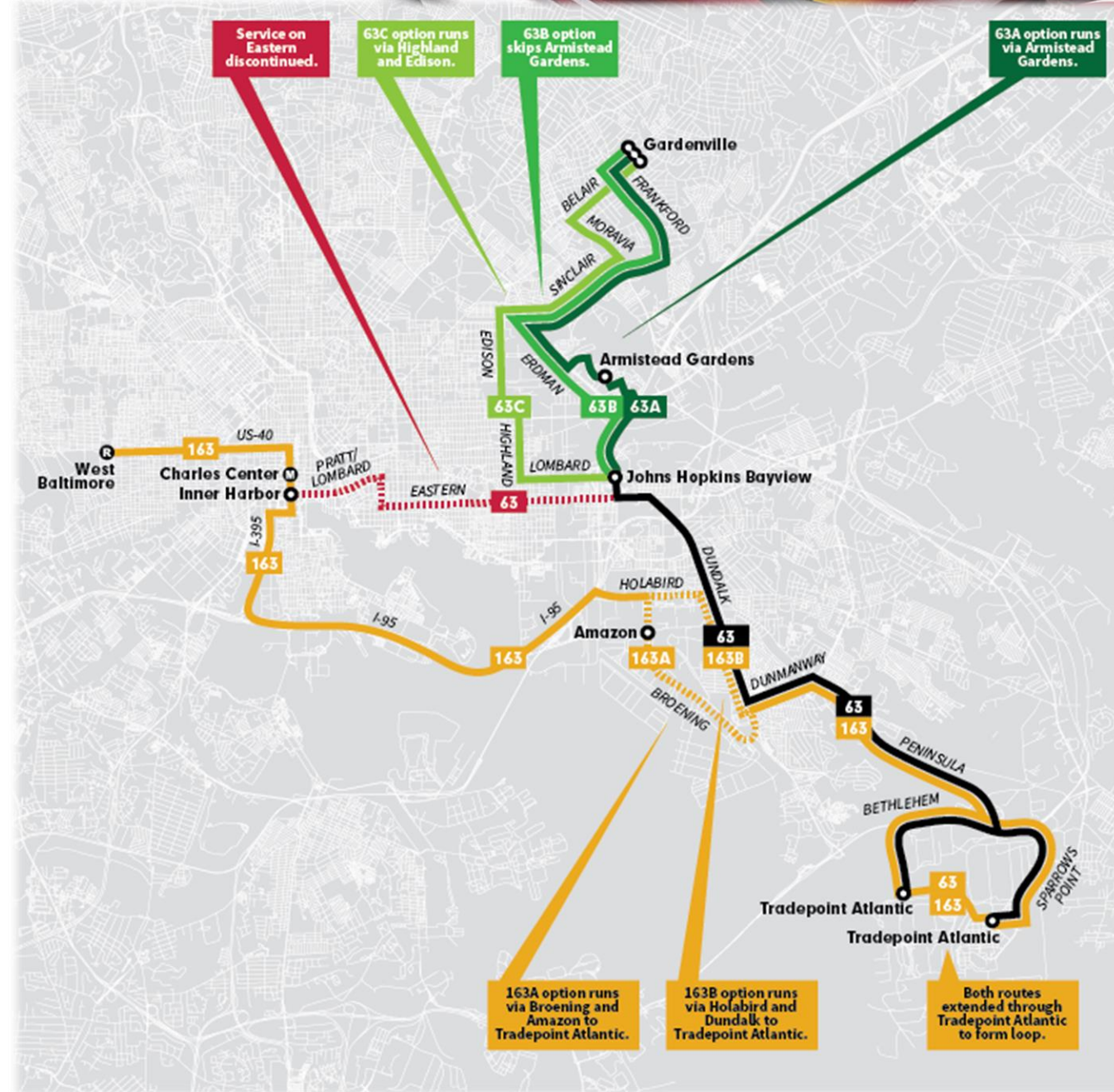
- Improves route efficiency.
- Reallocate resources to other routes with minimal impacts.

Potential Impacts

- No alternate transit service to Guinness Brewery, affecting 17 unlinked passenger trips (8 boardings and 9 alightings) per day (pre-pandemic).
- Approximately a one-mile walk to remaining CityLink Yellow service.

LOCAL LINK 63 Reconfiguration & EXPRESS BUS LINK 163 Implementation

- Add new branch to LocalLink 63 from Gardenville to Tradepoint Atlantic via Johns Hopkins Bayview
 - Proposed Alternatives A, B, and C
 - Discontinue Downtown branch of LocalLink 63
- Create Express BusLink 163 to provide faster, direct service between West Baltimore to Tradepoint Atlantic
 - Proposed Alternatives A and B



LOCAL LINK 63 to Gardenville

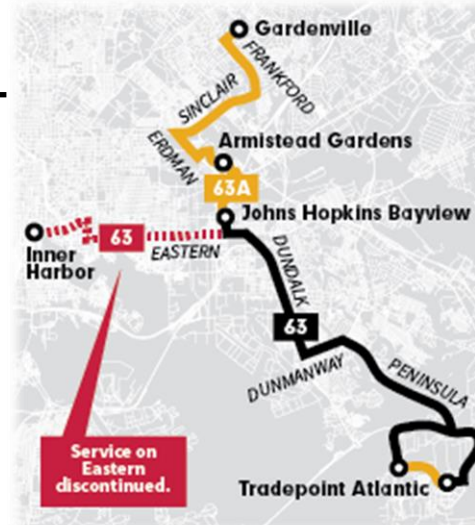
- Proposed Changes**
- Establish new branch service to Gardenville. Three alignment options between Johns Hopkins Bayview and Gardenville Park and Ride Lot.
 - Discontinue service between Downtown and Bayview.
 - Existing alignment between Bayview and Tradeport will remain the same.

- Justification**
- High demand for improved transit connection and reduced travel time between Northeast Baltimore and Tradeport Atlantic.

- Benefits**
- This would provide a new, direct connection between Belair Road and Tradeport Atlantic.
 - Northern terminus utilizes MDOT MTA Gardenville Park and Ride Lot.
 - Addresses transit needs for Belair-Edison neighborhood as outlined in Baltimore City Transportation Equity Study and CMTA 2020 Report Card

- Potential Impacts**
- Riders along eastern avenue will use CityLink Navy and to transfer to LocalLink 63.

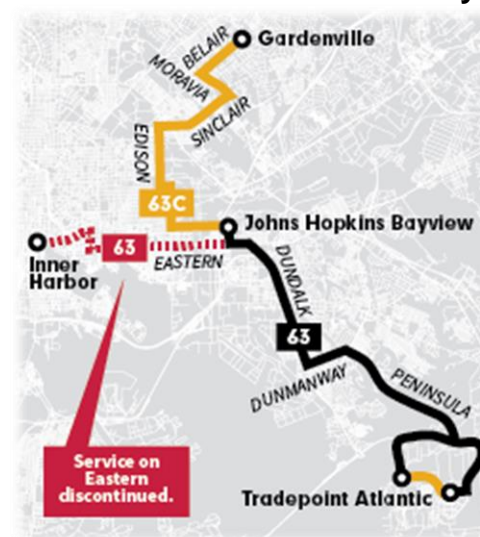
Alternative A via Armistead Gardens



Alternative B via Erdman Ave



Alternative C via Edison Hwy





63 Access Comparison

Population/Households within Quarter-Mile of LocalLink 63

Scenario	Population	Minority Population	Households	Low-Income Households	Zero-Car Households
Via Armistead Gardens (Alt. A) vs Baseline	-12%	+55%	-24%	+12%	-9%
Via Erdman Avenue (Alt. B) vs Baseline	-14%	+53%	-25%	+9%	-10%
★ Via Edison Highway (Alt. C) vs Baseline	+11%	+109%	-4%	+39%	+28%

Note: Analysis only compares access of LocalLink 63, not additional systemwide access.

EXPRESS BUS **LINK** 163

West Baltimore MARC to Tradepoint Atlantic

Proposed Changes

- New, direct route between West Baltimore MARC and Tradepoint Atlantic, utilizing I-95.
- Two routing options:
 - Alternative A: Broening Hwy
 - Alternative B: Dundalk Ave.

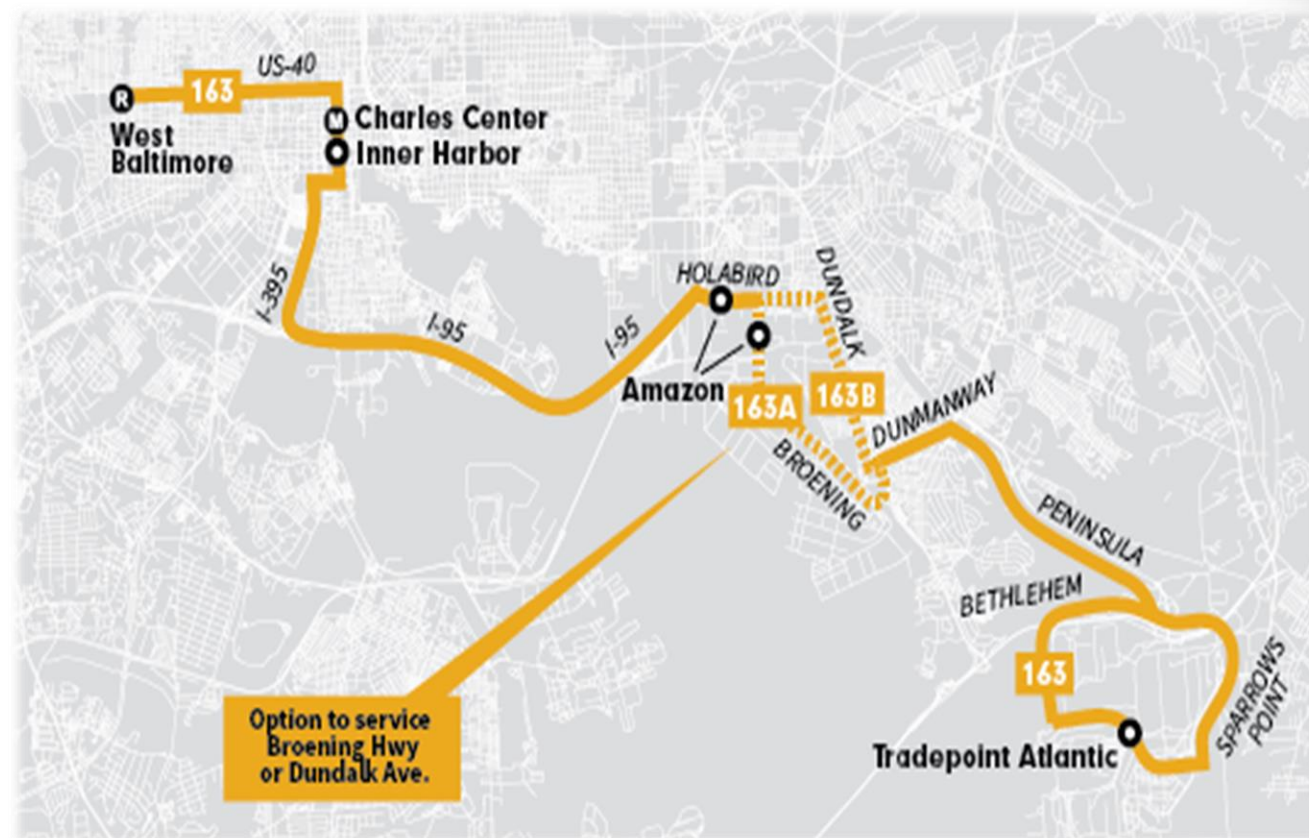
Justification

- Faster, more efficient travel to and from Tradepoint Atlantic for riders originating or transferring in downtown.

Benefits

- Reduces travel times from both West Baltimore and Downtown to Tradepoint Atlantic.
- New one-seat ride to major regional job centers


Potential Impacts





Combined Access Comparison

Population/Households within Quarter-Mile of Express BusLink 163 & LocalLink 63 (Alt. C)

Scenario	Population	Minority Population	Households	Low-Income Households	Zero-Car Households
 Via Broening Highway (Alt. A) vs Baseline	+27%	+137%	+11%	+58%	+55%
Via Dundalk Avenue (Alt. B) vs Baseline	+24%	+136%	+9%	+56%	+53%

Note: Analysis incorporates baseline using current LocalLink 63 alignment.

Approximate Travel Time Savings

(including transfer time, in minutes)

LOCAL
LINK 63

To Tradepoint Atlantic (TPA)	AM Peak			Midday			PM Peak		
Neighborhood	LL 63 A via Armistead Gardens	LL 63 B via Erdman / 895	LL 63 C via Edison Hwy	LL 63 A via Armistead Gardens	LL 63 B via Erdman / 895	LL 63 C via Edison Hwy	LL63 A via Armistead Gardens	LL 63 B via Erdman / 895	LL 63 C via Edison Hwy
<u>Belair Edison</u>	-3	-3	-3	-5	-6	-6	-1	-3	-2
<u>Gardenville P&R</u>	-10	-11	-9	-19	-17	-18	-7	-7	-9

EXPRESS BUS
LINK 163

To Tradepoint Atlantic (TPA)	AM Peak	Midday	PM Peak
Neighborhood	EBL 163 from W Balt Marc to TPA	EBL 163 from W Balt Marc to TPA	EBL 163 from W Balt Marc to TPA
<u>Upton</u>	-6	-5	-5
<u>Sandtown-Winchester</u>	-3	-4	-4
<u>Harlem Park</u>	-3	-3	-3
<u>WB MARC</u>	-19	-9	-18

Conclusion

- We want public feedback
 - Public hearings begin Saturday, May 22nd
 - Public comment period will last through June 25th
- Leadership changes
- Thank you Transit Choices