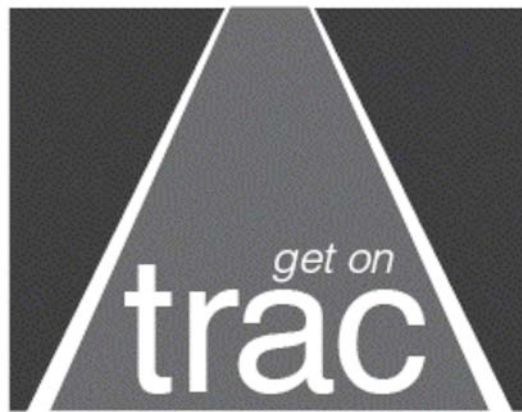


**Analysis of and Proposed Modifications to**  
***the Greater Baltimore Bus Initiative***  
***Proposals to Take Effect in 2007***  
22 June 2006  
Route #64 and Route #9 Revised as of 29 June 2006



**Transit Riders Action Council**  
*of Metropolitan Baltimore*

**[www.getontrac.org](http://www.getontrac.org)**  
**[getontrac@gmail.com](mailto: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"> <li>• <b>Positive impact:</b> Full time service to Sinai Hospital constitutes an improvement.</li> <li>• <b>Negative impact:</b> 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.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #3	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> The addition of seven day service to Sheppard Pratt and all trips now go into Baltimore County.</li> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #5	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Concern:</b> With the elimination of the Federal Street, Central Avenue,</li> </ul>

	<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"> <li>• <b>Overall Rating:</b> Positive</li> </ul>
Route #7	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Concern:</b> Supplementary short service from Mondawmin Metro Subway Station to Central Avenue may be needed at rush hour to prevent overcrowding.</li> <li>• <b>Overall Rating:</b> Positive</li> </ul>
Route #11	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #16	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> Increased frequency of service.</li> <li>• <b>Concern:</b> The elimination of service from Lafayette Avenue and Ashburton Street significantly increases walking distances for some</li> </ul>

	<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"> <li>• <b>Overall Rating:</b> Positive</li> </ul>
Route #17	<ul style="list-style-type: none"> <li>• <b>Concern:</b> 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 &amp; Ride, then this problem would be eliminated without increasing the cost of operator hours.</li> <li>• <b>Overall Rating:</b> Neutral</li> </ul>
Route #19	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Negative impact:</b> 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.</li> <li>• <b>Overall Rating:</b> Negative</li> </ul>
Route #22	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> Extension of Highlandtown service to Bayview Medical Center at all times is a clear improvement.</li> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #27	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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,</li> </ul>

	<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"> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #29	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Negative impact:</b> 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.</li> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #33	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> Increased frequency of service will alleviate overcrowding.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #36	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Negative impact:</b> Moving westbound trips from Fayette Street to Lombard Street makes Metro Subway transfers longer and more difficult for the disabled.</li> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Positive</li> </ul>
Route #37	<p style="text-align: center;"><i><b>New Route Split off from the Route #19</b></i></p> <ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Negative impact:</b> 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</li> </ul>

	<p>rush hour trip should continue serving Joppa Heights. See Route #19.</p> <ul style="list-style-type: none"> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Positive</li> </ul>
Route #51	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Negative impact:</b> 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.</li> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Negative</li> </ul>
Route #55	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #61	<ul style="list-style-type: none"> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Uncertain</li> </ul>
Route #64	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> This route will be extended north from North Avenue, along the St. Paul/Calvert Corridor to the 28<sup>th</sup>/29<sup>th</sup> 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</li> </ul>

	<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"> <li>• <b>Negative impact:</b> 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.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #91	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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.</li> <li>• <b>Negative impact:</b> 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.</li> <li>• <b>Concern:</b> 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.</li> <li>• <b>Overall Rating:</b> Negative</li> </ul>
Route #98	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> The line is rerouted southbound from 40<sup>th</sup> Street on Keswick Avenue instead of Roland Avenue and northbound on Roland Avenue to 40<sup>th</sup> Street instead of northbound on Falls Road to 41<sup>st</sup> 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 40<sup>th</sup> Street.</li> <li>• <b>Overall Rating:</b> Improved</li> </ul>
Route #M-3	<ul style="list-style-type: none"> <li>• <b>Positive impact:</b> 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</li> </ul>

	<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>• <b>Overall Rating:</b> Improved</p>
Route #M-5	<p style="text-align: center;"><i><b>New Route Split off from the Route #91</b></i></p> <p>• <b>Positive impact:</b> 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>• <b>Negative impact:</b> These changes may contribute to overcrowding on the Route #5 on the Westside and the Route #91 on Eutaw Place.</p> <p>• <b>Concern:</b> 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>• <b>Overall Rating:</b> Improved</p>
Route #M-9	<p>• <b>Positive impact:</b> 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>• <b>Concern:</b> 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"><li>• <b>Overall Rating:</b> Negative</li></ul>
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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.