



BALTIMORE



NOTICE OF PUBLIC HEARINGS

Overview of BaltimoreLink and Service Proposals (Volume 1)

The Maryland Department of Transportation's
Maryland Transit Administration
gives notice of public hearings regarding the
proposed BaltimoreLink Network Redesign

Posted December 5, 2016



LINKING YOU



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Notice of Public Hearings

The Maryland Department of Transportation's (MDOT) Maryland Transit Administration (MTA) gives notice of fourteen public hearings to provide interested persons the opportunity to comment on the proposed BaltimoreLink transit network redesign, which will be implemented on or about Sunday, June 18, 2017.

What is BaltimoreLink?

BaltimoreLink is a complete overhaul and rebranding of the core transit system operating within the city and throughout the greater Baltimore region. The project name was developed to emphasize how the redesigned network will provide better connections between origins and destinations and between modes of transportation. To achieve MTA's overarching mission of providing *safe, efficient* and *reliable* transit across Maryland with *world-class customer service*, the BaltimoreLink Plan has five major goals:

- Improve service quality and reliability;
- Maximize access to high-frequency transit;
- Strengthen connections between MTA's bus and rail routes;
- Align the network with existing and emerging job centers; and
- Engage riders, employees, communities, and elected officials in the planning process.

BaltimoreLink will not only address the significant and needed changes to the bus system in Baltimore, but also to connect all of the different types of public transit under one name. The Maryland Department of Transportation (MDOT) and the Maryland Transit Administration (MTA) proudly endorse this plan as an effort to connect all existing transit services in an intentional and complementary manner.

BaltimoreLink Public Outreach

Extensive public engagement was provided during the first two phases of the BaltimoreLink program (October 2015 to September 2016), including a robust effort to promote the initial details of the plan to a diverse set of stakeholder groups, local community members, and existing bus riders.

Between the two phases of public outreach over 2,000 public comments were collected via stakeholder meetings, pop-up events, community workshops, digital comment form, and online crowdsourcing sites. Public comments were taken into account to revise the BaltimoreLink plan to reflect the needs of existing bus riders as well as ensuring that the plan is attractive to new user who see this plan as the future of the Baltimore regional transportation network.

Public Hearing Content

In an effort to deliver the message of a unified transit network, existing MTA bus service will be renamed.

- **CityLink:** Twelve new high-frequency bus routes will connect with each other, as well as Metro SubwayLink, Light RailLink, MARC Train, Commuter Bus, Amtrak, and other services into one integrated transit network.
- **LocalLink** (current Local Bus): Local bus routes will provide comprehensive crosstown connections and system-wide connectivity to neighborhoods and communities.
- **Express BusLink** (current Express Bus): Express BusLink will consist of several existing Express Bus services that provide suburb-to-city connections, and the addition of the recently launched routes providing suburb-to-suburb connections. Typically, express bus routes have fewer stops and use higher speed roadways.
- **Light RailLink** (current Light Rail): Light Rail service will operate along the same alignment, but with improved connections to bus services.
- **Metro SubwayLink** (current Metro Subway): This service will remain unaltered, but will have improved connections to bus services.
- **MobilityLink** (current Mobility): No changes will be made to the existing Mobility service area, and some additional service will be provided where new service is provided through the BaltimoreLink bus network.

Where to find complete details of the proposed transit service changes:

MTA wants all riders to be aware of the proposed changes and have an opportunity to present their views. In addition, information may be found in the following way:

1. Full text detailing the proposed changes is available for public review in the lobby of the William Donald Schaefer Tower at 6 Saint Paul Street in Baltimore.
2. Request a hard copy of the proposed changes by calling 410-539-5000.
3. Interested persons are invited to present their views at a public hearing. The MTA will continue to accept written statements through Tuesday, February 21, 2017.
4. The full proposal can be found on the BaltimoreLink website at www.BaltimoreLink.com.

To submit written comments, individuals may:

1. Mail comments to MTA, Office of Customer and Community Relations, 6 St. Paul Street, Baltimore, MD 21202.
2. Email comments to HearingComments@mta.maryland.gov with "Written Testimony" as the subject heading.
3. Submit comments to MTA staff at a public hearing.



Public Hearing Proposal

4. Visit <http://baltimorelink.com/engagement/document-library> to download and print a Comment Form, or fill out a digital comment form at <http://baltimorelink.com/engagement/submit-a-comment>

Name and postal address must be included with comments to become part of the public hearing record.

For more information

Call MTA's Transit Information Contact Center

Monday through Friday, 6:00 AM to 7:00 PM

410-539-5000 • 866-RIDE-MTA (866-743-3682) • TTY 410-539-3497 • MD Relay users dial 7-1-1

Locations are accessible for people with disabilities. Please contact the department listed below to make arrangements for: special assistance or additional accommodations; printed material in an alternate format or translated; hearing impaired persons; and persons requesting an interpreter. All requests must be received one week in advance.

Los sitios tienen acceso para personas con discapacidades. Por favor pongase en contacto con el departamento de la lista de abajo para hacer arreglos: ayuda especial o adaptaciones adicionales; material impreso en un formato alternativo o traducido; personas sordas y personas que solicitan un(a) intérprete. Todas las solicitudes deben ser recibidas con una semana de antelación.

К площадкам обеспечен доступ для людей с ограниченными возможностями. Пожалуйста, обратитесь в отдел, упомянутый ниже, чтобы принять меры для: специальной помощи или дополнительных согласований; получения печатных материалов в особом формате или на других языках; помощи людям с ослабленным слухом; помощи переводчика. Все запросы должны быть представлены заранее, не менее чем за одну неделю.

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MTA Office of Customer and Community Relations
410-767-3999 • 866-743-3682 • TTY 410-539-3497 • MD Relay users dial 7-1-1

Schedule of Public Hearings

Wednesday, January 4, 2017

5:00 PM-8:00 PM

**Baltimore County Public Library,
North Point Branch**

1716 Merritt Boulevard

Dundalk MD 21222

Access via No. 4

Thursday January 5, 2017

5:00 PM-7:00 PM

**Enoch Pratt Free Library,
Southeast Anchor Branch***

3601 Eastern Ave

Baltimore MD 21224

Access via Nos. 10, 13, and 22

Thursday, January 5, 2017

5:00 PM-8:00 PM

**Baltimore County Public Library,
Towson Branch**

320 York Road

Towson MD 21204

Access via Nos. 3, 8, 11, 12, 48

Monday, January 9, 2017

5:00 PM-8:00 PM

**Baltimore County Public Library,
White Marsh Branch**

8133 Sandpiper Circle

Baltimore MD 21236

Access via Nos. 35, 58, 102, and 120

Monday January 9, 2017

11:00 AM-3:30 PM

State Center Complex

201 W. Preston Street

Baltimore MD 21201

Access via Nos. 19, 21, 27, 31, 91, 119, Metro
Subway, and Light Rail

Tuesday January 10, 2017

6:00 PM-8:00 PM

**MedStar Harbor Hospital,
Baum Auditorium**

3001 S. Hanover Street

Baltimore MD 21225

Access via Nos. 14, 27, 29, 51, 64, and 164

Tuesday January 10, 2017

6:00 PM-8:00 PM

Humanim-American Brewery

1701 N. Gay Street

Baltimore MD 21213

Access via Nos. 5, 13, and 15

Wednesday January 11, 2017

6:00 PM-8:00 PM

**Baltimore County Public Library,
Randallstown Branch**

8604 Liberty Road

Randallstown MD 21133

Access via Nos. 54 and 77

Wednesday January 11, 2017

6:00 PM- 8:00 PM

**Enoch Pratt Free Library,
Pennsylvania Avenue Branch ***

1531 W North Avenue

Baltimore MD 21217

Access via Nos. 7, 13, 21, 54, 91, and Metro
Subway

Thursday, January 12, 2017

6:00 PM-8:00 PM

Brooklyn Park Community Library

1 E. 11th Avenue

Baltimore MD 21225

Access via No. 14



Public Hearing Proposal

Thursday January 12, 2017
6:00 PM-8:00 PM
Central Church of Christ
4301 Woodridge Road
Baltimore MD 21229
Access via Nos. 20, 23, and 40

Tuesday, January 17, 2017
6:00 PM-8:00 PM
**Baltimore County Public Library,
Catonsville Branch**
1100 Frederick Road
Catonsville MD 21228
Access via Nos. 10 and 110

Wednesday, January 18, 2017
5:00 PM-7:00 PM
**Enoch Pratt Free Library,
Waverly Branch ***
400 E 33rd Street
Baltimore MD 21213
Accessible via Nos. 3, 8, 12, 22, 48

Thursday, January 19, 2017
6:00 PM-8:00 PM
**Pimlico Race Course,
Sports Palace**
5201 Park Heights Ave
Baltimore MD 21215
Access via Nos 27, 44, and 91

Summary of Proposed Service Changes

The next phase of implementation of the BaltimoreLink plan includes improvements to BaltimoreLink's CityLink, LocalLink, and Express BusLink service. The proposed changes will become effective on June 18, 2017, as part of the scheduled summer service change.

Proposed Route Descriptions

CityLink Routes

CityLink Blue will largely replace the current Quickbus 40 and provide service between Centers for Medicare and Medicaid Services (CMS) and Johns Hopkins Bayview. CityLink Blue will operate along the US 40 Expressway between West Baltimore MARC and downtown to reduce travel times to and from West Baltimore (CityLink Orange and LocalLink 80 will provide service to this area). Within downtown, CityLink Blue will operate on Saratoga Street and provide transfers to other CityLink and LocalLink routes. East of downtown, CityLink Blue, in conjunction with CityLink Orange, will also provide service to the busy Fayette Street corridor which is currently served by the current Quickbus 40 and the current No. 23 route.

CityLink Brown largely replaces the current No. 15 route and Quickbus 47 between Overlea and downtown, with the exception that CityLink Brown will operate via Broadway, Lombard Street and Pratt Street and layover at Pratt Street and Greene Street instead of Madison Street/Monument Street, Hillen Street/Gay Street, and Saratoga Street, all of which will be served by other CityLink routes. It would also extend on select trips to White Marsh, adding another connection from the east side of the city to this major job center.



Public Hearing Proposal

CityLink Green largely replaces the current No. 3 route between Towson and downtown, however it would operate via Goucher Boulevard between Joppa Road and Loch Raven Boulevard and via Kirk Avenue and North Avenue between 33rd Street and Charles Street. The route would also extend to West Baltimore MARC primarily via Baltimore Street, Fulton Street, and Monroe Street.

CityLink Lime will replace the current No. 52 route and will extend service to Northwest Hospital. It will also replace the current No. 21 alignment along Caroline Street, Preston Street, and Biddle Street and connect to Mondawmin via Pennsylvania Avenue. Every other trip from Northwest Hospital will deviate at the Upton Metro Subway Station.

CityLink Navy largely replaces the current No. 10 route between downtown and Dundalk and portions of the current No. 31 route. It will serve the majority of the Dundalk Avenue and Eastern Avenue service on the current No. 10 and the O'Donnell Street portion of the current No. 31. The CityLink Navy will also extend to Mondawmin via Riggs/Gilmor/Presstman from Carey to provide West Baltimore residents with a connection to Mondawmin that is similar to the current No. 1 route.

CityLink Orange will largely replace the current No. 23 route between West Baltimore MARC and Fox Ridge as well as the Quickbus 40 between West Baltimore MARC and Middle River. Service from downtown to West Baltimore MARC will provide local service along Franklin Street and Mulberry Street.

CityLink Pink will largely replace the current No. 5 route and Quickbus 46 between Johns Hopkins Hospital and Cedonia. The route will also extend to the West Baltimore MARC transit center and will traverse downtown via Centre Street and Madison Street.

CityLink Purple will largely replace the current No. 10 route and Express Bus 110 route between downtown and Rolling Road & Route 40 and the Quickbus 46 between downtown and Paradise Loop. The route will also extend to Johns Hopkins Hospital but will use a different alignment (Baltimore Street/Fayette Street and Broadway) than the Quickbus 46 between downtown and the hospital.

CityLink Red will largely replace the current No. 8 route and Quickbus 48, using the same alignment between Lutherville Light Rail and downtown and will continue to serve the UMD Medical Center Transit Center.



Public Hearing Proposal

CityLink Silver will largely replace the current No. 64 route between Curtis Bay and North Avenue, with service extended to University Parkway to add a connection with Johns Hopkins University and to supplement the proposed LocalLink 51 on Charles Street. Select trips will replace current No. 3 route service along 33rd Street and extend to Morgan State University.

CityLink Yellow will replace the current No. 36 route between Riverview and downtown and will operate along Lombard Street/Pratt Street instead of Baltimore Street/Fayette Street in downtown in order to alleviate bus bunching. There is also secondary branch of the service which will replace the current No. 77 route between Washington Boulevard and UMBC. The CityLink Yellow will also replace the connection between downtown and Mondawmin on the current No. 5 and No. 7 routes, and the current No. 91 route on Eutaw Place.

CityLink Gold will replace the current No. 13 alignment between Walbrook Junction and Canton via Boston Street. The current No. 13 deviation between Walbrook Junction and Patterson Park Avenue/Federal Street will also be unchanged. The Linwood Avenue/East Avenue branch of the current No. 13 will be accommodated by LocalLink 21.

LocalLink Routes

LocalLink 21 will replace the eastern branch of the current No. 13 route and the Hampden Shuttle (current No. 98), providing crosstown service between Canton and the Woodberry Light Rail Station. It will also provide crosstown service on 25th Street and connect this neighborhood to both the Metro (John Hopkins Hospital) and the Light Rail (Woodberry).

LocalLink 22 will replace the current No. 22 route and will follow its exact alignment.

LocalLink 26 will replace the No. 51 route between Mondawmin and Cherry Hill and will extend to South Baltimore Park and Ride. It will not connect Cherry Hill to Patapsco like the current No. 51 does, as this connection will be provided on LocalLink 71. Additionally, the connection on the current No. 51 route from Mondawmin to Rogers Avenue will be provided on LocalLink 82. Shortening the route will help improve reliability.

LocalLink 28 will replace the current No. 33 route in its entirety, from Moravia Park to Rogers Avenue Metro. The alignment will not change.

LocalLink 29 will largely replace the current No. 16 route between Brooklyn Homes and Mondawmin. The alignment through Violetville will be streamlined to operate only on Joh Avenue and Benson Avenue. North of North Avenue, the route will continue to operate to Mondawmin in order to connect to Shoppers grocery store and maintain school tripper connections.

LocalLink 30 will replace the current No. 44 route between Rogers Avenue Metro Station and Rosedale. Transfers to LocalLink 31, the replacement for the portion of the current No. 44 route between Rogers Avenue Metro and Security Square Mall, will be available at Sinai Hospital and Rogers Avenue Metro. Splitting the current No. 44 will shorten the route and increase reliability.

LocalLink 31 will replace the western portion of the current No. 44 route between Rogers Avenue Metro Station and Security Square Mall. It will also provide service on Belvedere Avenue between Wabash Avenue and Sinai Hospital to replace the current No. 27 and No. 91 route service on this corridor. Select peak period trips will serve Security West and Social Security directly instead of serving Security Square Mall. Transfers to the LocalLink 30, the replacement for the eastern portion of the current No. 44 route, will be available at Rogers Avenue Metro Station and at Sinai Hospital.



LocalLink 33 will replace the current No. 58 between Mt. Washington Station and Overlea. Current No. 58 route service west of Mt. Washington Station will be provided on LocalLink 34. Current No. 58 route service to White Marsh will be provided on CityLink Brown.

LocalLink 34 will replace current No. 15 route service to Westview Mall and current No. 58 route service between Mt. Washington Light Rail Station and Park Heights Avenue. It will connect these two areas with the Metro at Rogers Avenue (via the current No. 57 alignments from the south) and the Light Rail at Mt. Washington Light Rail Station and Falls Road Light Rail Station.

LocalLink 36 will replace the current No. 55 route from Fox Ridge to Towson along the same alignment.

LocalLink 37 will replace the current No. 77 route between Old Court Metro Station and UMBC.

LocalLink 51 will replace the current No. 11 route between Downtown and Towson.

LocalLink 52 will replace the current No. 12 route in its entirety. This route is scheduled to shift times at Stella Maris and will also provide assistance to the CityLink Red on Greenmount Avenue/York Avenue.

LocalLink 53 will largely replace the current No. 36 route between North Avenue and Northern Parkway and the current No. 3 route between Taylor Avenue and Sheppard Pratt Hospital. Passengers traveling to downtown will be able to transfer to the CityLink Green along Loch Raven Boulevard/Kirk Avenue, the CityLink Red and LocalLink 51 in Towson and on North Avenue, the Light RailLink at North Avenue Station, or the CityLink Silver at 33rd Street.

LocalLink 54 will replace the current 19 line and maintain its two branches to Goucher & Taylor and the Carney Park and Ride. The proposed alignment will not change with one minor exception: buses will no longer operate on Howard Street in the northbound direction and instead, both directions will use Eutaw Street to avoid conflicts with the Light RailLink.

LocalLink 56 will replace the eastern half of the current No. 35 route from White Marsh to Fayette Plaza.



LocalLink 57 will replace the current No. 50 route in its entirety.

LocalLink 59 will replace the current No. 24 route between Whispering Woods and Moravia Park.

LocalLink 62 will replace the current No. 4 route. However, instead of turning south on Dundalk Avenue to end at Turner Station, it will instead turn north on Dundalk Avenue to cover the northern portion of the current No. 10 and will end at Eastern Bus Division.

LocalLink 65 will replace current No. 26 route service to Amazon and the Dundalk Marine Terminal from downtown. It will also replace current No. 31 route connection from downtown to CCBC Dundalk and current No. 7 route service from Downtown to Canton via Lombard Street, Pratt Street, Patterson Park Avenue, Fait Avenue, and Hudson Street.

LocalLink 67 will replace current No. 64 route service to Marley Neck and Energy Parkway and will end service at City Hall.

LocalLink 69 will replace the current No. 14 route Jumpers Hole service in its entirety, with the exception of service to Baymeadow Industrial Park which is discontinued. Late night service will continue to serve downtown when Light RailLink is closed.

LocalLink 70 will replace the current No. 14 route Annapolis branch, including service to Anne Arundel Community College, in its entirety with the exception of service to Baymeadow Industrial Park, which is discontinued. Late night service will continue to serve downtown when Light RailLink is closed.

LocalLink 71 will provide service between Patapsco, Cherry Hill, Port Covington, Federal Hill, downtown, and Lexington Market, providing the downtown-to-Cherry Hill connection that the current No. 27 route provides. It will also replace the current No. 29 route (Cherry Hill Circulator) but provide two-way service through Cherry Hill between the Light Rail and Harbor Hospital.

LocalLink 73 will replace the current No. 51 route between Patapsco Station, Baltimore Highlands, and the Horseshoe Casino. It will also replace the connection between Patapsco, the Horseshoe Casino, and downtown that is currently available on the No. 27 route.



LocalLink 75 will replace the current No. 17 route in three major patterns. Daytime service will operate between Patapsco and Parkway Center and between Patapsco and Arundel Mills. Late night service will operate between downtown and Arundel Mills. Overall alignments will remain largely unchanged with one exception: service will be shifted from Aviation Boulevard/Dorsey Road to New Ridge Road, as Aviation Boulevard and Dorsey Road have very low ridership.

LocalLink 76 largely replaces the current 35 line between downtown (Fayette Plaza) and UMBC, with extended service to CCBC Catonsville. Select trips will also serve the Crossroads Business Park with extended service hours. Transfers are available to LocalLink 56 at Fayette Plaza for current 35 passengers to continue their trips towards Philadelphia Road and White Marsh.

LocalLink 77 will replace the current No. 23 route between Rolling Road & Route 40 and the West Baltimore MARC station, including service on Wildwood Parkway. At West Baltimore MARC, a new transit hub will provide connections to four CityLink routes that will connect to downtown or Johns Hopkins Hospital.

LocalLink 78 will replace current MTA service on the No. 20 route between CMS and West Baltimore MARC. At West Baltimore MARC, passengers can transfer to four CityLink routes (Pink, Green, Blue, or Orange) to continue downtown, depending on their final destination.

LocalLink 79 will replace current No. 15 route service from Walbrook Junction to CMS, including service to the Bernard E Mason Apartments. It will also replace current No. 16 route and Mondawmin Shuttle (97 route) from Walbrook Junction to Mondawmin.

LocalLink 80 will replace current No. 91 route service between Rogers Avenue Metro and Walbrook Junction (Garrison Boulevard) and current No. 15 route service between Walbrook Junction and downtown.

LocalLink 81 will replace current MTA service on the No. 54 route between Milford Mill Metro Station and Randallstown. It will also extend service further west on Liberty Road to Deer Park Road. This will provide new service to an area with high transit need and that has received numerous requests for service in the past.

LocalLink 82 will replace the current No. 51 route between Mondawmin and Rogers Avenue Metro Station. It will also extend to the Seton Business Park and Reisterstown Plaza to replace the current No. 27 route service there. The LocalLink 82 will provide two-way service between



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West Cold Spring Metro Station and Mondawmin and will provide service to Monte Verde Apartments, much like the current No. 97 route.

LocalLink 83 will replace the current No. 53 route in its entirety.

LocalLink 85 will replace the current No. 54 route between Milford Mill Station and Penn-North. LocalLink 81 will provide service on the current No. 54 route west of Milford Mill Station to Randallstown.

LocalLink 87 will replace the current No. 56 route in its entirety from Glyndon to Owings Mills Station and Town Center.

LocalLink 89 will replace the current No. 59 route and will be extended to Rogers Avenue Metro in order to increase connectivity to other BaltimoreLink routes. Select trips, primarily during peak periods, will continue to operate to Redland Court.

LocalLink 91 will replace the current No. 1 route between Mondawmin Station and Sinai Hospital (including service to Newtown).

LocalLink 92 will replace the current No. 18 route in its entirety.

LocalLink 93 will replace the current No. 9 route in its entirety from Hunt Valley to Lutherville Light Rail Station and will be extended to Towson Town Center to increase connectivity.

LocalLink 94 will replace the current No. 27 route between Belvedere Avenue and downtown and the current 1 line between Fort McHenry and downtown. Between downtown and Fort McHenry, it will operate along the same alignment as the current 1 line.

LocalLink 95 will replace the current No.61 route in its entirety from Roland Park to Inner Harbor.

Express Bus Routes

Express BusLink 115 will add a reverse AM/PM pattern serving to Perry Hall, ending at North & Gay.

Express BusLink 154 will replace the current No. 119 route and maintain its two branches to Goucher & Taylor and the Carney Park and Ride. The proposed alignment will not change with one minor exception: buses will no longer operate on Howard Street in the northbound direction and instead, both directions will use Eutaw Street to avoid conflicts with the Light Rail.

Express BusLink 164 will largely replace the current No. 64 routes and No. 164 route between downtown and Riviera Beach. It will also serve Energy Parkway.

All other Express BusLink routes are not subject to change as part of the summer service change, and have no existing proposals for review. Express BusLink routes which will continue as part of BaltimoreLink include: 102, 103, 105, 106, 107, 120, 150, and 160.

Summary of Discontinued Service Segments that will have Nearby Service

These 8 current MTA service area segments are being discontinued for various reasons, including low ridership, safety, and accessibility. Some patterns of service are also being discontinued to improve reliability and on-time performance.

The following service segments considered for discontinuation will have nearby service:

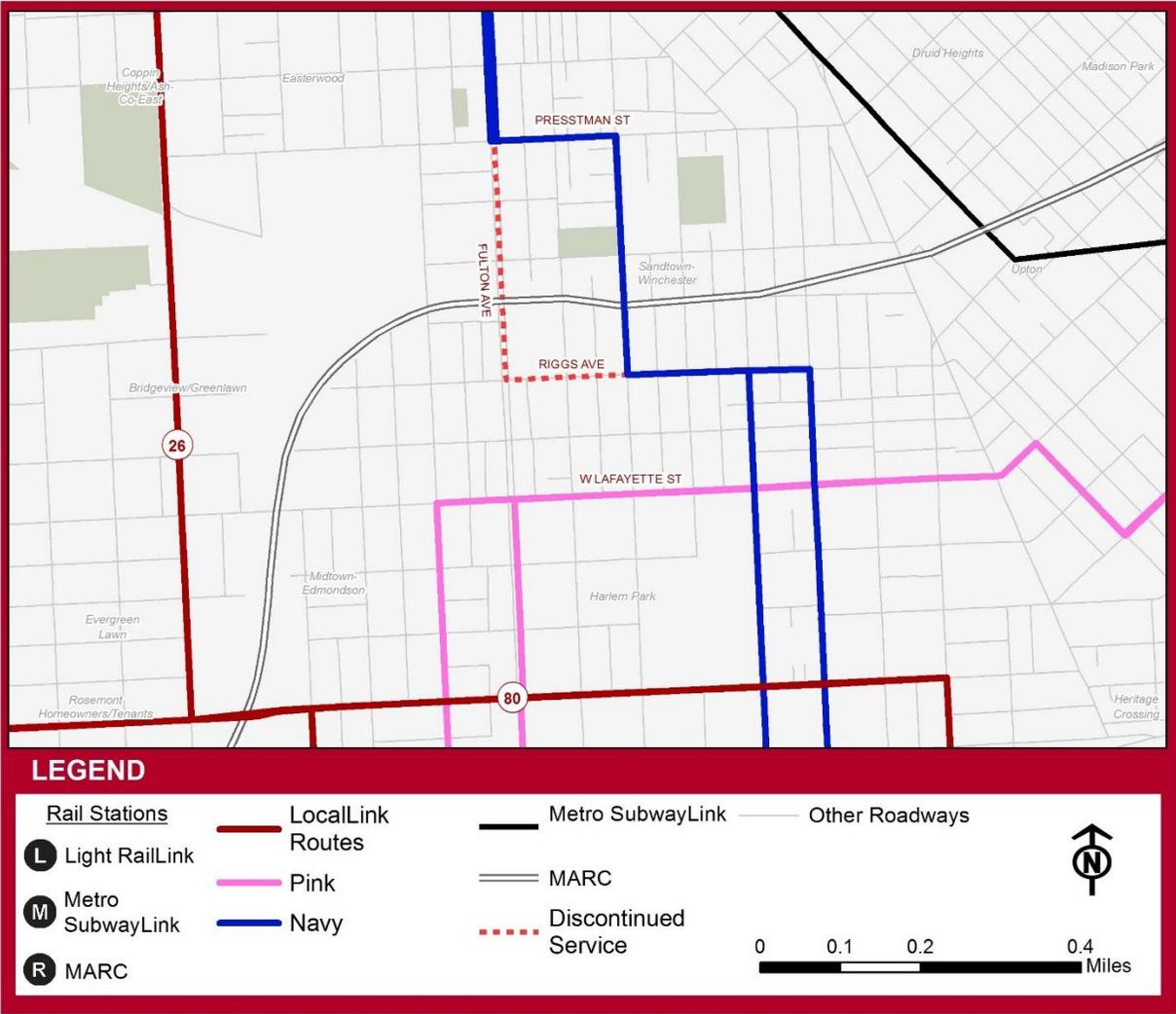
1. Fulton Avenue segment from Riggs Avenue to Presstman Street and Riggs Avenue from Fulton Avenue and Gilmore Street on current No. 1.
2. Federal Street branch from Erdman Avenue to Preston Street on current No. 5.
3. Druid Hill Avenue and McCulloh Street from North Avenue to Dolphin Street on current No. 5. Park Avenue segment from North Avenue to Whitelock Street on current No. 5.
4. Rutherford Business Park branch from Security Boulevard to Security Boulevard on current No. 15.
5. Small portion of Gwynn Oak Avenue from Rogers Avenue to Liberty Heights Avenue on current No. 57.
6. Small portion of Wabash Avenue, Patterson Avenue, and Clarks Lane on current No. 60.
7. Calloway Avenue and Sequoia Avenue segment of current No. 97.
8. Keswick/Sisson/28th Street segment on current No. 98.

1. Justification of Discontinued Service on Fulton Avenue/Riggs Avenue Segment that will have Nearby Service

Alignment: Fulton Street from Riggs Avenue to Presstman Street and on Riggs Avenue between Fulton Avenue and Gilmor Street on current No. 1 (**Map 1**).

Justification/Reasoning: The new CityLink Navy and Pink lines will be a short walking distance from this portion of Fulton Avenue (0.15 miles), and will also run more frequently than the current No. 1 and No. 21 in the Sandtown-Winchester area (including Gilmor Homes). Riders who currently board and alight on this portion of Fulton Avenue and Riggs Avenue will have access within two blocks to reach the Navy and Pink lines.

Map 1: Fulton Avenue/Riggs Avenue Segment

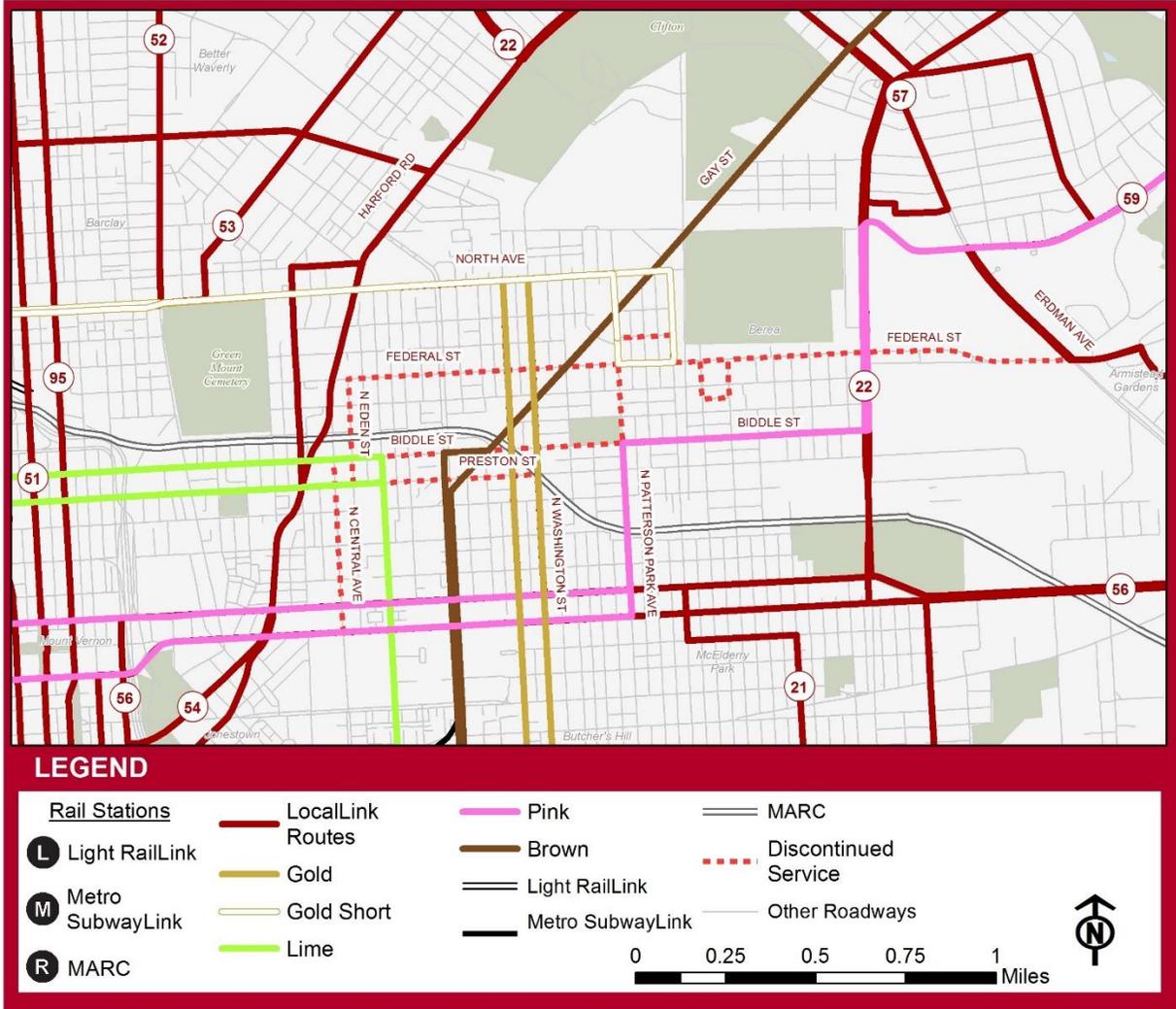


2. Justification of Discontinued Service on Federal Street Branch Segment that will have Nearby Service

Alignment: From Erdman Avenue to Preston Street on current No. 5 (including service on Central Avenue, Eden Street, and Federal Street) (**Map 2**).

Justification/Reasoning: This branch of the current No. 5 runs select trips during the day (once an hour) along Federal Street instead of Preston Street. It is being eliminated due to low ridership along this branch. Riders who use this branch will have access to the CityLink Pink within three blocks and the CityLink Brown on Gay Street.

Map 2: Federal Street Branch Segment



3. Justification of Discontinued Service on Druid Hill Avenue & McCulloh Street and Park Avenue Segment that will have Nearby Service

Alignment: Druid Hill Avenue and McCulloh Street from North Avenue to Dolphin Street on current No. 5; and Park Avenue from North Avenue to Whitelock Street also on current No. 5 (Map 3).

Justification/Reasoning for Druid Hill Avenue & McCulloh Street: Riders will have access to two CityLink lines within two blocks: CityLink Lime on Pennsylvania Avenue and CityLink Yellow on Eutaw Place. With these new options, riders will have two new routes with much higher frequencies than the current No. 5 and current No. 7.

Justification/Reasoning for Park Avenue: Shifting the alignment from Park Avenue to Eutaw Place and Madison Avenue provides more direct service to the Reservoir Hill neighborhood on wider streets that are easier for buses to navigate. Straightening the route will also improve reliability on the new CityLink Yellow. Riders will have a short walking distance of 0.15 miles to reach a stop on the CityLink Yellow.

Map 3: Druid Hill Avenue & McCulloh Street Segment and Park Avenue Segment

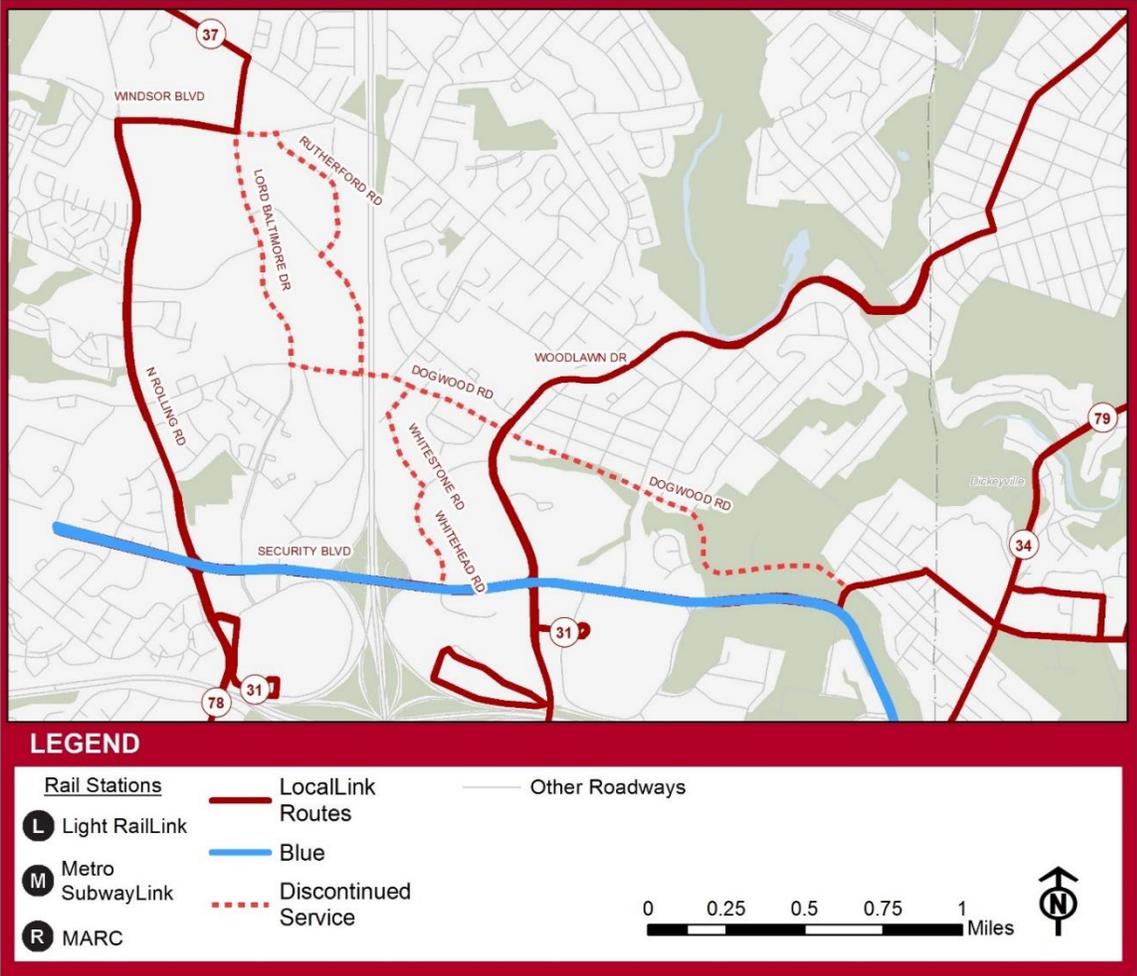


4. Justification of Discontinued Service on Rutherford Business Park Branch Segment that will have Nearby Service

Alignment: From Security Boulevard to Kernan Drive on current No. 15 in a loop along Whitehead Road, Whitestone Road, Dogwood Road to the Rutherford Business Park (via Lord Baltimore Drive and Rutherford Road) and then from Rutherford Road to Dogwood Road and Kernan Drive (**Map 4**).

Justification/Reasoning: In order to increase reliability on the new CityLink Blue and the new crosstown LocalLink 37, this branch will be eliminated. This branch only runs twice per day and has very low ridership. Riders wanting to reach Rutherford Business Park can use the new LocalLink 37 and walk a short distance from Windsor Boulevard to Lord Baltimore Drive. Riders wanting to reach Dogwood Road, Whitestone Road, and Whitehead Road can walk from the new LocalLink 31 on Woodlawn Drive or the new CityLink Blue on Security Boulevard.

Map 4: Rutherford Business Park Branch Segment

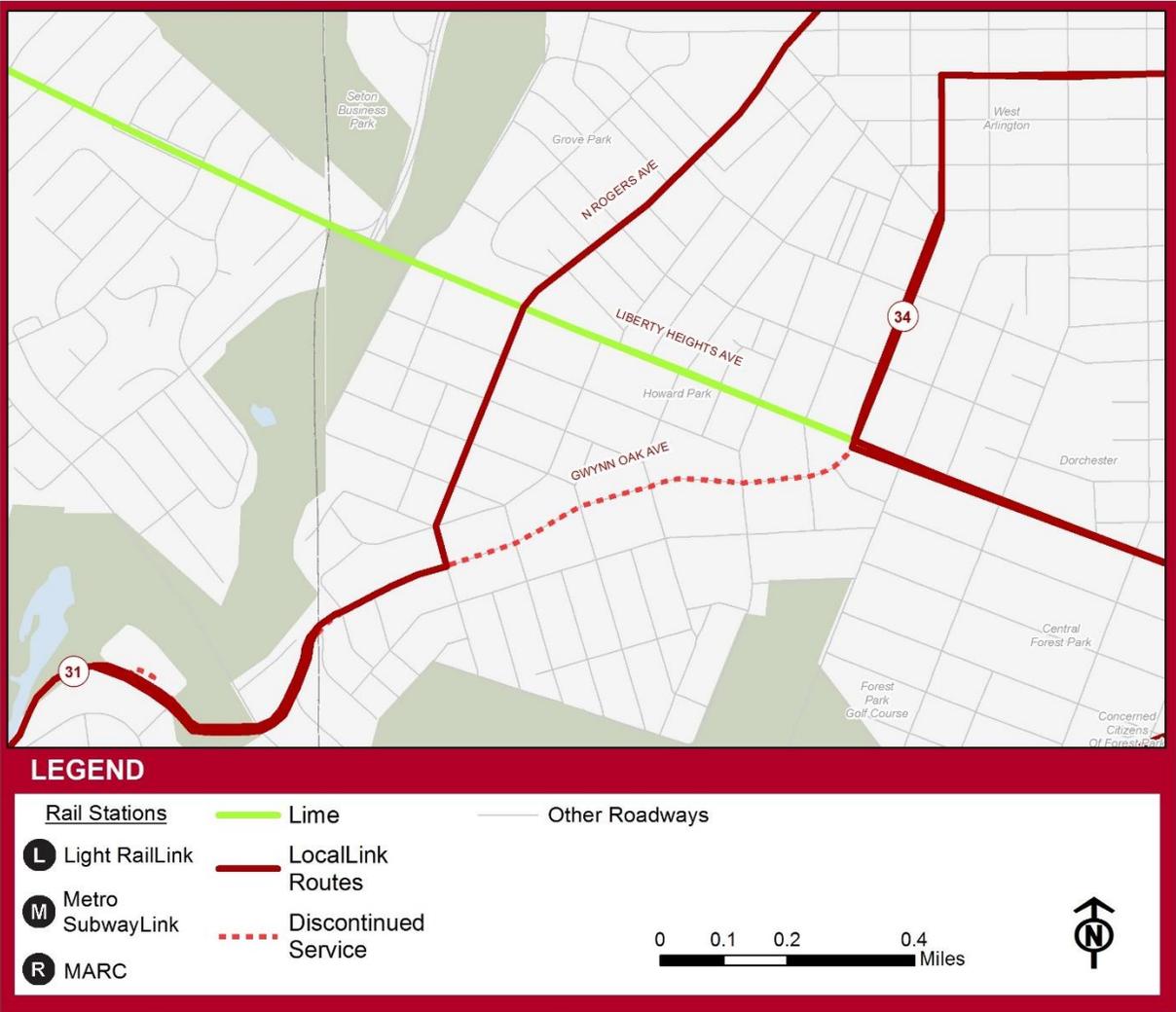


5. Justification of Discontinued Service on Gwynn Oak Avenue Portion that will have Nearby Service

Alignment: From Rogers Avenue to Liberty Heights Avenue on current No. 57 (Map 5).

Justification/Reasoning: This portion of Gwynn Oak Avenue is being discontinued in favor of making a more direct and reliable connection to Rogers Avenue. Riders will be a short walk (less than 0.20 additional miles) from the CityLink Lime on Liberty Heights Avenue as well as LocalLink 31 on Rogers Avenue and LocalLink 34 on Liberty Heights Avenue.

Map 5: Portion of Gwynn Oak Avenue Segment

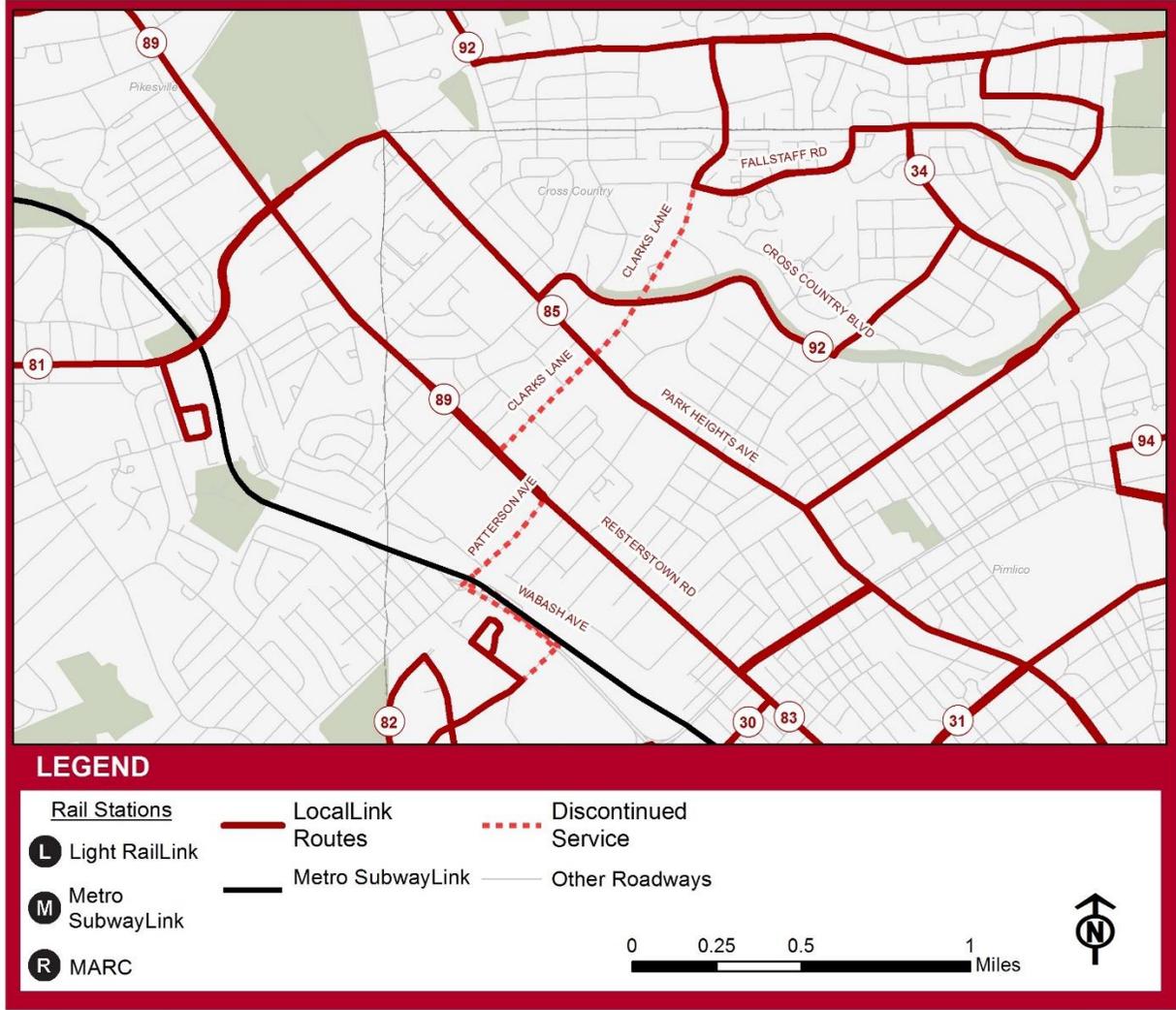


6. Justification of Discontinued Service on Wabash Avenue, Patterson Avenue, and Clarks Lane on current No. 60 Segment that will have Nearby Service

Alignment: From Reisterstown Plaza Metro Station to Clarks Lane via Wabash Avenue, Patterson Avenue, Reisterstown Road, and Clarks Lane to Fallstaff Road (**Map 6**).

Justification/Reasoning: Currently, it is a short walk from the Metro SubwayLink to Reisterstown Road (0.30 miles) as well as from Patterson Avenue to LocalLink Routes 82, 83, and 89 (0.15 miles). These sections of the current No. 60 will be temporarily eliminated.

Map 6: Portions of Wabash Avenue, Patterson Avenue, and Clarks Lane on current Route 60

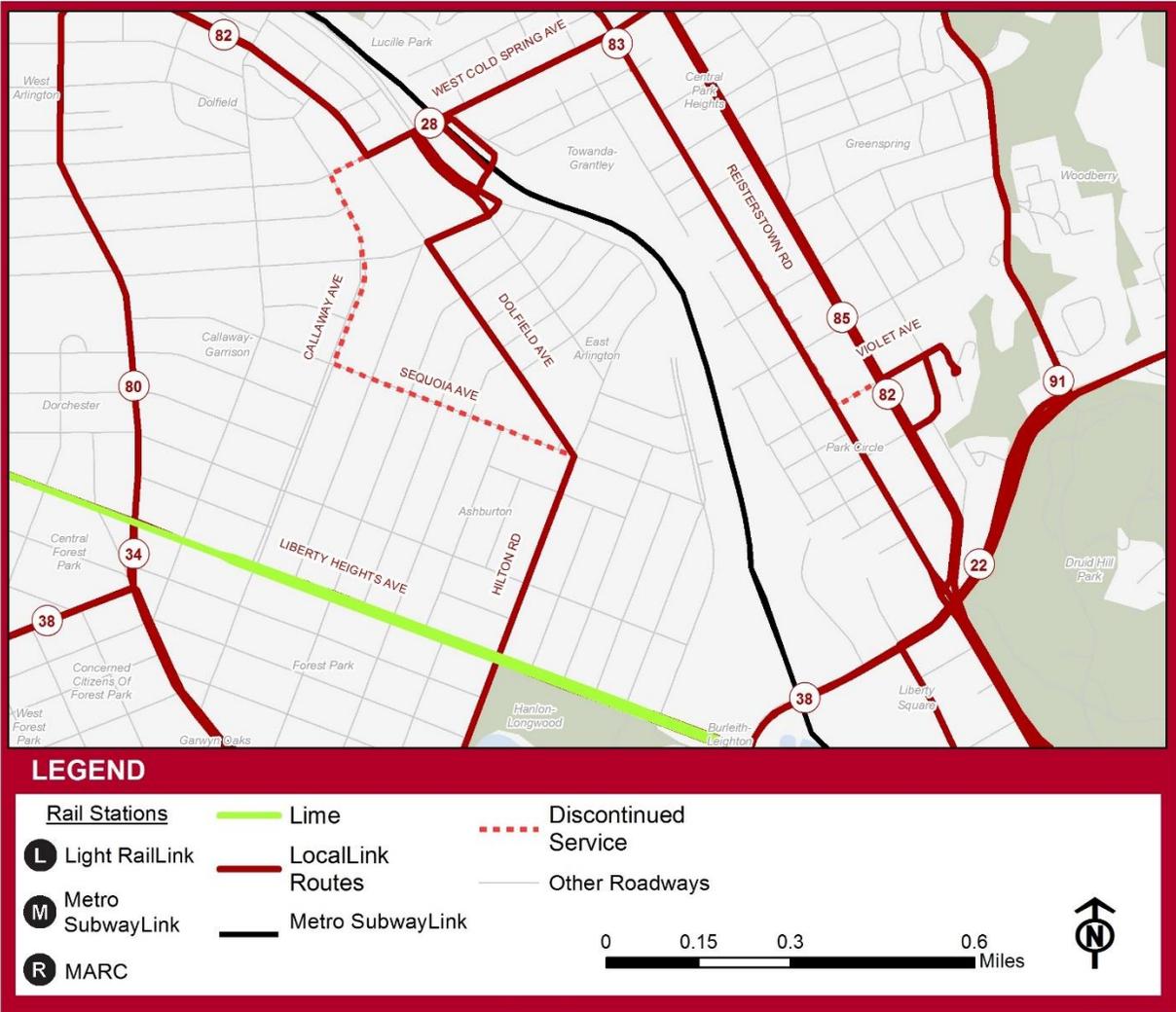


7. Justification of Discontinued Service on Callaway & Sequoia Avenue on Current No. 97 Segment that will have Nearby Service

Alignment: From Hilton Road to Dolfield Road via Sequoia Avenue and Callaway Avenue (Map 7).

Justification/Reasoning: This portion of the Mondawmin Shuttle loop (No. 97) is being eliminated in favor of LocalLink 82 from Reisterstown Plaza Metro Station to Monte Verde Apartments via Mondawmin Mall that travels in both directions rather than a loop. The stop at Callaway and Sequoia has very low ridership, so the route will use Dolfield Road instead. Riders along Callaway Avenue near West Cold Spring Lane have a short walk to Dolfield Avenue (0.10 miles).

Map 7: Callaway & Sequoia Avenue Segment on Current Route 97

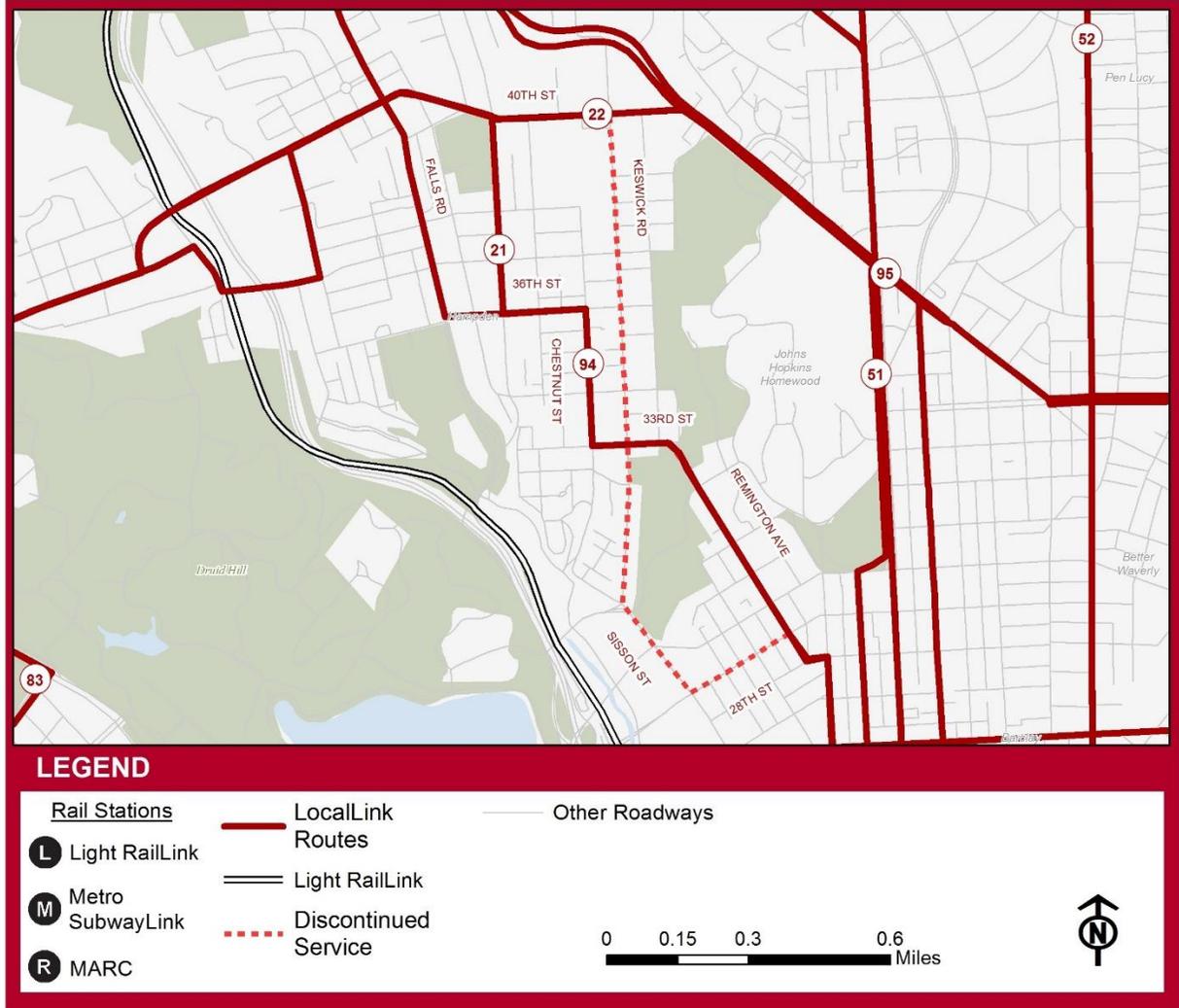


8. Justification of Discontinued Service on Keswick/Sisson/28th Street Segment on Current No. 98 Segments that will have Nearby Service

Alignment: From 40th Street at Falls Road to Keswick Road (which turns into Sisson Street); eastbound on 28th Street to Remington Avenue (**Map 8**).

Justification/Reasoning: This section of the current Hampden Shuttle (No. 98) was eliminated in order to make the new LocalLink 21 a two-way crosstown route. This has the benefit of not only circulating riders around Hampden and Remington, but also connecting these areas to Johns Hopkins Hospital and Canton Crossing. Riders will also be able to travel on nearby Roland Avenue, 36th Street, Chestnut Street, 33rd Street, and Remington Avenue in both directions, none of which are more than 0.25 miles away.

Map 8: Keswick/Sisson/28th Street Segment on Current Route 98



Summary of Segments that will not have Nearby Service

These 6 current MTA service area segments are being discontinued for various reasons, including low ridership, safety, and accessibility. Some patterns of service are also being discontinued to improve reliability and on-time performance.

The following service segments will not have nearby service:

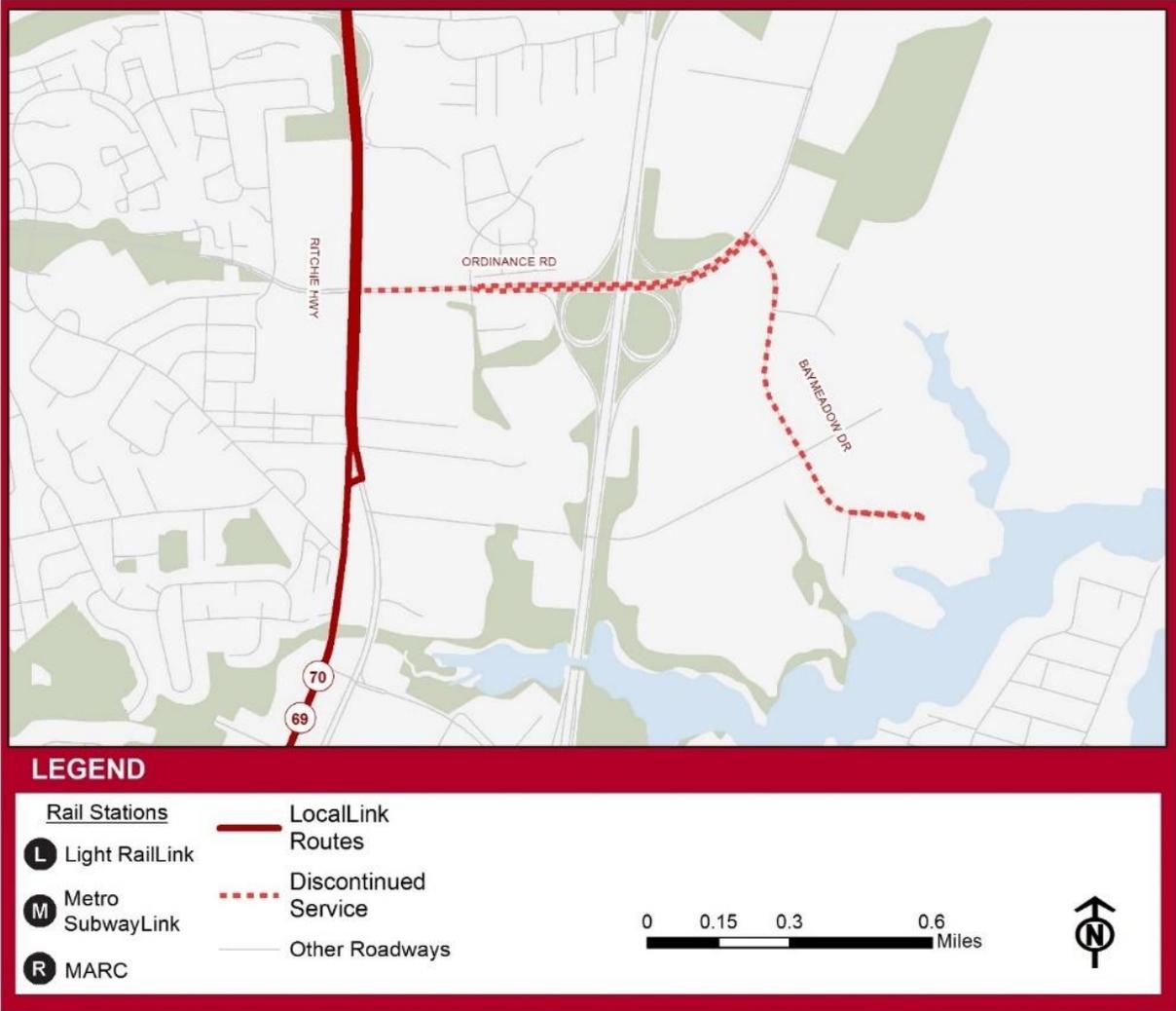
1. Baymeadow Industrial Park branch east of Ritchie Highway on current No. 14.
2. Violetville Industrial Park branch from Benson Avenue to Joh Avenue on current No. 16.
3. Parkway Center South branch south of Route 100 on current No. 17.
4. Rolling Mill Road (Defense Heights) segment from Eastern Avenue to North Point Boulevard on current No. 24.
5. Greenspring Station/Stevenson University segment from Falls Road (north of the light rail station) to Stevenson University on current No. 60.
6. Riviera Beach branch from Energy Parkway to Riviera Beach on current No. 64. All day service discontinued; will have reduced service to two AM peak and two PM peak trips only on Express BusLink Route 164. Additionally, service on Carroll Road, Creek Road, Meadow Road, and Main Avenue will be discontinued entirely.

1. Justification of Baymeadow Industrial Park Branch Segments that will not have Nearby Service

Alignment: Service will be discontinued along Ordinance Road and Baymeadow Drive to Baymeadow Industrial Park (**Map 9**).

Justification/Reasoning: This segment along the current No. 14 is being discontinued due to low ridership. There are currently four trips total each weekday that stop at the Baymeadow Industrial Park with very few boardings and alightings at the four stops there. Ridership in 2015 showed that on average only five people total use the four stops in Baymeadow Industrial Park each day.

Map 9: Baymeadow Industrial Park Branch

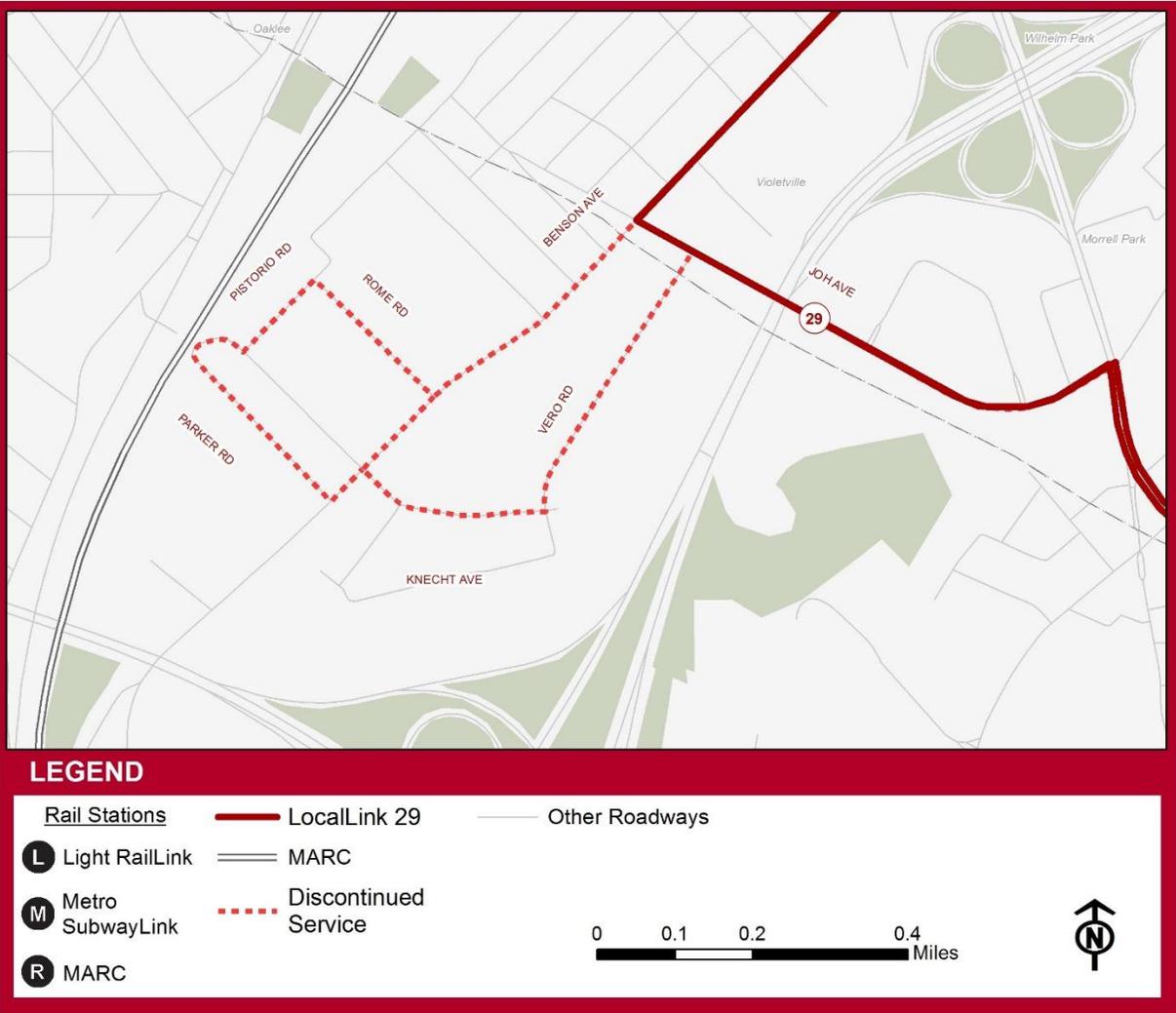


2. Justification of Violetville Industrial Park Branch Segments that will not have Nearby Service

Alignment: Service will be discontinued in Violetville Industrial Park along Benson, Rome, Parker, Knecht, and Vero Roads (**Map 10**).

Justification/Reasoning: This segment along the current No. 16 is being discontinued due to low ridership. On average, 15 people use the two stops in the industrial park daily. Riders will be able to walk to service on Benson Avenue and Joh Avenue within 0.65 miles.

Map 10: Violetville Industrial Park Branch

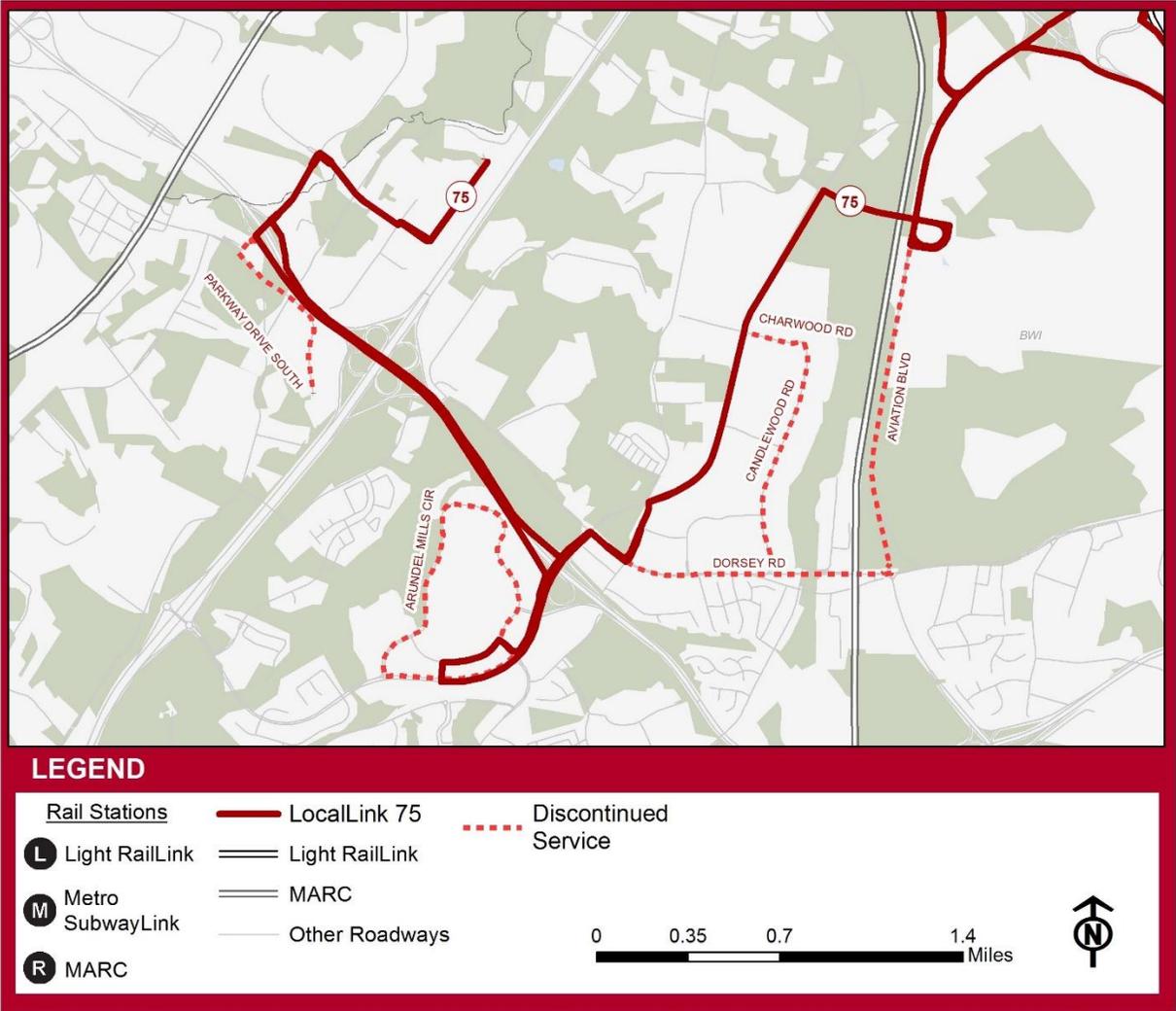


3. Justification of Parkway Center South Branch Segments that will not have Nearby Service

Alignment: Service will be discontinued on Coca-Cola Drive and Parkway Drive South (south of MD-100) (**Map 11**).

Justification/Reasoning: While the Parkway Center North branch of the current No. 17 will be retained, the segment going to Parkway Center South is being discontinued due to very low average daily ridership.

Map 11: Parkway Center South Branch

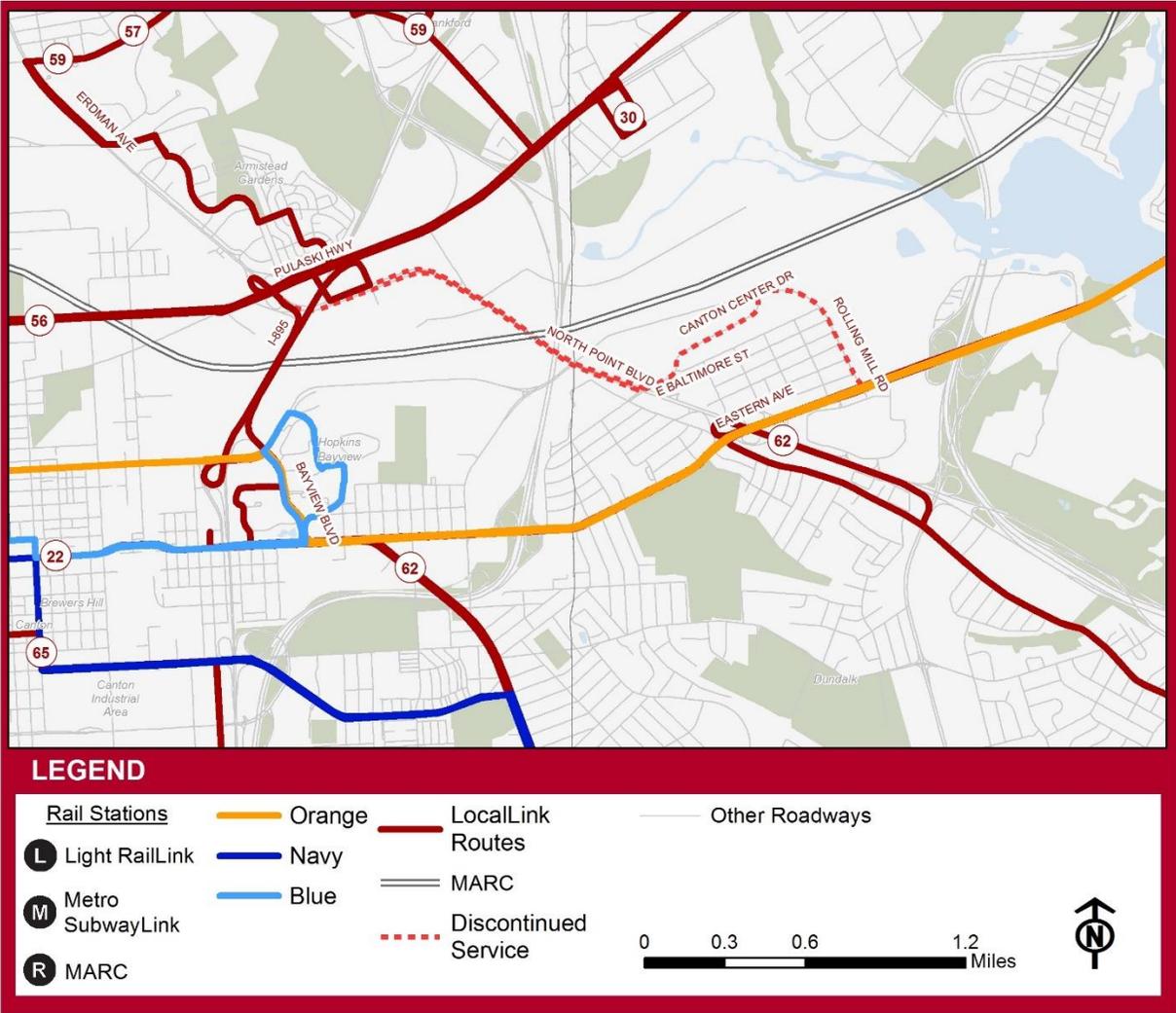


4. Justification of Defense Heights Segment Segments that will not have Nearby Service

Alignment: Service will be discontinued on Rolling Mill Road, Canton Center Drive, and East Baltimore Street between Eastern Avenue and North Point Boulevard (**Map 12**).

Justification/Reasoning: Only 13 daily riders use current No. 24 in the Defense Heights neighborhood. Keeping LocalLink 59 on Eastern Avenue will help increase reliability and on-time performance and allow the route to operate through Bayview Medical Center, a major employer. Riders who live in Defense Heights will be able to access public transit along Eastern Avenue within 0.5 miles.

Map 12: Defense Heights Segment

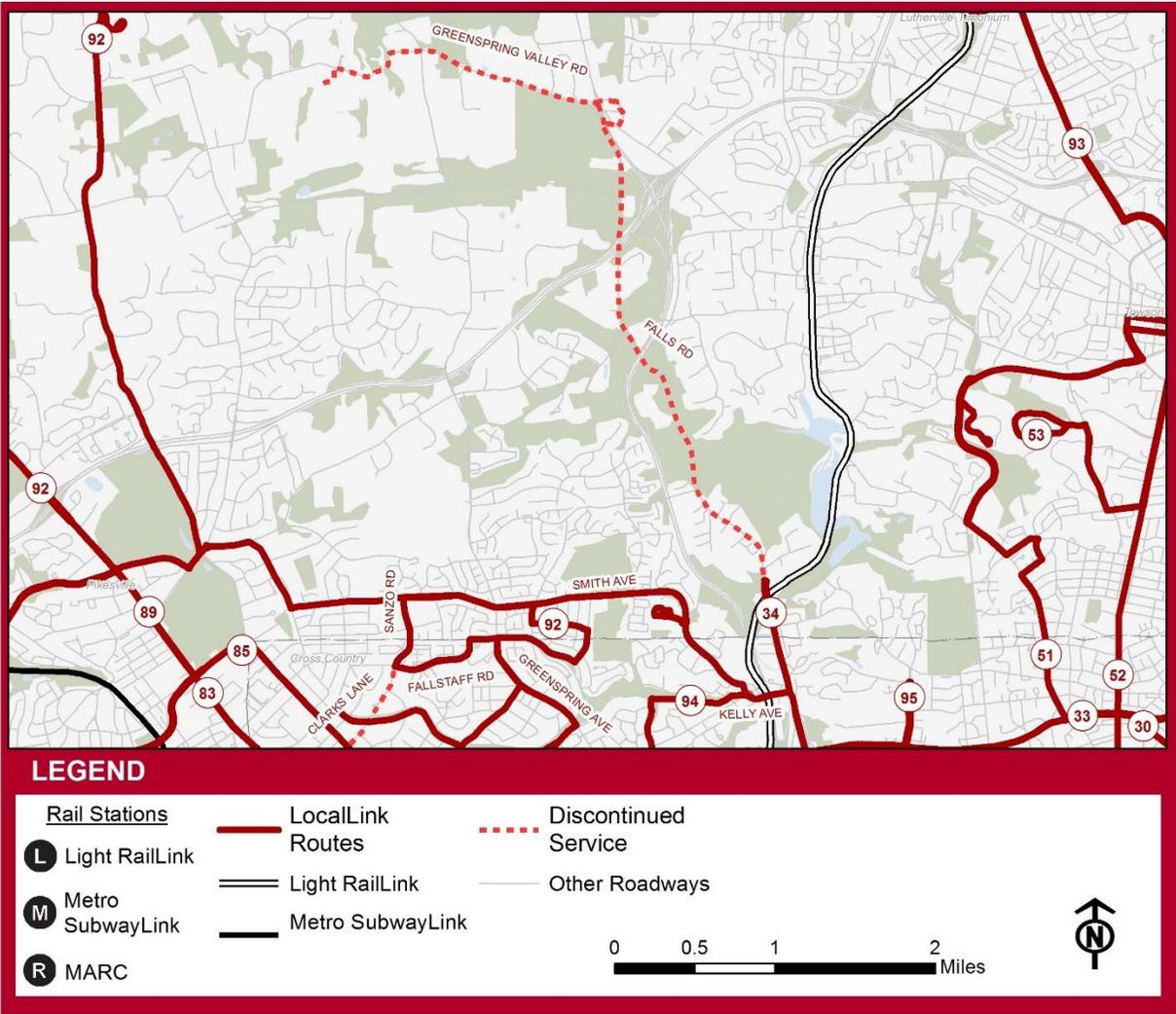


5. Justification of Greenspring Station/Stevenson University Branch Segments that will not have Nearby Service

Alignment: Service will be discontinued on Falls Road north of the Light Rail station to Greenspring Station and to Stevenson University via Greenspring Valley Road (**Map 13**).

Justification/Reasoning: There is very low ridership between Greenspring Station and Mount Washington. Service to Stevenson University will be discontinued due to low ridership and the existence of a Stevenson Campus circulator route providing service between the Greenspring and Owings Mills Campuses, and the Owing Mills Metro Station.

Map 13: Greenspring Station/Stevenson University Branch

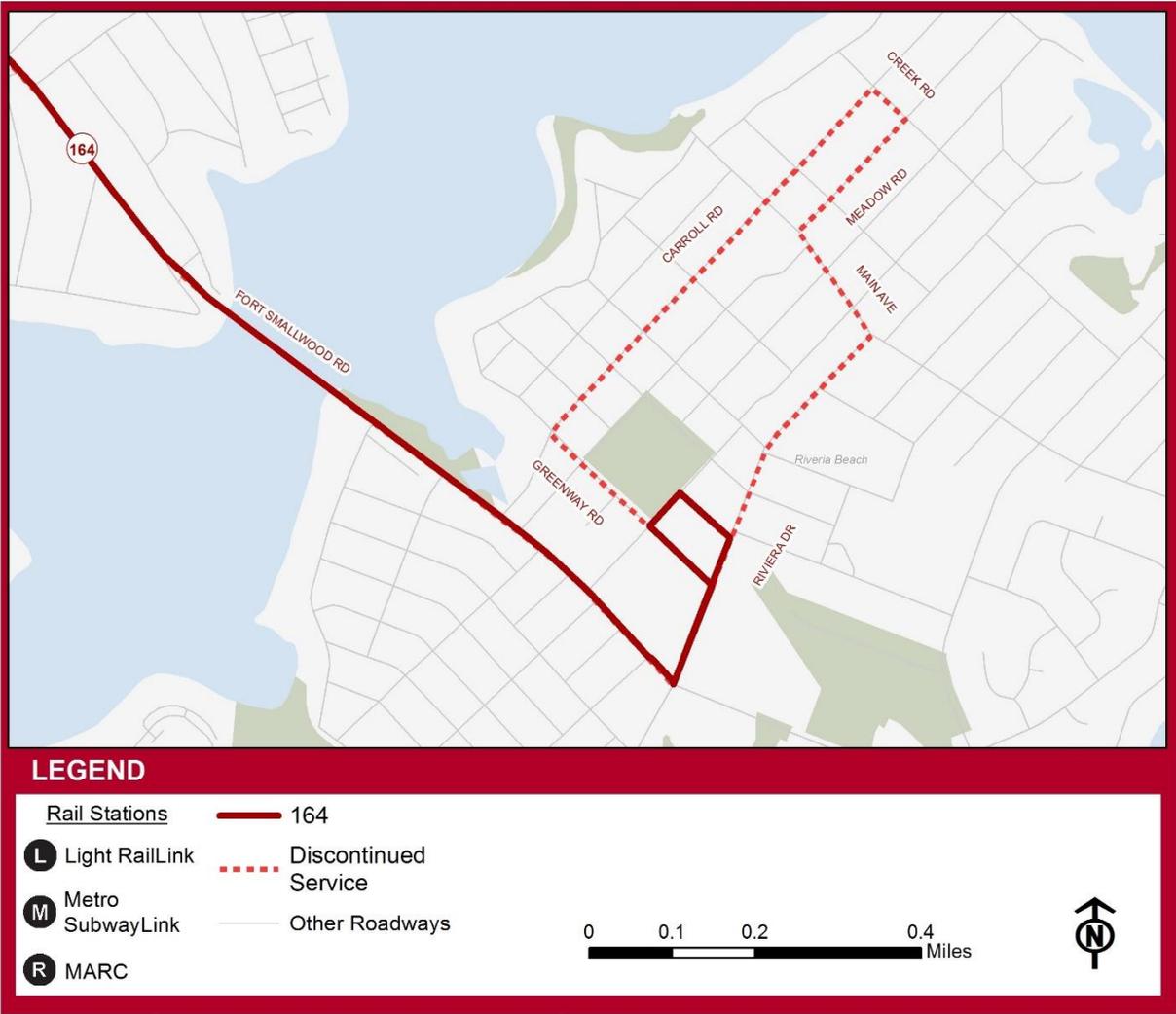


6. Justification of Riviera Beach Segment Segment that will not have Nearby Service

Alignment: All day service will be discontinued south of Marley Neck to Riviera Beach, and service along Carroll Road, Creek Road, Meadow Road, and Main Avenue within Riviera Beach will be discontinued entirely (**Map 14**).

Justification/Reasoning: There is an average of 24 daily riders to Riviera Beach, which would comfortably fit on two AM peak and two PM peak trips. These trips will all become express trips, which will help residents of Riviera Beach travel to and from downtown faster and more efficiently. Additionally, service on Carroll Road, Creek Road, Meadow Road, and Main Avenue within Riviera Beach will be discontinued entirely, due to low ridership and poor roadway conditions. Riders can walk to service on Greenway Road (no more than 0.75 miles).

Map 14: Riviera Beach Segment



Future Service Consideration

Routes and route extensions designated for future consideration will not be implemented with the June 2017 rollout of BaltimoreLink. These routes and extensions were not included in the plan for various reasons, including public opposition and future development potential. In many cases, these routes and extensions are on corridors that currently do not have service. The BaltimoreLink network was adjusted to incorporate segments of the following routes, and those adjustments are described below. As resources are available, the entirety of the following routes and extensions will be reconsidered for implementation.

Future route proposals and extensions with their Origins/Destinations that were not included in the proposal are as follows:

- Routes
 - LocalLink 25: from Penn North to Bayview Medical Center
 - LocalLink 32: from Walbrook Junction to Patapsco Light Rail Station
 - LocalLink 35: from Security Square Mall to Mt. Washington Light Rail Station
 - LocalLink 39: from CCBC Catonsville to Curtis Bay
- Service Extensions:
 - CityLink Pink from Cedonia to CCBC Essex/Franklin Square Hospital/Golden Ring
 - LocalLink 26 & CityLink Silver - bring to Port Covington after redevelopment
 - LocalLink 33 from Overlea to Rosedale
 - LocalLink 61/62 from CCBC Essex to White Marsh

Routes

LocalLink 25

Alignment: LocalLink 25 would operate from Penn North to Bayview Medical Center via the I-95 Fort McHenry Tunnel.

Adjustment: The CityLink Navy will incorporate service along Carey Street, Riggs Avenue, and Gilmor Street to provide high-frequency and 24-hour service.

Rationale for Future Consideration: Lack of public support and future development potential

LocalLink 32

Alignment: LocalLink 32 would operate from Walbrook Junction to Patapsco Light Rail Station via UMBC and the Halethorpe MARC rail station.

Adjustment: LocalLink 76 will provide service to UMBC and CCBC Catonsville. The CityLink Yellow will provide service to UMBC via the Halethorpe MARC rail station and to Riverview via Hollins Ferry Road.

Rationale for Future Consideration: Lack of public support and future development potential

LocalLink 35

Alignment: LocalLink 35 would operate from Security Square Mall to Mt. Washington Light Rail Station via Seton Business Park and Reisterstown Plaza Metro Station.

Adjustment: LocalLink 34 will operate on Smith Avenue, Fallstaff Road, and Greenspring Avenue in the Mount Washington area, and will connect to the Metro SubwayLink at Rogers Avenue Station.

Rationale for Future Consideration: Lack of public support and future development potential

LocalLink 39

Alignment: LocalLink 39 would operate from CCBC Catonsville to Curtis Bay via UMBC and BWI Airport.

Adjustment: The frequencies on the Express BusLink 107 will be evaluated to meet ridership demand between UMBC, CCBC Catonsville and BWI.

Rationale for Future Consideration: Lack of public support and future development potential

Route Extensions

CityLink Pink

Alignment: The CityLink Pink would be extended from Cedonia to CCBC Essex via Franklin Square Hospital and Golden Ring.

Justification: This extension would allow residents of Cedonia and surrounding neighborhoods to directly reach the Rosedale and Rossville area without needing to transfer. Cedonia is an area with high transit propensity where it currently takes residents almost an hour to reach CCBC Essex and Franklin Square Hospital (which is only a 15-minute drive). This extension will significantly improve opportunities for residents to work, shop, and attend school.

Rationale for Future Consideration: Public opposition and future development potential

CityLink Silver and Route 26 to Port Covington

Alignment: The CityLink Silver and LocalLink 26 would both be extended to include a loop in Port Covington.

Justification: This extension would connect riders to the new Port Covington development and Under Armour headquarters after development progresses on the site. Port Covington will be a new employment, residential, and commercial center for the region. The CityLink Silver route will connect residents from as far south as Curtis Bay and as far north as Morgan State University to Port Covington. The LocalLink 26 is a crosstown route that will connect residents from West Baltimore to Cherry Hill to the new development.

Rationale for Future Consideration: Future development potential

LocalLink 33

Alignment: LocalLink 33 will extend southeast of Overlea to Rosedale Industrial Park via Hamilton Avenue.

Justification: This extension will provide a new crosstown connection that connects the Rosedale Industrial Park in Eastern Baltimore County to the Light Rail, providing increased access to employment opportunities to the region. New service on Hamilton Avenue will help riders in the area access grocery and other retail options along nearby Chesaco Avenue and Radecke Avenue. Service in this area has been requested by local residents and businesses.

Rationale for Future Consideration: Public opposition and limited resources

LocalLink 61/62 from CCBC Essex to White Marsh

Alignment: LocalLink 62 will be split into two routes (LocalLink 61 and 62) in order to extend service from Bayview Medical Center to Eastpoint Mall (61) via Dundalk and Eastpoint Mall to White Marsh via CCBC Essex (62).

Justification: This extension will help provide additional access for residents of eastern and southeastern Baltimore County to reach the White Marsh employment center in a timely fashion. Splitting the route will help increase reliability for riders, who use public transit as a lifeline to work, school, medical, and other destinations.

Rationale for Future Consideration: Future development potential



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