

Restoring the Red Line

Transit Choices

November 18, 2021



Red Line Alignment



- ▶ 14.2 miles with 19 stations
- ▶ 45 minutes from Hopkins Bayview to Woodlawn CMS
- ▶ 54,000 riders per day

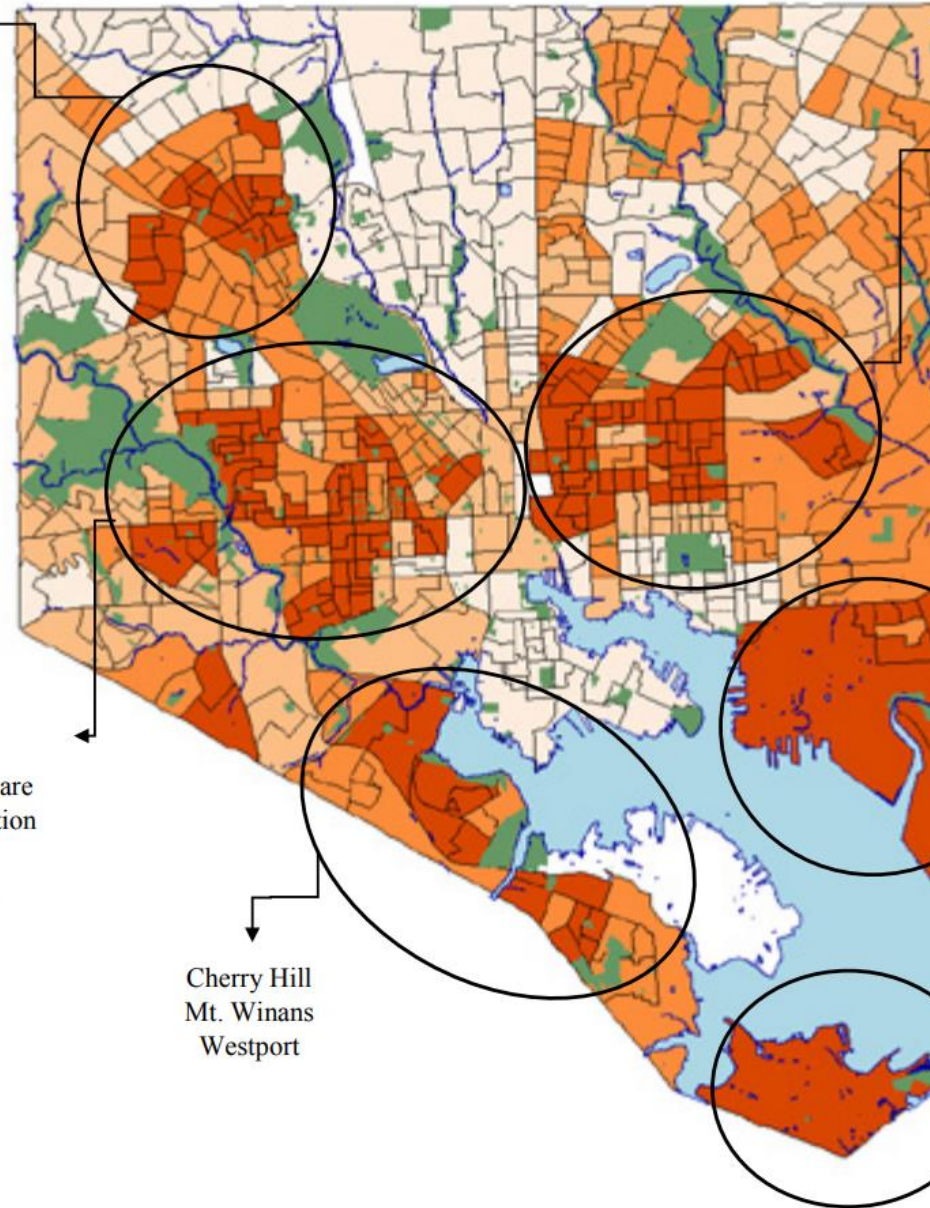
Key messages

- ▶ Completion of the Red Line addresses longstanding structural racism in transportation policy and investment
 - ▶ Major Economic Impact to the region and current riders
 - ▶ Projects \$3-6.5 billion in economic development, including in West Baltimore scarred by the I-70 Road to nowhere
 - ▶ Produces 10,000 jobs during construction/3000 permanent jobs
- ▶ BTEC advocates a Baltimore Regional Transit Authority
 - ▶ Secure autonomy & accountability in decision-making authority
 - ▶ Enables flexibility in funding strategies for the combined jurisdictions of the region
- ▶ BTEC envisions a long-needed anchoring east-west spine to create a system
 - ▶ As a first installment of an equitable reliable transit network for the region
 - ▶ Such a role, only Light Rail can fill
 - ▶ BRT vs. LRT
- ▶ A transit equity movement is an environmental protection movement
- ▶ Always build the foundation first
- ▶ Baltimore will become livable, walkable, breathable, workable

Areas in Highest Need:

- Composite of
- Transit
 - Social Vulnerability Index (SVI)
 - Pollution
 - Health

Callaway-Garrison
Central Forest Park
Central Park Heights
Dorchester
Forest Park Golf Course
Langston Hughes
Levindale
Lucille Park
Parklane
Towanda-Grantley
West Arlington



Armistead Gardens
Belair-Edison
Biddle Street
Broadway East
Dunbar-Broadway
Eager Park
East Baltimore-Midway
Four by Four
Gay Street
Johnston Square
Madison-Eastend
Milton-Montford
Orangeville
Oldtown
Oliver

Carrollton Ridge
Franklin Square
Franklinton Road
Harlem Park
Midtown-Edmondson
Millhill
New Southwest/ Mount Clare
Northwest Community Action
Rosemont
Sandtown-Winchester
Union Square
Violetville
Winchester

Cherry Hill
Mt. Winans
Westport

Canton Industrial Area

Brooklyn
Curtis Bay

The MDOT MTA model can not be counted upon to be fair and impartial

- ▶ Response to the General Assembly's request to lay out the steps to reviving the Red Line
- ▶ Regarding funding on p. 11 “...given this scarcity of funding and FTA's likely interest in geographic diversity, a second grant to Maryland is doubtful in the next 20-25 years.”
- ▶ A Baltimore Regional Transportation Authority is necessary for
 - ▶ Autonomy & accountability in decision-making authority
 - ▶ Flexibility in funding strategies for the combined jurisdictions of the region

A Report to the Maryland General Assembly

Senate Budget and Taxation Committee and

House Appropriations Committee

Regarding

**Report on the Feasibility of Either Re-Starting
the Red Line Light Rail Project or
Developing Alternatives to Address
East-West Transit Options in Baltimore City**

November 2018

**Maryland Department of Transportation
Maryland Transit Administration**

Is Bus Rapid Transit an alternative to Light Rail?

- ▶ Bus Rapid Transit
 - ▶ IS NOT a system-anchoring alternative to the Red Line
 - ▶ IS an ancillary, supplemental or stop gap mode, more appropriate for a suburban context
 - ▶ IS the answer for those that want to make costs--rather than investment--central to modal decision-making

Bus Rapid Transit Design Principles

- 1. Transit stops in 1–2 mile intervals*
- 2. High density (20–50 DU's acre minimum) at transit stops*
- 3. Do your best to have the dedicated lanes in the median area of a road*
- 4. Traffic signal priority (TSP)*
- 5. Level boarding, with at least 2 entry doors/vehicle*
- 6. Off-vehicle payment systems*

Source: Wes Guckert ITE Journal Nov 2015

Viewpoint: There's a better mass transit option than reviving the Red Line

For subways, a minimum population density of 47 people per acre is required, while for light rail a minimum population density of 28-60 people per acre is required. To put it in perspective, Baltimore City has approximately 650,000 people on 588,000 acres, or 12 people per acre — far below the minimum population density requirements. While it may not seem that way, the reality is that Baltimore City is not dense from a residential or commercial perspective.

Simply put, based on the numbers alone, building the Red Line light rail would be a huge economic mistake for Baltimore City.

Enough Density?



Washington, DC:
16 people/acre
(700,000 people, 68 sq. miles)

Diminishing returns of Cleveland's Health Line: Travel Time varies and up to 60% over schedules

HealthLine Weekday Schedule vs Advertised 28 Min

Morning

Afternoon/Evening

Night

Eastbound		Westbound															
Stokes Windermere	Superior and W Roadway	Total Time	Actual vs. Advertised	Percent Over Advertised	Effective MPH	M	1:03 PM	0:42:00	0:14:00	50.00%	9.71	5:30 PM	6:12 PM	0:42:00	0:14:00	50.00%	9.71
2:28 AM	3:01 AM	0:33:00	0:05:00	17.86%	12.36	M	1:13 PM	0:42:00	0:14:00	50.00%	9.71	5:40 PM	6:21 PM	0:41:00	0:13:00	46.43%	9.95
2:58 AM	3:31 AM	0:33:00	0:05:00	17.86%	12.36	M	1:23 PM	0:42:00	0:14:00	50.00%	9.71	5:51 PM	6:32 PM	0:41:00	0:13:00	46.43%	9.95
3:28 AM	4:02 AM	0:34:00	0:06:00	21.43%	12.00	M	1:33 PM	0:42:00	0:14:00	50.00%	9.71	6:01 PM	6:41 PM	0:40:00	0:12:00	42.86%	10.20
3:58 AM	4:32 AM	0:34:00	0:06:00	21.43%	12.00	M	1:43 PM	0:42:00	0:14:00	50.00%	9.71	6:11 PM	6:51 PM	0:40:00	0:12:00	42.86%	10.20
4:21 AM	4:55 AM	0:34:00	0:06:00	21.43%	12.00	M	1:53 PM	0:42:00	0:14:00	50.00%	9.71	6:21 PM	7:01 PM	0:40:00	0:12:00	42.86%	10.20
4:42 AM	5:16 AM	0:34:00	0:06:00	21.43%	12.00	M	2:03 PM	0:42:00	0:14:00	50.00%	9.71	6:36 PM	7:15 PM	0:39:00	0:11:00	39.29%	10.46
4:58 AM	5:33 AM	0:35:00	0:07:00	25.00%	11.66	M	2:13 PM	0:42:00	0:14:00	50.00%	9.71	6:52 PM	7:31 PM	0:39:00	0:11:00	39.29%	10.46
5:11 AM	5:49 AM	0:38:00	0:10:00	35.71%	10.74	M	2:23 PM	0:42:00	0:14:00	50.00%	9.71	7:06 PM	7:45 PM	0:39:00	0:11:00	39.29%	10.46
5:25 AM	6:04 AM	0:39:00	0:11:00	39.29%	10.46	M	2:34 PM	0:43:00	0:15:00	53.57%	9.49	7:21 PM	7:59 PM	0:38:00	0:10:00	35.71%	10.74
5:35 AM	6:14 AM	0:39:00	0:11:00	39.29%	10.46	M	2:44 PM	0:43:00	0:15:00	53.57%	9.49	7:36 PM	8:14 PM	0:38:00	0:10:00	35.71%	10.74
5:45 AM	6:24 AM	0:39:00	0:11:00	39.29%	10.46	M	2:54 PM	0:44:00	0:16:00	57.14%	9.27	7:51 PM	8:29 PM	0:38:00	0:10:00	35.71%	10.74
5:53 AM	6:32 AM	0:39:00	0:11:00	39.29%	10.46	M	3:05 PM	0:44:00	0:16:00	57.14%	9.27	8:08 PM	8:46 PM	0:38:00	0:10:00	35.71%	10.74
6:02 AM	6:42 AM	0:40:00	0:12:00	42.86%	10.20	M	3:14 PM	0:45:00	0:17:00	60.71%	9.07	8:24 PM	9:02 PM	0:38:00	0:10:00	35.71%	10.74
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6:52 AM	7:32 AM	0:40:00	0:12:00	42.86%	10.20	M	4:04 PM	0:45:00	0:17:00	60.71%	9.07	9:42 PM	10:20 PM	0:38:00	0:10:00	35.71%	10.74
7:02 AM	7:43 AM	0:41:00	0:13:00	46.43%	9.95	M	4:14 PM	0:45:00	0:17:00	60.71%	9.07	9:57 PM	10:35 PM	0:38:00	0:10:00	35.71%	10.74
7:11 AM	7:52 AM	0:41:00	0:13:00	46.43%	9.95	M	4:23 PM	0:44:00	0:16:00	57.14%	9.27	10:12 PM	10:50 PM	0:38:00	0:10:00	35.71%	10.74
7:21 AM	8:02 AM	0:41:00	0:13:00	46.43%	9.95	M	4:34 PM	0:44:00	0:16:00	57.14%	9.27	10:28 PM	11:05 PM	0:37:00	0:09:00	32.14%	11.03
7:31 AM	8:12 AM	0:41:00	0:13:00	46.43%	9.95	M	4:45 PM	0:45:00	0:17:00	60.71%	9.07	10:43 PM	11:20 PM	0:37:00	0:09:00	32.14%	11.03
7:41 AM	8:22 AM	0:41:00	0:13:00	46.43%	9.95	M	4:55 PM	0:45:00	0:17:00	60.71%	9.07	10:59 PM	11:35 PM	0:36:00	0:08:00	28.57%	11.33
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8:51 AM	9:33 AM	0:42:00	0:14:00	50.00%	9.71												

Total daily hours: **75:12:00** **23:24:00** Extra WB hours per weekday

6 Rules

For Keeping the “Rapid” in BRT:

1. **Transit Stops in 1-2 mile intervals** *Baltimore is only 9 miles wide*
2. **High Density at Transit Stops** *Already discussed*
3. **Dedicated Lanes in the Median Strip** *Impossible in the downtown. Must be a tunnel.*
4. **Traffic Signal Priority** *MTA still hasn't figured it out for North-South light rail. Must be a tunnel.*
5. **Level Boarding** *Same for light rail*
6. **Off-Vehicle Payment Systems** *Same for light rail*

Which transit mode can attract developer investment?



- ▶ What US experience exists of developers seeking sites adjacent to bus service?
- ▶ Cleveland's Health Line BRT was based on the promise of rail that was replaced by bus in 2008
- ▶ By contrast NJTransit's Hudson-Bergen Line has produced over \$5B for a \$1B Light Rail Investment

Today's political conditions favor restoring the Red Line

- ▶ Federal Infrastructure Investment and Jobs Act Funding
- ▶ Focus on equity and environmental justice by federal agencies
- ▶ Congressional and locally elected official support
- ▶ ...gives Baltimore a second chance to be walkable, livable, breathable, workable

- ▶ Join us to revive the Red Line to invest in Baltimore's future!



Thank you!

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Key messages

- ▶ Completion of the Red Line addresses longstanding structural racism in transportation policy and investment
 - ▶ Major Economic Impact to the region and current riders
 - ▶ Projects \$3-6.5 billion in economic development, including in West Baltimore scarred by the I-70 Road to nowhere
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