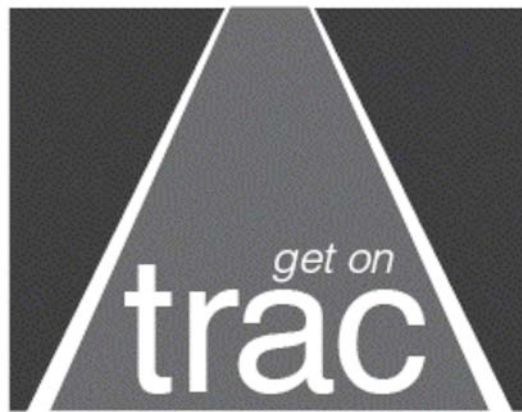


**Analysis of and Proposed Modifications to
the Greater Baltimore Bus Initiative
*Proposals to Take Effect in 2007***
22 June 2006
Route #64 and Route #9 Revised as of 29 June 2006



Transit Riders Action Council
of Metropolitan Baltimore

www.getontrac.org
getontrac@gmail.com

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Part I: Introduction

In 2005, the Maryland Transit Administration (MTA) began the Greater Baltimore Bus Initiative (GBBI), and, on 23 October 2005, MTA implemented Phase I of the Greater Baltimore Bus Initiative. The structure of GBBI was determined by five guiding principles. Those principles were not arrived at by consultation with bus riders, communities, and other interested groups, but were presented based upon recommendations from a San Diego, California consultant to implement goals seen in Addendum II. Among the guidelines were that the routing structure would be simplified and that the buses would arrive at each stop on clock-faced headways, so that the time interval between buses would be uniform and that all headways would divide into one hour evenly. The subsequent changes resulted in a colossal disaster for bus service in Baltimore. “Simplification” turned out to mean elimination of service. Transit dependent riders lost access to jobs and shopping, and businesses along roadways that lost bus service went belly up, leading to further job loss in the local economy. Buses were overcrowded or empty, people were stranded on corners as full buses passed them by, and when a bus with space on board would arrive was anyone’s guess. Riders had to make more transfers than before to reach their destinations. Some trips required as many as five bus rides to complete; some trips increased to over three hours in length; and there were even cases, where, if a rider took the first available bus in the morning, he or she could still not get to work on time.

Now, the MTA is immersed in another phase of bus system reorganization, but this time it is clear that they have learned some lessons. There is, in this phase, no wholesale elimination of lines and branches; all of the services proposed for elimination have very low ridership; the proposals will lead to a better connected system than we now have, and the MTA is treating the issue of connectivity as a priority this time. What is different now is that the MTA is shaping the recommendations for changes to the concerns of riders, communities, and businesses. The MTA has engaged in extensive outreach, which it did not do prior to Phase I, and, in general, the changes in this Phase of GBBI are making the overall system better than it is now.

It is still not clear whether the bus system that results from this phase of GBBI will be a system that is better than that which existed prior to the fall of 2005, but it is clear that the MTA is shifting its direction. The biggest flaw in the MTA’s whole approach was their determination to organize the system based upon clock-faced timetables. Such a scheme for system organization is essential for the proper functioning of small, suburban transit systems, such as Annapolis Transit or Howard Transit, but it is unworkable in a major metropolitan system, and the reasons for this are very clear. In a small system, route lengths are determined by running times, so that all round trips can return to a common central layover point at the top of each hour. This permits passengers a guaranteed transfer between any pair of lines in a system while keeping system operational costs at an affordable level. A major transit system like Baltimore’s, however, has various kinds of service, including circumferentials, connectors, and directional circular shuttle routes, as well as downtown radials and diametrics. Transfer points are spread all over the area, and bus routes cross each other where lines are in continuing motion, rather than at a single, common, terminal point. Real-time running times for different lines between various points change with levels of congestion, which in turn vary with the time of day and day of the week, and service demand levels also

vary not only with time of day and day of week, but also line by line. To try to squeeze a system of this size, complexity, and variability into a uniform spacing system involving clock-faced headways will inevitably lead to the kind of dysfunction and breakdown that we experienced with GBBI Phase I. Clock-faced headways also make it virtually impossible to operate a system that serves places that only require service at certain times of day, rather than at consistent regular intervals, such as Industrial and Business Parks. The result of the implementation of this in Phase I meant that thousands of people lost access to service and many routes and branches were eliminated because they couldn't fit into the system. What major cities like Baltimore really need is a scheduling and routing system that is a real-time, demand driven, reality-based plan. Most, if not all, of the flaws in the current proposal can be laid at the door of this slavish devotion to an inappropriate clock-faced scheduling regime. If the MTA were to abandon clock-faced scheduling and use the new and incoming buses with automatic passenger counters and Global Positioning System bus location instantaneously radioed to a central database, then the MTA would be able to put together a truly quality bus system for Baltimore. Until and unless the MTA makes this final change in planning direction, GBBI is unlikely to succeed. When and if the MTA does make this shift, the chances for success will greatly improve.

This is the second phase of GBBI that the MTA will implement, but it should not be the last. Nearly all of the changes in this phase are to lines which the MTA did not alter in Phase I. Whereas the great majority of changes in Phase I had a negative impact and were detrimental to riders and the local economy, the changes in this phase are positive and indeed do appear to be improvements to our system. But the MTA's overhaul of bus service in Baltimore cannot be considered complete, and cannot succeed, until the MTA revisits the changes made in Phase I so that they conform to the connectivity, load, headway, and congestion needs and requirements of service operations in a large, metropolitan, central city.

Part II: Analysis of the Greater Baltimore Bus Initiative Proposals to Take Effect in 2007

In this analysis of the most recent proposals for restructuring the Baltimore bus system, we have given each route’s changes one of four ratings or the label “Uncertain.” The latter designates a route where the MTA’s proposals are not specific enough to analyze. The rating “Improved,” our highest, is given to those lines that not only enhance the system as a whole but, if changed as proposed, would follow a better route than the one that they currently operate. “Positive,” our second highest rating, denotes routes where the changes would constitute a net improvement to the system as a whole but not necessarily to that route’s service. “Neutral” is the label given to routes where the changes would provide, in sum, neither better nor worse service than is currently offered. Changes rated “Negative,” our lowest rating, would worsen the specific route. According to our analysis, the changes rank as “Improved” for ten routes, “Positive” for five routes, “Neutral” for one route, “Negative” for four routes, and “Uncertain” for one route.

Route #1	<ul style="list-style-type: none"> • Positive impact: Full time service to Sinai Hospital constitutes an improvement. • Negative impact: Moving southbound trips from Hanover Street to Light Street cuts off needed bus service for residents of Sharp-Leadenhall community. Light Street is four blocks further east from the community than Hanover Street, too far for the many elderly residents to walk. Southbound, Light Street is narrow and congested and is well served by the Route #64 already. • Overall Rating: Improved
Route #3	<ul style="list-style-type: none"> • Positive impact: The addition of seven day service to Sheppard Pratt and all trips now go into Baltimore County. • Concern: The simplified downtown terminal loop eliminates transfer access to the eastbound Route #35. If it is not possible to locate a new bus stop on Sharp Street south of Pratt, then the transfer to the eastbound Route #35 will be lost. • Overall Rating: Improved
Route #5	<ul style="list-style-type: none"> • Positive impact: The new Reservoir Hill branch service to Lakeview Towers, while less than ideal, is the best solution possible amongst the remaining feasible alternatives, given the constraint that the buses can no longer operate on Lakeview Avenue. Although the people of Reservoir Hill will no longer have a one seat ride to Mondawmin Metro Subway Station (for those riders who wish to travel to Pikesville and Owings Mills), there was no way for the MTA to provide direct service to both downtown and Mondawmin Metro Subway Station. This is a better solution to the Lakeview Towers service problem than the originally proposed extension of the Route #97, which would have eliminated the community’s direct access to downtown. Riders will still be able to connect to the Metro Subway downtown. The residents of Park Avenue pushed hard to remove bus service from their street. Additionally, there will be greater frequency of service along the Madison/Monument Corridor and Patterson Park Avenue. • Concern: With the elimination of the Federal Street, Central Avenue,

	<p>and Patterson Park and Lanvale branches, all passengers would still be within a walkable distance of other services, if the Route #13 Canton branch service were to be returned to Milton Avenue.</p> <ul style="list-style-type: none"> • Overall Rating: Positive
Route #7	<ul style="list-style-type: none"> • Positive impact: The elimination of one bus block from this line better matches ridership demand with service level, thereby providing a bus that can be used to alleviate overcrowding elsewhere in the system. Retention of this line in its current form will better serve the needs of the residents and the businesses along Pennsylvania Avenue than would any of the previous alternative proposals, which would have eliminated or modified this route. Consideration of short service eastbound only as far as Central Avenue might have been even better given that the new Route #11 routing will serve Canton; however, the people in Southeast indicated a need for service to remain along Fait Avenue and Hudson Street. • Concern: Supplementary short service from Mondawmin Metro Subway Station to Central Avenue may be needed at rush hour to prevent overcrowding. • Overall Rating: Positive
Route #11	<ul style="list-style-type: none"> • Positive impact: Better service to Towson Courthouse provides improved connections with other bus routes in Towson. The consistency of routing on the northern end along the most heavily used branch service will eliminate rider confusion. The new routing provides the first through route connecting the North Charles Corridor with the Eastside waterfront districts. The current bus service in Canton does not take riders to places they wish to go, thereby forcing riders to transfer unnecessarily. The present route has almost no riders traveling between North Charles Street and Washington Boulevard; this is a better match for rider demand. Folding Route #61 service into the Route #11 as a branch can allow for better targeting of trip times to Roland Park. • Concern: Under this proposal, the Route #11 would not connect to the two main Light Rail lines at all, but only to the Penn Station Light Rail Shuttle. Rerouting and extension of the Roland Park branch from Lake Avenue terminus to Mt. Washington Loop would solve this problem and provide better transfer opportunities. Cutting back the line from Goucher College to Towson Courthouse isolates Goucher from all other colleges in the region. Consideration should be given to folding the Route #12 to Stella Maris into the Route #11 as a selected service extension. This would permit riders from Stella Maris and Goucher to connect to the Route #3, Route #8, and Route #55 in central Towson. See Route #61 for detailed concerns regarding service frequency to Roland Park. • Overall Rating: Improved
Route #16	<ul style="list-style-type: none"> • Positive impact: Increased frequency of service. • Concern: The elimination of service from Lafayette Avenue and Ashburton Street significantly increases walking distances for some

	<p>Rosemont residents. While ridership is low along this segment because of the closure of the old medical facility and offices at Lafayette Avenue and Ashburton Street, the MTA should consider selected service via the old alignment on runs that we recommend for operation at shift change times for extension into Wagners Point.</p> <ul style="list-style-type: none"> • Overall Rating: Positive
Route #17	<ul style="list-style-type: none"> • Concern: Elimination of service to Parkway Center and Parkway Center South will require riders to transfer to the Howard County Red Express. The MTA must provide information about the Red Express to its ridership. Currently three MTA routes serve Anne Arundel County, the Route #14, the Route #17, and the Route #64, but the Route #17 and Route #64 do not connect to each other. If the Route #17 were extended east to the Brooklyn Park & Ride, then this problem would be eliminated without increasing the cost of operator hours. • Overall Rating: Neutral
Route #19	<ul style="list-style-type: none"> • Positive impact: The splitting the Route #19 into two lines provides for service improvements on the Route #37. See Route #37. The closing of the Hickey School justifies the elimination of the Cub Hill branch and the reallocation of that bus to places where it is needed more. • Negative impact: The changes result in an elimination of transit access for Joppa Heights residents. The elimination of the Route #27 downtown, the reduction of the Route #91 service downtown, and the reduction of the Route #19 service downtown may destroy the viability of bus service on the Howard Street transit mall. The City and State spent in excess of \$100 million to create this transit mall. Moving eastbound service from Pratt Street to Baltimore Street adds unnecessary further congestion to Baltimore Street downtown without providing any connectivity improvements. It would have been better to keep the Route #10 on Howard Street and to connect the old, pre-GBBI Route #2 with a different northern or eastern route or to have left them as they were before; then, all Route #19 trips could have gone to Cherry Hill and the Route #29 could have been eliminated. • Overall Rating: Negative
Route #22	<ul style="list-style-type: none"> • Positive impact: Extension of Highlandtown service to Bayview Medical Center at all times is a clear improvement. • Concern: The Kane Street service to Lombard and Haven Streets served a very small number of riders in an isolated area. One morning and evening trip should be considered for retention. • Overall Rating: Improved
Route #27	<ul style="list-style-type: none"> • Positive impact: The Route #27 had excess capacity on the north end and consistent overcrowding on the south end; therefore, the line structure did not make any sense, hence the need for restructuring and elimination of the route. This time, unlike in Phase I, the MTA has replaced all of the service that will be eliminated on the Route #27 with new service provided by eight other lines: the Route #11, Route #19,

	<p>Route #29, Route #37, Route #51, Route #64, Route #98, and Route #M-5. See those routes for details. Unlike in earlier GBBi proposals, service is retained between Mt. Washington Loop and Rogers Avenue Metro Subway Station and between Rogers Avenue Metro Subway Station and Reisterstown Plaza Metro Subway Station. While there will no longer be any service on Howard Street between State Center and Remington, everyone along that corridor will be able to board a bus within one or two blocks of Howard Street.</p> <ul style="list-style-type: none"> • Overall Rating: Improved
Route #29	<ul style="list-style-type: none"> • Positive impact: Conversion from a looping shuttle route into a bi-directional service line will improve service for Cherry Hill residents. Addition of Sunday service is welcome. The old westbound routing along Waterview Avenue did not serve anyone. • Negative impact: The transfer of Port Covington service from the old, pre-GBBi Route #27 to the Route #29 instead of the new Route #37 means that Westport residents who wish to shop at Port Covington will now have to transfer in Cherry Hill. • Concern: Had the Route #19 as well as the Route #37 come through Cherry Hill, then the residents would have been better served and this line would not have been needed at all. • Overall Rating: Improved
Route #33	<ul style="list-style-type: none"> • Positive impact: Increased frequency of service will alleviate overcrowding. • Overall Rating: Improved
Route #36	<ul style="list-style-type: none"> • Positive impact: Extension of the Route #36 along the current Route #11 routing down Washington Boulevard to Riverview allows for the reorganization of Route #11. The Route #36 is bound to be a better match for the Washington Boulevard Corridor than is the Route #11. Reestablishment of short service Monroe Street Loop short service will better match service frequency to demand south of Montgomery Park. • Negative impact: Moving westbound trips from Fayette Street to Lombard Street makes Metro Subway transfers longer and more difficult for the disabled. • Concern: Elimination of Beltway Business Park Service is covered by the Route #35. Halethorpe Farms Road service will be served with nearby Halethorpe Industrial Park service, also on the Route #35. • Overall Rating: Positive
Route #37	<p style="text-align: center;"><i>New Route Split off from the Route #19</i></p> <ul style="list-style-type: none"> • Positive impact: The Route #37 will provide a direct transfer to the Route #3 and Route #11 for people in Cherry Hill, rather than forcing them to double transfer as they are now forced to do. • Negative impact: By not extending Route #37 service to Port Covington, Westport residents who wish to shop there are forced to transfer in Cherry Hill. The elimination of Joppa Heights service will strand some riders in Waltham Woods; one morning and one evening

	<p>rush hour trip should continue serving Joppa Heights. See Route #19.</p> <ul style="list-style-type: none"> • Concern: If all service on Harford Road, the Route #19 as well as the Route #37, were to go to Cherry Hill, then service levels in Cherry Hill would match demand, and the MTA would be able to eliminate the Route #29 altogether. • Overall Rating: Positive
Route #51	<ul style="list-style-type: none"> • Positive impact: The extension of the Route #51 from Rogers Avenue Metro Subway Station to Reisterstown Plaza Metro Subway Station restores the transfer between the Route #51 and the Route #M-10. • Negative impact: The replacement of the Route #27 service between the two Metro Subway Stations with service on the Route #51 is clearly not the best choice. The Route #27 provided a direct downtown bus connection for Route #M-9 riders. This direct downtown bus connection was part of a promise made to those riders by the MTA when bus routes were split to create Metro Connection service back in 1983. • Concern: If, instead of extending Route #51 service to Reisterstown Plaza Metro Subway Station, the Route #M-9 were to be extended south to Rogers Avenue Metro Subway Station, then Route #M-9 riders would have a direct transfer to the Route #91 going downtown and would reestablish transfers to the Route #44 crosstown bus going east as well as to the Route #33, Route #51, Route #M-5, Route #M-6, and Route #93 Pimlico Race Course shuttle. The Route #51 and Route #M-9 have the same headways and would be traveling the same distance between Metro Subway stations; therefore, the costs are essentially the same. • Overall Rating: Negative
Route #55	<ul style="list-style-type: none"> • Positive impact: The elimination of service to Marshfield Industrial Park appears to be justified by negligible ridership. Improved service frequency and addition of Sunday service are positive developments. • Overall Rating: Improved
Route #61	<ul style="list-style-type: none"> • Concern: This line is being folded into the Route #11 service. The MTA has not stated what the hours of service will be. Roland Park needs afternoon and early evening as well as rush hour service. Will the MTA provide sufficient service to serve this area at the right hours? In order to make this line more useful to Roland Parkers, it would make more sense to terminate this service at the Mt. Washington Loop rather than at Roland Avenue and Bellemore Road. This would provide better transfer opportunities and easier connections between Roland Park and northern Baltimore County. • Overall Rating: Uncertain
Route #64	<ul style="list-style-type: none"> • Positive impact: This route will be extended north from North Avenue, along the St. Paul/Calvert Corridor to the 28th/29th Street Corridor, and thence along the current Route #27 Falls Road branch to the Mt. Washington Loop. This change will provide better connections between north and south Baltimore and transfer opportunities to the

	<p>Light Rail going to Timonium and Hunt Valley. The extension of the Route #64 up to Mt. Washington Loop means that riders in south Baltimore will now have a single transfer to the Route #22, Route #33, Route #44, Route #M-5, and Route #M-10, which they did not have before.</p> <ul style="list-style-type: none"> • Negative impact: Riders on Falls Road will only be able to connect to the Metro Subway at Charles Center without an extra transfer. The current proposal would eliminate all transit service to Riviera Beach. The MTA currently operates eight roundtrips to Riviera Beach, which cannot be justified by current ridership levels. Ninety percent of all Riviera Beach ridership is on one inbound morning trip and one outbound evening trip. These runs should be retained, and the other six runs should be truncated. The only reason that the MTA can give for eliminating the two runs with ridership is because it does not fit their scheme for clock-faced headways, discussed in Part I. • Overall Rating: Improved
Route #91	<ul style="list-style-type: none"> • Positive impact: Service will be split into the Route #91 and the new Route #M-5, similar to what was done with the Route #19 and Route #37. See Route #M-5 for further details. • Negative impact: Along with the reduction in service on the Route #7 on Pennsylvania Avenue and the elimination of the Route #27 on Howard and Eutaw Streets, this could lead to overcrowding on the Route #5, and it may mean that passengers on Eutaw Place and northbound passengers on North Eutaw Street will be passed by overloaded buses operating on thirty minute headways. • Concern: This will reduce the level of service between City Hall and North Avenue through Bolton Hill and between Rogers Avenue Metro Subway Station and Sinai Hospital. • Overall Rating: Negative
Route #98	<ul style="list-style-type: none"> • Positive impact: The line is rerouted southbound from 40th Street on Keswick Avenue instead of Roland Avenue and northbound on Roland Avenue to 40th Street instead of northbound on Falls Road to 41st Street. This allows all of the Route #64 buses to have a consistent routing on Falls Road, while preserving access to the high-rise apartments on Roland Avenue and providing improved access to the Rotunda, the Keswick nursing home, and the Roland Park Place senior citizen high-rise on 40th Street. • Overall Rating: Improved
Route #M-3	<ul style="list-style-type: none"> • Positive impact: In Phase I, the eastern terminus of the Route #M-8 was moved back from Rogers Avenue Metro Subway Station to Milford Mill Metro Subway Station. This was a negative change that eliminated direct transfer access between the Route #M-8 and the Route #27, Route #33, Route #44, Route #51, Route #91, Route #93, Route #M-6, Route #M-8, and Route #M-10. Under the current proposal, connections to Park Heights Avenue would be direct, rather than requiring a double transfer, and all of the old transfers lost at Rogers Avenue Metro

	<p>Subway Station, except for the Route #M-6 and the defunct Route #27, would be restored. There would be a new transfer to the new Route #M-5 and additional transfers at Mondawmin Metro Subway Station to the Route #1, Route #5, Route #7, Route #22, and Route #97, as well as to the Route #M-2 both in Pikesville and at Mondawmin. This is clearly superior to the service that existed prior to GBBI Phase I and is vastly superior to current service. It is a change that is clearly understandable by riders, and one that is less expensive to operate than the pre-GBBI alignments. This is the best change that the MTA has made in all of GBBI.</p> <p>• Overall Rating: Improved</p>
Route #M-5	<p style="text-align: center;"><i>New Route Split off from the Route #91</i></p> <p>• Positive impact: The Route #M-5 will replace the Route #27 between Mt. Washington Loop and Rogers Avenue Metro Subway Station. It will then shadow the Route #91 to North Avenue and McCulloh Street, then turn left on McCulloh Street, left on Whitelock Street, and left on Woodbrook Avenue to a layover point north of North Avenue before making its return trip to Mt. Washington Loop. This will provide the first direct connections between the Light Rail on the north side of town and the Garrison Boulevard Corridor for people in west Baltimore wishing to travel to northern Baltimore County, a significant improvement over traveling all the way downtown to make a transfer to the Light Rail or having to double transfer via the Route #27 or Route #33. The new route should also reduce overcrowding on both Garrison Boulevard and West North Avenue.</p> <p>• Negative impact: These changes may contribute to overcrowding on the Route #5 on the Westside and the Route #91 on Eutaw Place.</p> <p>• Concern: Because the Route #M-5 has to loop around on McCulloh and Whitelock Streets, it will not be able to stop eastbound on North Avenue at Druid Hill Avenue for riders who wish to transfer to an eastbound Route #5. Therefore, it is essential that a new bus stop be established on Whitelock Street at the corner east of Druid Hill Avenue. If this bus stop is established, then this line will connect with all bus lines on West North Avenue west of the Jones Falls Expressway.</p> <p>• Overall Rating: Improved</p>
Route #M-9	<p>• Positive impact: Increased frequency of service would reduce overcrowding and would allow for our recommended extension south from Reisterstown Metro Subway Station to Rogers Avenue Metro Subway Station.</p> <p>• Concern: When the Route #M-9 was created in 1983, the MTA guaranteed that the line would always have a direct transfer to a downtown bus. Unless the MTA were to extend the Route #M-9 to Rogers Avenue Metro Subway Station to replace the Route #27, instead of extending the Route #51 northward on the same segment, then this direct downtown bus connection would be lost and the MTA would be in violation of its 1983 guarantee to the residents of northwest Baltimore</p>

	<p>County. If the line were to be extended to Rogers Avenue Metro Subway Station, then the overall change would be very positive for Baltimore County riders. If not, then the overall impact would be negative.</p> <ul style="list-style-type: none">• Overall Rating: Negative
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Part III: Proposed Modifications

Proposed Modifications to MTA Proposals (see Addendum I)

Route #1	Leave on Hanover Street southbound.
Route #3	Establish a new bus stop on Sharp Street south of Pratt Street, in order to retain transfer to the Route #35. If this is not possible, then southern terminal loop must remain as it is now.
Route #7	Consider a short turn for eastbound trips, laying over on Central Avenue or at Aliceanna Street and Exeter Street in Inner Harbor East.
Route #11	Extend the Roland Park branch (replacement for the Route #61) to Mt. Washington Loop via Northern Parkway, Falls Road, and the Kelly Avenue Bridge. Service must operate during rush hours, all afternoon, and during early evening. Merge the Route #12 into the Route #11.
Route #12	Combine with Route #11.
Route #16	Extend selected service to Wagners Point at shift change times to accommodate workers. These selected trips only should remain on Lafayette Avenue rather than moving to Bloomingdale Road and Poplar Grove Street.
Route #19	Leave on Pratt Street eastbound.
Route #22	Retain one morning and one afternoon trip to Lombard and Haven Streets.
Route #29	Terminate all eastbound trips in Cherry Hill on Potee Street. Let Route #37 serve Port Covington.
Route #33	Establish new bus stops at Erdman and Mapleton Avenues, Erdman and Debelius Avenues, Erdman Avenue and North Point Road, North Point Boulevard and Quad Avenue, North Point Boulevard and Kane Street/Rolling Mill Road, and North Point Boulevard and Baltimore Street.
Route #36	Leave on Fayette Street westbound.
Route #37	Interline one southbound morning trip from Joppa Heights and one northbound afternoon trip to Joppa Heights with Route #19 Carney service in order to preserve existing service access. Extend all trips to Port Covington.
Route #51	Rather than extending the northern terminus of the Route #51 from Rogers Avenue Metro Subway Station to Reisterstown Plaza Metro Subway Station as a replacement for Route #27 service, instead retain Rogers Avenue Metro Subway Station as the Route #51's northern terminus. See Route #M-9.
Route #64	Retain one morning rush hour trip and one afternoon rush hour trip to Riviera Beach.
Route #M-5	Establish a new bus stop on Whitelock Street and Druid Hill Avenue.
Route #M-9	Extend from present southern terminus at Reisterstown Plaza Metro Subway Station to Rogers Avenue Metro Subway Station as a replacement for Route #27 service.

Proposed Restoration of Service Reduced or Eliminated During Phase I of GBBI

Route #4	Restore selected service to White Marsh to connect to the Route #15
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	and Route #420.
Route #9	Restore service on Route #9 north to Loveton and Highlands Business Park with selected service, and run all buses south from Lutherville along York Road to Northern Parkway.
Route #10	Reestablish branch service to Inverness with five daily round trips via Eastern Avenue, Old North Point Road, Merritt Boulevard, and Lynch Road to replace service that was provided by Route #4 on Merritt Boulevard and German Hill Road and service provided by Route #10 on Lynch Road.
Route #13	Move the Canton branch back to Milton Avenue to better serve that area and those who will lose Route #5 service with proposed changes. Short turn all Fells Point branch trips and terminate on Washington Street south of Fleet Street if possible, or have a layover on Exeter Street between Aliceanna Street and Fleet Street.
Route #20	Extend a total of three trips to Sparrows Point at shift change times via the Peninsula Expressway Bridge, restoring service that was previously provided by the Route #10. These trips should not serve Dundalk Community College.
Route #23	Eastbound trips should stay on Saratoga Street to Guilford Avenue, then travel right on Guilford Avenue, left on Lexington Street, right on Frederick Street, and left on Fayette Street. Also, move the westbound Route #23 to its pre-GBBI alignment on Saratoga Street to Pulaski Street.
Route #35	Restore one westbound morning trip and one eastbound afternoon trip to Chesaco Park.
Route #M-1	Extend two morning and two evening rush hour trips along Milford Mill Road, Scotts Level Road, and Old Court Road, through Old Court Metro Subway Station, across Old Court Road and Stevenson Road to Halcyon Gate.
Route #M-6	Restore one bus block early morning through late evening from Rogers Avenue Metro Subway Station to Security Square Mall, seven days a week, in addition to the existing rush hour service.
Route #M-10	Reroute the line west of Pimlico Road along the former Route #44 Brighton branch alignment to Reisterstown Plaza Metro Subway Station. Have one morning and one evening Villa Julie trip loop through Greenwood.
Route #M-17	Reroute one morning and one evening trip to Caves Park, instead of Maryland Public Television, by turning right on Garrison Forest Road, left on Caves Road, and then following the old Route #M-12 alignment through Caves Park, looping through Caveswood Lane, Velvet Valley Way, Park Heights Avenue, and Logan Road.
Route #420	Restore selected service on half of all runs into White Marsh to make a connection with the Route #4.

Addenda

Addendum I: Proposed Greater Baltimore Bus Initiative Proposals to Take Effect in 2007

NEXT PHASE OF GBBI IMPROVEMENTS PROPOSED FOR 2007

Key:

(l) = left

(r) = right

(s) = straight

N/B = Northbound

S/B = Southbound

E/B = Eastbound

W/B = Westbound

Route #1	<p>Fort McHenry to Mondawmin/Sinai Hospital</p> <p>Service Frequencies: Weekday Peak/Rush 30 minutes Weekday Midday 30 minutes Saturday 30 minutes Sunday 60 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Increase weekday frequency from 40 minutes to 30 minutes • Run every trip to Sinai Hospital except peaks, introducing night and weekend service on Greenspring Avenue • Simplify South Baltimore routing; coordinated with No. 64 Line <p>Route Instructions: N/B - Fort McHenry to Sinai Hospital via Fort Ave., (r) Charles St., (l) Fayette St., (r) Carey St., (l) Riggs Ave., (r) Fulton Ave., (l) Reisterstown Rd., (r) Druid Park Dr., (l) Greenspring Ave., (l) Cylburn Ave., to layover point on Cylburn Ave. West of Greenspring Ave. in designated area.</p> <p>S/B - Sinai Hospital to Fort McHenry via (s) Cylburn Rd., (r) Lanier Ave., (r) Belvedere Ave., (r) Greenspring Ave., (r) Druid Park Dr., (l) Reisterstown Rd., (r) Fulton Ave., (l) Riggs Ave., (r) Calhoun St., (l) Baltimore St., (r) Light St., (l) Fort Ave. to Fort McHenry. layover point: in loop at Fort McHenry. (make loop Counter-Clockwise).</p>
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	<p>N/B - To Mondawmin Metro subway Station via regular route to Reisterstown Road and Gwynns Falls Pkwy, then via (l) Gwynns Falls Pkwy., (r) Tioga Pkwy., (r) Liberty Heights Ave., (r) first driveway to designated loading area.</p> <p>S/B - Mondawmin Metro Subway Station to Fort McHenry via exit roadway, (r) Liberty Heights Ave., (r) Reisterstown Rd., then via regular route. Trips operating via Newtown as shown by time point Tama/Yell.</p> <p>S/B - Via Coldspring-Newtown via the regular route to Greenspring Ave. and Garrison Ave, then via (s) Greenspring Ave., (l) Spring Garden Dr., (r) Yellowood Rd., (l) Tamarind Rd., (s) Spring Garden Dr.,(l) Greenspring Ave. then via the regular route.</p> <p>N/B - Via Coldspring-Newtown, via the regular route to Greenspring ave. and Woodland Ave. then via (s) Greenspring Ave., (r) Spring Garden Dr., (r) Yellowood Rd., (l) Tamarind Rd., (s) Spring Garden Dr., (r) Greenspring Ave., then regular route.</p>
Route #3	<p>Charles St. and Pratt St. to Cromwell Bridge Rd./Sheppard Pratt/Taylor Ave.</p> <p>Service Frequencies: Weekday Peak/Rush 7.5 minutes Weekday Midday 15 minutes Saturday 15 minutes Sunday 30 Minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Increase Sunday Frequency • Add Hillendale branch to selected service, provide an expanded branch to Sheppard Pratt • Introduce weekend service to Sheppard Pratt branch • Increase midday frequency between Northwood and Taylor Ave. • Simplify routing to layover point Downtown <p>Route Instructions: N/B - Charles St. & Pratt St. to Cromwell Bridge Rd. via (s) Charles St., (r) 33rd. St., (l) The Alameda, (r) Loch Raven Blvd., (l) Cromwell Bridge Rd., (r) Park & Ride to layover point.</p> <p>S/B - Cromwell Bridge Rd. to Charles St. & Pratt St. via Park & Ride lot, (l) Cromwell Bridge Rd., (r) Loch Raven Blvd., (l) The</p>

	<p>Alameda, (r) 33rd St., (l) St. Paul St., (r) Chase St., (l) Maryland Ave., (s) Cathedral St., (s) Liberty St., (s) Hopkins Pl., (s) Sharp St.,(l) Conway St., (l) Charles St. to designated layover between Hyatt Regency Hotel and Pratt St.</p> <p>N/B - To Sheppard Pratt Hospital via the regular route to Loch Raven Blvd. and Joppa Rd. Then via (l) Joppa Rd., (l) Lasalle Rd., (r) Putty Hill Ave., (r) Goucher Blvd., (l) Joppa Rd.,(s) Allegheny Ave., (l) Washington Ave. (r) Towsontowne Blvd., (l) Burke Ave., (r) York Rd., (r) Stevenson La., (r) Osler Dr., (l) Sheppard and Enoch Pratt Hospital Dr. Proceed past main building to parking lot dr., then (r) parking lot dr., loop building counterclockwise and return to Sheppard and Enoch Pratt Hospital Dr., then (l) Sheppard and Enoch Pratt Hospital Dr. to layover in front of main building.</p> <p>S/B - From Sheppard Pratt Hospital via (s) Sheppard and Enoch Pratt Hospital Dr., (r) Osler Dr., (l) Stevenson La., (l) York Rd., (l) Burke Ave., (r) Chesapeake Ave., (l) Washington Ave., (r) Allegheny Ave., (s) Joppa Rd., (r) Goucher Blvd., (l) Putty Hill Ave., (l) Lasalle Rd., (r) Joppa Rd., (r) Loch Raven Blvd. to Yakona Rd. Then via regular route.</p> <p>N/B - To Goucher Blvd. & Taylor Ave. via regular route, to Loch Raven Blvd. & Sayward Ave. Then via (s) Loch Raven Blvd., (l) Goucher Blvd. to layover opposite Colbury Rd. in transit stop.</p> <p>S/B - From Goucher Blvd. & Taylor Ave. via (s) Goucher Blvd., (r) Taylor Ave., (r) Loch Raven Blvd. to Sayward Ave. Then via regular route.</p>
Route #5	<p>Cedonia to Mondawmin/Lakeview Towers</p> <p>Service Frequencies:</p> <p>Weekday Peak/Rush 10 minutes</p> <p>Weekday Midday 15 minutes</p> <p>Saturday 15 minutes</p> <p>Sunday 30 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Provide more direct routing Downtown from Mondawmin and from Lakeview Towers by utilizing Druid Hill Ave. and McCulloh St. • Run consistently through East Baltimore on Patterson Park Ave. and Preston St.

	<p>Route Instructions:</p> <p>W/B - Cedonia Loop to Mondawmin Station via (l) Cedonia Ave., (s) Sinclair La., (l) Clareway, (s) Freedomway, (r) Federal St., (l) Edison Hwy., (r) Preston St., (l) Patterson Park Ave., (r) Madison St., (l) Ensor St., (r) Hillen St., (s) Pleasant St., (l) Guilford Ave., (r) Fayette St., (r) Eutaw St., (l) Madison Ave., (r) McCulloh St., (l) Fulton Ave., (r) Reisterstown Rd., (l) Gwynns Falls Pkwy., (r) Tioga Pkwy., (r) Liberty Heights Ave., (r) first service driveway to designated loading area. When one bay is occupied, operators will proceed to the other designated bay for loading/unloading.</p> <p>E/B - Mondawmin Station to Cedonia Ave. via (s) bus exit roadway, (r) Liberty Heights. Ave., (s) Reisterstown Rd., (l) Fulton Ave., (r) Druid Hill Ave., (r) Eutaw St., (l) Baltimore St., (l) Gay St., (l) Ensor St., (r) Monument St., (l) Patterson Park Ave., (r) Preston St., (l) Edison Hwy., (r) Federal St., (l) Freedomway, (s) Clareway, (r) Sinclair La., (s) Cedonia Ave. to layover in loop just before Hazelwood Ave. at Kenilworth Apts. make loop counter-clockwise.</p> <p>W/B- To Lakeview Towers via regular route to Mcculloh Street and Druid Park Lake Dr., then (r) Druid Park Lake Dr., (r) Lakeview Ave., (l) Druid Park Lake Drive Terr. to layover in first bus stop. E/B - From Lakeview Towers via (s) Druid Park Lake Drive Terr., (r) Mount Royal Terr., (r) Whitelock St., (l) Druid Hill Ave., then via regular route.</p>
Route #7	<p>Mondawmin to Canton</p> <p>Service Frequencies:</p> <p>Weekday Peak/Rush 60 minutes</p> <p>Weekday Midday 60 minutes</p> <p>Saturday 60 minutes</p> <p>Sunday 60 minutes</p> <p>No Routing Changes</p>
Route #11	<p>Canton to Towson/Roland Park</p> <p>Service Frequencies:</p> <p>Weekday Peak/Rush 15 minutes</p> <p>Weekday Midday 30 minutes</p> <p>Saturday 30 minutes</p>

	<p>Sunday 30 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Increase service to Towson along simplified route through Rodgers Forge and via GBMC with no deviations through Homeland or Ruxton • New service to waterfront development in Harbor East, Fells Point and Canton • Peak and selected service to Roland Park <p>Route Instructions:</p> <p>N/B - Canton to Towson Courthouse via (s) East Ave., (r) Toone St., (r) Clinton St., (r) Boston St., (l) Fleet St., (r) President St., (l) Lombard St., (r) Charles St., (s) Charlcote Rd., (l) St. Paul St., (r) Charles St., (r) Northern Pkwy., (l) Springlake Way, (l) Bellona Ave., (r) Charles St., (r) GBMC main hospital driveway, pass through toll plaza, bear right at “t” intersection, (l) fourth parking lot entrance drive to bus stop at the Ambulatory Surgical Center, then (s) Parking Lot Dr., (r) main hospital driveway, bear (l) at “t” intersection and stop sign. Then follow main hospital driveway through the toll plaza to Charles St., (r) Charles St., (r) Towsontowne Blvd., (l) Bosley Ave., (r) Allegheny Ave., (r) Washington Ave. to layover on far side of Pennsylvania Ave., adjacent to Historic Towson Courthouse.</p> <p>S/B - Towson Courthouse to Canton via (s) Washington Ave., (r) Towsontowne Blvd., (l) Charles St., (l) GBMC main hospital driveway, pass through toll plaza, bear right at “t” intersection, (l) fourth parking lot entrance drive to bus stop at the Ambulatory Surgical Center, then (s) parking lot dr., (r) main hospital driveway, bear (l) at “t” intersection and stop sign. Then follow main hospital driveway through the toll plaza to Charles St., (l) Charles St., (l) Bellona Ave., (l) Stevenson La., (r) Stanmore Rd., (s) Dumbarton Rd., (r) Rodgers Forge Rd., (l) Bellona Ave., (r) Northern Pkwy., (l) Charles St., (r) 29th St., (l) Maryland Ave., (r) Chase St., (l) Cathedral St., (s) Liberty St., (s) Hopkins Pl., (l) Pratt St., (r) President St. (l) Fleet St., (r) Boston St., (l) East Ave. to layover opposite Du Burns Arena.</p> <p>N/B - To Roland Park via regular route to Charles St. & University Parkway, then (l) University Pkwy., (s) Roland Ave., (u) turn at cut through opposite Bellemore Rd. and take layover in bus stop on far side of Bellemore Rd.</p> <p>S/B - From Roland Park via (s) Roland Ave., (l) University Pkwy., (r) Charles St., then via regular route.</p>
Route #16	Mondawmin Metro Subway Station to Brooklyn Homes

Service Frequencies:

Weekday Peak/Rush

15 minutes

Weekday Midday

30 minutes

Saturday

30 minutes

Sunday

60 minutes

Route Highlights:

- Increase peak frequency from 30 to 15 minutes
- Increase frequency Weekdays and Saturday from 60 to 30 minutes
- Change route to serve Poplar Grove and Bloomingdale Road corridor _

Route Instructions:

S/B - To Brooklyn Homes (before noon), via (s) station exit roadway, (r) Liberty Heights Ave., (r) Monroe St cut- off, (r) Gwynns Falls Pkwy., (l) Warwick Ave., (r) North Ave., (l) Rosedale St., (l) Bloomingdale Rd., (r) Poplar Grove St., (r) Edmondson Ave., (r) exit to Hilton Pkwy south, (s) Hilton Pkwy., (s) Hilton St., (s) Caton Ave., (r) Benson Ave., (l) Joh Ave., (r) Caton Ave., (s) Patapsco Ave., (r) Patapsco Light Rail Stop entrance drive to designated loading bay, then via (s) stop exit drive, (r) Patapsco Ave., (r) 10th St. to layover in advance of 6th St. (after noon- via regular route to 10th St. & 6th St. then via (r) 6th St., (r) 8th St., (l) Audrey Ave., (l) Brooklyn Ave., (l) 6th St. (l) 10th St. to layover at far side of 6th St.).

N/B - Brooklyn Homes to Mondawmin Metro Subway Station (before 12 noon), via (r) 6th St., (r) 8th St., (l) Audrey Ave., (l) Brooklyn Ave., (l) 6th St., (l) 10th St., (l) Patapsco Ave., (l) Patapsco Light Rail Stop drive to designated loading bay, then via (s) stop exit drive, (l) Patapsco Ave., (s) Caton Ave., (l) Joh Ave., (r) Benson Ave., (l) Caton Ave., (s) Hilton St., (s) Hilton Pkwy., (r) exit to Rt. 40 East, (s) Edmondson Ave., (l) Poplar Grove St., (l) Bloomingdale Rd., (r) North Ave., (l) Warwick Ave., (l) Gwynns Falls Pkwy., (r) Tioga Pkwy., (r) Liberty Heights Ave., (r) Mondawmin Station driveway to designated loading bay. (after noon – via (s) 10th St. to (l) Patapsco Ave. then via regular route).

Trips via Violetville S/B - Via regular route to Benson Ave. & Joh Ave., then (s) Benson Ave., (r) Rome Rd., (l) Pistorio Rd., (r) Knecht Ave., (l) Parker Rd., (l) Benson Ave., (r) Knecht Ave., (l) Vero Rd., (r) Joh Ave., then regular route.

N/B - Via regular route to Joh Ave. & Vero Rd., then (l) Vero Rd., (r)

	<p>Knecht Ave., (r) Benson Ave., (l) Rome Rd., (l) Pistorio Rd., (r) Knecht Ave., (l) Parker Rd., (l) Benson Ave. to Joh Ave., then via the regular northbound route.</p>
Route #17	<p>Patapsco Light Rail Stop to Arundel Mills</p> <p>Service frequencies: Weekday Peak/Rush 30 minutes Weekday Midday 90 minutes Saturday 60-90 minutes Sunday 30-120 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Simplify routing between Patapsco Light Rail and Arundel Mills with all trips serving Baltimore Commons Business Park; no selected service to Parkway center • Increase frequency between University of Maryland Transit Center and BWI Marshall when Light Rail not running <p>Route Instructions:</p> <p>S/B - from Patapsco Light Rail Station to Arundel Mills via (s) service dr., (r) exit drive, (l) Patapsco Ave., (l) Annapolis Rd., (r) Nursery Rd., (s) West Nursery Rd.,(l) Corporate Blvd., (r) Aero Dr., (l) International Dr., (r) Winterson Rd., (l) Elkridge Landing Rd., (r) Elm Rd., (r) Connector Roadway (proceed immediately to left lane), (l) Friendship Dr. to lower level Airport Roadway, (s) Elm Rd., (l) Aviation Blvd., (l) Stoney Run Rd., (l) New Ridge Rd., (s) Arundel Mills Blvd., (r) Bass Pro Dr., (l) Arundel Mills Ring Rd to layover at bus shelter.</p> <p>N/B - Arundel Mills to Patapsco Light Rail Stop via (s) Arundel Mills Ring Rd., (l) Shopper Way, (l) Arundel Mills Blvd., (s) New Ridge Rd., (r) Stoney Run Rd., (r) Aviation Blvd. (Md. Rt. 170), (r) access ramp to airport terminal. Move to left lane and follow to baggage claim (lower level), (s) Elm Rd., (l) Elkridge Landing Rd., (r) Winterson Rd., (l) International Dr., (r) Aero Dr., (l) Corporate Blvd., (r) West Nursery Rd., (s) Nursery Rd., (l) Baltimore-Annapolis Blvd., (s) Annapolis Rd., (r) Patapsco Ave., (r) Patapsco Light Rail Stop driveway. Follow roadway around parking lot counter-clockwise to designated bus stop where layover will be taken.</p> <p>S/B - From University of Maryland Transit Center to BWI Marshall Airport via (s) Baltimore St., (r) Greene St., (s) Russell St., (s) MD-295 South, (r) exit to West Nursery Road., (l) Nursery Rd., (l) Elkridge</p>

	<p>Landing Rd., (r) Elm Rd., (r) connector roadway (proceed immediately to left lane), (l) Friendship Dr. to lower level airport roadway, use lower level roadway to layover adjacent to Light Rail Stop. After leaving Russell and Hamburg Sts., no passenger stops will be made until BWI Marshall Airport.</p> <p>N/B - From BWI Marshall Airport to University of Maryland Transit Center via lower concourse roadway, (s) Elm Rd., (l) Elkrige Landing Rd., (r) West Nursey Rd., (r) exit to (s) Route 295 North (Baltimore-Washington Parkway), (s) Russell St., (s) Paca St., (l) Lombard St., (r) Martin Luther King Blvd., (r) Baltimore St. to layover at Transit Center. No passenger stops will be made between BWI Marshall Airport and Russell and Hamburg Sts.</p>
<p>Route #19 & Route #37</p>	<p>State Center Metro Subway Station to Carney</p> <p>Goucher & Taylor to Cherry Hill</p> <p>Service Frequencies: Combined Weekday Peak/Rush 15 minutes Combined Weekday Midday 15 minutes Combined Saturday 15 minutes Combined Sunday 30 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Simplified routing with no Joppa Heights and Hickey School branches • Expand service from Goucher and Taylor to Cherry Hill Rd., providing Greyhound Terminal and Cherry Hill Rd. with midday and • Saturday frequency improved from 40 minutes on the No. 27 Line to 30 minutes on the proposed No. 37 Line <p>Route Instructions: N/B - State Center Metro Subway to Carney via (s) Eutaw St., (l) Baltimore St., (l) Gay St.,(l) Ensor St., (s) Harford Rd., (l) Jomat Ave., (r) into parking lot dr.</p> <p>S/B -Carney to State Center Metro Subway Station via (l) parking lot dr., (l) exit drive, (r) Jomat Ave., (r) Harford Rd., (r) 20th St., (l) Aisquith St., (r) Harford Rd., (r) Ensor St., (r) Hillen St., (s) Pleasant St., (l) Guilford Ave., (s) South St., (r) Lombard St., (r) Howard St., (l) Dolphin St., (l) Eutaw St. to layover on far side of Preston Street.</p> <p>S/B - Goucher Blvd. and Taylor Ave. to Cherry Hill Rd. via (s)</p>

	<p>Goucher Blvd., (r) Taylor Ave., (r) Hillsway., (s) McClean Blvd., (l) Northern Pkwy., (r) Harford Rd., (r) 20th St., (l) Aisquith St., (s) Ensor St., (s) Hillen St., (r) Pleasant St., (l) Guilford Ave., (r) Fayette St., (l) Greene St., (s) Russell St., (l) Bayard St., (r) Warner St., (l) Haines St., after making stop at Greyhound Terminal, loop apron counter-clockwise and resume via (s) Haines St., (r) Warner St., (l) Bayard St., (l) Russell St., (r) Westport Exit, (s) Manokin St., (r) Annapolis Rd., (l) Waterview Ave., (r) Cherry Hill Rd., (r) Giles Rd., (l) Shellbanks Rd., (l) Woodview Rd., (r) Round Rd., (l) Bethune Rd., (l) Bunche Rd., (r) Roundview Rd., (l) Cherryland Rd., (r) Cherry Hill Rd., (r) Potee St., (r) Reedbird Ave., (r) Seamon Ave., (l) Cherry Hill Rd. to layover in bus stop on far side of Seamon Ave.</p> <p>N/B - Cherry Hill to Goucher Blvd. and Taylor Ave. via (s) Cherry Hill Rd., (l) Cherryland Rd., (r) Roundview Rd., (l) Bunche Rd., (r) Bethune Rd., (r) Round Rd., (l) Woodview Rd., (r) Shellbanks Rd., (r) Giles Rd., (l) Cherry Hill Rd., (l) Waterview Ave., (r) Annapolis Rd., (s) Russell St., (r) Haines St., after making stop at Greyhound Terminal, loop apron counter-clockwise and resume via (s) Haines St., (r) Warner St., (l) Bayard St., (r) Russell St., (s) Paca St., (r) Baltimore St., (l) Gay St., (l) Ensor St., (s) Harford Ave., (s) Harford Rd., (l) Northern Pkwy., (r) McClean Blvd., (s) Hillsway., (l) Taylor Ave., (l) Loch Raven Blvd., (r) Goucher Blvd. to layover in bus stop opposite Colbury Road.</p>
Route #22	<p>Mondawmin to Bayview Medical Center</p> <p>Service Frequencies: Weekday Peak/Rush 15 minutes Weekday Midday 15 minutes Saturday 30 minutes Sunday 30 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Increase Midday frequency from 25 minutes to 15 minutes, increase Saturday frequency from 40 to 30 minutes, increase Sunday frequency from 50 minutes to 30 minutes • Simplified routing with no selected service to Lombard St. extended between Bayview Blvd. and Kane St. <p>Route Instructions: E/B - Mondawmin Metro Subway Station to Bayview Medical Center St. via exit St. roadway, (l) Liberty Hgts., (r) Druid Pk., (l) 41st., (s) 40th, (r) University Pkwy., (l) 33rd St., (r) The Alameda, (l) Harford Rd., (r) Erdman Ave., (r) Edison Hwy., (l)</p>

	<p>Monument St. (r) Highland Ave., (l) Bank St., (r) Conkling St., (l) Eastern Ave., (l) Bayview Blvd., (r) Mason Lord Drive make stop at bus shelter, (s) Perimeter Rd., (l) Nathan Shock Dr., (l) Bayview Blvd., (r) New Perimeter Rd. continue on Perimeter Rd. around the back of The Mason Lord Building, then (r) Cassell Dr. to layover point in transit stop opposite Triad Tech Center. (Directional arrows have been placed on Hospital Grounds to assist operators).</p> <p>W/B - Bayview Medical Center to Mondawmin Metro Subway Station via (s) Cassell Dr., (r) Eastern Ave., (r) Haven St., (l) Bank St.,(r) Highland Ave., (l) Madison St., (r) Edison Ave., (l) Erdman Ave., (l) Harford Rd., (r) The Alameda, (l) 33rd St., (r) University Pkwy., (l) 40th St., (s) 41st St., (r) Druid Pk. Dr., (l) Liberty Hgts., (r) 1st driveway to Mondawmin Metro Subway Station to designated bay.</p>
Route #27	<p>No. 27 Bus Line replaced by the following Lines:</p> <p>Route No. 27 Lexington Market-Cherry Hill—see new Route No. 37 under Route No. 19</p> <p>Route No. 27 Cherry Hill-Port Covington—see Route No. 29</p> <p>Route No. 27 North Avenue-Mt. Washington—see Route No. 64</p> <p>Route No. 27 Rogers Metro Subway Station-Reisterstown Plaza Metro Station—see Route No. 51</p> <p>Route No. 27 Rogers Metro Subway Station-Mt. Washington—see new Route No. M5 under Route No. 91</p>
Route #29	<p>Cherry Hill Light Rail Stop to Port Covington</p> <p>Service Frequencies:</p> <p>Weekday Peak/Rush 15 minutes</p> <p>Weekday Midday 30 minutes</p> <p>Saturday 30 minutes</p> <p>Sunday 30 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Provide simplified bi-directional routing through Cherry Hill with better coordination with new No. 37 Line and No. 51 Line • Introduce Sunday service, expand to Port Covington <p>Route Instructions: E/B - Cherry Hill Light Rail Stop to Port</p>

	<p>Covington via (s) Cherry Hill Rd., (r) Giles Rd., (l) Shellbank Rd., (l) Woodview Rd., (r) Round Rd., (l) Bethune Rd., (l) Bunche Rd., (r) Roundview Rd., (l) Cherryland Rd., (r) Cherry Hill Rd., (l) Hanover St., (r) W. Cromwell St., (r) W. Peninsular Dr., (l) 2nd driveway into Wal-Mart/Sam's Club, (l) 2nd stop sign to designated bus stop where layover will be taken.</p> <p>N/B - Port Covington to Cherry Hill Light Rail Stop via (s) Wal-Mart/Sam's Club exit drive to traffic signal (l) W. Cromwell St., (l) Hanover St., (s) Potee St., (r) Cherry Hill Rd., (l) Cherryland Rd., (r) Roundview Rd., (l) Bunche Rd., (r) Bethune Rd., (r) Round Rd., (l) Woodview Rd., (r) Shellbanks Rd., (r) Giles Rd., (l) Cherry Hill Rd., (r) Metal Lane., (l) Erick St., (l) Waterview Ave., (l) Cherry Hill Rd. to layover in bus stop adjacent to Light Rail Stop.</p>
Route #33	<p>Rogers Ave. Metro Subway Station to Moravia / Essex Park and Ride</p> <p>Service Frequencies: Weekday Peak/Rush 15 minutes Weekday Midday 15 minutes Saturday 30 minutes Sunday 60 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Double midday frequency from 35 minutes to 15 minutes, and improve weekend frequency from 45 minutes Saturday to 30 minutes and from 90 minutes Sunday to 60 minutes • Provide Moravia short-turn <p>No routing changes</p>
Route #36	<p>Northern Pkwy. and York Rd. to Riverview/Monroe St.</p> <p>Service Frequencies Weekday Peak/Rush 15 minutes Weekday Midday 15 minutes Saturday 30 minutes Sunday 30 minutes</p> <p>Route Highlights:</p>

	<ul style="list-style-type: none"> • Combine with southern part of No. 11 Line to Riverview, with short-turns at Monroe St., improve midday and weekend frequency between University of Maryland Transit Center and Riverview from 40 minutes midday to 30 minutes (15 minutes to Monroe St.), from 60 minutes Saturday to 30 minutes, and from 45 minutes Sunday to 30 minutes; no selected service to Halethorpe Industrial Park or Beltway Business Community. • Improve midday frequency between University of Maryland Transit Center and Northern Pkwy. and York Rd. from 24 minutes to 15 minutes • Expanded routing provides better connections across town <p>Route Instructions: N/B - Riverview to Northern Pkwy. & York Road from first pull-out to noon via (s) Hollins Ferry Rd., (r) Bero Rd., (l) Freeway, (s) 5th Ave., (l) Bero Rd., (r) Hollins Ferry Rd., (r) Hammonds Ferry Rd. to (r) Washington Blvd. Trips Originating After 12 noon will operate via (s) Hollins Ferry Rd., (r) Hammonds Ferry Rd. to Washington Blvd. Then all service will operate via Washington Blvd., (l) Martin Luther King Blvd., (r) Baltimore St., (l) Gay St., (l) Fallsway, (r) Guilford Ave., (r) North Ave., (l) Homewood Ave., (r) Kirk Ave., (l) The Alameda, (l) 36th St., (r) Ellerslie Ave., (r) Argonne Dr., (l) The Alameda, (l) Northern Pkwy., to transit stop located on Northern Pkwy.</p> <p>S/B - Northern Pkwy. & York Rd. to Riverview via Northern Pkwy., (r) York Rd., (r) Lake Ave., (r) Northwood Dr., (l) Northern Pkwy., (r) The Alameda, (r) Argonne Dr., (l) Ellerslie Ave., (l) 36th St. (R) The Alameda, (r) Kirk Ave., (l) Homewood Ave., (r) North Ave., (l) Guilford Ave., (s) South St., (r) Lombard St., (l) Martin Luther King Blvd., (r) Washington Blvd., (l) Hammonds Ferry Rd. to Hollins Ferry Rd. The first a.m. pullout until noon will operate via (L) Hollins Ferry Rd. to layover around the corner. After noon, continue (s) Hollins Ferry Rd., (r) Bero Rd., (l) Freeway, (s) 5th Ave., (l) Bero Rd., (r) Hollins Ferry Rd. To layover in bus stop, 215 east of the private driveway at residence 4374.</p> <p>N/B - From Carroll St. & Monroe St. via Carroll St., (r) Monroe St. to (r) Washington Blvd. Then via regular route.</p> <p>S/B - To Carroll St. & Monroe St. via regular route to Washington Blvd. and Elk St. Then via (l) Elk St., (r) Carroll St. to Monroe St. layover point: Carroll St. at Monroe St.</p>
Route #51	<p>Reisterstown Plaza Metro Subway Station to Patapsco Light Rail Station /Patapsco Light Rail Station via Cherry Hill</p> <p>Service Frequencies: Weekday Peak/Rush 15 minutes Weekday Midday</p>

30 minutes

Saturday

30 minutes

Sunday

30 minutes

Route Highlights:

- Routing simplified and expanded from Rogers Station to Reisterstown Plaza Metro Subway Station through Seton Business Park
- Improved weekend frequency

Route Instructions: S/B - Reisterstown Plaza Station to Patapsco

Light Rail Station via (s) exit drive, (r) connector rd., (l) Perimeter Dr., (r) Mt. Hope Dr., (l) Metro Dr., (l) Northern Pkwy., (r) Wabash Ave., (r) Garrison Blvd., (l) Dolfield Ave., (r) Hilton St., (l) Gwynns Falls Pkwy., (l) Tioga Pkwy., (r) Liberty Hgts Ave., (r) Reisterstown Rd., (r) Monroe St., (r) Gwynns Falls Pkwy., (l) Pulaski St., (r) Windsor Ave., (l) Bentalou St., (l) Edmondson Ave., (r) Pulaski St., (l) Wilkens Ave., (r) Monroe St., (r) exit Russell St. (Westport-Washington), (s) Russell St., (r) exit to Manokin St. (Westport), (s) Manokin St., (r) Annapolis Rd., (r) Waterview Ave., (l) Hollins Ferry Rd., (l) Daisy Ave., (r) Tulip Ave., (r) Myrtle Ave., (s) McDowell La., (l) Virginia Ave., (l) Annapolis Rd., (r) Patapsco Light Rail Station Drive to designated loading bay.

N/B - Patapsco Light Rail Station to Reisterstown Plaza Station

via (s) Station Drive, (l) Patapsco Ave., (l) Annapolis Rd., (r) Virginia Ave., (r) McDowell La., (s) Myrtle Ave., (l) Tulip Ave., (l) Daisy Ave., (r) Hollins Ferry Rd., (r) Waterview Ave., (l) Annapolis Rd., (l) Russell St., (r) Monroe St. exit, (s) Monroe St., (l) Eagle St., (r) Pulaski St., (l) Edmondson Ave., (r) Bentalou St., (r) Windsor Ave., (l) Pulaski St., (r) Gwynns Falls Pkwy., (l) Reisterstown Rd., (l) Liberty Hgts Ave., (l) Tioga Pkwy., (r) Gwynns Falls Pkwy., (r) Hilton St., (l) Dolfield Ave., (s) Groveland Ave., (r) Belvedere Ave., (l) Wabash Ave., (l) Northern Pkwy., (r) Metro Dr., (r) Mt. Hope Dr., (l) Perimeter Dr., (r) Patterson Ave., (r) Wabash Ave., (r) into designated buses-only lane to designated loading zone.

S/B - To Cherry Hill via regular route to Annapolis Rd. & Kent St.,

then via (s) Annapolis Rd, (by-pass Westport Light Rail Stop), (l) Waterview Ave., (r) Cherry Hill Rd., (r) Giles Rd., (l) Shellbanks Rd., (l) Woodview Rd., (r) Round Rd., (l) Bethune Rd., (l) Bunche Rd., (r) Roundview Rd., (l) Cherryland Rd., (r) Cherry Hill Rd., (r) Potee St., (r) Reedbird Ave., (r) Seamon Ave., (l) Cherry Hill Rd. layover point: in designated bus stop just west of Seamon Ave.

N/B - From Cherry Hill via Cherry Hill Rd., (l) Cherryland Rd., (r)

	Roundview Rd., (l) Bunche Rd., (r) Bethune Rd., (r) Round Rd., (l) Woodview Rd., (r) Shellbanks Rd., (r) Giles Rd., (l) Cherry Hill Rd., (l) Waterview Ave., (r) Annapolis Rd., to Maisel St. then via (s) Annapolis Rd., (by-pass Westport Light Rail Stop), to Russell St. then regular route.
Route #55	<p>Fox Ridge to Towson Courthouse</p> <p>Service Frequencies: Weekday Peak/Rush 30 minutes Weekday Midday 30 minutes Saturday 60 minutes Sunday 60 minutes</p> <p>Route Highlights:</p> <ul style="list-style-type: none"> • Improve midday frequency from 40 minutes to 30 minutes; coordinate transfer with No. 11 Line to GBMC • Introduce Sunday service • Simplify routing to Towson Courthouse with no selected service to Marshfield Industrial Park <p>Route Instructions: E/B - Towson Courthouse to Fox Ridge via (s) Washington Ave., (l) Chesapeake Ave., (l) York Rd., (r) Joppa Rd., (r) Goucher Blvd., (s) Taylor Ave., (r) Hillsway, (s) McClean Blvd., (l) Northern Pkwy., (s) Fleetwood Ave., (l) Belair Rd., (r) Fullerton Ave., (r) Leslie Ave., (l) Kenwood Ave., (l) Golden Ring Rd., (l) Philadelphia Rd., (l) Hospital Dr., (l) Franklin Square Dr., (l) Rossville Blvd., (l) Stemmers Run Rd., (s) Back River Neck Rd., (r) Middleborough Rd., (r) Marlyn Ave., (r) Foxwood Rd., (l) Bayner Rd. to layover point in advance of Sandalwood.</p> <p>W/B - Fox Ridge to Towson Courthouse via Bayner Road, (l) Sandalwood Rd., (l) Marlyn Ave., (l) Middleborough Rd., (l) Back River Neck Rd., (s) Stemmers Run Rd., (r) Rossville Blvd., (r) Philadelphia Rd., (l) Hospital Dr., (l) Franklin Square Dr., (l) Rossville Blvd., (r) Philadelphia Rd., (r) Golden Ring Rd., (r) Kenwood Ave., (r) Leslie Ave., (s) Fullerton Ave., (l) Belair Rd., (r) Northern Pwy., (r) McClean Blvd., (s) Hillsway, (l) Taylor Ave., (s) Goucher Blvd., (l) Joppa Rd., (s) Allegheny Ave., (l) Washington Ave. to layover in bus stop on far side of Pennsylvania Ave., adjacent to the Historic Towson Courthouse.</p>
Route #61	No. 61 Bus Line replaced by peak and selected trips on Bus Line No. 11
Route #64	Mount Washington to Curtis Bay/Energy Parkway

	<p>Service Frequencies Weekday Peak/Rush 15 minutes Weekday Midday 30 minutes Saturday 30 minutes Sunday 60 minutes</p> <p>Route Highlights: • Routing expanded to Mt. Washington from North Ave., providing better connections across town; no selected service to Riviera Beach</p> <p>Route Instructions: S/B - Mt. Washington Loop to Curtis Bay via (l) Kelly Ave., (r) Falls Rd., (l) 36th St., (r) Chestnut Ave., (l) 33rd St., (r) Remington Ave., (l) 28th St., (r) Maryland Ave., (l) North Ave., (r) St. Paul St., (s) Light St., (r) Wells St., (l) Hanover St., bear right on access road to W. Cromwell St., (l) Cromwell St., (r) Peninsula Dr., (l) 2nd driveway into Wal-Mart/Sam’s Club (l) 2nd stop sign to designated bus stop, (s) Wal-Mart/Sam’s Club exit drive to traffic signal, (l) Cromwell St., (l) Hanover St., (s) Potee St., (l) Frankfurst Ave., (r) Hanover St., (l) Patapsco Ave., (r) 10th St., (l) 6th St., (s) Virginia Ave., (l) Church St., (l) Curtis Ave., (l) Spruce St. to layover between Curtis & Pennington Aves.</p> <p>N/B - Curtis Bay to Mt. Washington loop via (s) Spruce St., (l) Pennington Ave., (r) Church St., (r) Virginia Ave., (s) 6th St., (r) 10th St., (l) Patapsco Ave., (r) Hanover St., (l) Entrance to South Baltimore Park & Ride Lot, (r) Potee Street, (s) Hanover Street (r) W. Cromwell St., (r) W. Peninsula Dr., (l) 2nd driveway into WalMart/Sam’s Club, (l) 2nd stop sign to designated bus stop, (s) WalMart/Sam’s Club exit drive to traffic signal, (l) Cromwell St., (r) Hanover St., (r) Wells St., (l) Light St., (l) Fort Ave., (r) Charles St., (l) 29th St., (r) Remington Ave., (l) 33rd. St., (r) Chestnut Ave., (l) 36th St., (r) Falls Rd., (l) Kelly Ave., (r) into bus loop at far side of bridge.</p> <p>S/B - To Fort Smallwood and Energy Pkwy. via regular route to Church St. & Pennington Ave. Then via (r) Pennington Ave., (s) Hawkins Point Rd., (s) Fort Smallwood Rd., (r) Energy Pkwy. to shelter and layover point (opposite) Brandon Woods Blvd. N/B - From Energy Pkwy. & Brandon Woods Rd. via Energy Pkwy., (r) Solley Rd., (l) Fort Smallwood Rd. (s) Hawkins Point Rd., (s) Pennington Ave., (r) Birch St., (l) Curtis Ave., (l) Church St. and regular route.</p>
Route #91 & Route #M-5	<p>Sinai Hospital to City Hall</p> <p>Mt. Washington to Penn North Metro Station</p>

Service Frequencies:

Combined Weekday Peak/Rush

15 minutes

Combined Weekday Midday

15 minutes

Combined Saturday

15 minutes

Combined Sunday

30 minutes

Route Highlights:

- Improved weekday and Saturday frequency between Penn North and Sinai Hospital from 20 minutes to 15 minutes
- Routing expanded on new No. M5 Line from Sinai Hospital to Mt. Washington with midday and Saturday frequency improved to 30 minutes from 40 minutes on the No. 27 Line

Route Instructions: S/B - Sinai Hospital to Saratoga St. Extended via Belvedere, (r) Greenspring Ave., (r) Cylburn Rd., (r) Lanier, (l) Belvedere Ave., (r) Wabash Ave., (r) Eldorado Ave., (l) station drive to designated loading/unloading area, (s) station exit drive (in a clockwise direction), (r) Eldorado Ave., then (l) Wabash Ave., (r) Garrison Blvd., (l) Clifton Ave., (r) Denison Rd., (l) North Ave., (r) Eutaw Place, (s) Eutaw St., (l) Baltimore St., (l) Gay St., (r) Saratoga St. extended to layover between Gay St. and Lexington St.

N/B - Saratoga St. extended to Sinai Hospital via Saratoga St. extended, (s) Frederick Rd.,(r) Fayette st., (r) Eutaw St., (s) Eutaw Pl., (l) North Ave., (r) Bloomingdale Ave., (l) Clifton Ave., (r) Garrison Blvd., (l)Wabash Ave., (r) Eldorado Ave., (l) station drive to designated loading/unloading area, (s) station exit drive (in a clockwise direction),(r) Eldorado Ave., (l) Wabash Ave., (l) Belvedere Ave. to Sinai Hospital.

S/B - Mt. Washington Blvd. loop to Penn North Metro Subway Station via (r) Kelly Ave., (l) Cross Country Blvd., (r) Ken Oak Rd., (l) Pimlico Rd., (l) Northern Pkwy., (r) Preakness Way, (r) Belvedere Ave., (r) Wabash Ave., (r) Eldorado Ave., (l) main drive to loading area, (s) exit drive, (r) Eldorado Ave., Then (l) Wabash Ave., (r) Garrison Blvd., (l) Clifton Ave., (r) Denison Rd., (l) North Ave, (l) McCulloh St., (l) Whitelock St., (l) Woodbrook Ave. to layover in advance of North Ave.

N/B - Penn North Metro Station to Mt. Washington

Loop via Woodbrook Ave. (r) North Ave., (r) Bloomingdale Ave., (l) Clifton Ave., (r) Garrison Blvd., (l)Wabash Ave., (r)Eldorado Ave., (l) On Station Drive to designated loading/unloading area, (s) exit drive, (r)

	Eldorado Ave., (l) Wabash Ave., (l) Belvedere Ave., (l) Preakness Way, (l) Northern Pkwy., (r) Pimlico Rd., (r) Ken Oak Rd., (l) Cross Country Blvd., (r) Kelly Ave., (l) into bus loop.
Route #97	<p>Mondawmin Shuttle No changes</p> <p>Route No. 98 Hampden Shuttle No Service Frequency Changes</p> <p>Route Highlights: • Routing change to operate on Roland Ave. instead of Falls Rd.</p> <p>Route Instructions: (one direction loop with all layovers at the Woodberry Light Rail Stop) Clipper Rd. and Union Ave. via (s) Clipper Rd., (l) Union Ave., (l) Buena Vista Ave., (r) 41st St., (s) 40th St., (r) Keswick Rd., (r) 33rd St., (r) Chestnut Ave., (l) (s) 40th St., (r) Keswick Rd., (r) 33rd St., (r) Chestnut Ave., (l) 36th St., (r) Roland Ave., (l) 40th St., (s) 41st St., (l) Druid Park Dr., (r) Clipper Rd. to layover in advance of Union Ave.</p>
Route #M-3	<p>Cumberland and Carey to Milford Mill Metro Station/Randallstown (adds previous bus line M-8 service)</p> <p>Service Frequencies: Weekday Peak/Rush 10 minutes Weekday Midday 15 minutes Saturday 15 minutes Sunday 15 minutes</p> <p>Route Highlights: • Combines M3 and M8 Lines to form new M3 with short turn at Milford Mill Metro Subway Station; provides better connections and improved midday frequency from Cumberland and Carey to Milford Mill Metro Subway Station (from 20 minutes to 15 minutes)</p> <p>Route Instructions: S/B - Randallstown Loop to Cumberland and Carey Sts. via (l) Liberty Rd., (l) Rolling Rd., (r) Church La., (l) Milford Mill Rd., (r) entrance to Milford Mill Metro Subway Station, (l) 2nd station entrance, enter into bus loading zone and make stop in designated loading zone, then via (s) Milford Mill Metro Subway Station Drive, (r) Milford Mill Rd. exit Metro Station Dr., (r) Milford Mill Rd, (s) Slade Ave., (r) Park Heights Ave, (s) Reisterstown Rd., (s) Pennsylvania ave., (r)</p>

	<p>Baker St., (r) Calhoun, (r) Cumberland St. to layover eastbound on Cumberland St. between Calhoun St. and Carey St. beside the school yard.</p> <p>N/B - Cumberland St. and Carey St. to Randallstown loop via (s) Cumberland St., (l) Pennsylvania Ave., (l) Reisterstown Rd., (r) Park Heights Ave., (l) Slade Ave, (s) New Milford Mill Rd., (l) Milford Mill Metro Subway station drive, (l) Milford Mill Metro Subway Station drive to designated loading area, then via (s) Station Drive, (l) Milford Mill Rd., (r) Church La., (l) Rolling Rd., (r) Liberty Rd., (r) Into Randallstown Loop on far side of Chapman Road, loop counterclockwise and take layover alongside of shelter.</p> <p>S/B - Milford Mill Subway Station to Cumberland and Carey sts. via (s) Milford Mill Metro Subway Station drive, (r) Milford Mill Rd. Exit Metro Subway Station Dr., (r) New Milford Mill Rd, (s) Slade Ave., (r) Park Heights Ave., (s) Reisterstown Rd., (s) Pennsylvania Ave., (r) Baker St., (r) Calhoun St., (r) Cumberland St. To Layover eastbound on Cumberland St. between Calhoun St. and Carey St. beside the school yard.</p>
Route #M-9	<p>Route No. M9 Reisterstown Plaza Station to Glyndon</p> <p>Service Frequencies: Weekday Peak/Rush 20 minutes Weekday Midday 30 minutes Saturday 30 minutes Sunday 30 minutes</p> <p>Route Highlights:</p> <p>Increase frequency Midday and Weekends from 45 minutes to 30 minutes</p>

Source: http://www.mtmaryland.com/MTA_GBBI_HEARINGS_2007.cfm

Addendum II: MTA Press Release Regarding Original GBBI Proposals
FOR IMMEDIATE RELEASE

May 16, 2005

MTA TO HOLD PUBLIC HEARINGS ON PROPOSED NEW BUS ROUTES
New Bus Network to Make Public Transit More Efficient, Convenient, Reliable

BALTIMORE, MD --- The Maryland Transit Administration (MTA) will propose changes to improve bus services in the Baltimore area during a series of public hearings that begin June 13. The changes, under what is called the Greater Baltimore Bus Initiative, will seek to improve and alter most of the MTA's 50 core bus routes that travel through Baltimore City, Baltimore County, and Anne Arundel County. They would also seek to improve some Commuter Bus service in Harford and Howard counties. The public hearings will allow the MTA to explain more about the Greater Baltimore Bus Initiative and give customers the opportunity to provide feedback.

"The Ehrlich Administration is fully committed to improving bus transportation in and around the Baltimore area," said Maryland Transportation Secretary Robert L. Flanagan. "Over a year ago, I asked the MTA to analyze our current bus structure and determine how we can improve service for our riders. The Greater Baltimore Bus Initiative represents the first comprehensive restructuring of our bus routes in the last 30 years. It will improve the frequencies of service on many routes, provide better connectivity to other bus routes and rail service, and reflect market changes in recent years that have influenced bus ridership."

The Greater Baltimore Bus Initiative would result in service changes to the majority of existing bus lines. Current bus lines proposed to see service changes are the numbers: 1, 2, 3, 4, 5, 7, 8, 10, 11, 13, 14, 15, 16, 17, 19, 20, 22, 23, 27, 29, 31, 33, 35, 36, 44, 51, 55, 61, 64, 65, 68, 77, 86, 91, 102, 103, 104, 105, 150, 160, 310, 311, 320, 410, 411, 412, M1, M6, M8, M10, M12, M17, and the Hampden and Mondawmin Neighborhood Shuttles. New lines that would be created under the proposal would be the 9, 28, 40, and 41 lines. The proposed changes to Commuter Bus routes would take effect August 1, while changes to core bus routes would take effect on October 16. Customers will be able to view specific changes to each of the routes at the public hearings.

The MTA began studying the feasibility of restructuring its bus routes more than one year ago. Developing and planning the new bus routes were based on five main goals:

- simplifying routes;
- developing better transit corridors to improve frequencies of bus service and providing increased opportunities for customers to connect to rail service and other bus routes;
- examining different markets to address changing trends;
- ensuring bus stops are placed in strategic locations to strike a balance between accessibility and travel speed;
- improving bus schedules with ample travel and recovery time to ensure reliability.

“From the very beginning, we wanted this Initiative to be based on rock solid information,” said MTA Administrator Lisa L. Dickerson. “We undertook a widespread effort to collect ridership and operating data from our bus routes. Our customers’ input was an essential component of this project. More than 11,000 riders completed surveys asking about their destinations and their use of our bus services. We have also met and consulted with a variety of community groups, businesses, local governments, schools, and other interested parties. The public hearings are an extension of our customer outreach and will give riders the chance to express their opinions and work with us as we improve bus transportation.”

Public hearings on the Greater Baltimore Bus Initiative will be held:

- | | |
|--|--|
| Monday, June 13, 2005:
Baltimore City-center | 12 noon – 8 p.m.
War Memorial Plaza
Paul C. Wolman Assembly Hall, Lower Level
101 North Gay Street
Baltimore, MD 21202 |
| Tuesday, June 14, 2005:
Baltimore County-west | 4 p.m. – 8 p.m.
Catonsville Baptist Church
Fellowship Hall
1004 Frederick Road
Catonsville, MD 21228 |
| Wednesday, June 15, 2005:
Baltimore County-north | 4 p.m. – 8 p.m.
Sheraton Baltimore North Hotel (Towson)
Duncan Room, Second Floor
903 Dulaney Valley Road
Towson, MD 21204 |
| Wednesday, June 15, 2005:
Anne Arundel County-north | 4 p.m. – 8 p.m.
Pascal Senior Center Auditorium
125 Dorsey Road
Glen Burnie, MD 21061 |
| Thursday June 16, 2005:
Baltimore City-west | 4 p.m. – 8 p.m.
Coppin State University
New Dining Hall, Room 218
1500 West North Avenue
(Use Warwick Avenue Entrance)
Baltimore, MD 21216 |
| Thursday, June 16, 2005
Baltimore County-east | 4 p.m. – 8 p.m.
Community College of Baltimore County, Dundalk
K Building, Student Lounge
(If driving, park in Lots 1 or 2)
7200 Sollers Point Road
Dundalk, MD 21222 |

COMMUTER BUS PUBLIC HEARINGS

Monday, June 20, 2005: 7 p.m. – 8 p.m.

Columbia

Kahler Hall
Community Room, Lower Level
5440 Old Tucker Row
Columbia, MD 21044

Tuesday, June 21, 2005:
Jessup

3:30 p.m. – 6:30 p.m.
Holiday Inn Columbia (Rts. 1 & 175 Jessup)
The Kentucky Derby Room
7900 Washington Boulevard
Jessup, MD 20794

Wednesday, June 22, 2005:

7 p.m. – 8 p.m. Bel Air
Uncle George's Restaurant
Alexis Gardens Hall
120 S. Bond Street
Bel Air, MD 21014

Other additional community meetings will be planned around the area this summer. Customers can also receive specific details on each bus line's proposed changes in the following ways:

- the MTA's website: www.mtmaryland.com,
- on any MTA bus,
- by calling the MTA at (410) 539-5000, or
- by visiting the MTA at 6 St. Paul Street in Baltimore.

For more information on any MTA service, visit www.mtmaryland.com. Customers can also call (410) 539-5000 or (866) RIDE-MTA.

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CONTACT:

Richard Scher
MTA Communications
(410) 767-3936
MD RELAY (800) 732-2258

Source:

<http://www.mtmaryland.com/news/press/index.cfm?id=167&year=2005&month=5>

Addendum III: Analysis of the Effects of Phase I of the Greater Baltimore Bus Initiative, 9 January 2006, by the Transit Riders Action Council of Metropolitan Baltimore

Route 2/10	<ul style="list-style-type: none"> • Buses overcrowded and late constantly, riders from the east side do not have a direct ride to State Center. • One operator said she has not been on time on a single run since the change. • No longer any service to Inverness (a peninsula community in Dundalk) and Sparrows Point.
Route 3	<ul style="list-style-type: none"> • Buses overcrowded, not picking up passengers north of Fayette even at off-peak hours. • Overcrowded due to loss of #31 on Charles St.
Route 4	<ul style="list-style-type: none"> • Service along Merritt Blvd, German Hill Rd. and Lynch Rd. removed, area included low-income apartments and shopping. • No longer connects to #15 bus or #420 bus because it no longer goes to White Marsh.
Route 8	<ul style="list-style-type: none"> • Buses late. • Bus stops removed. • Transfer required from Northern Parkway to north of Lutherville Station to crosstown bus at Northern Parkway.
Route 9	<ul style="list-style-type: none"> • Buses overcrowded and late. • No longer any transfers to crosstown or cross-county service of any sort. • The fastest route to Randallstown involves 3 transfers and travel to Lexington Market.
Route 11	<ul style="list-style-type: none"> • Overcrowded due to loss of #31 on Charles St.
Route 12	<ul style="list-style-type: none"> • No access to the #3, 11, or the 55 in Towson.
Route 13	<ul style="list-style-type: none"> • All service consolidated onto Patterson Park Ave. just so the inbound riders on the #5, 15, and 31/35 will not have to choose where to transfer. • Riders east of Milton Ave. now have to transfer from the #5 or the #31/35 to go north and south. • Some buses crowded while others empty, because running time reduced from 59 minutes to 46 minutes on Canton branch with little justification. • Fells Point branch now has to double-back to Wolfe/Washington Corridor traveling from Walbrook Junction to Fells Point. • Bus now travels on Fleet St. instead of Aliceanna St., closest stop to Henderson's Wharf Hotel is Eastern and Wolfe, 6 blocks away. • No stops at all on Fleet St., next stop after Eastern and Wolfe eastbound is Boston and Montford, nearly a mile away. • Bus passes Boston and Aliceanna, but does not stop within a half mile of two 24-hour restaurants (Captain James' Landing and the Sip 'n' Bite). The nearest bus stop to either restaurant is 3 blocks away at Patterson Park Ave. and Essex St. on the #7 which does run past the

	<p>restaurants.</p> <ul style="list-style-type: none"> • The schedule is a meaningless piece of paper.
Route 15	<ul style="list-style-type: none"> • Buses are jammed because there is no other bus line now on Saratoga St. with the #23 now on Baltimore St. Merchants on Saratoga St. have lost customers; the future viability of these businesses is at risk.
Route 20	<ul style="list-style-type: none"> • Buses are jammed all day long. • Schedule is meaningless. • Too many buses to CCBC at Dundalk. Some need to go to Sparrow's Point which no longer has bus service. • Service frequency cutback on the Marine Terminal Branch.
Route 21	<ul style="list-style-type: none"> • Complaints about on-time performance even though the line had no change in routing.
Route 22	<ul style="list-style-type: none"> • Complaints about more crowding than before.
Route 23	<ul style="list-style-type: none"> • Modified route, branches no longer served include: Victory Villa (low-income apartments), Pulaski Industrial Park, Wilson Point, Martin Airport, Hawthorne. • Buses too loaded to pick people up all day long. • Service frequency is 15 minute headways compared to new #40 which has 10 minutes headways. • Line moved to Baltimore St., jamming up street and leaving too much load on the #15 on Saratoga St. for it to operate efficiently.
Route 31/35	<ul style="list-style-type: none"> • Bus now travels Calvert St./South St. corridor between Lombard St./Pratt St. corridor and Centre St./Madison St. Corridor. • Transfer to Charles St. buses requires debarking at Pratt and Sharp Sts. and walking along narrow sidewalk adjacent to Convention Center past Hanover St. and across service entrance to Convention Center and Charles St. • Subway access for westbound buses now requires walk from Lombard past Redwood St. to Baltimore St. • No longer service to Chesaco Park, a peninsula community. • Armistead Gardens now served by Route 33.
Route 33	<ul style="list-style-type: none"> • Buses remain crowded and off-schedule. • No bus stop for 2 mile stretch between Armistead Gardens and Eastpoint. • There is no stop at Debelouis St., North Point Rd. and Erdman Ave., Quad Ave., Haven St./Rolling Mill Rd. or Baltimore St. where there is a shopping center; transfer point to #23, 40, and 160 is about three-quarter mile walk. • Armistead Gardens service on Route 33 provides more direct service on both Routes 33 and 31/35.
Route 40	<ul style="list-style-type: none"> • Service greatly exceeds demand. • Buses are empty except at peak hours. Bus operates on a 10-minute schedule on the timetable all day long. • The schedule is a fantasy. Running times shown are 21 minutes from

	<p>Charles Center to the movie theatre at Security Square Mall off-peak and 28 minutes at rush hour. This violates the laws of physics.</p> <ul style="list-style-type: none"> • One operator reported that she made a run from Essex Park and Ride to Security Square, failed to pick up a single passenger on the run and was still 10 minute late. • Eastbound at Baltimore St., following the Charles St. stop, the bus does not stop at St. Paul St. to transfer to the #61, 64 and commuter lines, Calvert St. to connect to the northbound buses including the #61, 64, 31/35 and commuter lines or South St. connecting to the #31/35 and 19; after Shot Tower Metro station it does not stop at Fayette and Central Ave. to serve Sojourner-Douglas College or at Caroline St. to transfer to the #21 line but instead stops at Broadway and then at Wolfe St. to connect to the #13 Fells Point branch. • In general, this line does not stop at enough generator points or transfer points to attract sufficient ridership to justify its level of operation. • The <u>excess</u> service beyond rider demand provided to the #40 would more than cover the cost of restoring adequate levels of service, via new routing systems, to <u>all</u> alignments from which service has been removed. • At the very least, blocks need to be transferred to the #20 and 23 to relieve their horrible overcrowding, and headways should be cut from 10 minutes to 25 minutes. • Currently fails to connect to the #24 serving Whispering Woods and Victory Villa (low-income housing) and the #55 crosscounty bus to Towson. • Timetable does not show stops on a limited-stop line. The #40 is deeply resented by riders on the #23, who constantly watch overloaded #23's and empty #40's pass them by.
Route 44	<ul style="list-style-type: none"> • Brighton branch along Cross Country Blvd providing only crosstown connection for M-9 line has been eliminated, served low-income apartments north of Cross Country and access to shopping at Reisterstown Plaza.
Route 61	<ul style="list-style-type: none"> • Route number suspiciously removed from some bus stop signs (line originally planned for elimination in GBBI).
Route 64	<ul style="list-style-type: none"> • Some runs on schedule never show up.
Route 65	<p><i>Eliminated</i></p> <ul style="list-style-type: none"> • No longer any service to Wagner's Point for industrial shift workers.
Route 77	<ul style="list-style-type: none"> • No longer connects with M-9 to Glyndon in evening hours. • All day extension to Patapsco improves connections in southwest Baltimore County at midday.
Route 86	<p><i>Eliminated</i></p> <ul style="list-style-type: none"> • No longer through service from Towson to Social Security
Route 102	<p><i>Eliminated</i></p> <ul style="list-style-type: none"> • Rosewood Hospital workers no longer have direct access to any

	crosstown or crosscounty bus line.
<i>Route 103</i>	<i>Eliminated</i> <ul style="list-style-type: none"> • No longer any direct service between Towson and Johns Hopkins Hospital.
<i>Route 105</i>	<i>Eliminated</i> <ul style="list-style-type: none"> • No longer any service along Old Harford Rd. in Baltimore County.
Route M-1	<ul style="list-style-type: none"> • No longer runs between Milford Mill Metro station and Liberty Rd. • Does not connect to M-3 in Baltimore Co. • Frequency of service on Old Court Rd. cut in half. • Bellemore Farms service eliminated. • No more service for St. Charles Apartments.
Route M-6	<i>Eliminated</i> <ul style="list-style-type: none"> • Route carried over 2500 people per day. • Sections along Belvieu and Gwynn Oak Aves. not within walking distance of any other service; boarded over 550 people per day. • Reduced access to Security West and National Computer Center.
Route M-8	<ul style="list-style-type: none"> • Shortened back to Milford Mill Station from Rogers Ave. Metro station replacing M-1 on Milford Mill Rd. • Transfer gained to M-3, transfers lost to #27, 44, 51, 91, 33, M-6, and M-10. • No more service on Northern Parkway or Seton Drive south of Wabash Ave. • Requires 3 transfers through Lexington Market to get to Cockeysville or St.ella Maris.
Route M-9	<ul style="list-style-type: none"> • No longer connects to any crosstown or cross-county bus because of changes in the #44 and 77 routes. • Requires 3 transfers through Lexington Market to get to Cockeysville or St.ella Maris.
Route M-10	<ul style="list-style-type: none"> • No longer serves Old Pimlico Rd. or Rodgers Ave. Metro. • Picked up Villa Julie College service from M-12. • No longer transfers to #33, 44, 51, 91, M-6, or M-8.
Route M-12	<i>Both Caves Park and Greenwood/Halcyon Gate branches were eliminated</i> <ul style="list-style-type: none"> • Villa Julie now served by M-10 on circuitous route. • TRAC recommendations of low-cost solutions and alignments to serve Greenwood/Halcyon Gate on separate lines rejected.
Route M-17	<ul style="list-style-type: none"> • Now serves Rosewood Hospital, no longer serves T. Rowe Price.
<i>Route 311</i>	<i>Eliminated</i> <ul style="list-style-type: none"> • Route from Columbia to Baltimore.
Route 420	<ul style="list-style-type: none"> • No longer stops at White Marsh, no transfer at White Marsh to #15 on Belair Rd., #35 on Pulaski Highway or #4 to Turners Station.

General notes regarding Phase I:

- Too many buses are now running on Baltimore St. and too few on Saratoga St., Pratt St., St. Paul/Light St., and Howard St.

- Many have contended that since the buses changed on October 23, 2005 the service has been the worst they have ever seen.