



WANT A BETTER BUS SYSTEM? SO DOES MTA.

That's why we've created the Bus Network Improvement Project (BNIP). BNIP is a key component of a larger effort called the Transit Modernization Program (TMP) which is a plan to modernize the entire MTA transit system throughout the state.

Bus: Focus is mainly on the core bus network.

Network: Transit lines do not operate independently; it's the network's job to help people reach their destination.

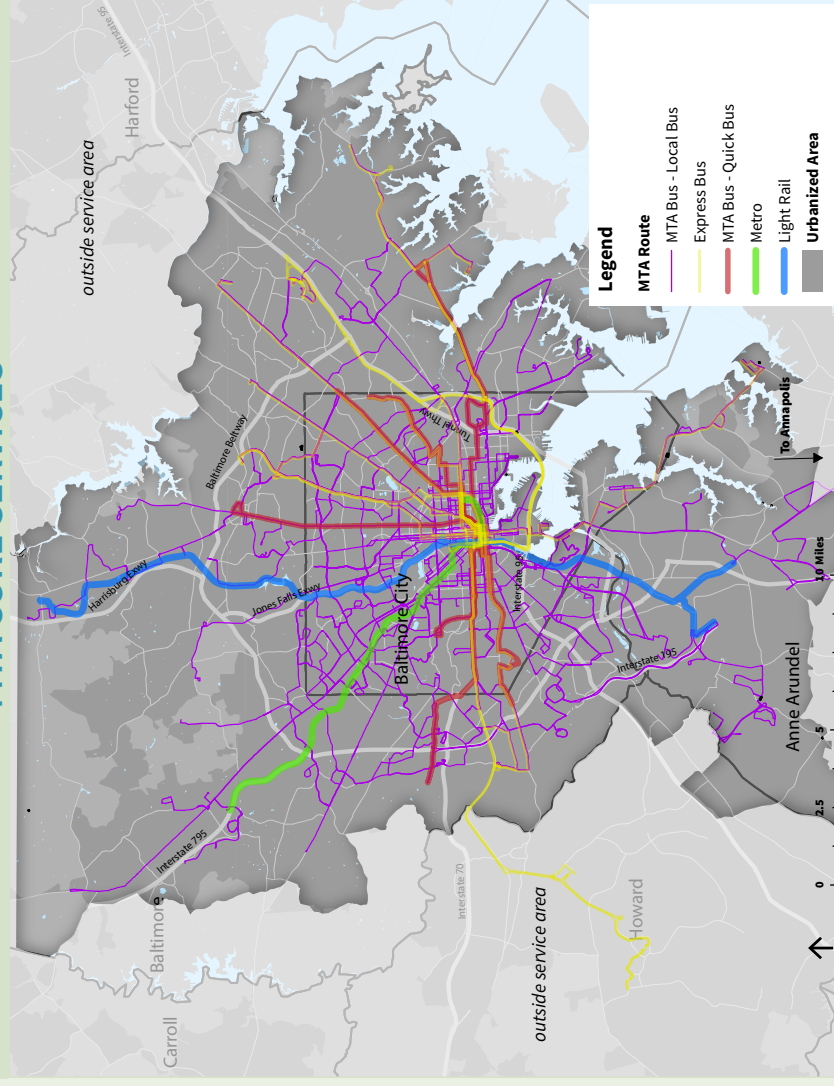
Improvement: We know there are a lot of problems with the system; this project aims to make *real improvements*.

Project: This initiative is a focused, short-term study with public and stakeholder involvement. It needs customer input to make it a success.

PROJECT GOALS

- Improve service quality
- Maximize transit access and connectivity
- Increase network efficiency and effectiveness
- Align the network with existing and projected land-use and trip patterns

MTA CORE SERVICES



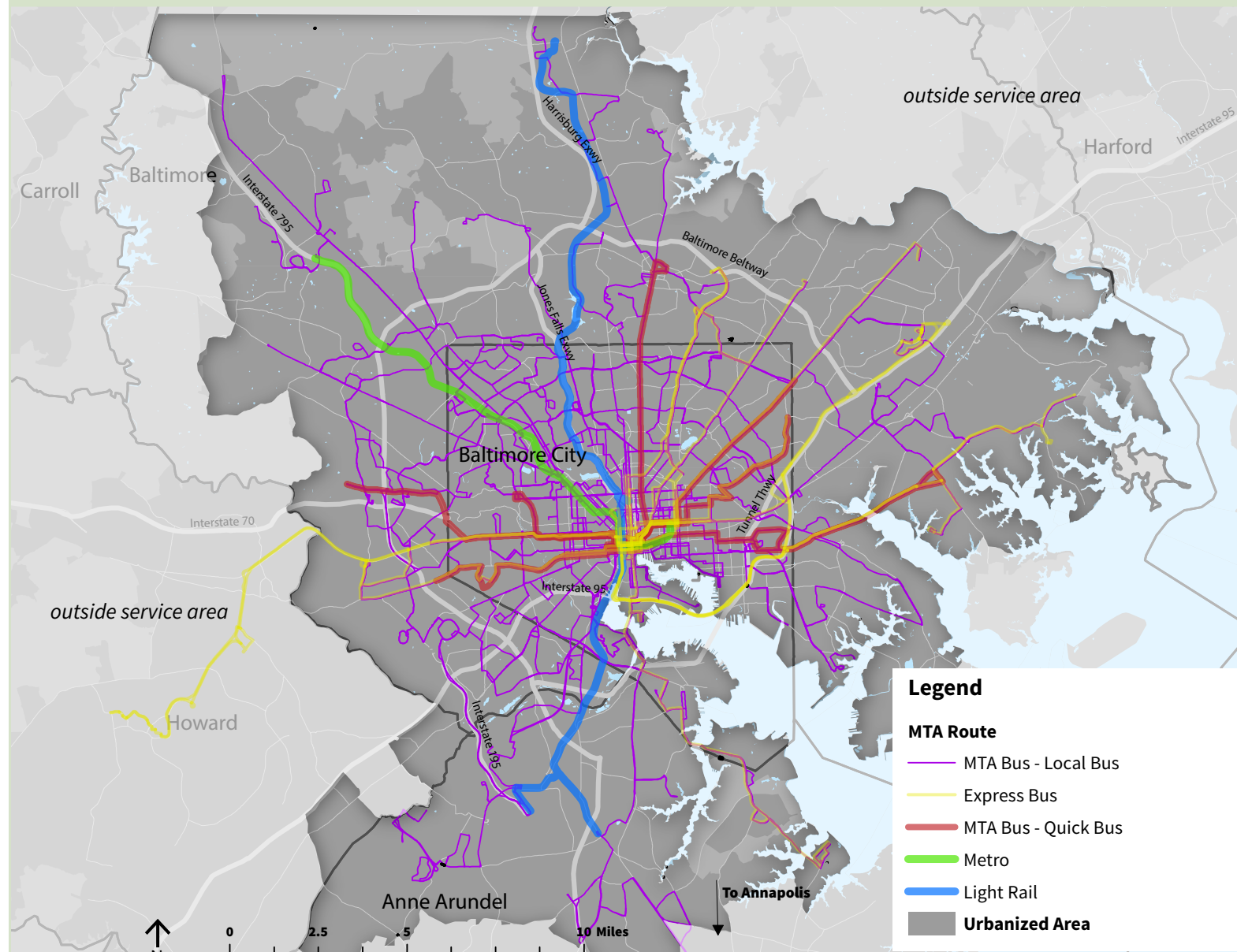
TELL US WHAT WE CAN DO TO IMPROVE TRANSIT SERVICE.

MTA is looking to improve its approach to planning and providing bus service, and we need your input to make sure that we come to the right conclusions. With your help, we're out to create a whole new level of service and satisfaction for everyone who counts on MTA buses.

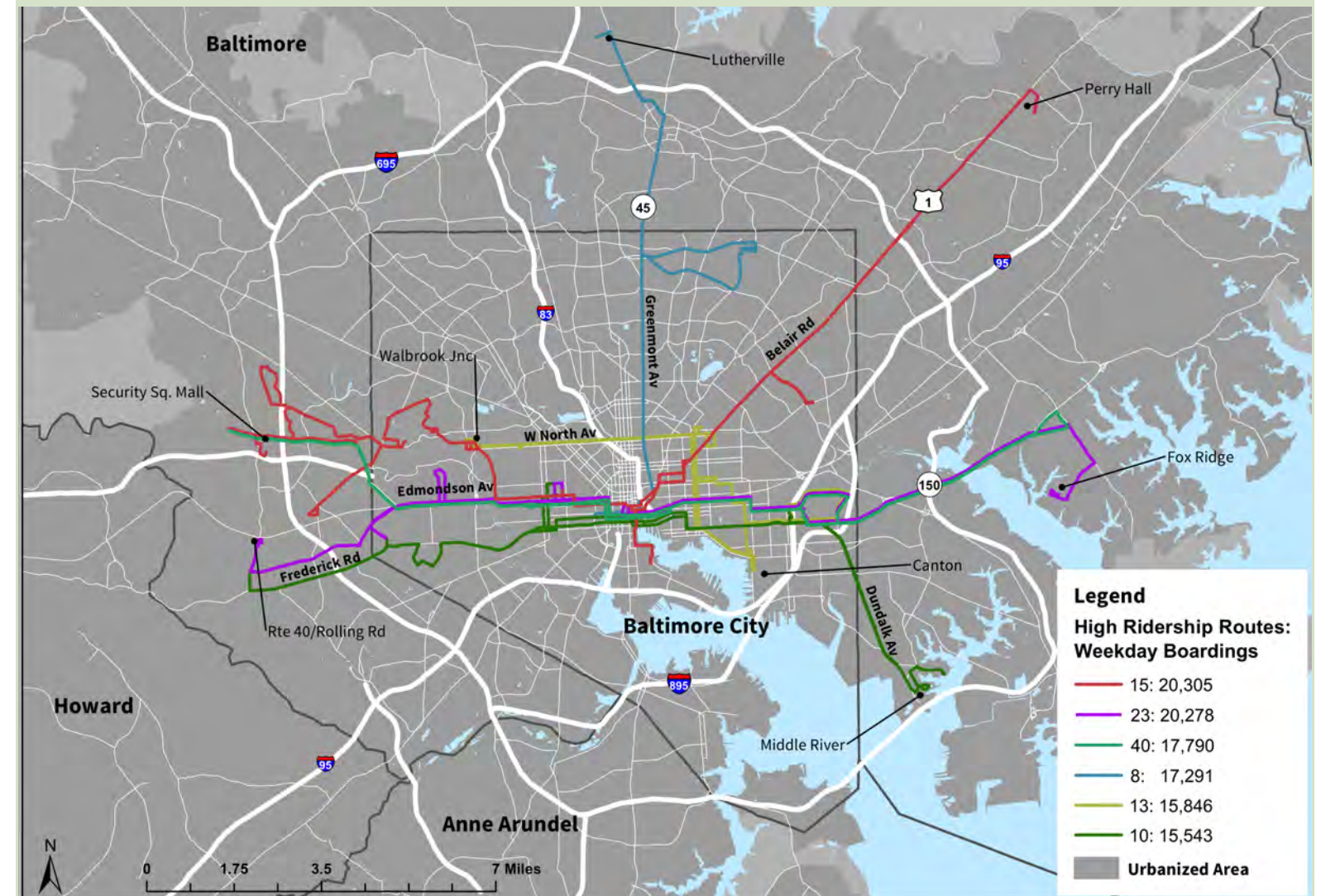
MTA Core Services and Productivity

- Local Bus
- Quick Bus
- Express Bus
- Metro Subway
- Light Rail
- Mobility

MTA CORE SERVICES



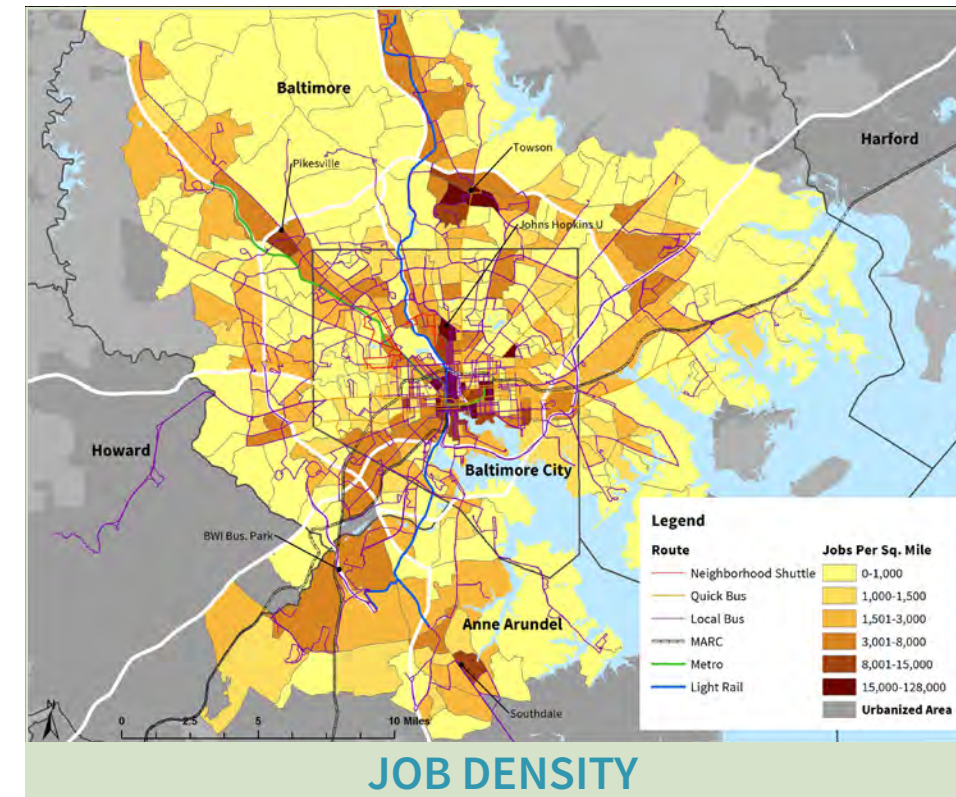
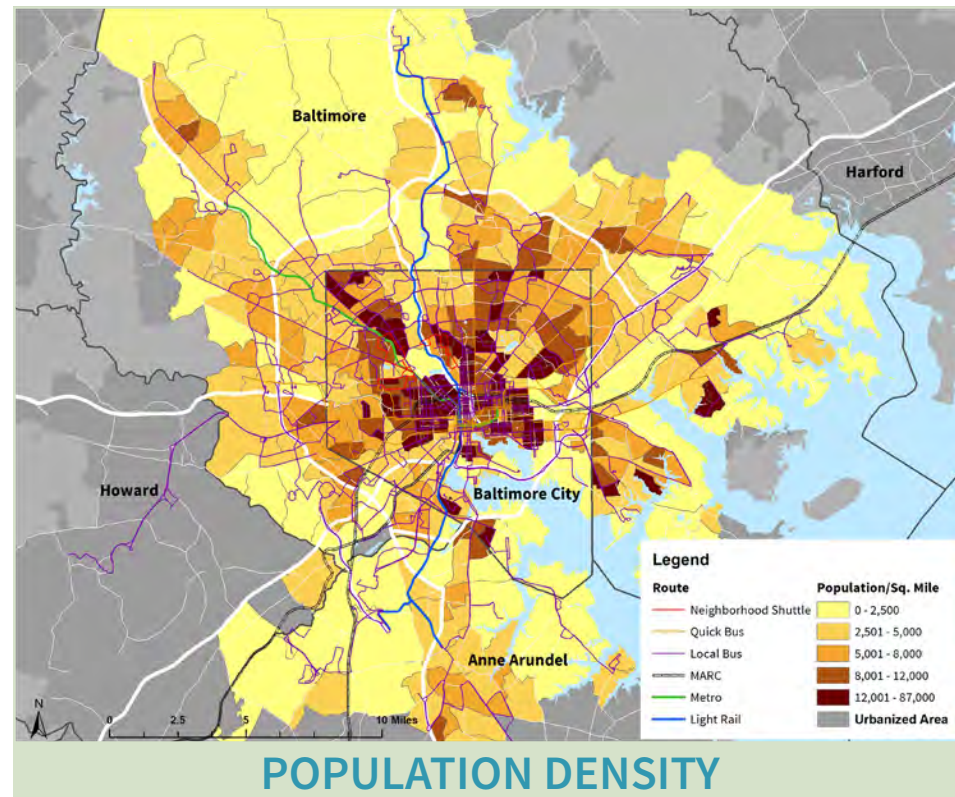
HIGHEST RIDERSHIP BUS ROUTES



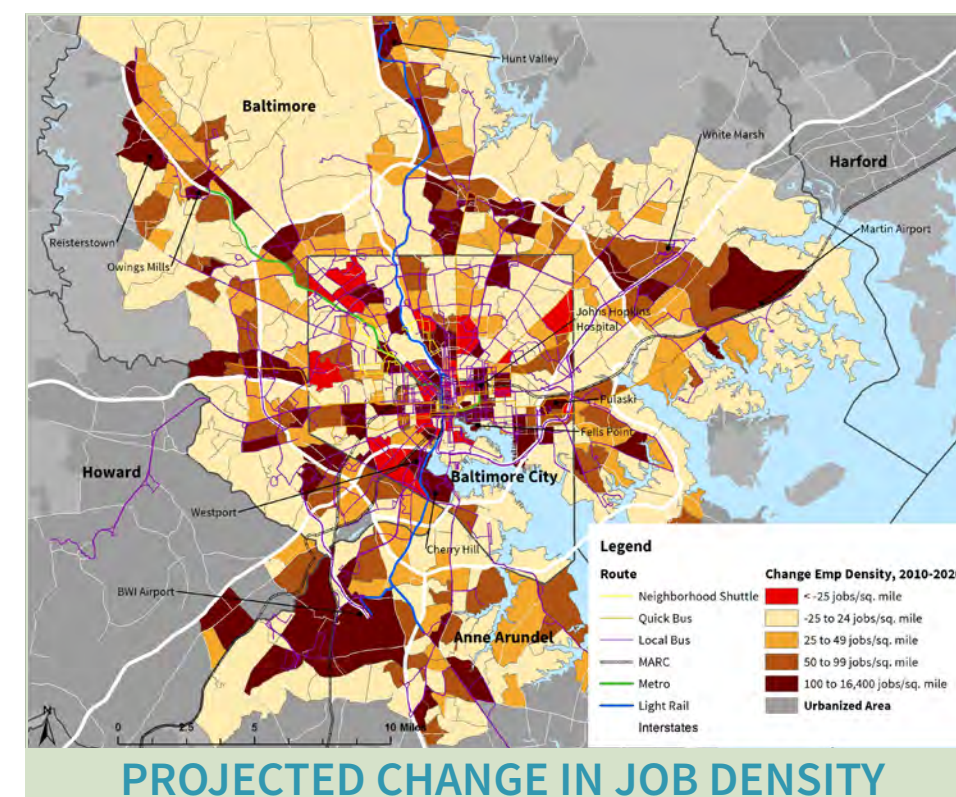
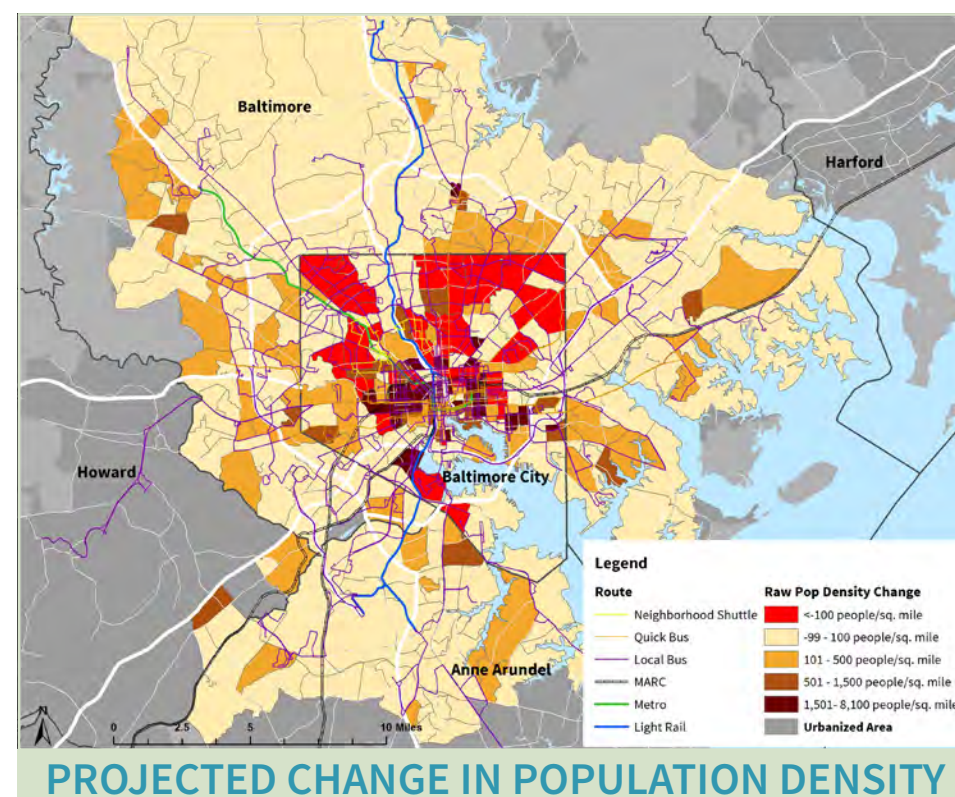
PRODUCTIVITY BY ROUTE TYPE

Route Type	Passengers Per Mile	Passengers Per Hour
Circulator	5.4	53.8
Crosstown	5.7	68.7
Express	2.2	35.1
Feeder	3.4	50.6
Quick Bus	5.5	72.0
Radial	6.1	66.9

Demographic Information



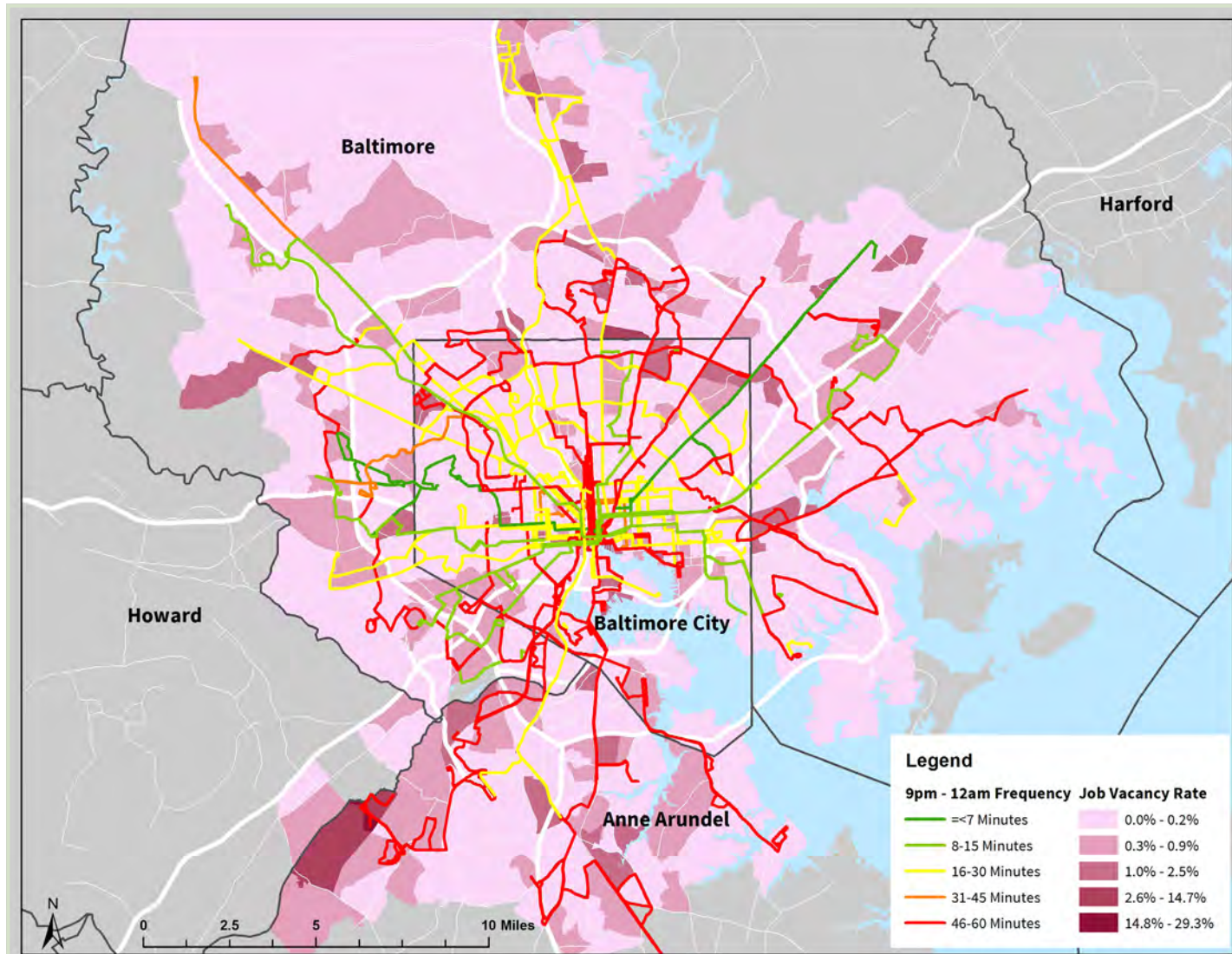
- Areas with high population and job density are more supportive of transit
- Higher population densities mean more people are living and working in the same place, making transit more efficient
- Higher job densities mean more people are commuting to the same place, making transit more efficient



- Looking to the future is important to ensure that transit service stays viable and serves areas of future population and employment growth

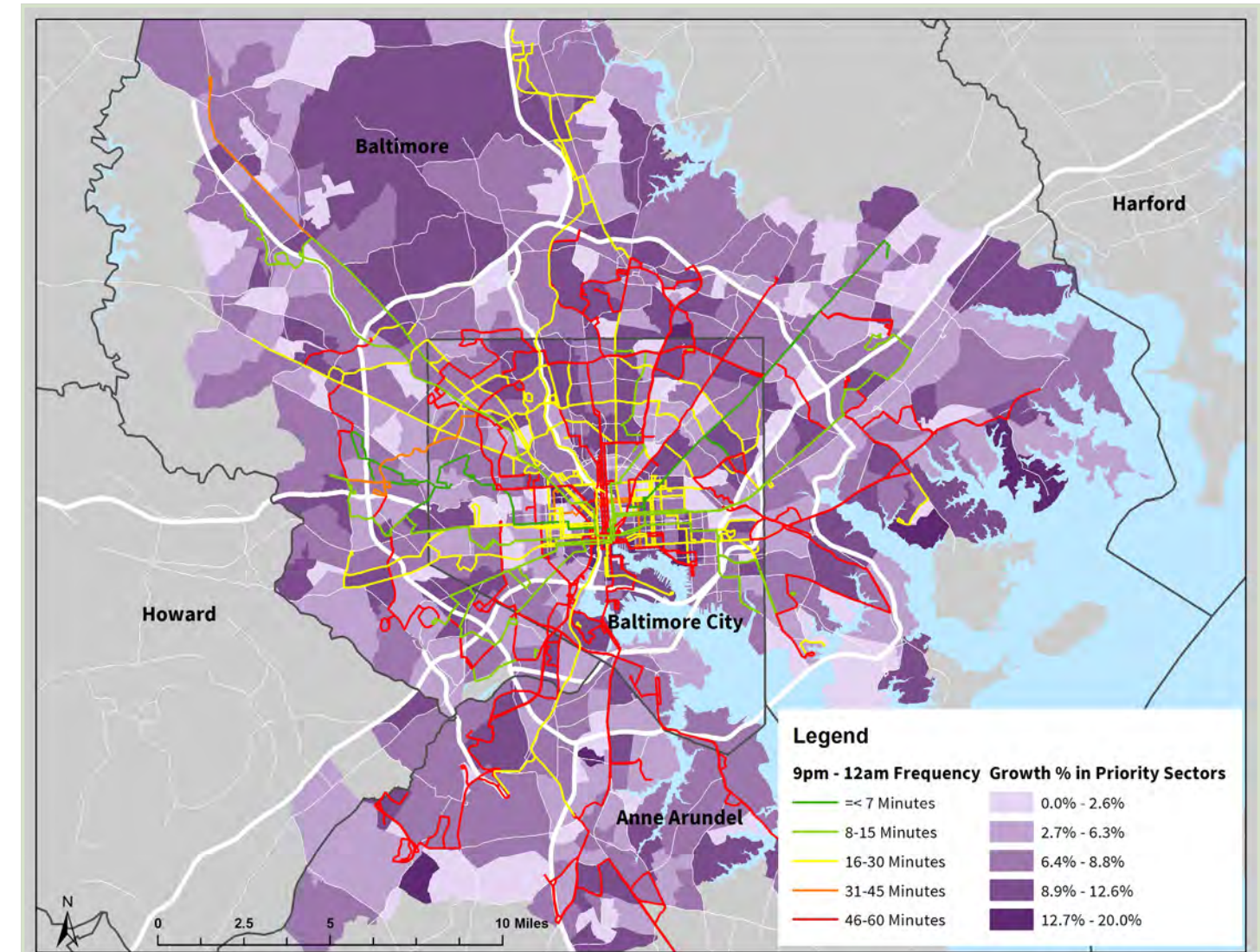
Transit Opportunities

Data provided by the Opportunity Collaborative



JOB VACANCY RATE

- Current job vacancy rates in the Baltimore region are highlighted
- Late Night MTA services provide additional access to these jobs



PROJECTED GROWTH IN PRIORITY SECTORS

- Priority sectors include Business Services, Construction, Healthcare, Information Technology and the combine sectors of Transportation and Warehousing
- The map shows projected job growth in these sectors in the Baltimore region by the year 2020
- Priority industry sectors were identified through the work of the Opportunity Collaborative to connect people in the greater Baltimore region with the best opportunities for family-supporting wages and career advancement (opportunitycollaborative.org)

Transit need, or the propensity to use transit, is an overall measure of both the need and demand for transit in a certain area. There are many variables that go into transit propensity, including income levels, population density, age, vehicle ownership, employment and commute mode.

TRANSIT NEED INPUTS

Population

Households

Labor Force

Commute Mode

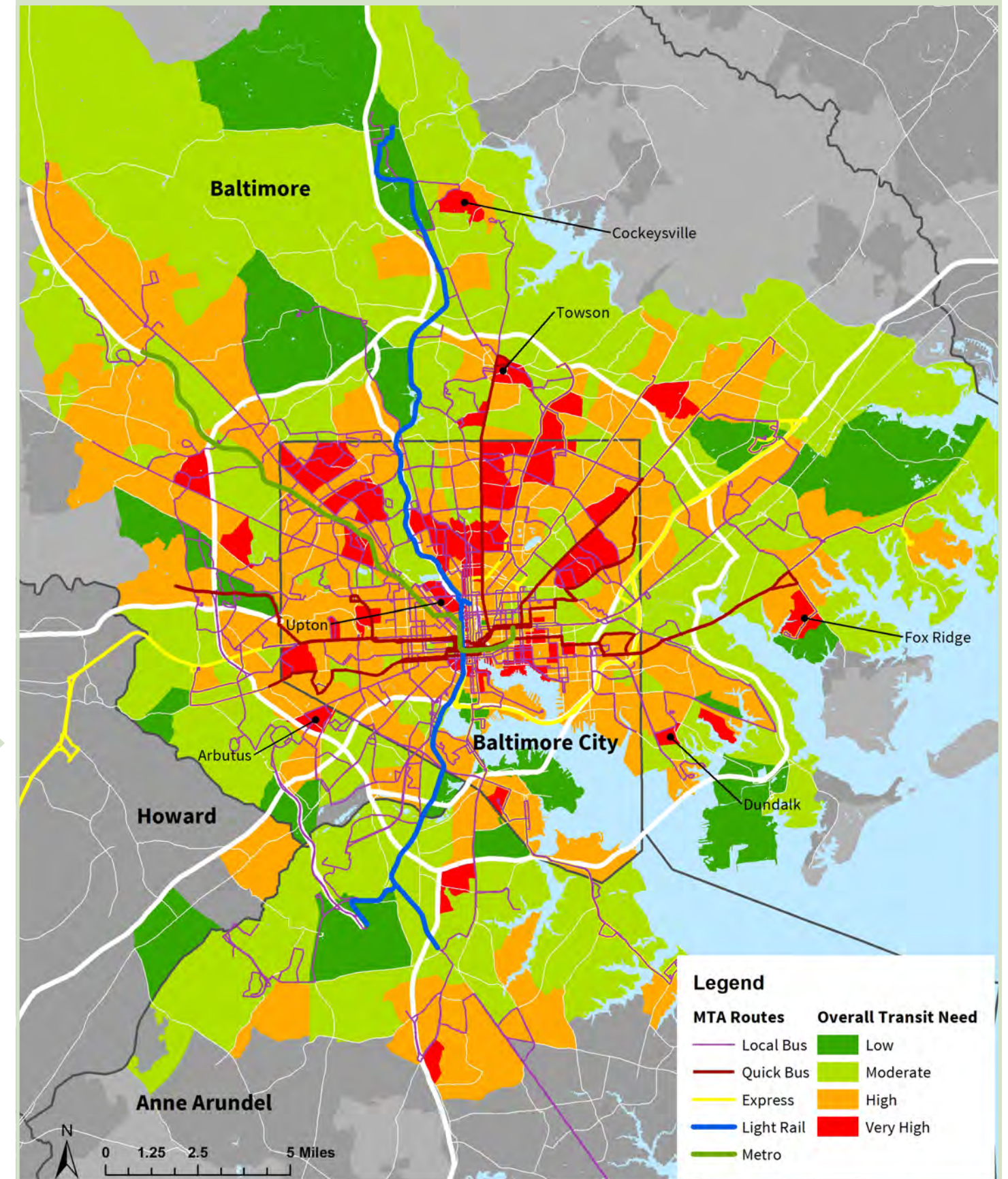
Income

Age

Vehicle Ownership

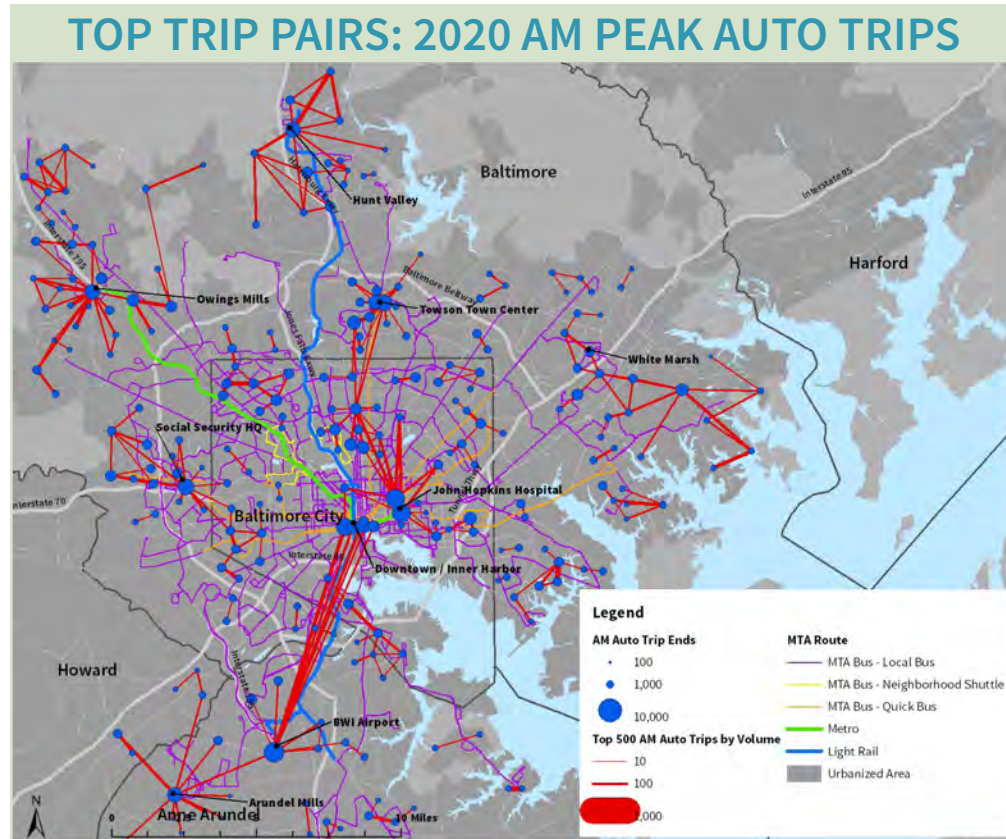
The 7 inputs and 33 variables all feed into the calculation of Transit Need

OVERALL TRANSIT NEED

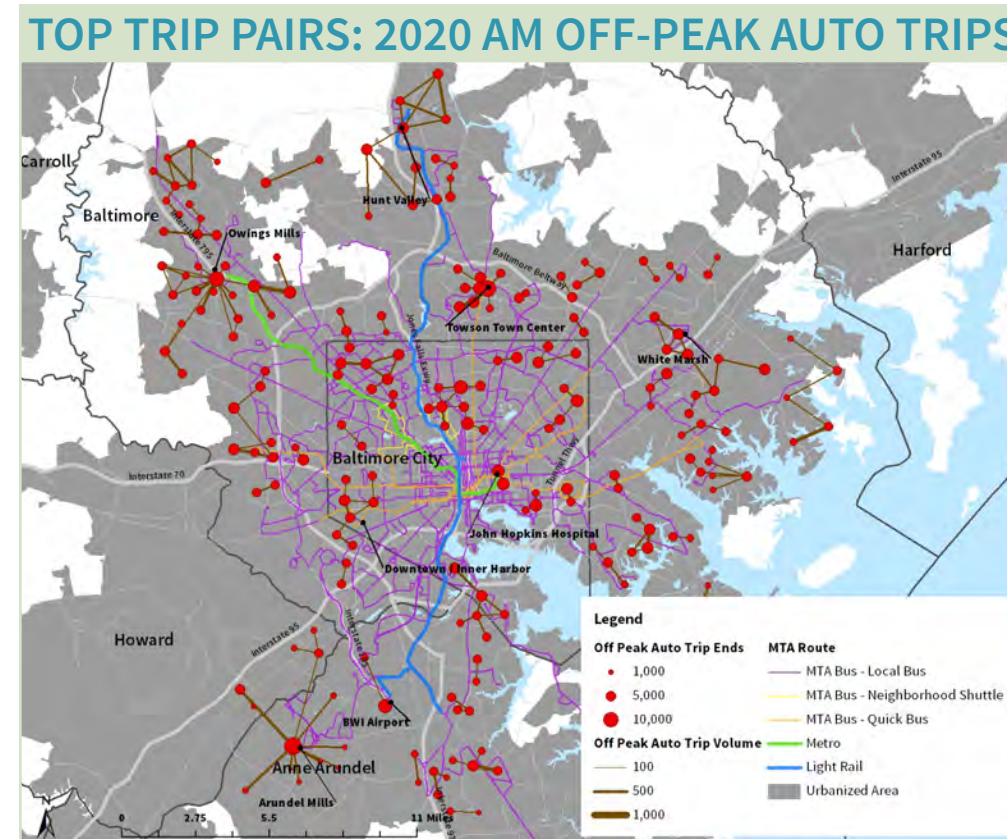


Future Travel Patterns

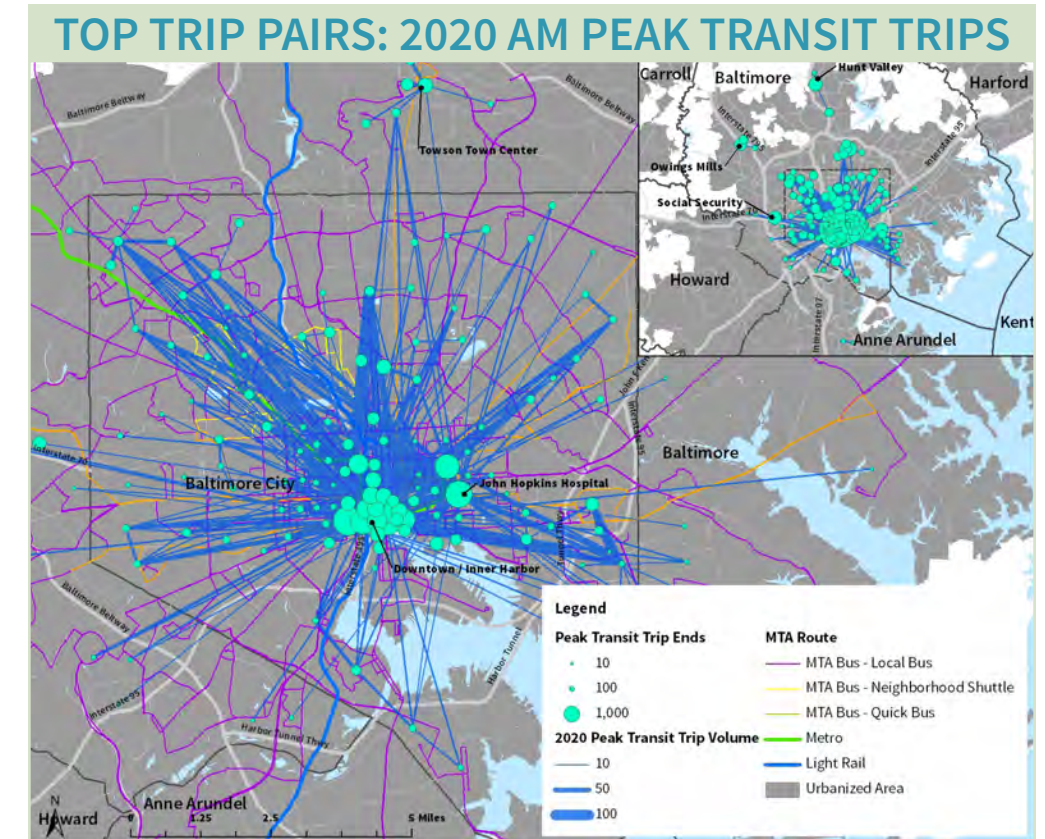
- Understanding travel patterns will allow MTA to better plan services around where people want to go.
- By studying future travel patterns, MTA can design a bus network today that meets future needs.
- The Baltimore Metropolitan Council has developed complex travel demand models that predict future travel patterns. The maps below are based on this data and show the 500 top origin-destination pairs by mode and time of day.



- Morning Peak 6:30-9:30 A.M.
- Good indicator of work trips
- High employment areas:
 - Downtown
 - The Inner Harbor
 - Johns Hopkins Hospital
 - BWI Airport
 - Arundel Mills
 - White Marsh
 - Towson
 - Owings Mills
 - Social Security Administration
 - Hunt Valley



- Midday, evening, late night, early morning
- Good indicator of:
 - Work trips with non-traditional hours
 - Shopping
 - Errands



- Morning Peak 6:30-9:30 A.M.
- Based on current transit service
- Good indicator of work trips by accessed by transit:
 - Downtown
 - The Inner Harbor
 - Johns Hopkins Hospital
 - Owings Mills
 - Social Security Administration
 - Towson
 - Hunt Valley