



BALTIMORE



# NOTICE OF PUBLIC HEARINGS

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**



**Table of Contents**

Table of Figures..... 2

Notice of Public Hearings..... 3

    What is BaltimoreLink?..... 3

    BaltimoreLink Public Outreach..... 3

Public Hearing Content..... 4

    Where to find complete details of the proposed transit service changes:..... 4

    To submit written comments, individuals may:..... 4

Schedule of Public Hearings..... 6

Summary of Proposed Service Changes..... 7

    Proposed Route Descriptions..... 7

        CityLink Routes..... 7

        LocalLink Routes..... 10

        Express Bus Routes..... 15

Summary of Discontinued Service Segments that will have Nearby Service..... 16

Summary of Segments that will not have Nearby Service..... 25

Future Service Consideration..... 32

    Routes..... 32

        LocalLink 25..... 32

        LocalLink 32..... 32

        LocalLink 35..... 33

        LocalLink 39..... 33

    Route Extensions..... 33

        CityLink Pink..... 33

        CityLink Silver and Route 26 to Port Covington..... 34

        LocalLink 33..... 34

        LocalLink 61/62 from CCBC Essex to White Marsh..... 34

**Table of Figures**

Map 1: Fulton Avenue/Riggs Avenue Segment ..... 17

Map 2: Federal Street Branch Segment..... 18

Map 3: Druid Hill Avenue & McCulloh Street Segment and Park Avenue Segment ..... 19

Map 4: Rutherford Business Park Branch Segment..... 20

Map 5: Portion of Gwynn Oak Avenue Segment..... 21

Map 6: Portions of Wabash Avenue, Patterson Avenue, and Clarks Lane on current Route 60 . 22

Map 7: Callaway & Sequoia Avenue Segment on Current Route 97 ..... 23

Map 8: Keswick/Sisson/28<sup>th</sup> Street Segment on Current Route 98..... 24

Map 9: Baymeadow Industrial Park Branch ..... 26

Map 10: Violetville Industrial Park Branch ..... 27

Map 11: Parkway Center South Branch ..... 28

Map 12: Defense Heights Segment ..... 29

Map 13: Greenspring Station/Stevenson University Branch..... 30

Map 14: Riviera Beach Segment ..... 31

## **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](http://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](mailto: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. 11<sup>th</sup> 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 33<sup>rd</sup> 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 generator.



## 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 25<sup>th</sup> 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



## Public Hearing Proposal

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:

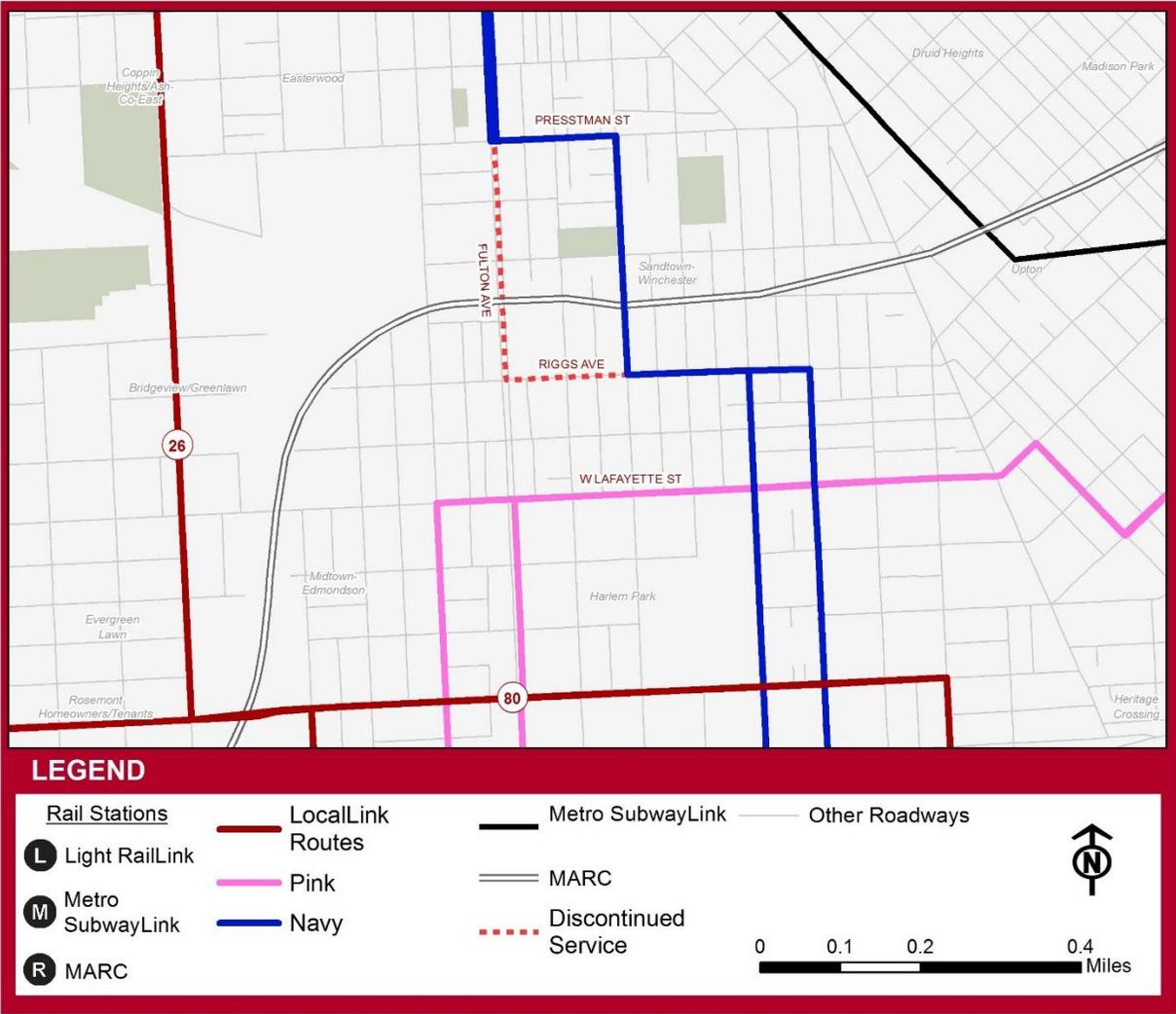
1. Fulton Avenue segment from Riggs Avenue to Presstman Street and Riggs Avenue from Fulton Avenue and Gilmore Street on current No. 1.
2. Federal Street branch from Erdman Avenue to Preston Street on current No. 5.
3. Druid Hill Avenue and McCulloh Street from North Avenue to Dolphin Street on current 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

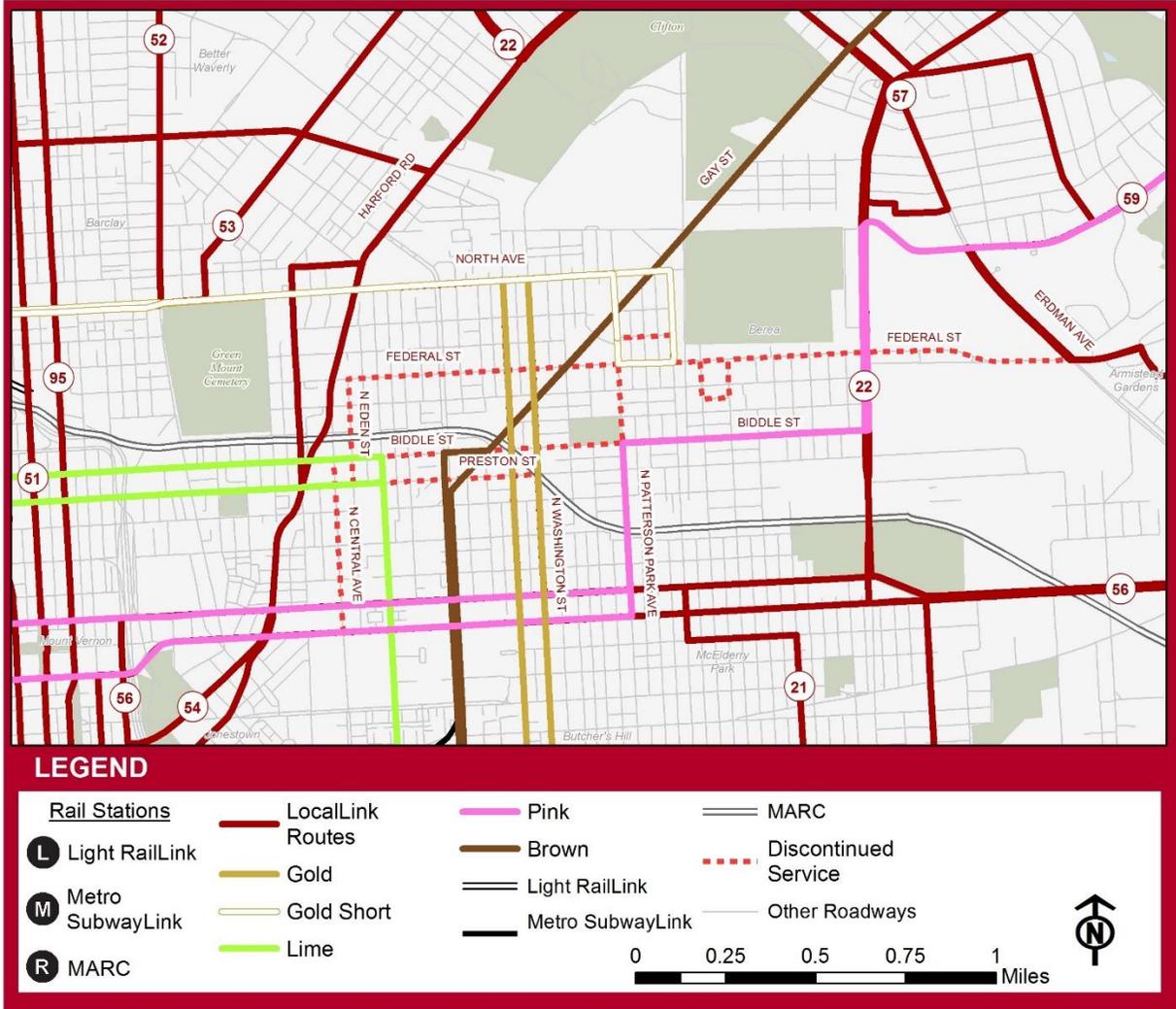


**2. Justification of Discontinued Service on Federal Street Branch Segment that will have Nearby Service**

**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

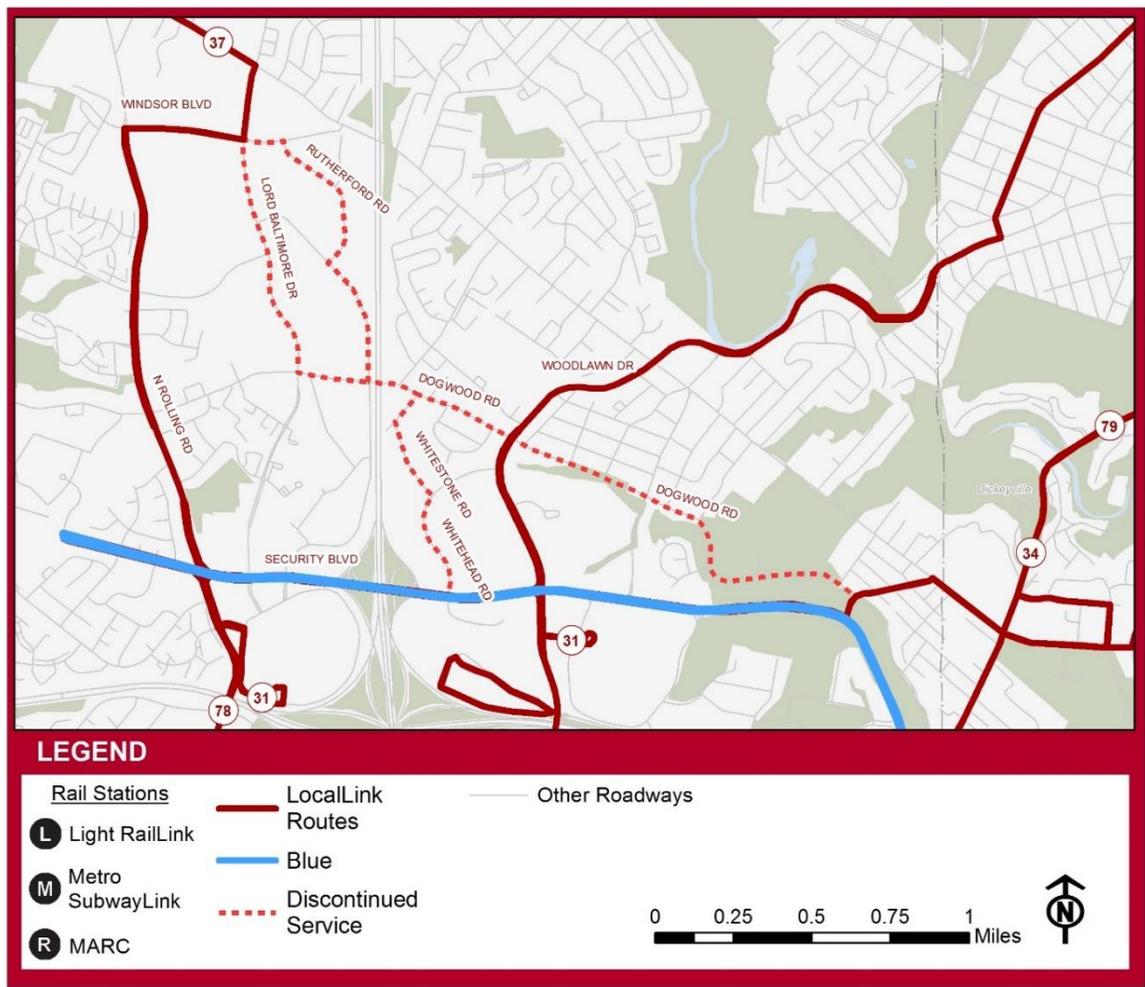


**4. Justification of Discontinued Service on Rutherford Business Park Branch Segment that will have Nearby Service**

**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

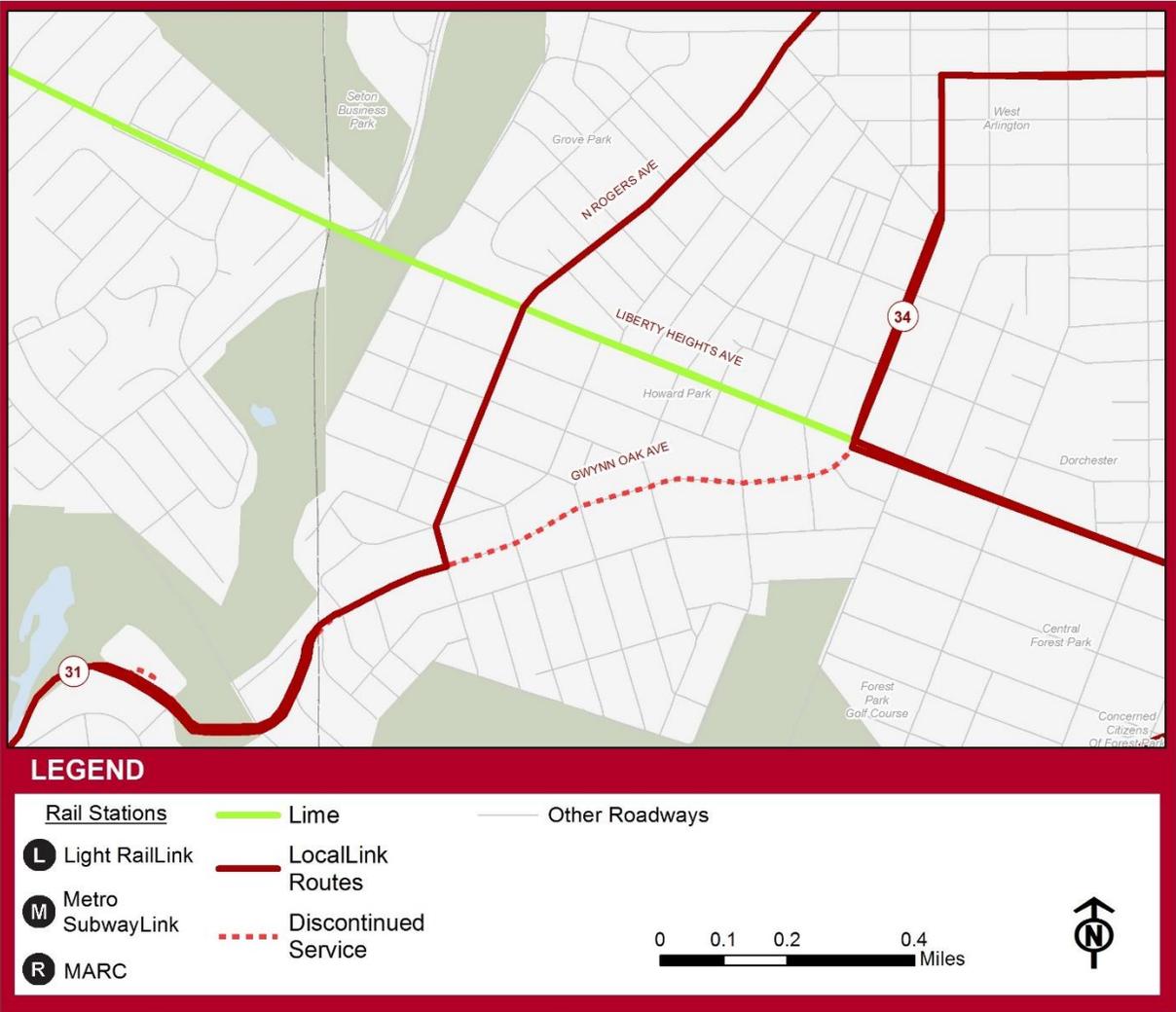


**5. Justification of Discontinued Service on Gwynn Oak Avenue Portion that will have Nearby Service**

**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

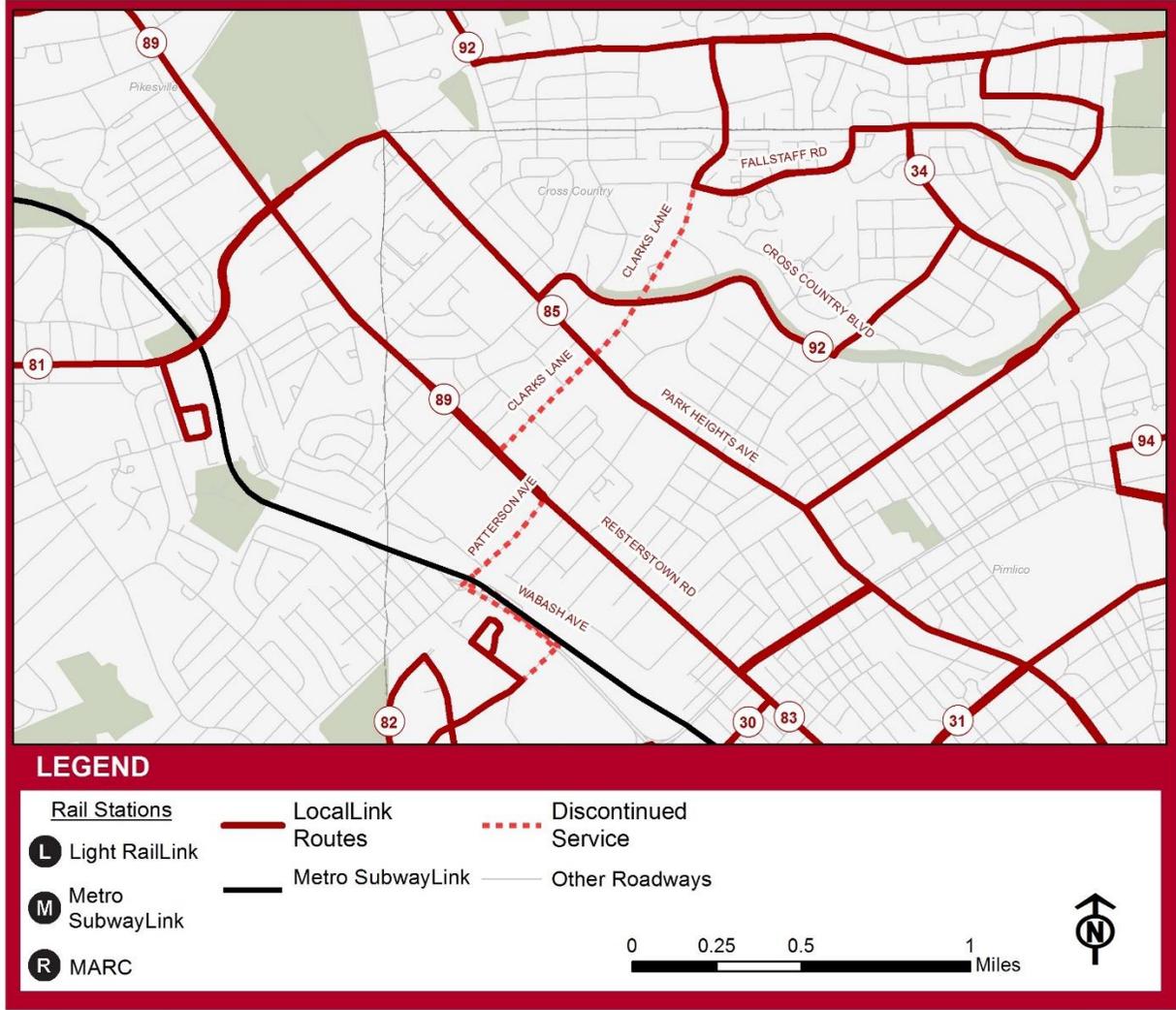


**6. Justification of Discontinued Service on Wabash Avenue, Patterson Avenue, and Clarks Lane on current No. 60 Segment that will have Nearby Service**

**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

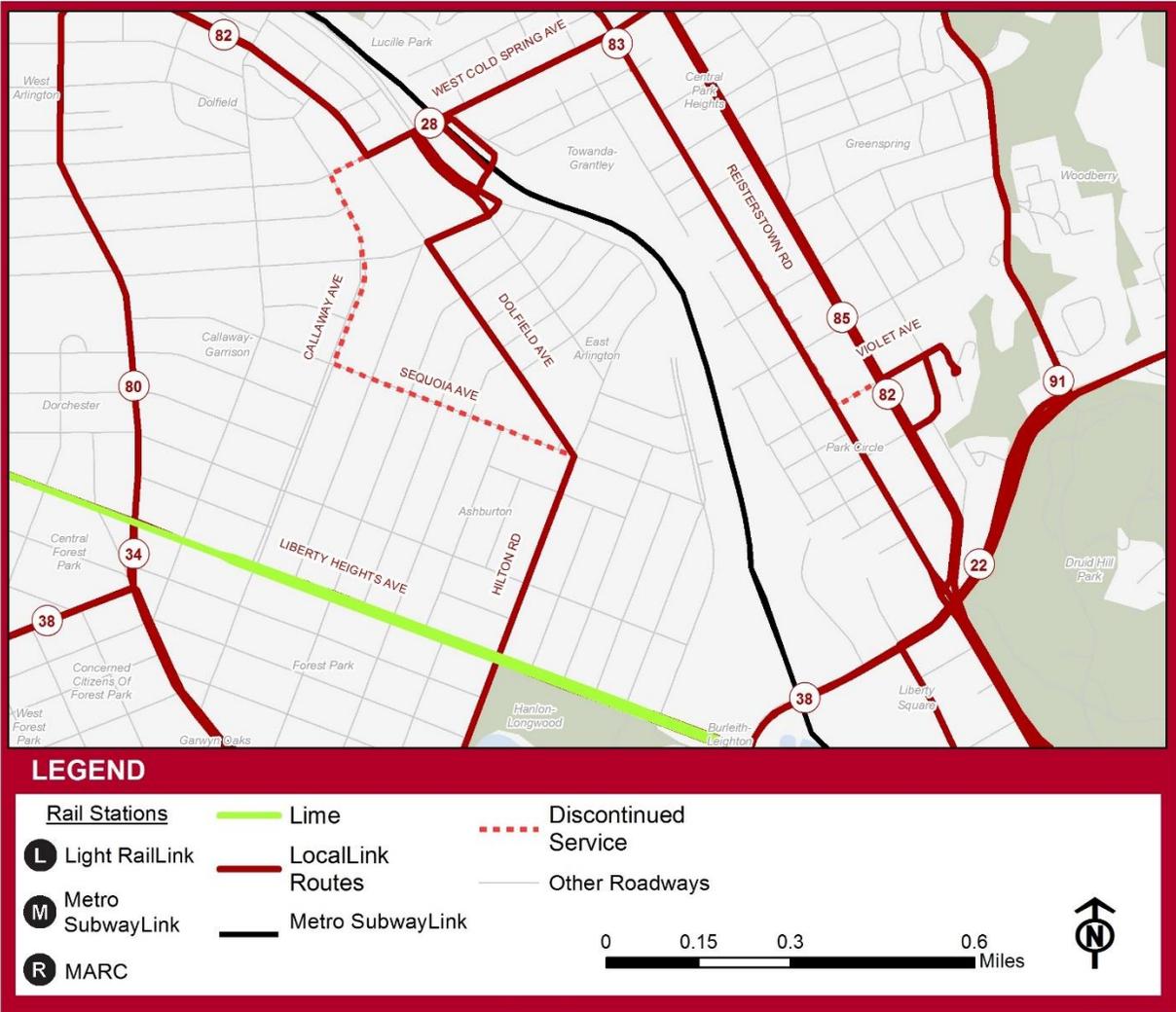


**7. Justification of Discontinued Service on Callaway & Sequoia Avenue on Current No. 97 Segment that will have Nearby Service**

**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

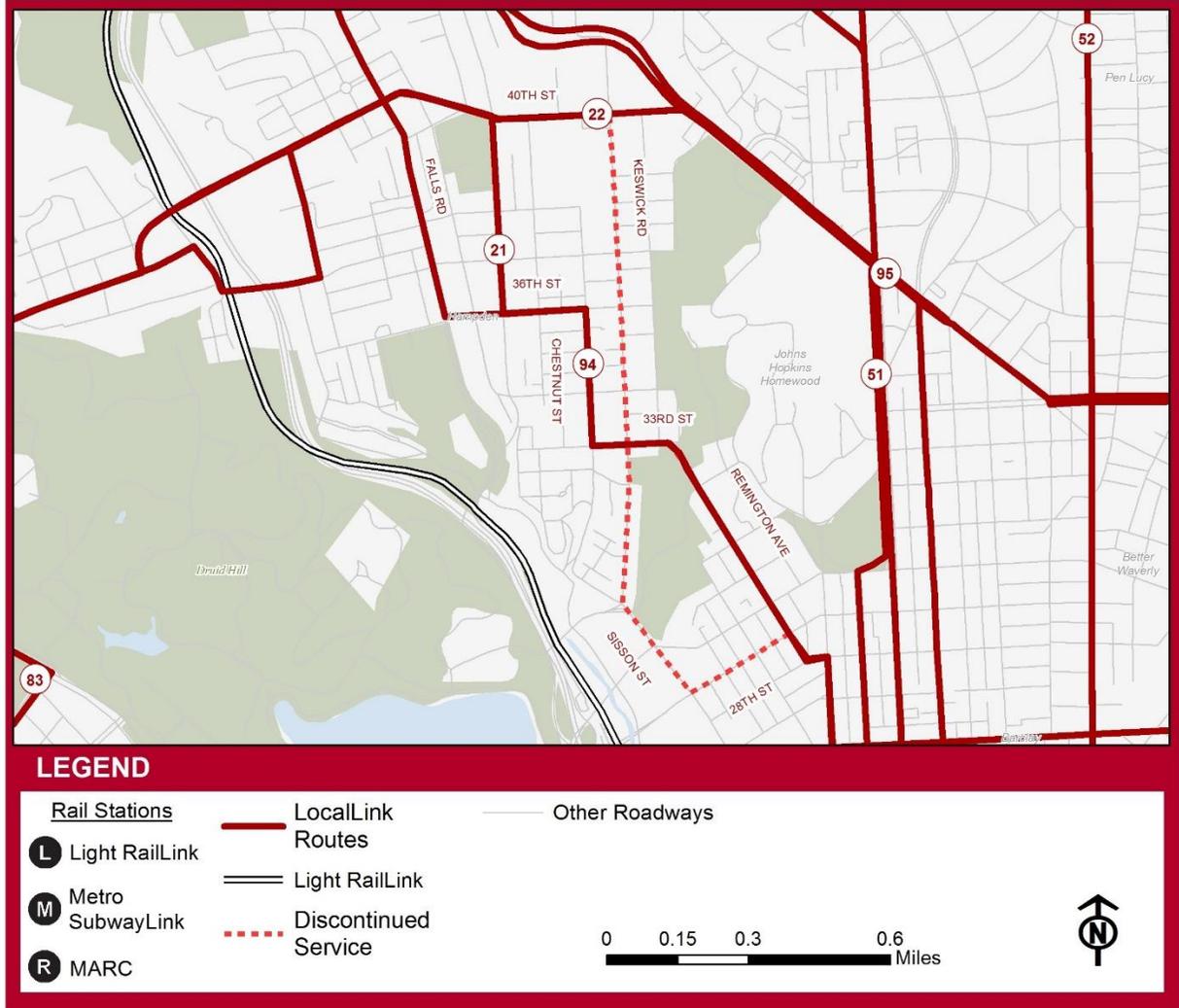


**8. Justification of Discontinued Service on Keswick/Sisson/28th Street Segment on Current No. 98 Segments that will have Nearby Service**

**Alignment:** From 40<sup>th</sup> Street at Falls Road to Keswick Road (which turns into Sisson Street); eastbound on 28<sup>th</sup> 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, 36<sup>th</sup> Street, Chestnut Street, 33<sup>rd</sup> Street, and Remington Avenue in both directions, none of which are more than 0.25 miles away.

Map 8: Keswick/Sisson/28<sup>th</sup> 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:

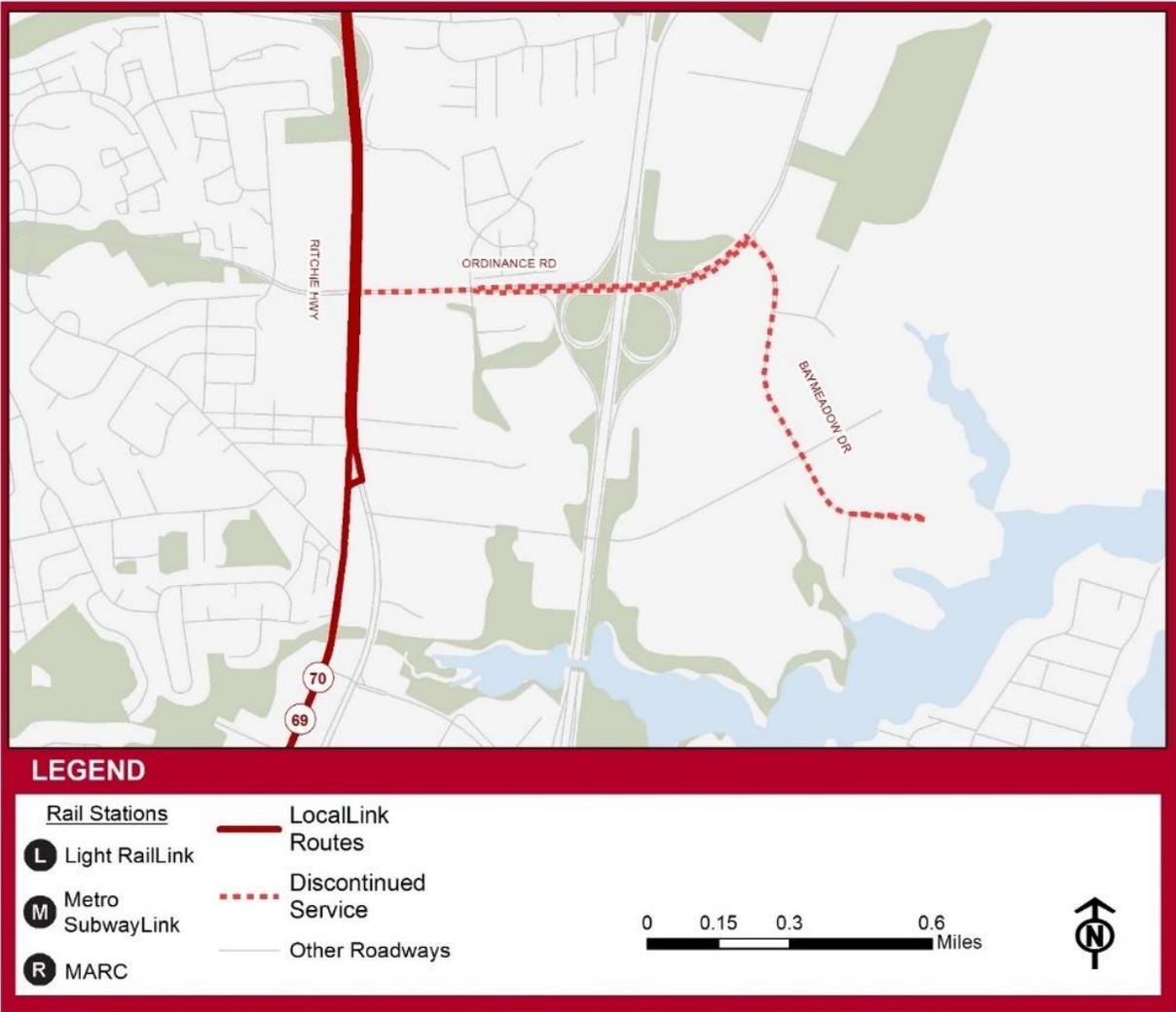
1. Baymeadow Industrial Park branch east of Ritchie Highway on current No. 14.
2. Violetville Industrial Park branch from Benson Avenue to Joh Avenue on current No. 16.
3. Parkway Center South branch south of Route 100 on current No. 17.
4. Rolling Mill Road (Defense Heights) segment from Eastern Avenue 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

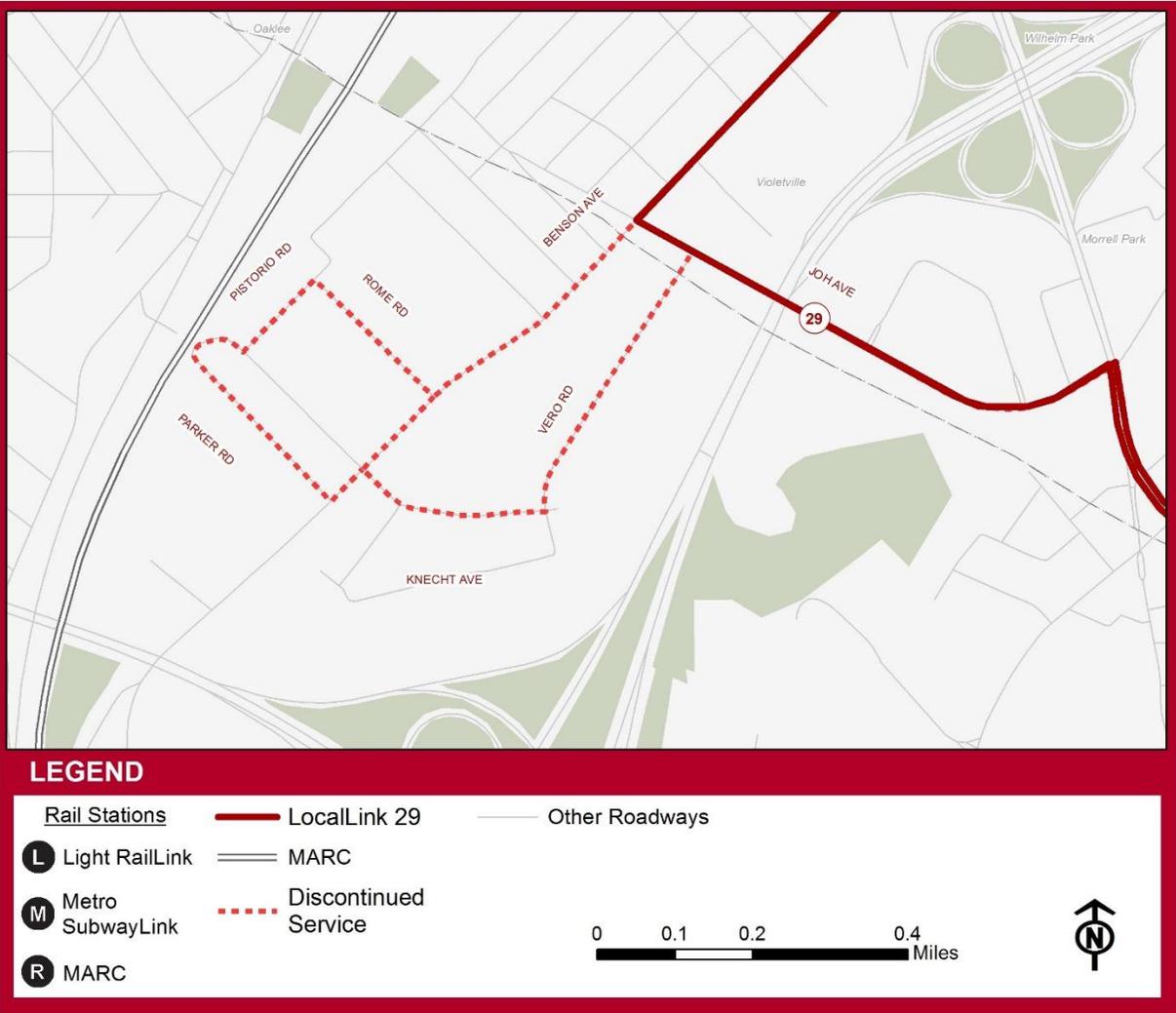


**2. Justification of Violetville Industrial Park Branch Segments that will not have Nearby Service**

**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

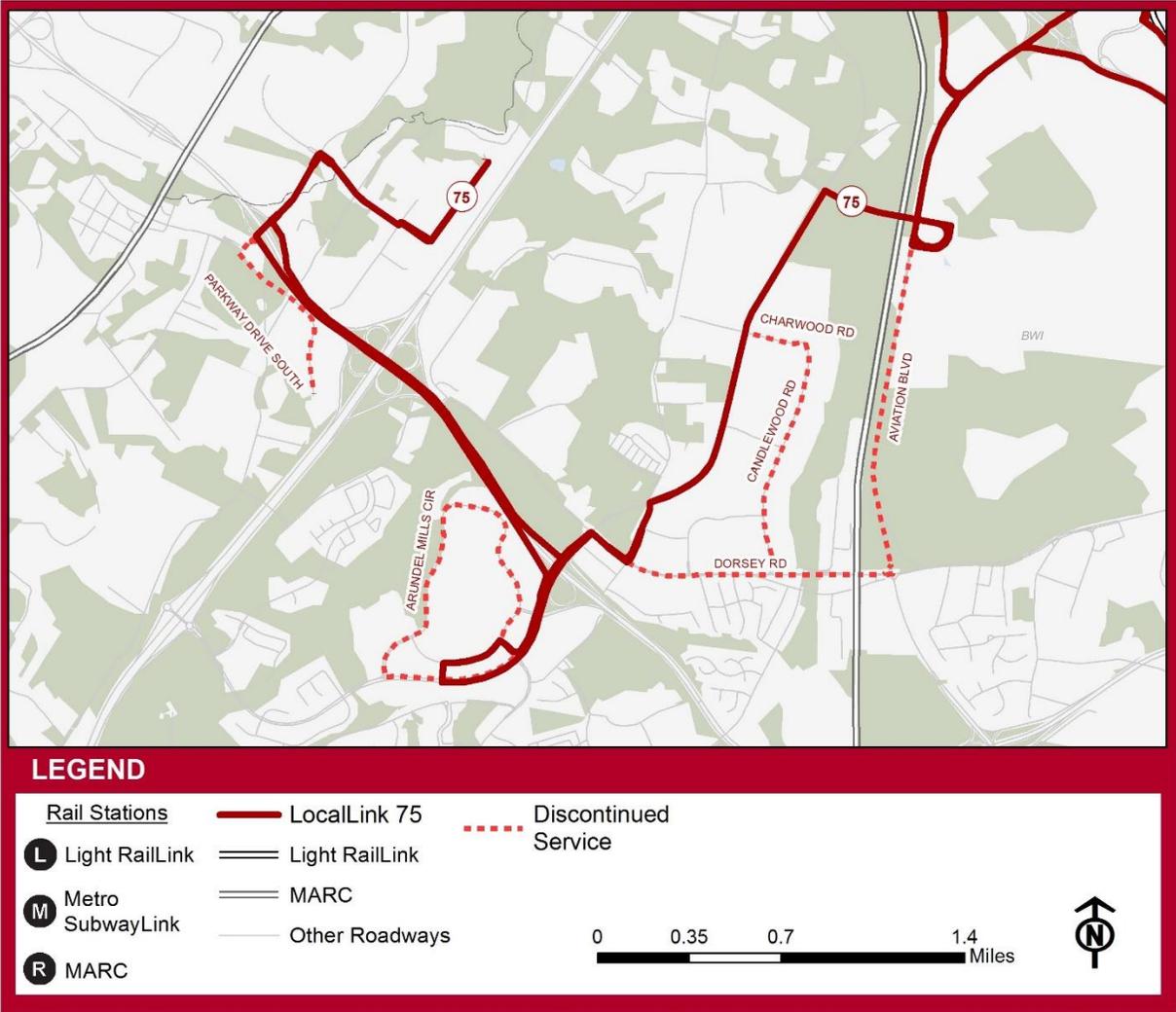


**3. Justification of Parkway Center South Branch Segments that will not have Nearby Service**

**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

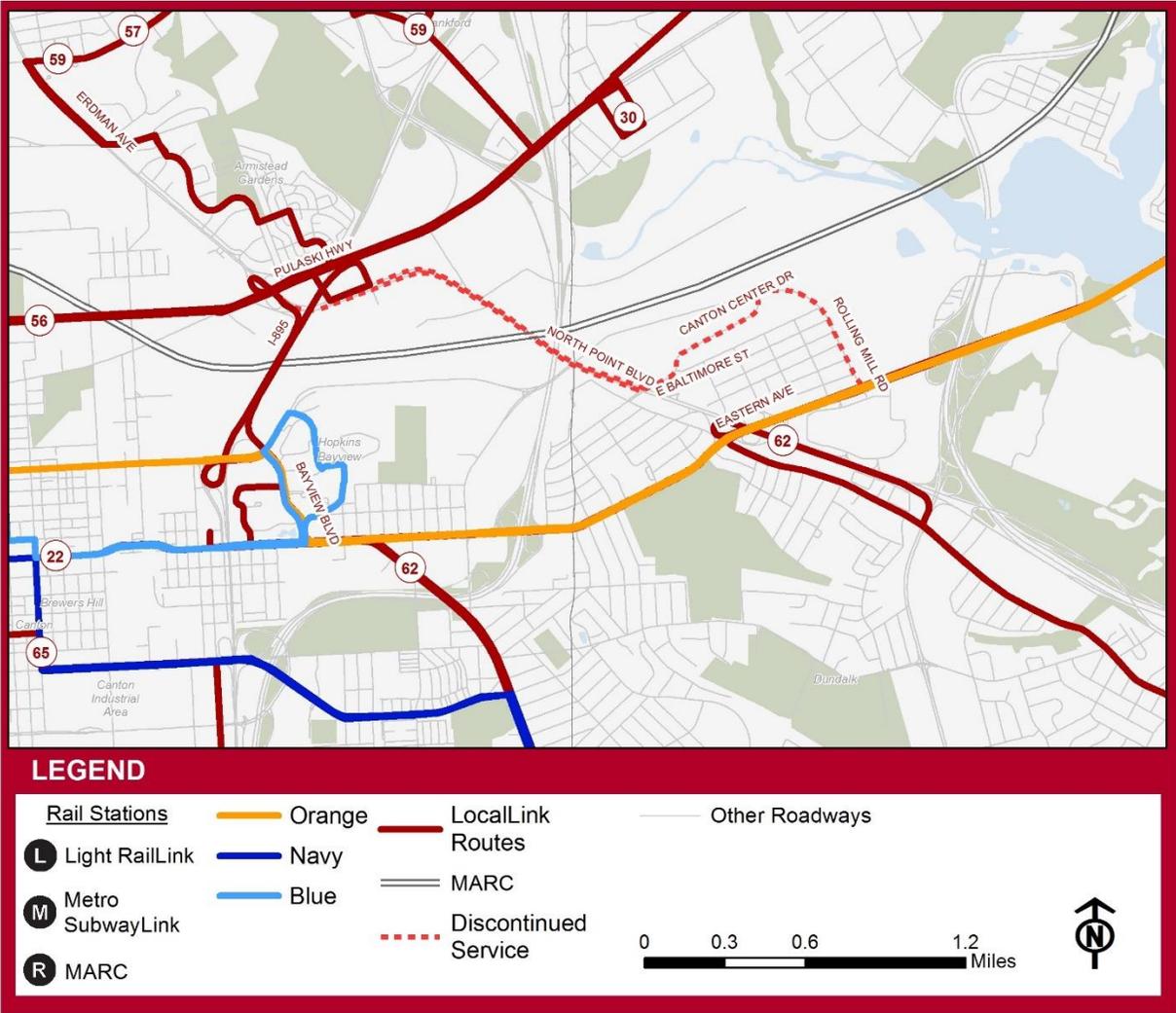


**4. Justification of Defense Heights Segment Segments that will not have Nearby Service**

**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

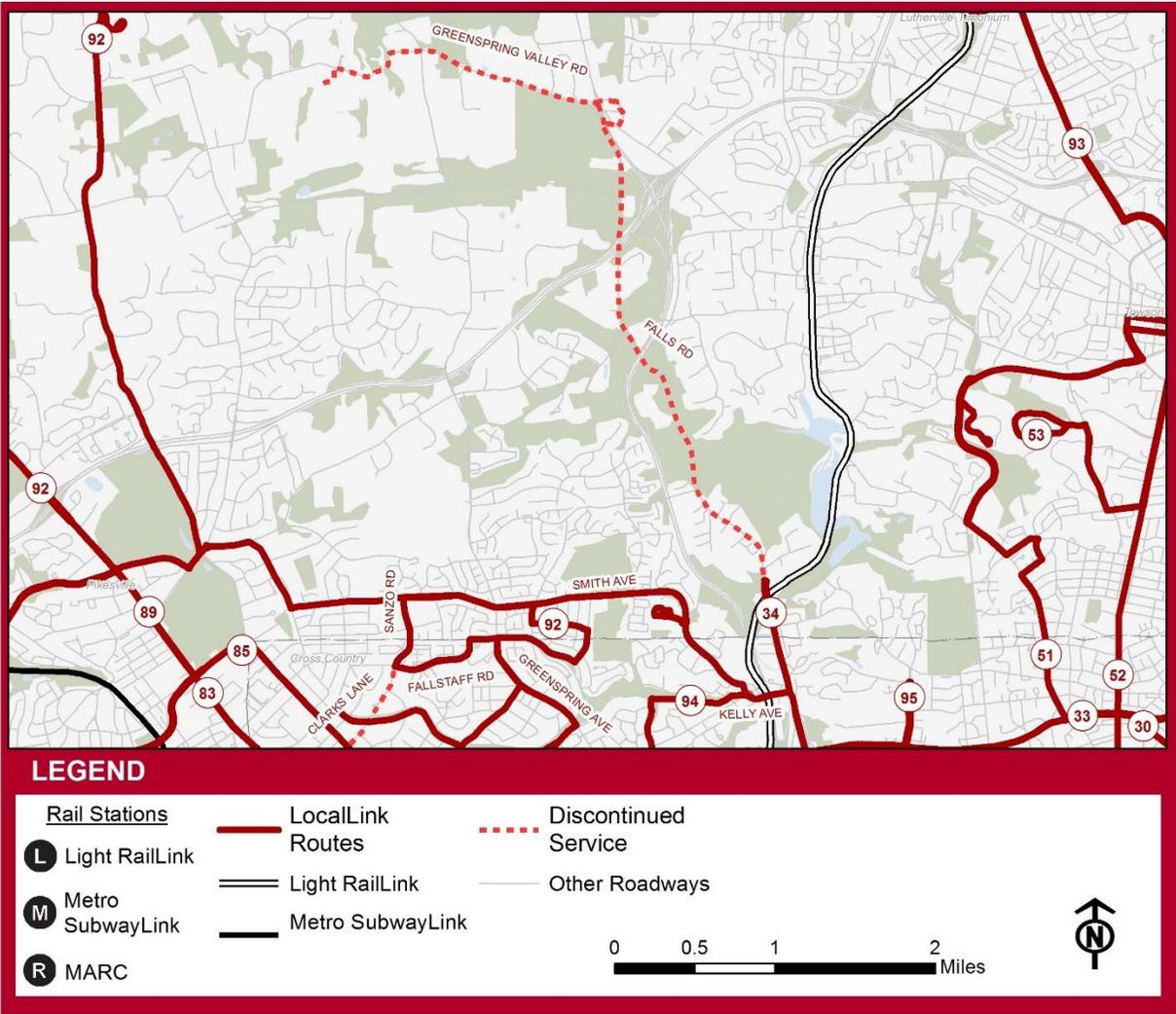


**5. Justification of Greenspring Station/Stevenson University Branch Segments that will not have Nearby Service**

**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

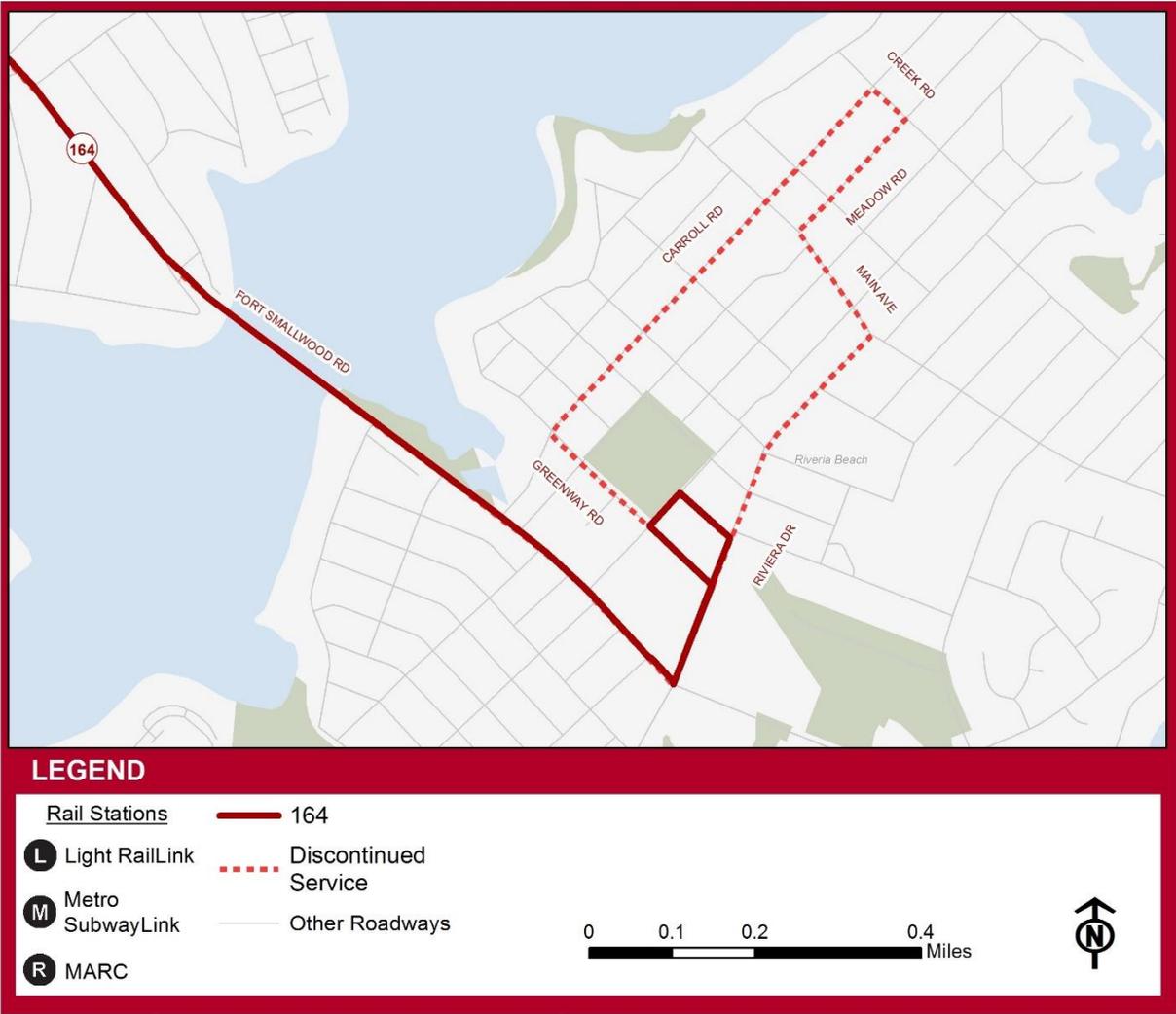


**6. Justification of Riviera Beach Segment Segment that will not have Nearby Service**

**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

**Route Sheets**

The following pages contain detailed information on all the proposed BaltimoreLink routes, including a map of the route and a table that describes how it will operate. The information in the table for each proposed route is described below:

<b>Route</b>	The name of the proposed BaltimoreLink route.
<b>Type</b>	The type of the proposed BaltimoreLink route: CityLink, LocalLink, or Express BusLink.
<b>From/To</b>	The beginning and ending locations of each proposed route.
<b>Span</b>	The times each route will operate on Weekday, Saturdays, and Sundays.
<b>Frequency</b>	<p>How often buses will arrive during different time periods. On Weekdays, the time periods shown are approximately associated with the following times, but will vary by route once they are scheduled to meet capacity needs:</p> <ul style="list-style-type: none"> <li>• Early: 3am to 7am</li> <li>• AM Peak: 7am to 9am*</li> <li>• Midday: 9am to 4pm</li> <li>• PM Peak: 4pm to 6pm*</li> <li>• Evening: 6pm to 10pm*</li> <li>• Late Night: 10pm to the end of service</li> </ul> <p><small>*Time span will vary based on AM/PM rush hour and the corridor’s peak demand needs. Some route’s peak service will begin earlier or end later than described above.</small></p>
<b>Rail Stations Served</b>	The Metro SubwayLink, Light RailLink, and MARC stations that will be served by the proposed route.
<b>CityLink Transfers</b>	The CityLink routes that passengers can directly transfer to from the proposed route.
<b>Points of Interest Served</b>	Major destinations and/or neighborhoods served by the proposed route.
<b>Current Routes</b>	Current MTA Local Bus routes that will be fully incorporated into the proposed route or have pieces incorporated into the proposed route.



# Public Hearing Proposal

## Current MTA Route Crosswalk

The Proposed Route Change Crosswalk below is your guide to the plan. You can find the routes you currently ride in this table and see how they would change under the BaltimoreLink plan.

Current Route	Proposed Route(s)
No. 1 →	LocalLink 91, LocalLink 94, CityLink Navy
	<ul style="list-style-type: none"> <li>Alignments between the Mondawmin Metro SubwayLink Station and Cylburn Avenue, including service to Coldspring-Newton, will be incorporated into the LocalLink 91, and passengers can continue to downtown via the Metro SubwayLink or CityLink Navy and Yellow.</li> <li>Alignment between Pratt St and Fort McHenry will be incorporated into LocalLink 94.</li> <li>The majority of the No. 1 alignment between the Mondawmin Metro SubwayLink Station and downtown will be incorporated into the CityLink Navy.</li> </ul>
No. 3 →	LocalLink 53, CityLink Green, CityLink Silver, Express BusLink 103
	<ul style="list-style-type: none"> <li>Alignment between Sheppard Pratt and Taylor Avenue will be incorporated into the LocalLink 53.</li> <li>Alignment between Goucher Blvd and 33rd Street will be incorporated into the CityLink Green.</li> <li>Alignment between 33<sup>rd</sup> Street/The Alameda and North Avenue will be incorporated into the CityLink Silver.</li> <li>Service to Cromwell Bridge Park &amp; Ride will be provided on Express BusLink 103 during peak hours only.</li> </ul>
No. 4 →	LocalLink 62, CityLink Navy
	<ul style="list-style-type: none"> <li>Alignment between Dundalk Ave/Centre Place and Community College of Baltimore County (CCBC) Essex, will be incorporated into the LocalLink 62 and will also extend to White Marsh.</li> <li>Alignment between Turner Station and Dundalk Ave/Centre Place will be incorporated into the CityLink Navy.</li> </ul>
No. 5 →	CityLink Pink, CityLink Yellow
	<ul style="list-style-type: none"> <li>Alignment between Cedonia and Erdman Avenue will be incorporated into the CityLink Pink.</li> <li>The connection between Cedonia and Johns Hopkins Hospital will also be provided on the CityLink Pink, and passengers can continue to downtown via the Metro SubwayLink, CityLink Purple and Brown, or LocalLink 56.</li> <li>Portions of the No. 5 alignment between the Mondawmin Metro SubwayLink Station and North Avenue (including service to Lakeview Towers) will be incorporated into the CityLink Yellow.</li> </ul>



## Public Hearing Proposal

Current Route	Proposed Route(s)
No. 7	→ LocalLink 65, CityLink Lime
	<ul style="list-style-type: none"> <li>• Alignment between Canton and downtown will be incorporated into the LocalLink 65.</li> <li>• Alignment between Mondawmin Metro SubwayLink Station and Dolphin Street will be incorporated into the CityLink Lime.</li> </ul>
No. 8	→ CityLink Red
	<ul style="list-style-type: none"> <li>• The full alignment will be replaced by the CityLink Red.</li> </ul>
No. 9	→ LocalLink 93
	<ul style="list-style-type: none"> <li>• The full alignment will be replaced by LocalLink 93 and will extend service to Towson Town Center.</li> </ul>
No. 10	→ CityLink Navy, CityLink Purple, LocalLink 62
	<ul style="list-style-type: none"> <li>• Portions of the No. 10 alignment between Bullneck and Carey Street will be incorporated into the CityLink Navy.</li> <li>• The connection from Bullneck, Turner Station, and Dundalk to downtown will be provided on the CityLink Navy.</li> <li>• The No. 10 alignment between Rolling Road/Rte. 40 and Gilmore Street will be incorporated into the CityLink Purple.</li> <li>• The alignment between Boston Street and Ponca Street will be incorporated into LocalLink 62.</li> <li>• The connection between Rolling/Route 40 and Paradise to downtown will be incorporated into the CityLink Purple.</li> </ul>
No. 11	→ LocalLink 51
	<ul style="list-style-type: none"> <li>• The full alignment will be replaced by into the LocalLink 51.</li> </ul>
No. 12	→ LocalLink 52
	<ul style="list-style-type: none"> <li>• The entire No. 12 alignment will be replaced by the LocalLink 52.</li> </ul>
No. 13	→ CityLink Gold, LocalLink 22
	<ul style="list-style-type: none"> <li>• The entire No. 13 alignment to Fells Point and the branch to Federal Street will be replaced by the CityLink Gold.</li> <li>• The Linwood/East branch of the No. 13 will be incorporated into the LocalLink 21.</li> </ul>



## Public Hearing Proposal

Current Route	Proposed Route(s)
No. 14 →	LocalLink 69, LocalLink 70
	<ul style="list-style-type: none"> <li>Alignment between Jumpers Hole and Patapsco Light RailLink Station will be incorporated into the LocalLink 69.</li> <li>Alignment between Annapolis and Patapsco Light RailLink Station will be incorporated into the LocalLink 70.</li> </ul>
No. 15 →	LocalLink 34, LocalLink 79, LocalLink 80, CityLink Brown
	<ul style="list-style-type: none"> <li>The Westview branch of the No. 15 will be incorporated into the LocalLink 34.</li> <li>Alignment between CMS and Walbrook Junction will be incorporated into the LocalLink 79.</li> <li>Alignment between Walbrook Junction and Paca Street will be incorporated into the LocalLink 80.</li> <li>Alignment between Overlea Loop and Eager Street will be incorporated into the CityLink Brown and will extend service to White Marsh.</li> </ul>
No. 16 →	LocalLink 29
	<ul style="list-style-type: none"> <li>The entire No. 16 alignment, with the exception of the Violetville deviation, will be replaced by the LocalLink 29.</li> </ul>
No. 17 →	LocalLink 75
	<ul style="list-style-type: none"> <li>Alignment between Parkway Center and Arundel Mills, with the exception of portions of Aviation Boulevard, Candlewood Road, and Dorsey Road, will be incorporated into the LocalLink 75.</li> <li>The late night connection between UMD Medical Center, BWI Airport, and Arundel Mills will be incorporated into the LocalLink 75.</li> </ul>
No. 18 →	LocalLink 92
	<ul style="list-style-type: none"> <li>The various branches will be replaced by the LocalLink 92.</li> </ul>
No. 19 →	LocalLink 54
	<ul style="list-style-type: none"> <li>Both branches of the current No. 19 (Carney and Goucher &amp; Taylor), with the exception of service along Howard Street, will be replaced by the LocalLink 54.</li> <li>LocalLink 54 service will operate on Eutaw Street instead of Howard Street to avoid interaction with the Light RailLink service.</li> </ul>
No. 20 →	LocalLink 78
	<ul style="list-style-type: none"> <li>Alignment between CMS and Pulaski Street (West Baltimore MARC) will be replaced by the LocalLink 78. Passengers can continue to downtown from West Baltimore MARC via the CityLink Blue, Orange, Green, or Pink routes.</li> </ul>



## Public Hearing Proposal

Current Route		Proposed Route(s)
No. 21	→	CityLink Lime
<ul style="list-style-type: none"> <li>Alignment between Eastern Avenue and Mondawmin, with the exception of service on Lafayette Street and Gilmore Avenue, will be replaced by the CityLink Lime.</li> </ul>		
No. 22	→	LocalLink 22
<ul style="list-style-type: none"> <li>The entire No. 22 alignment will be replaced by the LocalLink 22.</li> </ul>		
No. 23	→	LocalLink 77, CityLink Orange
<ul style="list-style-type: none"> <li>Alignment between Rolling Road/Route 40 and West Baltimore MARC, including Wildwood Parkway service, will be replaced by the LocalLink 77. Passengers can continue to downtown via CityLink Blue, Orange, Green, or Pink.</li> <li>Alignment between Fox Ridge and downtown will be incorporated into the CityLink Orange.</li> </ul>		
No. 24	→	LocalLink 59
<ul style="list-style-type: none"> <li>Alignment between Rolling Mill Road and Whispering Woods, and the No. 24 alignment between Pulaski Highway and Moravia Park will be replaced by the LocalLink 59, with service operating through Bayview Medical Center.</li> </ul>		
No. 26	→	LocalLink 65, CityLink Blue, CityLink Orange
<ul style="list-style-type: none"> <li>Alignment between Dundalk Marine Terminal and Holabird Avenue will be replaced by the LocalLink 65, with service continuing to downtown.</li> <li>Alignment between Ponca Street and downtown will be replaced by the CityLink Orange.</li> <li>Alignment between Highland Avenue and downtown will be replaced by the CityLink Blue.</li> </ul>		
No. 27	→	LocalLink 31, LocalLink 73, LocalLink 71, LocalLink 82, LocalLink 94
<ul style="list-style-type: none"> <li>Alignment between Rogers Avenue and Sinai Hospital will be incorporated into the LocalLink 31.</li> <li>Alignment between Waterview Avenue and Pratt Street will be incorporated into the LocalLink 73.</li> <li>The connection from Cherry Hill to downtown will be provided on LocalLink 71 via Locust Point.</li> <li>Alignment between Reisterstown Plaza Metro SubwayLink Station and Belvedere Avenue will be incorporated into the LocalLink 82, including service to the Seton Business Park.</li> <li>Alignment between Belvedere Avenue and Martin Luther King, Jr. Blvd will be incorporated into the LocalLink 94.</li> </ul>		



## Public Hearing Proposal

Current Route	Proposed Route(s)
No. 29 →	LocalLink 71
	<ul style="list-style-type: none"> <li>Alignment between Hanover Street and Cherry Hill Light RailLink Station, with the exception of service on Waterview Avenue and to the Multi-Purpose Building, will be replaced by the LocalLink 71.</li> </ul>
No. 31 →	CityLink Gold, CityLink Navy, LocalLink 65
	<ul style="list-style-type: none"> <li>Alignment on Boston Street in Canton will be incorporated into the CityLink Gold.</li> <li>Alignment on O'Donnell Street, Boston Street, and Dundalk Avenue will be incorporated into the CityLink Navy.</li> <li>Service to CCBC Dundalk will be incorporated into the LocalLink 65.</li> </ul>
No. 33 →	LocalLink 28
	<ul style="list-style-type: none"> <li>The entire No. 33 alignment will be replaced by the LocalLink 28.</li> </ul>
No. 35 →	LocalLink 56, LocalLink 76, CityLink Yellow
	<ul style="list-style-type: none"> <li>Alignment between White Marsh and Guilford Avenue will be incorporated into the LocalLink 56.</li> <li>Alignment between Calvert Street and Maiden Choice Lane, including service to Crossroads Business Park, will be incorporated into the LocalLink 76.</li> <li>Access to Blind Industries will be maintained on the CityLink Yellow.</li> </ul>
No. 36 →	LocalLink 53, CityLink Yellow
	<ul style="list-style-type: none"> <li>Alignment between downtown and Riverview will be incorporated into the CityLink Yellow, with service operating on Lombard Street and Pratt Street instead of Baltimore Street and Fayette Street.</li> <li>Alignment between Northern Parkway and North Avenue will be incorporated into the LocalLink 53. Passengers can continue to downtown via the Light RailLink, CityLink Green, Silver, or Red, or LocalLink 51.</li> </ul>
No. 38 →	LocalLink 38
	<ul style="list-style-type: none"> <li>Alignment between Hilton Parkway and Walbrook Junction will be incorporated into the LocalLink 38.</li> </ul>
Quick Bus 40 →	CityLink Blue, CityLink Orange
	<ul style="list-style-type: none"> <li>Portions of the Quick Bus 40 alignment between the Centers for Medicare and Medicaid Services (CMS) and Bayview Boulevard will be replaced by the CityLink Blue.</li> <li>Alignment between Bayview Boulevard and Paca Street will be replaced by the CityLink Orange.</li> </ul>



## Public Hearing Proposal

Current Route	Proposed Route(s)
No. 44 →	LocalLink 30, LocalLink 31
	<ul style="list-style-type: none"> <li>Alignment between Rosedale and Rogers Avenue Station will be replaced by the LocalLink 30.</li> <li>Alignment between Rogers Avenue Metro SubwayLink Station and Security Square Mall will be incorporated into the LocalLink 31, including select trips to Security West and Social Security.</li> </ul>
Quick Bus 46 →	CityLink Pink, CityLink Purple
	<ul style="list-style-type: none"> <li>Alignment between Cedonia and Erdman Avenue will be replaced by the CityLink Pink.</li> <li>The connection between Cedonia and Johns Hopkins Hospital will be preserved on the CityLink Pink, and passengers can continue to downtown via the Metro SubwayLink or CityLink Purple or Brown, or LocalLink 56.</li> <li>Alignment between Paradise Loop and Gilmore Street will be replaced by the CityLink Purple, which will continue downtown.</li> </ul>
Quick Bus 47 →	LocalLink 80, CityLink Brown
	<ul style="list-style-type: none"> <li>Alignment between Overlea Loop and Washington Street will be replaced by the CityLink Brown and will extend to White Marsh, while still offer connections to downtown.</li> <li>Alignment between Walbrook Junction and Edmondson Avenue will be incorporated into LocalLink 80, which will continue to downtown.</li> </ul>
Quick Bus 48 →	CityLink Red
	<ul style="list-style-type: none"> <li>The full Quick Bus 48 alignment Street will be replaced by the CityLink Red.</li> </ul>
No. 50 →	LocalLink 57
	<ul style="list-style-type: none"> <li>The entire No. 50 alignment will be replaced by the LocalLink 57.</li> </ul>
No. 51 →	LocalLink 26, LocalLink 73, LocalLink 82
	<ul style="list-style-type: none"> <li>Cherry Hill branch between Hanover Street and Mondawmin Metro SubwayLink Station will be replaced by the LocalLink 26.</li> <li>Alignment between Patapsco Light RailLink Station and the Horseshoe Casino will be incorporated into the LocalLink 73.</li> <li>Alignment between Mondawmin Metro SubwayLink Station and Rogers Avenue Metro SubwayLink Station will be incorporated into the LocalLink 82.</li> </ul>
No. 52 →	CityLink Lime
	<ul style="list-style-type: none"> <li>The entire No. 52 alignment between Milford Mill Road and Mondawmin Metro SubwayLink Station will be replaced by the CityLink Lime.</li> </ul>



## Public Hearing Proposal

Current Route	Proposed Route(s)
No. 53 →	LocalLink 83
	<ul style="list-style-type: none"> <li>The entire No. 53 alignment will be replaced by the LocalLink 83.</li> </ul>
No. 54 →	LocalLink 81, LocalLink 85
	<ul style="list-style-type: none"> <li>Alignment between Randallstown and Milford Mill Metro SubwayLink Station will be replaced by the LocalLink 81, with service extended to Deer Park Plaza.</li> <li>Alignment between Milford Mill Metro SubwayLink Station and North Avenue will be incorporated into the LocalLink 85.</li> </ul>
No. 55 →	LocalLink 36
	<ul style="list-style-type: none"> <li>The entire No. 55 alignment will be replaced by the LocalLink 36.</li> </ul>
No. 56 →	LocalLink 87
	<ul style="list-style-type: none"> <li>The entire No. 56 alignment will be replaced by the LocalLink 87.</li> </ul>
No. 57 →	LocalLink 34, LocalLink 31
	<ul style="list-style-type: none"> <li>Alignment between Liberty Road and Rogers Avenue Metro SubwayLink Station will be replaced by the LocalLink 34.</li> <li>The connection between Rogers Avenue Metro SubwayLink Station and Security Boulevard will be preserved on LocalLink 31.</li> </ul>
No. 58 →	LocalLink 33, LocalLink 34, CityLink Brown
	<ul style="list-style-type: none"> <li>Alignment between Mt Washington Light RailLink Station and Belair Road will be incorporated into the LocalLink 33.</li> <li>Portions of the No. 58 alignment between Falls Road and Park Heights Avenue will be incorporated into LocalLink 34. LocalLink 34 will connect to the Metro SubwayLink at Rogers Avenue.</li> <li>Alignment between Overlea and White Marsh will be incorporated into the CityLink Brown.</li> </ul>
No. 59 →	LocalLink 89
	<ul style="list-style-type: none"> <li>Alignment between Red Run Boulevard and Patterson Avenue will be replaced by the LocalLink 89 with service extended to Rogers Avenue Metro SubwayLink Station.</li> </ul>
No. 60 →	LocalLink 34
	<ul style="list-style-type: none"> <li>Alignment on Smith Avenue will be replaced by the LocalLink 34, which will connect to the Metro SubwayLink at Rogers Avenue.</li> </ul>



## Public Hearing Proposal

Current Route	Proposed Route(s)
No. 61 →	LocalLink 95
	<ul style="list-style-type: none"> <li>The entire No. 61 alignment will be replaced by the LocalLink 95.</li> </ul>
No. 64 →	LocalLink 67, Express BusLink 164, CityLink Silver
	<ul style="list-style-type: none"> <li>Alignment between Marley Neck/Energy Parkway and Curtis Bay will be replaced by the LocalLink 67, with service continuing to downtown.</li> <li>The connection between downtown and Riviera Beach will be incorporated into the Express BusLink 164.</li> <li>Curtis Bay alignment between Curtis Bay and North Avenue will be incorporated into the CityLink Silver (with the exception of the deviation into Port Covington), with service extended to University Parkway and Morgan State.</li> </ul>
No. 77 →	LocalLink 37, CityLink Yellow
	<ul style="list-style-type: none"> <li>Portions of the No. 77 alignment between University of Maryland – Baltimore County (UMBC) and Riverview, including connections to Halethorpe MARC, will be replaced by the CityLink Yellow.</li> <li>The entire No. 77 alignment between Old Court Metro SubwayLink Station and University of Maryland – Baltimore County (UMBC) will be replaced by the LocalLink 37.</li> </ul>
No. 91 →	LocalLink 31, LocalLink 80, CityLink Yellow, CityLink Gold
	<ul style="list-style-type: none"> <li>Alignment between Rogers Avenue Metro SubwayLink Station and Sinai Hospital will be incorporated into the LocalLink 31.</li> <li>Alignment between Rogers Avenue Metro SubwayLink Station and Walbrook Junction, including service on Garrison Boulevard, will be replaced by the LocalLink 80 which will continue downtown to City Hall.</li> <li>Portions of the No. 91 alignment between North Avenue and downtown will be incorporated into the CityLink Yellow.</li> <li>Alignment on North Avenue will be replaced by the CityLink Gold.</li> </ul>
No. 97 →	LocalLink 82
	<ul style="list-style-type: none"> <li>Alignment between Monte Verde Apartments and Mondawmin Metro SubwayLink Station will be replaced by the LocalLink 82.</li> </ul>
No. 98 →	LocalLink 22
	<ul style="list-style-type: none"> <li>The entire No. 98 alignment, with the exception of service on Keswick Road, will be replaced by the LocalLink 22.</li> </ul>



## Public Hearing Proposal

Current Route	Proposed Route(s)
No. 99 →	LocalLink 37, Express BusLink 107
	<ul style="list-style-type: none"> <li>• Portions of the No. 99 alignment between Old Court and University of Maryland – Baltimore County (UMBC) will be incorporated into the LocalLink 37.</li> <li>• Connections between Old Court Metro SubwayLink Station, Security Boulevard, Catonsville, Community College of Baltimore County (CCBC) Catonsville, University of Maryland – Baltimore County (UMBC) and BWI Airport will be provided on the Express BusLink 107.</li> </ul>
Express Bus 103 →	Express BusLink 103
	<ul style="list-style-type: none"> <li>• The entire Express Bus 103 alignment will be replaced by the Express BusLink 103.</li> </ul>
Express Bus 104 →	Express BusLink 103
	<ul style="list-style-type: none"> <li>• The entire Express Bus 104 alignment between Cromwell Bridge and the Alameda will be replaced by the Express BusLink 103, with service continuing to downtown.</li> </ul>
Express Bus 105 →	Express BusLink 105
	<ul style="list-style-type: none"> <li>• The entire Express Bus 105 alignment will be replaced by Express BusLink 105.</li> </ul>
Express Bus 110 →	CityLink Purple
	<ul style="list-style-type: none"> <li>• The Express Bus 110 alignment between Rolling Road/Route 40 and Gilmore Street will be replaced by the CityLink Purple, which will also connect to downtown.</li> </ul>
Express Bus 115 →	Express BusLink 115
	<ul style="list-style-type: none"> <li>• The entire Express Bus 115 alignment will be replaced by the Express BusLink 115.</li> </ul>
Express Bus 119 →	Express BusLink 154
	<ul style="list-style-type: none"> <li>• The entire Express Bus 119 (both Carney and Goucher &amp; Taylor alignments), with the exception of service on Howard Street service, will be replaced by the Express BusLink 154.</li> <li>• Express BusLink 154 service will operate on Eutaw Street instead of Howard Street to avoid interaction with the Light RailLink service.</li> </ul>
Express Bus 120 →	Express BusLink 120
	<ul style="list-style-type: none"> <li>• The entire Express Bus 120 alignment will be replaced by the Express BusLink 120.</li> </ul>
Express Bus 150 →	Express BusLink 150
	<ul style="list-style-type: none"> <li>• The Express Bus 150 alignment, with the exception of Edmondson Avenue and Long Branch Park &amp; Ride, will be replaced by the Express BusLink 150.</li> <li>• Service will also be extended to Harbor East on Express BusLink 150.</li> </ul>



## Public Hearing Proposal

Current Route	Proposed Route(s)
Express Bus 160 →	Express BusLink 160
	<ul style="list-style-type: none"><li>The entire Express Bus 160 alignment will be replaced by the Express BusLink 160.</li></ul>
Express Bus 164 →	Express BusLink 164
	<ul style="list-style-type: none"><li>The Express Bus 164 connection from downtown to Riviera Beach will be incorporated into Express BusLink 164.</li></ul>



# PROPOSED CITYLINK BLUE

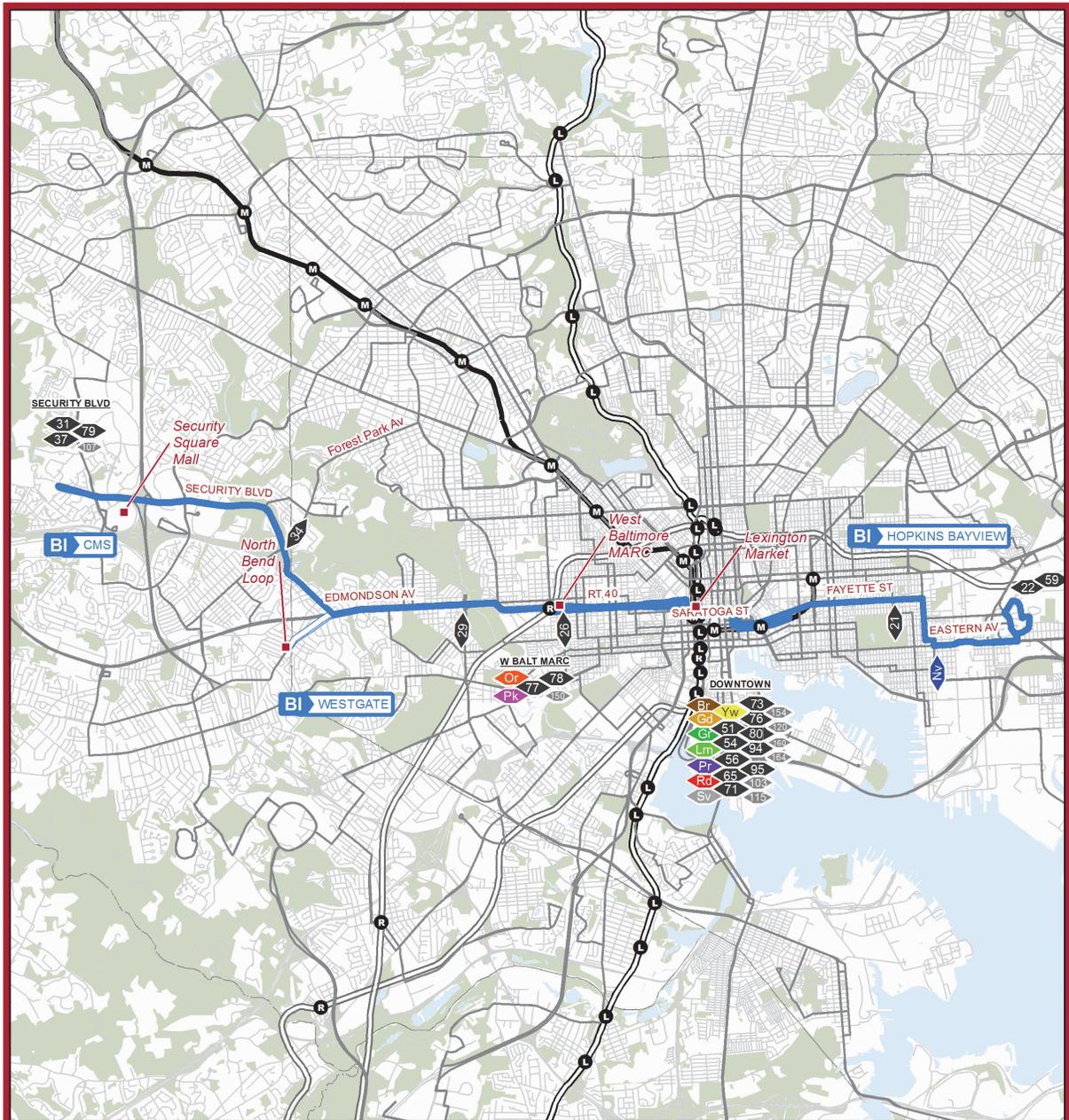


## DRAFT

Route	Blue				
Type	CityLink				
	CMS Trips		Westgate Trips		All Trips
From	CMS		WESTGATE		EDMONDSON VILLAGE
To	HOPKINS BAYVIEW		HOPKINS BAYVIEW		HOPKINS BAYVIEW
Span	Weekday	4:00am-1:00am		4:00am-6:00am; 7:00pm-3:00pm	
	Saturday	8:00am-11:00pm		24 Hours	
	Sunday	9:00am-9:00pm		24 Hours	
Frequency (Minutes)	Weekday	Early	60	30	20-30
		AM Peak	10	-	10
		Midday	15	-	15
		PM Peak	10	-	10
		Evening	40	40	20
		Late Night	60	30	20-30
	Sat	Day (8:00am-9:00pm)	30	30	15
		Other Times	30	60	20-60
	Sun	Day (9:00am-9:00pm)	30	30	15
Other Times		-	60	60	
Rail Stations Served	Metro	Shot Tower, Lexington Market			
	Light Rail	Lexington Market			
	MARC	West Baltimore			
CityLink Transfers	All				
Points of Interest Served	Security Square, Edmondson Village, Patterson Park, Bayview Medical Center		Edmondson Village, Patterson Park, Bayview Medical Center		Edmondson Village, Patterson Park, Bayview Medical Center
Current Routes	26, QB40				
Description	CityLink Blue will largely replace the western half of the current QB40 and provide service between 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 QB40 and the 23 line.				



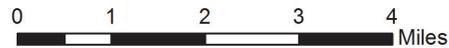
# PROPOSED CITYLINK BLUE



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	Proposed Alignment	Other BaltimoreLink Routes	Metro SubwayLink
Light RailLink	CityLink	Select Service	Light RailLink	MARC
Metro SubwayLink	LocalLink			Other Roadways
MARC	Express BusLink			

## PROPOSED CITYLINK BLUE



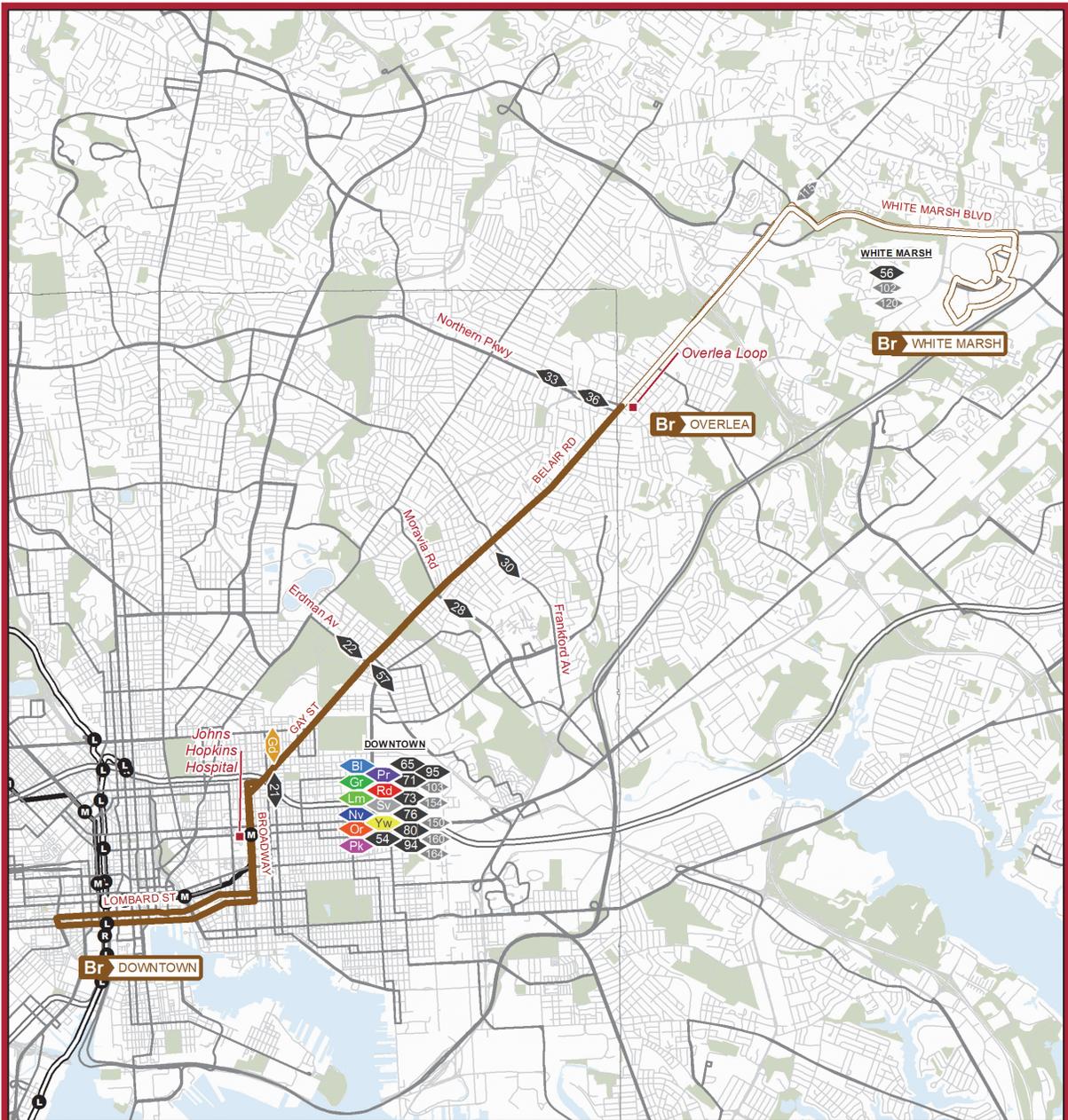


**DRAFT**

Route	Brown			
Type	CityLink			
	Select Trips		All Trips	
From	OVERLEA / WHITE MARSH		OVERLEA	
To	DOWNTOWN		DOWNTOWN	
Span	Weekday	5:00am-11:00pm	24 Hours	
	Saturday	8:00am-11:00pm	5:00am-3:00am	
	Sunday	9:00am-9:00pm	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	60	30-60
		AM Peak	20	9
		Midday	30	15
		PM Peak	20	9
		Evening	40	20
		Late Night	-	40
	Sat	Day (8:00am-11:00pm)	30	15
		Other Times	-	45
	Sun	Day (9:00am-9:00pm)	60	30
Other Times		-	45	
Rail Stations Served	Metro	Charles Center, Johns Hopkins Hospital	Charles Center, Johns Hopkins Hospital	
	Light Rail	Convention Center	Convention Center	
	MARC	Camden	Camden	
CityLink Transfers	All		All	
Points of Interest Served	White Marsh, Johns Hopkins Hospital, Inner Harbor, Convention Center, Little Italy, Clifton Park		Johns Hopkins Hospital, Inner Harbor, Convention Center, Little Italy, Clifton Park	
Current Routes	15, 58, QB47		15, 58, QB47	
Description	CityLink Brown largely replaces the current 15 line and QB47 between Overlea and downtown, with the exception that CityLink Brown will operate via Broadway, Lombard Street and Pratt Street and layover at Pratt and Greene 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 generator.			



# PROPOSED CITYLINK BROWN



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Select Service	<b>—</b> Light RailLink	<b>—</b> MARC
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink			<b>—</b> Other Roadways
<b>R</b> MARC	<b>###</b> Express BusLink			

## PROPOSED CITYLINK BROWN



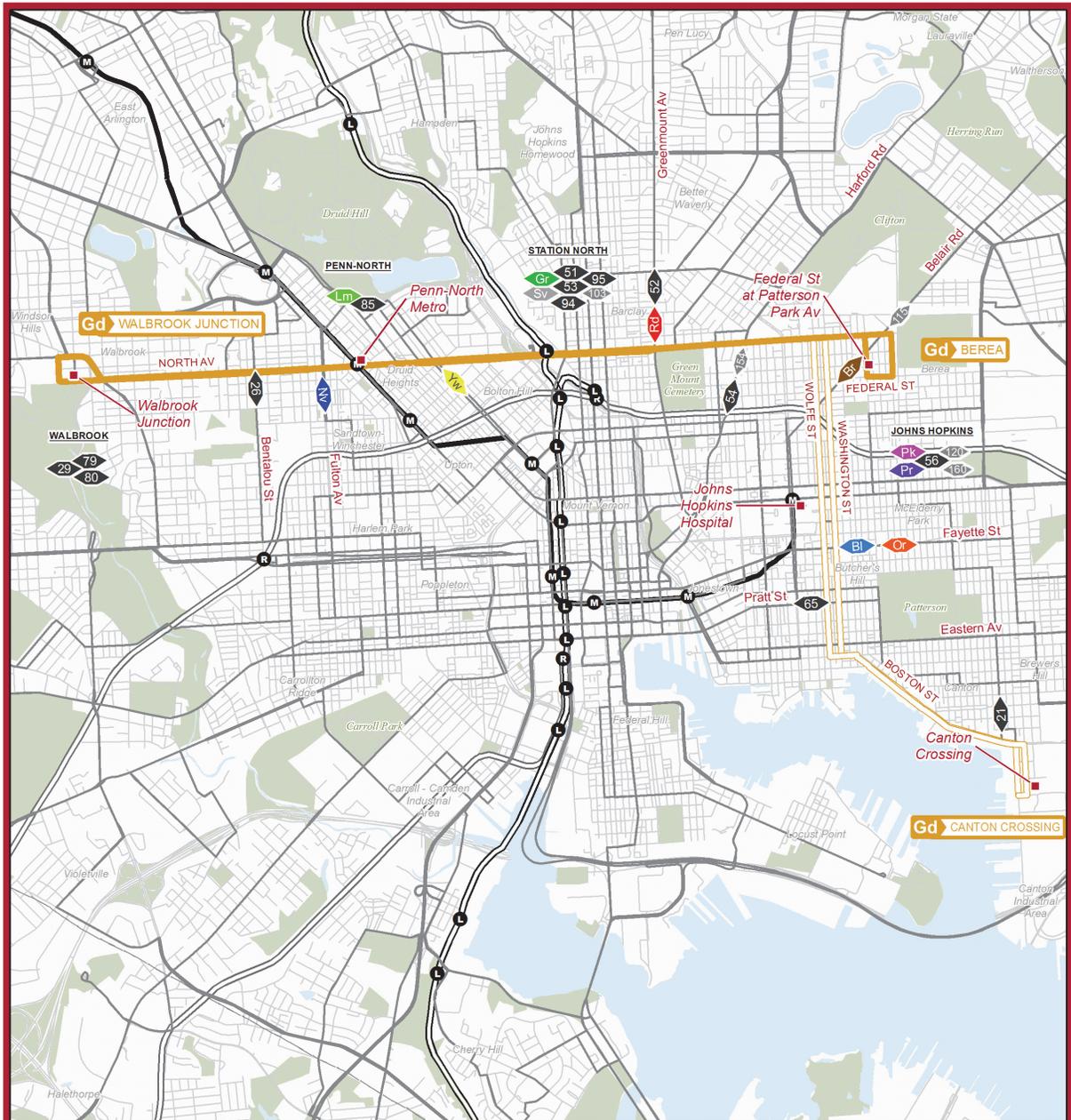


**DRAFT**

Route	Gold			
Type	CityLink			
	Select Trips		All Trips	
From	WALBROOK JUNCTION		WALBROOK JUNCTION	
To	BEREA / CANTON CROSSING		BEREA	
Span	Weekday	4:00am-2:00am	24 Hours	
	Saturday	5:00am-2:00am	24 Hours	
	Sunday	5:00am-1:00am	24 Hours	
Frequency (Minutes)	Weekday	Early	60	30-60
		AM Peak	20	10
		Midday	30	15
		PM Peak	20	10
		Evening	30	20
		Late Night	60	30-60
	Sat	Day (8:00am-8:00pm)	30	15
		Other Times	60	30-60
	Sun	Day (8:00am-8:00pm)	30	15
	Other Times	60	30-60	
Rail Stations Served	Metro	Penn North, Johns Hopkins Hospital	Penn North	
	Light Rail	North Avenue	North Avenue	
	MARC	-	-	
CityLink Transfers	All		Lime, Navy, Yellow, Silver, Red, Pink, Brown	
Points of Interest Served	Walbrook Junction, Johns Hopkins Hospital, Station North Arts District		Walbrook Junction, Station North Arts District	
Current Routes	13, 31		13	
Description	The current 13 alignment between Walbrook Junction and Canton via Wolfe Street/Washington Street and Boston Street will be unchanged. The current 13 short turn between Walbrook Junction and Patterson Park Avenue/Federal Street will also be unchanged. The Linwood Avenue/East Avenue branch of the current 13 will be accommodated on LocalLink 21.			



# PROPOSED CITYLINK GOLD



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Select Service</b>	<b>Light RailLink</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



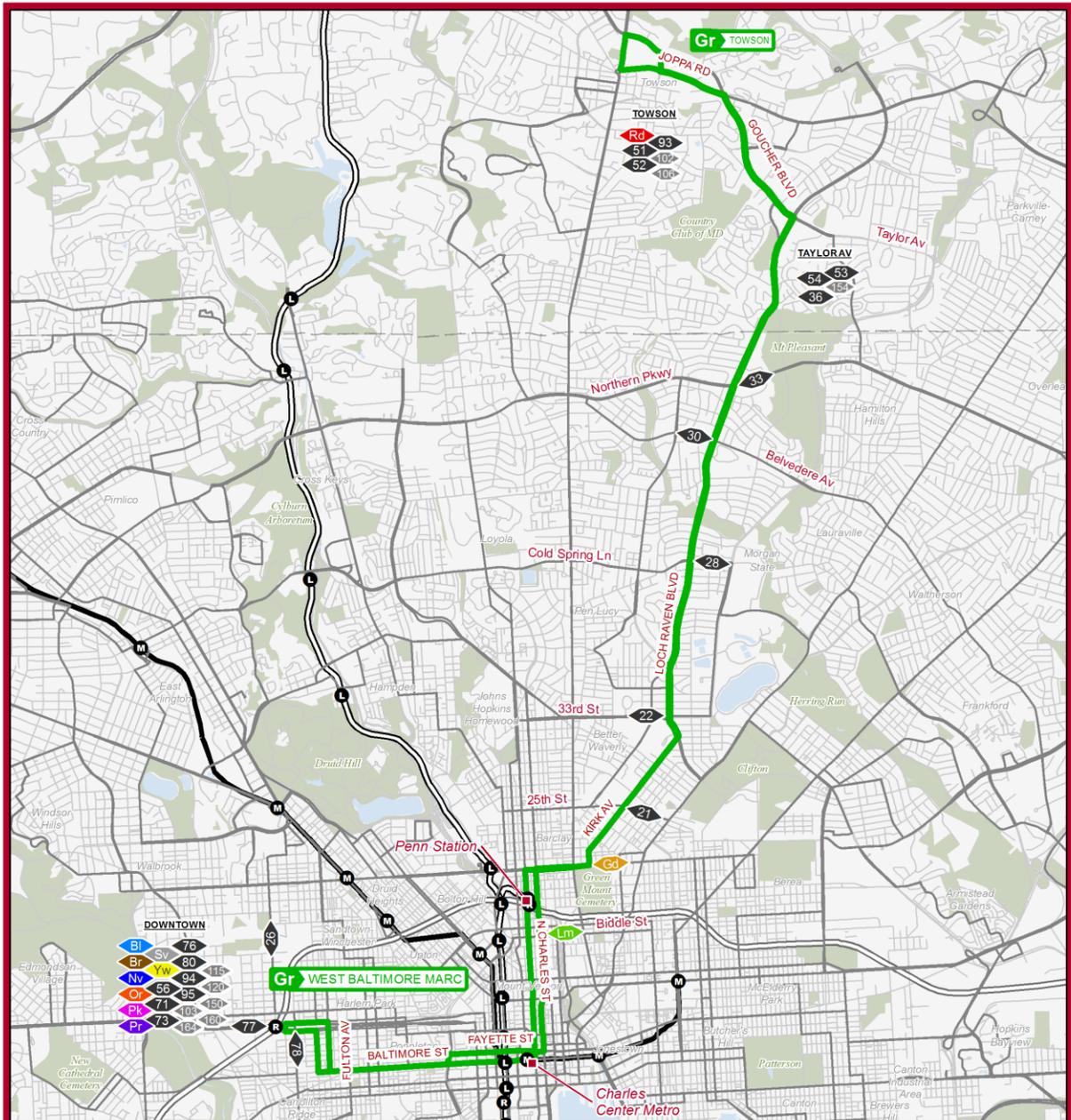


**DRAFT**

Route	Green		
Type	CityLink		
From	W. BALTIMORE MARC		
To	TOWSON		
Span	Weekday	24 Hours	
	Saturday	5:00am-3:00am	
	Sunday	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	10
		Midday	15
		PM Peak	10
		Evening	20
		Late Night	30
	Sat	Day (8:00am-8:00pm)	15
		Other Times	60
	Sun	Day (8:00am-8:00pm)	30
Other Times		60	
Rail Stations Served	Metro	Charles Center	
	Light Rail	University Center/Baltimore Street, Penn Station	
	MARC	West Baltimore, Penn Station	
CityLink Transfers	All		
Points of Interest Served	Towson Town Center, Goucher & Taylor, Morgan State, University of Baltimore, UMD Medical Center		
Current Routes	3, 20, 36		
Description	<p>CityLink Green largely replaces the current 3 line 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. There is higher ridership on Kirk Avenue to downtown than on 33rd Street. It would also extend to West Baltimore MARC primarily via Baltimore Street, Fulton Avenue, and Monroe Street. Current 3 line service to Sheppard Pratt and on Joppa Road east of Goucher Boulevard and Loch Raven Boulevard north of Goucher Boulevard would be provided on LocalLink 53.</p>		



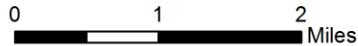
# PROPOSED CITYLINK GREEN



## LEGEND

## PROPOSED CITYLINK GREEN

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



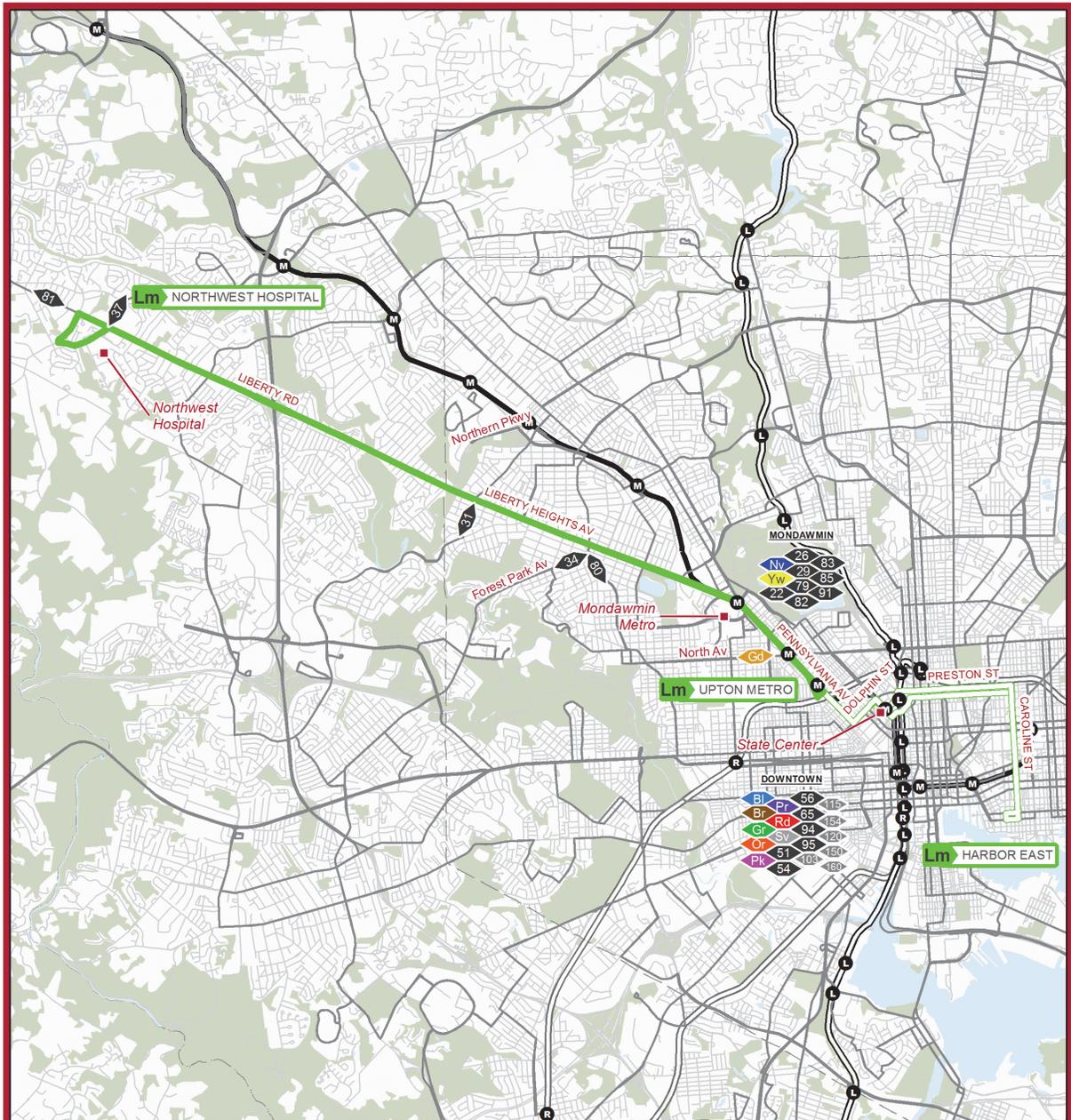


**DRAFT**

Route	Lime			
Type	CityLink			
	Select Trips		All Trips	
From	NORTHWEST HOSPITAL		NORTHWEST HOSPITAL	
To	UPTON METRO / HARBOR EAST		UPTON METRO	
Span	Weekday	4:00am-1:00am	24 Hours	
	Saturday	5:00am-1:00am	5:00am-3:00am	
	Sunday	6:00am-12:00am	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	40	20-40
		AM Peak	20	10
		Midday	30	15
		PM Peak	20	10
		Evening	30	15
		Late Night	60	30-60
	Sat	Day (8:00am-8:00pm)	40	20
		Other Times	60	30-60
	Sun	Day (8:00am-8:00pm)	40	20
	Other Times	60	30-60	
Rail Stations Served	Metro	Mondawmin, Penn North, Upton, State Center	Mondawmin, Penn North, Upton	
	Light Rail	Cultural Center/State Center	-	
	MARC	-	-	
CityLink Transfers	All		Navy, Yellow, Gold	
Points of Interest Served	Northwest Hospital, Randallstown, Mondawmin, State Center, Harbor East		Northwest Hospital, Randallstown, Mondawmin	
Current Routes	7, 21, 52		7, 21, 52	
Description	CityLink Lime will replace the current 52 line and will extend service to Northwest Hospital, a major generator. It will also replace the current 21 alignment along Caroline Street, Preston Street, and Biddle Street and connect to Mondawmin via Pennsylvania Ave. Every other trip from Northwest Hospital will end at the Upton Metro Station.			



# PROPOSED CITYLINK LIME



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Proposed Alignment	<b>—</b> BaltimoreLink Routes	<b>—</b> Metro SubwayLink
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>—</b> Select Service	<b>—</b> Light RailLink	<b>—</b> MARC
<b>R</b> MARC	<b>###</b> Express BusLink		<b>—</b> Other Roadways	

## PROPOSED CITYLINK LIME





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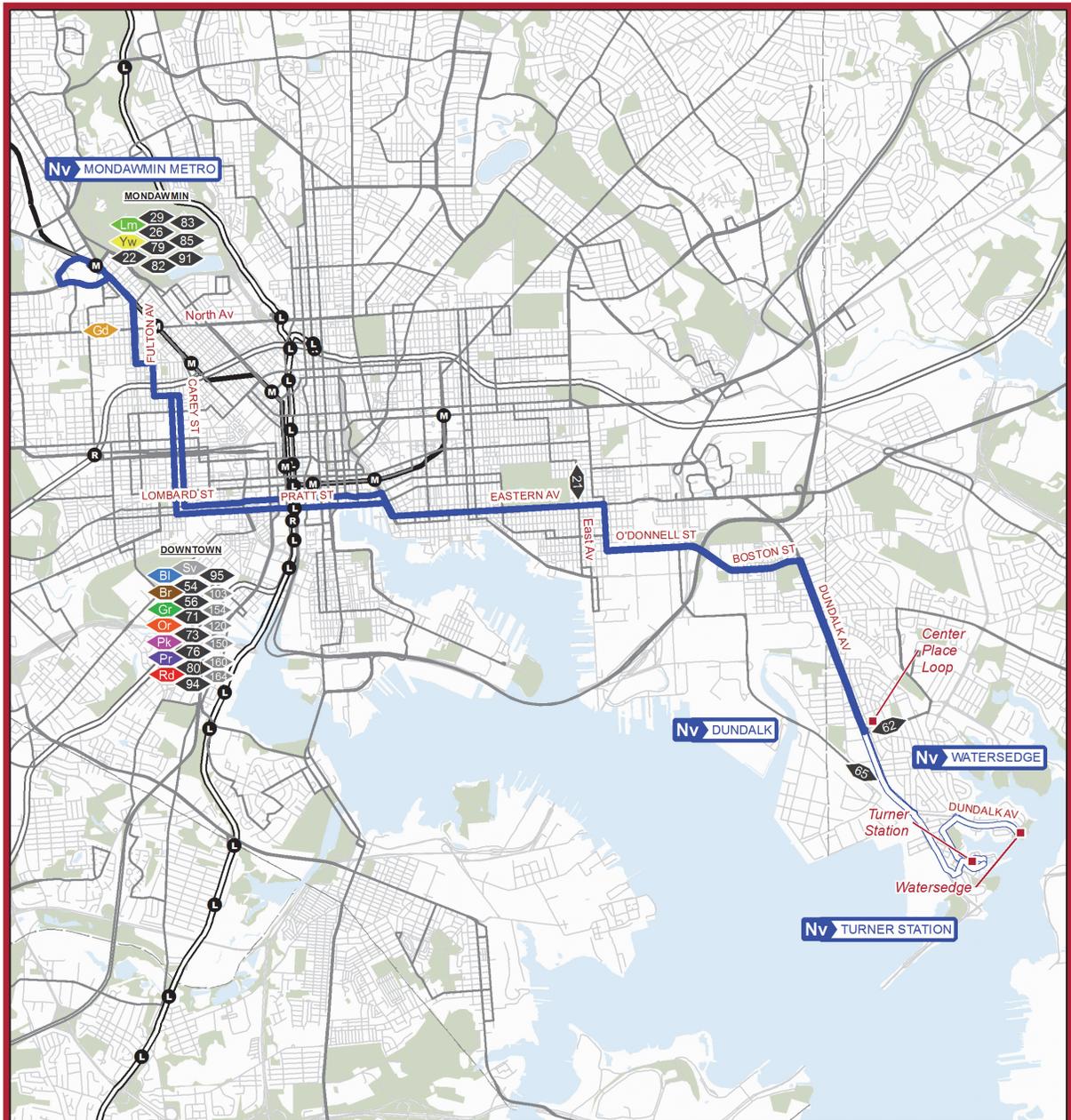
Route	Navy		
Type	CityLink		
From	DUNDALK / WATERSEDGE*		
To	MONDAWMIN METRO		
Span	Weekday	24 Hours	
	Saturday	24 Hours	
	Sunday	24 Hours	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	10
		Midday	15-30**
		PM Peak	10
		Evening	20
		Late Night	-
	Sat	Day (8:00am-10:00pm)	15-20**
		Other Times	45-60
	Sun	Day (7:00am-8:00pm)	30
Other Times		60	
Rail Stations Served	Metro	Charles Center, Mondawmin	
	Light Rail	Convention Center	
	MARC	Camden	
CityLink Transfers	All		
Points of Interest Served	Dundalk, Fells Point, Inner Harbor, Hollins Market, Mondawmin, Patterson Park		
Current Routes	1, 10, 31		
Description	<p>CityLink Navy largely replaces the current 10 line between downtown and Dundalk and portions of the 31 line. It will serve the majority of the Dundalk Avenue and Eastern Avenue service on the 10 and the O'Donnell Street portion of the 31. These segments are the highest ridership portions of each route. The Navy will also extend to Mondawmin via Riggs Avenue, Gilmore Street, and Presstman Street from Carey Street to provide West Baltimore residents with a connection to Mondawmin and downtown that is similar but much more frequent than the current 1 line.</p>		

\*Trips after 10:00pm will operate to and from Turner Station instead of Watersedge.

\*\*Every other trip will operate to and from Center Place in Dundalk only.



# PROPOSED CITYLINK NAVY



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Select Service	<b>—</b> Light RailLink	<b>—</b> MARC
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>—</b> Other Roadways	
<b>R</b> MARC	<b>###</b> Express BusLink			

## PROPOSED CITYLINK NAVY



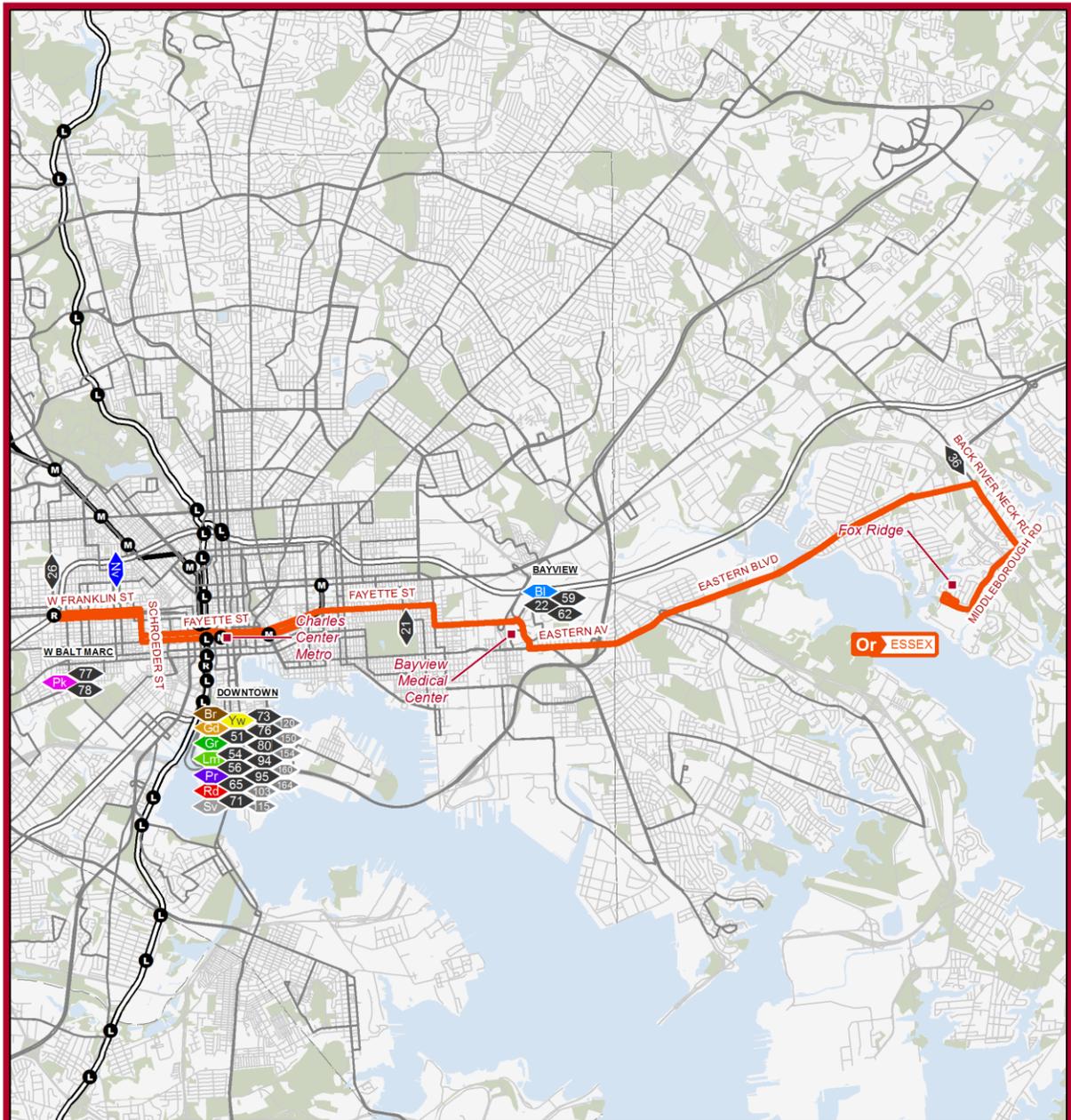


**DRAFT**

Route	Orange		
Type	CityLink		
From	ESSEX		
To	W. BALTIMORE MARC		
Span	Weekday	24 Hours	
	Saturday	5:00am-2:00am	
	Sunday	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	10
		Midday	15
		PM Peak	10
		Evening	20
		Late Night	60
	Sat	Day (8:00am-11:00pm)	20
		Other Times	60
	Sun	Day (8:00am-11:00pm)	20
Other Times		60	
Rail Stations Served	Metro	Charles Center	
	Light Rail	Baltimore Street	
	MARC	West Baltimore	
CityLink Transfers	All		
Points of Interest Served	Fox Ridge, Middle River, Eastpoint Mall, Bayview Medical Center, Johns Hopkins Hospital		
Current Routes	23, 26, QB40		
Description	CityLink Orange will largely replace the current 23 line between West Baltimore MARC and Fox Ridge as well as the QB40 between West Baltimore MARC and Middle River. Service from downtown to West Baltimore MARC will provide local service along Franklin Street and Mulberry Street.		



# PROPOSED CITYLINK ORANGE



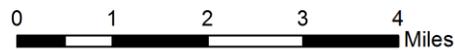
## LEGEND

- Rail Stations**
- L** Light RailLink
  - M** Metro SubwayLink
  - R** MARC

- Connecting Routes**
- Xx** CityLink
  - ##** LocalLink
  - ###** Express BusLink

- Proposed Alignment**
- Other BaltimoreLink Routes

- Light RailLink
- Metro SubwayLink
- MARC
- Other Roadways



## PROPOSED CITYLINK ORANGE

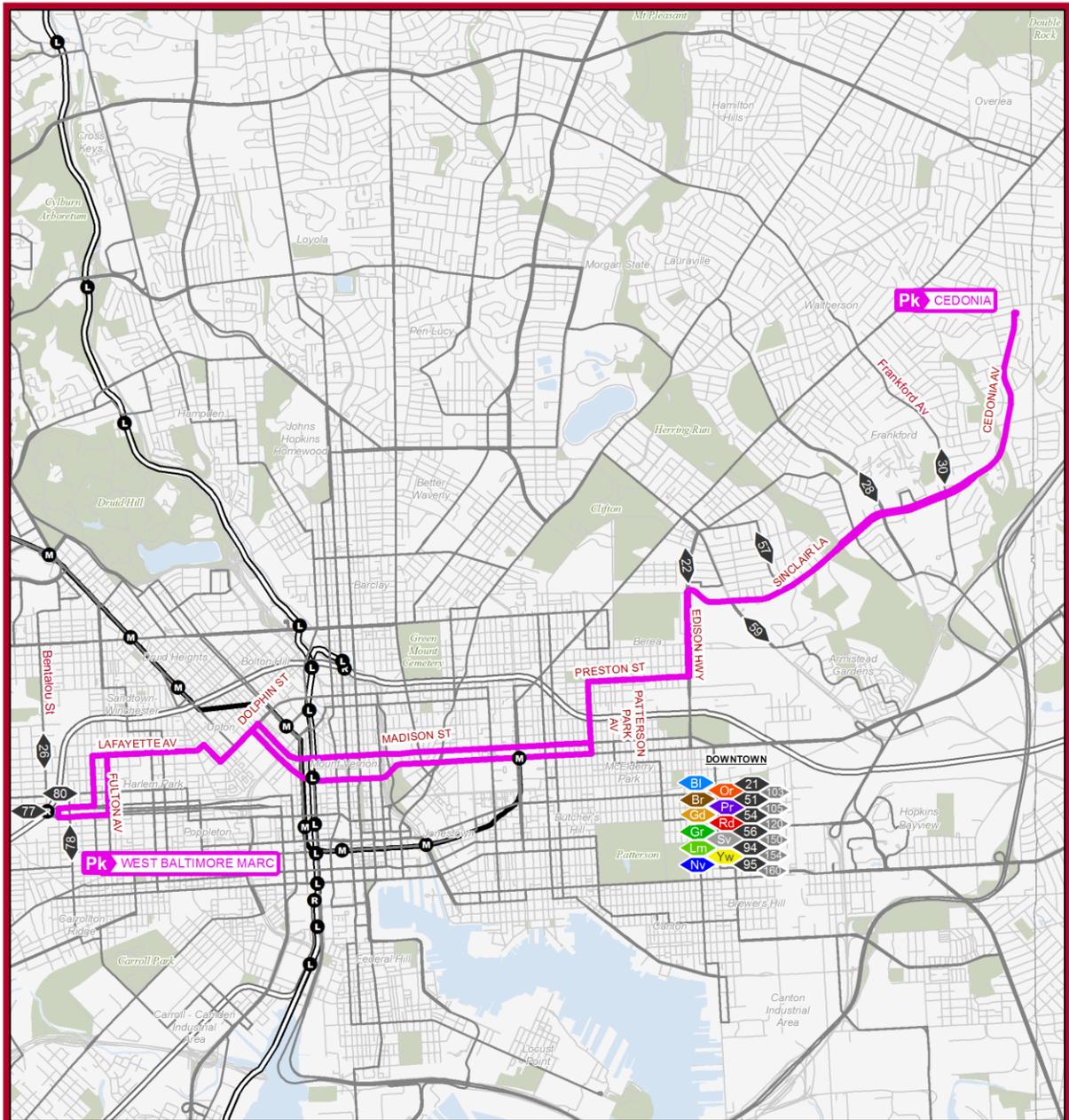


**DRAFT**

Route	Pink		
Type	CityLink		
From	CEDONIA		
To	W. BALTIMORE MARC		
Span	Weekday	24 Hours	
	Saturday	5:00am-3:00am	
	Sunday	5:00am-3:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	10
		Midday	15
		PM Peak	10
		Evening	20
		Late Night	30
	Sat	Day (8:00am-11:00pm)	20
		Other Times	60
	Sun	Day (8:00am-11:00pm)	20
Other Times		60	
Rail Stations Served	Metro	Johns Hopkins Hospital	
	Light Rail	Centre Street	
	MARC	West Baltimore	
CityLink Transfers	All		
Points of Interest Served	Johns Hopkins Hospital		
Current Routes	5, QB46		
Description	<p>CityLink Pink will largely replace the current 5 line and QB46 between Johns Hopkins Hospital and Cedonia. Service in Berea and Collington Square will be consolidated on Patterson Park Avenue and Preston Street (Federal Street had lower ridership). The route will also extend to the West Baltimore MARC transit center and will traverse downtown via Centre Street and Madison Street.</p>		



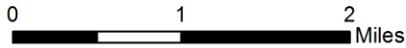
# PROPOSED CITYLINK PINK



## LEGEND

## PROPOSED CITYLINK PINK

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



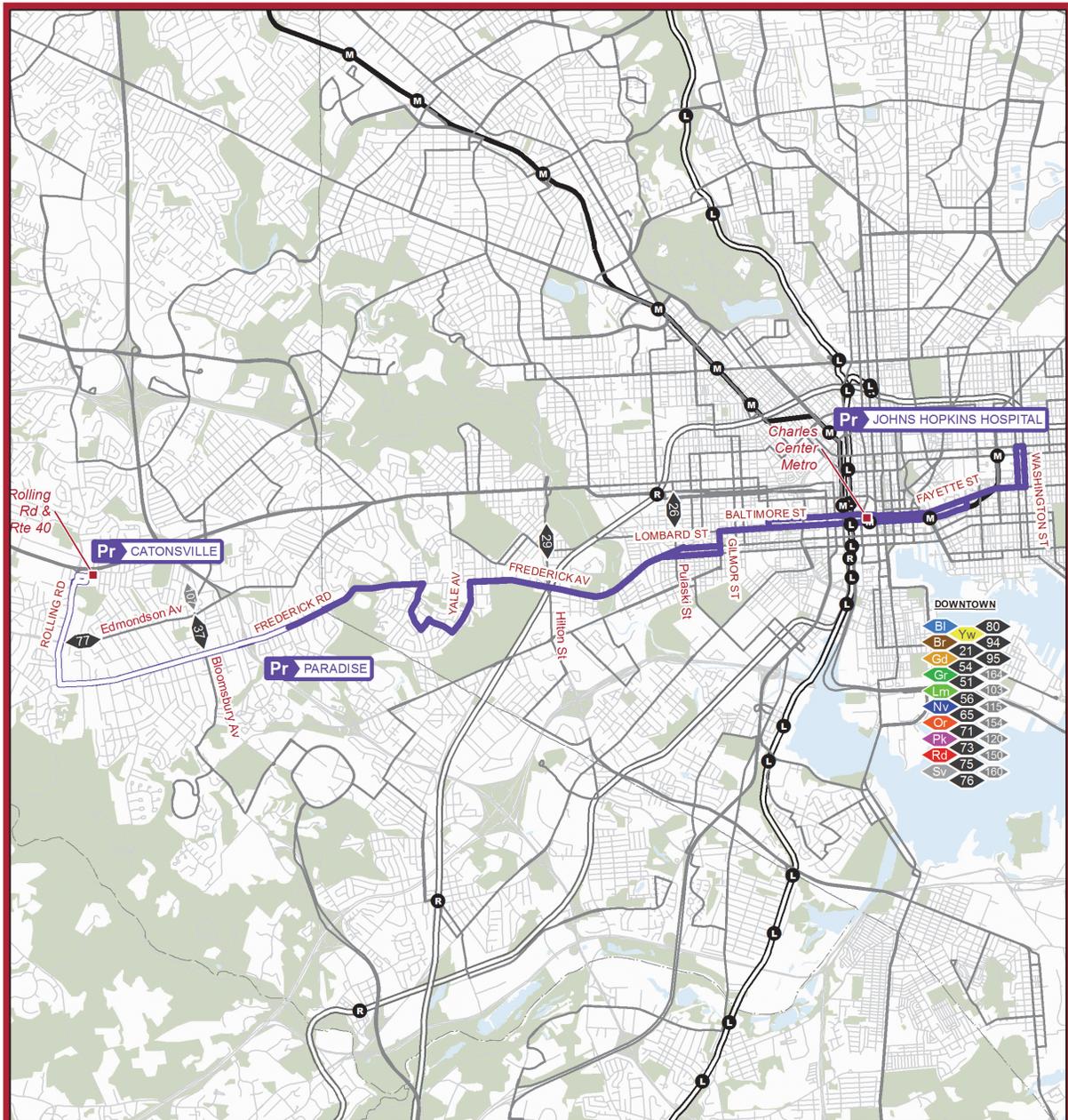


**DRAFT**

Route	Purple			
Type	CityLink			
	Select Trips		All Trips	
From	PARADISE / CATONSVILLE		PARADISE	
To	HOPKINS HOSPITAL		HOPKINS HOSPITAL	
Span	Weekday	5:00am-11:00pm	24 Hours	
	Saturday	7:00am-11:00pm	5:00am-3:00am	
	Sunday	8:00am-10:00pm	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	60	30-60
		AM Peak	20	10
		Midday	30	15
		PM Peak	20	10
		Evening	40	20
		Late Night	-	60
	Sat	Day (9:00am-7:00pm)	30	15
		Other Times	30	20-60
	Sun	Day	60	60
	Other Times	60	60	
Rail Stations Served	Metro	Charles Center, Johns Hopkins Hospital	Charles Center, Johns Hopkins Hospital	
	Light Rail	Baltimore Street	Baltimore Street	
	MARC	-	-	
CityLink Transfers	All		All	
Points of Interest Served	Rolling Rd & Rte 40, Catonsville, Yale Heights, UMD Medical Center, Johns Hopkins Hospital		Yale Heights, UMD Medical Center, Johns Hopkins Hospital	
Current Routes	10, 110, QB46		10, 110, QB46	
Description	CityLink Purple will largely replace the current 10 line and 110 line between downtown and Rolling Road & Route 40 and the QB46 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 Wolfe Street/Washington Street) than the QB46 between downtown and the hospital.			



# PROPOSED CITYLINK PURPLE



## LEGEND

## PROPOSED CITYLINK PURPLE

<b>Rail Stations</b>	<b>Connecting Routes</b>	Proposed Alignment	Other BaltimoreLink Routes	Metro SubwayLink
Light RailLink	CityLink	Select Service	Light RailLink	MARC
Metro SubwayLink	LocalLink			Other Roadways
MARC	Express BusLink			

0 1 2 3 Miles

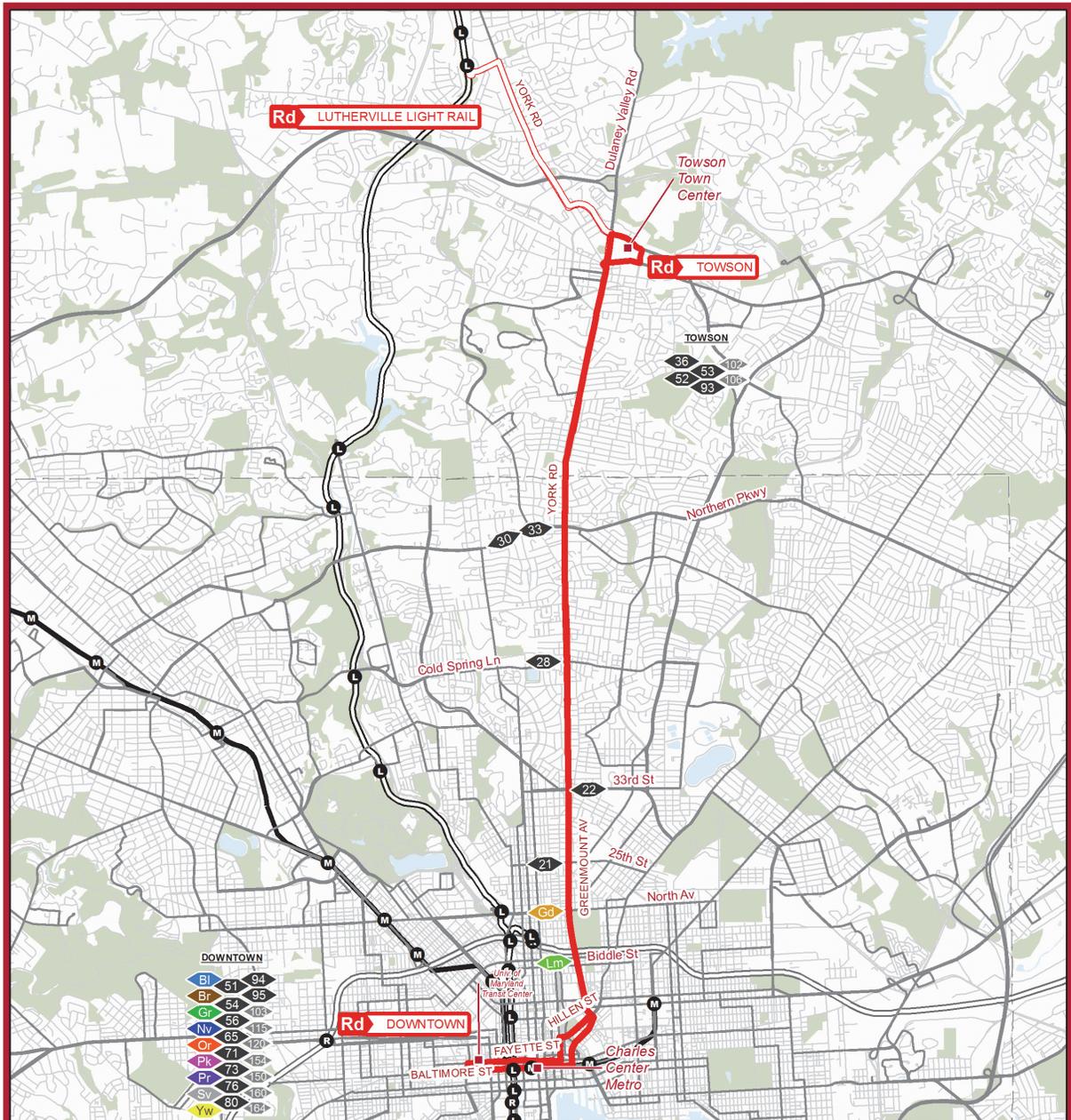


**DRAFT**

Route	Red			
Type	CityLink			
	Select Trips		All Trips	
From	TOWSON / LUTHERVILLE LIGHT RAIL		TOWSON	
To	DOWNTOWN		DOWNTOWN	
Span	Weekday	24 Hours	24 Hours	
	Saturday	24 Hours	24 Hours	
	Sunday	24 Hours	24 Hours	
Frequency (Minutes)	Weekday	Early	60	30
		AM Peak	20	9
		Middy	24	12
		PM Peak	20	9
		Evening	40	15-20
	Sat	Day (8:00am-11:00pm)	30	12
		Other Times	60	30-60
	Sun	Day (8:00am-11:00pm)	30	20-30
		Other Times	60	30-60
Rail Stations Served	Metro	Charles Center	Charles Center	
	Light Rail	University Center/Baltimore Street, Convention Center, Lutherville	University Center/Baltimore Street, Convention Center	
	MARC	-	-	
CityLink Transfers	All		All	
Points of Interest Served	Lutherville, Towson Town Center, Waverly, City Hall		Towson Town Center, Waverly, City Hall	
Current Routes	8, QB48		8, QB48	
Description	CityLink Red will largely replace the current 8 line and QB48, using the same alignment between Lutherville Light Rail and downtown and will continue to serve the UMD Medical Center Transit Center.			



PROPOSED CITYLINK RED



LEGEND

PROPOSED CITYLINK RED

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Select Service	<b>—</b> Light RailLink	<b>—</b> MARC
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink			<b>—</b> Other Roadways
<b>R</b> MARC	<b>###</b> Express BusLink			



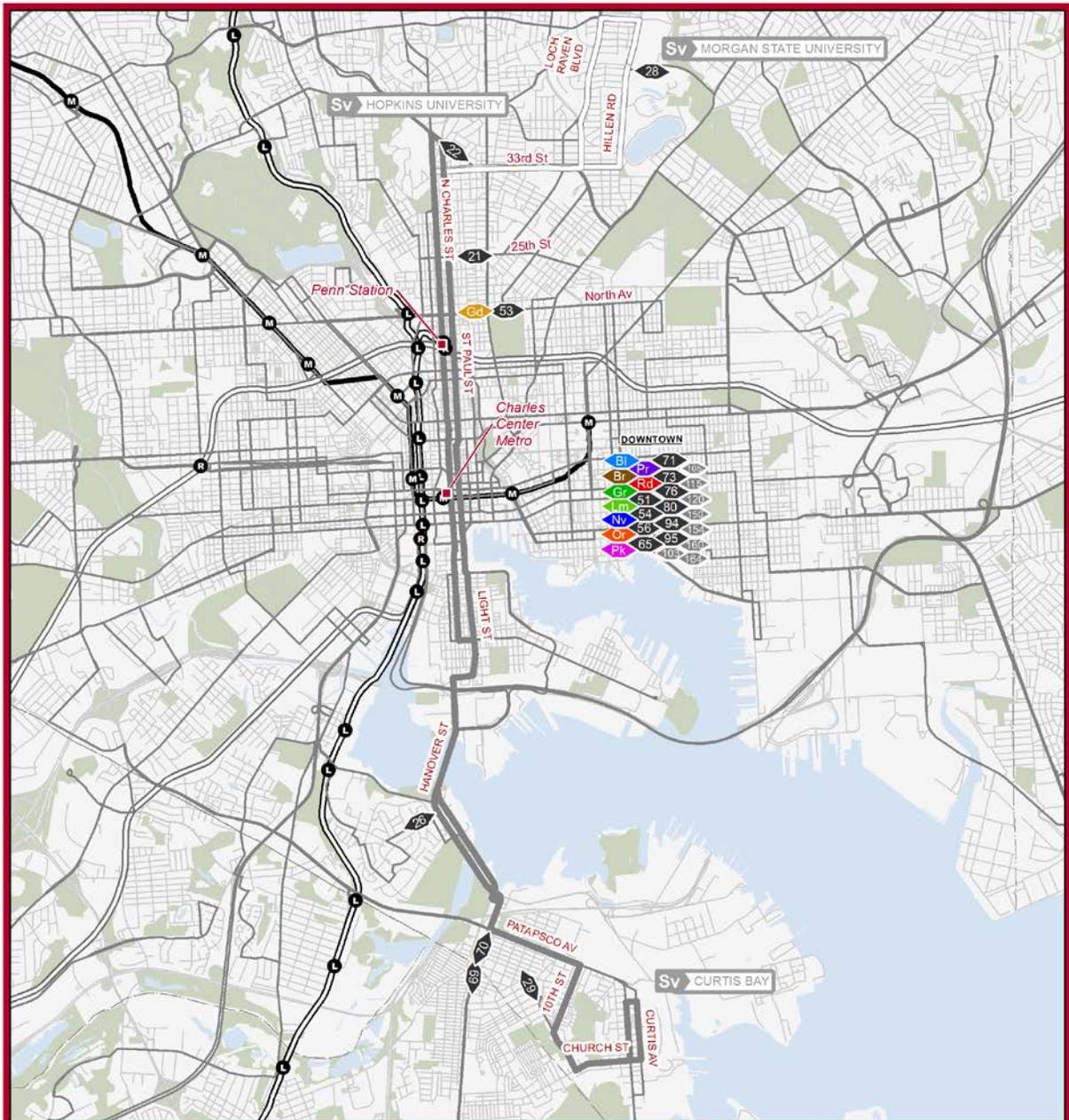


**DRAFT**

Route	Silver			
Type	CityLink			
	Select Trips		All Trips	
From	CURTIS BAY		CURTIS BAY	
To	MORGAN STATE UNIV. / HOPKINS UNIVERSITY		HOPKINS UNIVERSITY	
Span	Weekday	5:00am-12:00am	24 Hours	
	Saturday	5:00am-12:00am	5:00am-3:00am	
	Sunday	5:00am-12:00am	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	30	30
		AM Peak	30	10
		Midday	30	15
		PM Peak	30	10
		Evening	40	20
	Sat	Late Night	60	30-60
		Day (8:00am-8:00pm)	30-40	20
	Sun	Other Times	60	30-60
		Day (8:00am-8:00pm)	30-40	20
Rail Stations Served	Metro	Charles Center	Charles Center	
	Light Rail	Penn Station	Penn Station	
	MARC	Penn Station	Penn Station	
CityLink Transfers	All		All	
Points of Interest Served	Brooklyn Homes, Curtis Bay, Harbor Hospital, Federal Hill, Penn Station, Johns Hopkins University, Morgan State University		Brooklyn Homes, Curtis Bay, Harbor Hospital, Federal Hill, Penn Station, Johns Hopkins University	
Current Routes	3, 64		3, 64	
Description	CityLink Silver will largely replace the current 64 line 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 LocalLinks 51 and 95 on Charles Street. Select trips will replace current 3 line service along 33rd Street and extend to Morgan State University.			



# PROPOSED CITYLINK SILVER



## LEGEND

## PROPOSED CITYLINK SILVER

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Select Service</b>	<b>Light RailLink</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink			<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink			





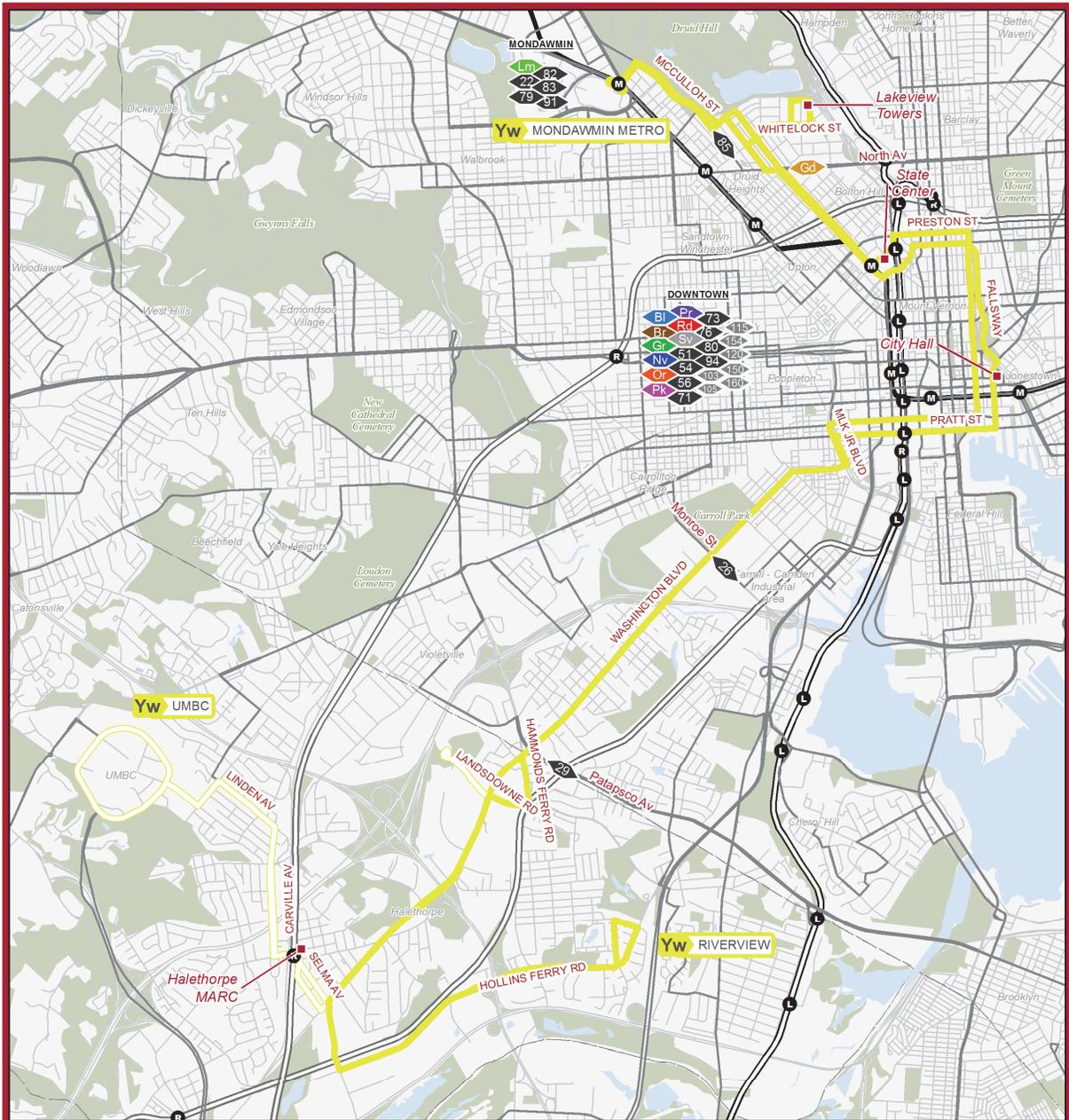
**DRAFT**

Route	Yellow				
Type	CityLink				
	Riverview Trips		UMBC Trips	All Trips	
From	RIVERVIEW*		UMBC VIA KAISER	HALETHORPE FARMS RD	
To	MONDAWMIN		MONDAWMIN	MONDAWMIN	
Span	Weekday	24 Hours	5:00am-11:00pm	-	
	Saturday	5:00am-3:00am	8:00am-11:00pm	-	
	Sunday	5:00am-2:00am	9:00am-9:00pm	-	
Frequency (Minutes)	Weekday	Early	60	60	30
		AM Peak	20	20	10
		Midday	30	30	15
		PM Peak	20	20	10
		Evening	40	40	20
		Late Night	60	-	60
	Sat	Day	60	30	20
		Other Times	60	-	60
	Sun	Day	60	30	20
	Other Times	60	-	60	
Rail Stations Served	Metro	Charles Center, Mondawmin, State Center			
	Light Rail	Convention Center, Cultural Center/State Center			
	MARC	Camden	Halethorpe, Camden	Camden	
CityLink Transfers	All				
Points of Interest Served	Riverview, Reservoir Hill, Mondawmin, Lansdowne Station, Montgomery Park	UMBC, Reservoir Hill, Mondawmin, Lansdowne Station, Montgomery Park, Kaiser Medical	Mondawmin, Lansdowne Station, Montgomery Park		
Current Routes	5, 36, 77, 91				
Description	The primary branch of the CityLink Yellow will replace the current 36 line 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. The secondary branch of the Yellow will replace the current 77 line between Washington Boulevard and UMBC. The Yellow will also replace the connection between downtown and Mondawmin on the current 5 and 7 lines, and the current 91 line on Eutaw Place.				

\*One late night trip will serve Kaiser Medical in both directions.



# PROPOSED CITYLINK YELLOW



## LEGEND

## PROPOSED CITYLINK YELLOW

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment to Riverview</b>	<b>Other</b>	<b>MARC</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Branches to Riverview</b>	<b>BaltimoreLink Routes</b>	<b>Other Roadways</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>Service to UMBC</b>	<b>Light RailLink</b>	
<b>R</b> MARC	<b>###</b> Express BusLink		<b>Metro SubwayLink</b>	



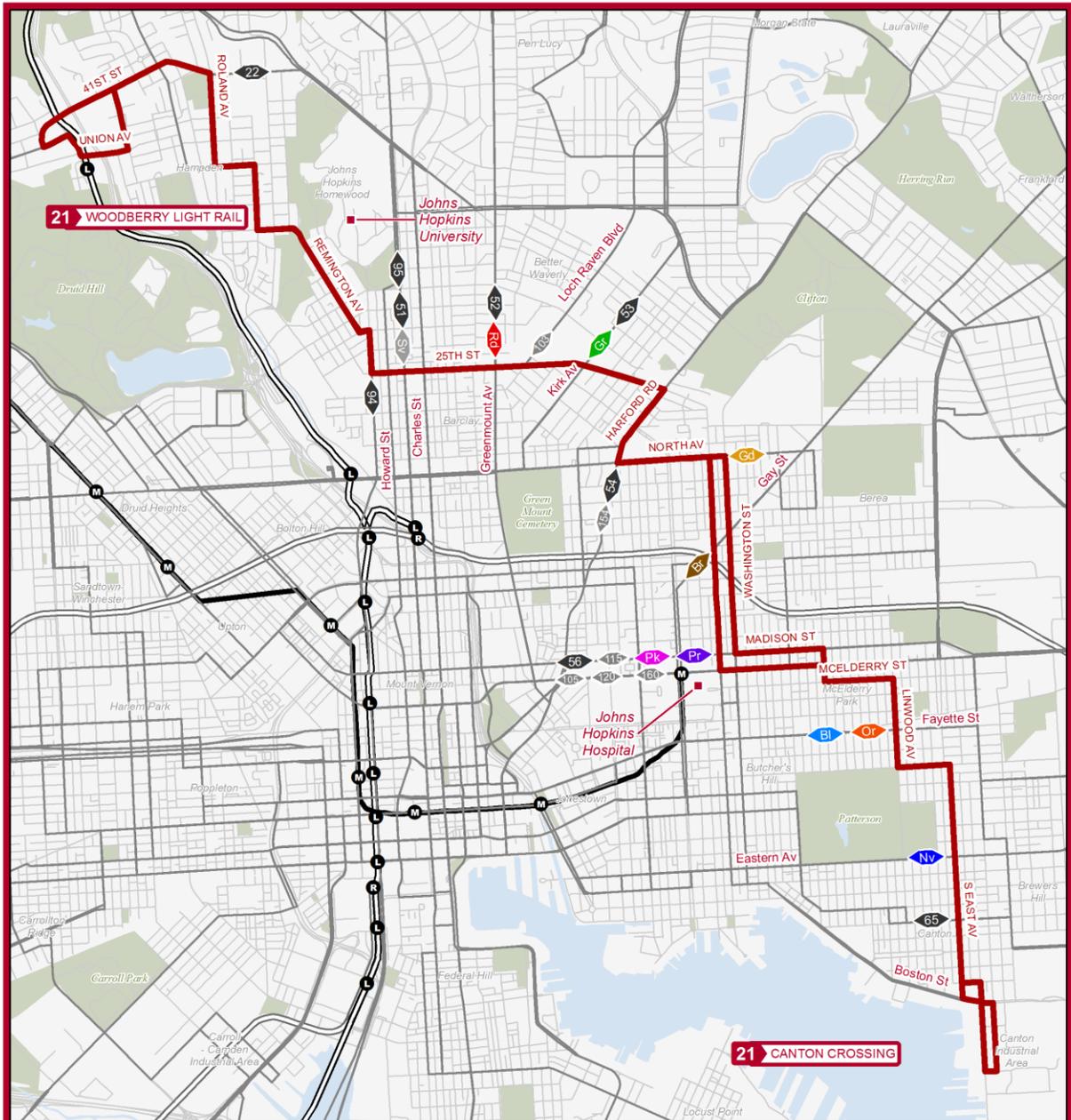


**DRAFT**

Route	21			
Type	LocalLink			
From	WOODBERRY			
To	CANTON CROSSING			
Span	Weekday	4:00am-1:00am		
	Saturday	4:00am-1:00am		
	Sunday	4:00am-1:00am		
Frequency (Minutes)	Weekday	Early	50	
		AM Peak	33	
		Midday	31	
		PM Peak	33	
		Evening	37	
		Late Night	45	
	Sat	Day (5:00am-10:00pm)	30	
		Other Times	60	
	Sun	Day (5:00am-10:00pm)	30	
		Other Times	60	
Rail Stations Served	Metro	Johns Hopkins Hospital		
	Light Rail	Woodberry		
	MARC	-		
CityLink Transfers	Red, Green, Brown, Pink, Blue, Orange, Navy, Gold, Silver, Purple			
Points of Interest Served	Canton Crossing, Johns Hopkins Hospital, Hampden, Remington			
Current Routes	13, 98			
Description	LocalLink 21 will replace the eastern branch of the current 13 line and the Hampden Shuttle (current route 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 (Johns Hopkins Hospital) and the Light Rail (Woodberry).			



# PROPOSED LOCALINK 21



## LEGEND

## PROPOSED LOCALINK 21

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



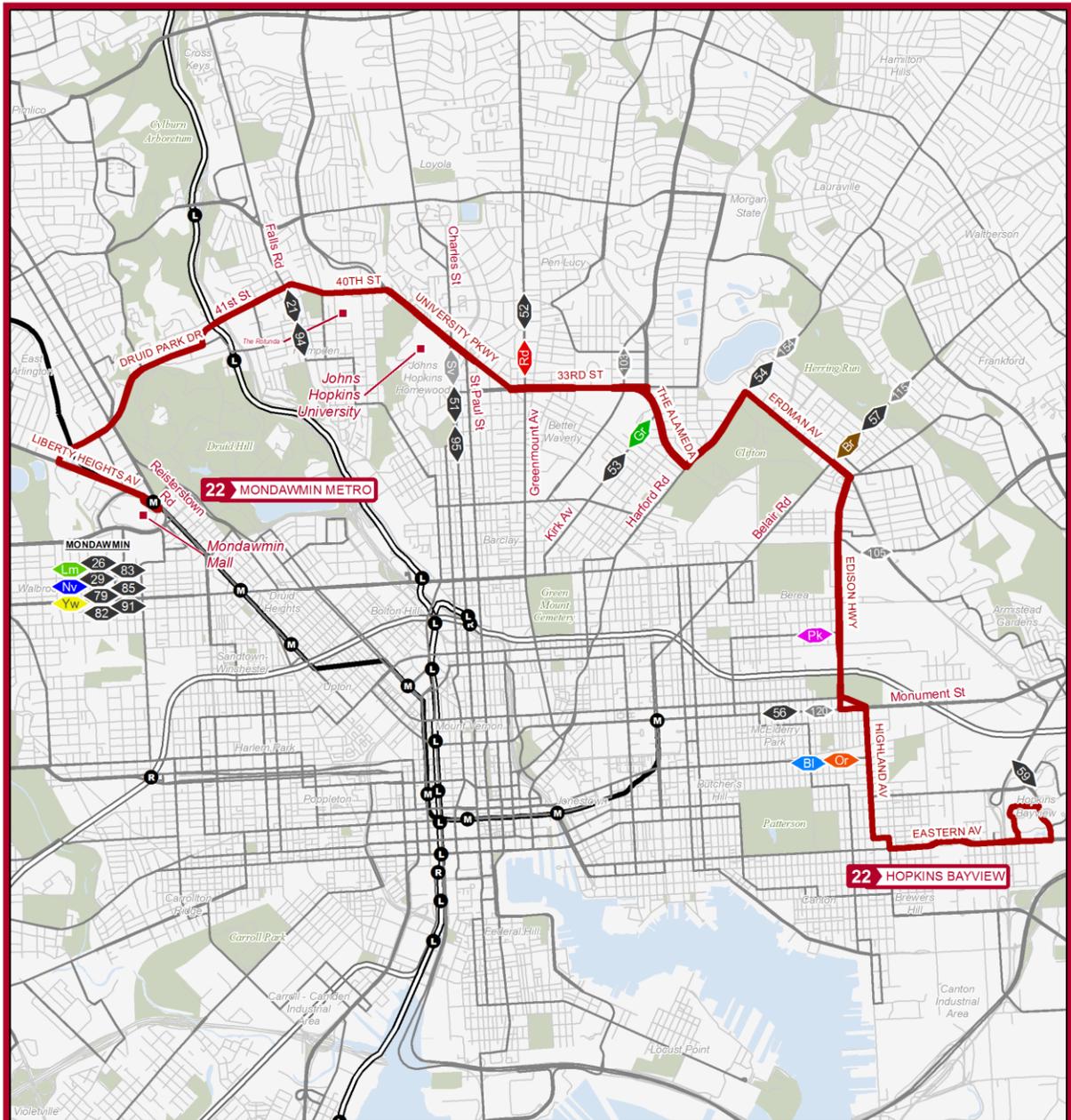


**DRAFT**

Route	22		
Type	LocalLink		
From	MONDAWMIN METRO		
To	HOPKINS BAYVIEW		
Span	Weekday	4:00am-2:00am	
	Saturday	4:00am-2:00am	
	Sunday	4:00am-2:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	10
		Midday	15
		PM Peak	10
		Evening	30
		Late Night	45
	Sat	Day (8:00am-8:00pm)	23
		Other Times	45
	Sun	Day (8:00am-8:00pm)	24
Other Times		45	
Rail Stations Served	Metro	Mondawmin	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Yellow, Navy, Lime, Red, Green, Brown, Pink, Blue, Orange, Silver		
Points of Interest Served	Bayview Medical Center, Mondawmin, Johns Hopkins University		
Current Routes	22		
Description	LocalLink 22 will replace the current 22 line and will follow its exact alignment		



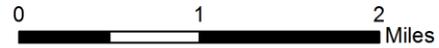
# PROPOSED LOCALLINK 22



## LEGEND

## PROPOSED LOCALLINK 22

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



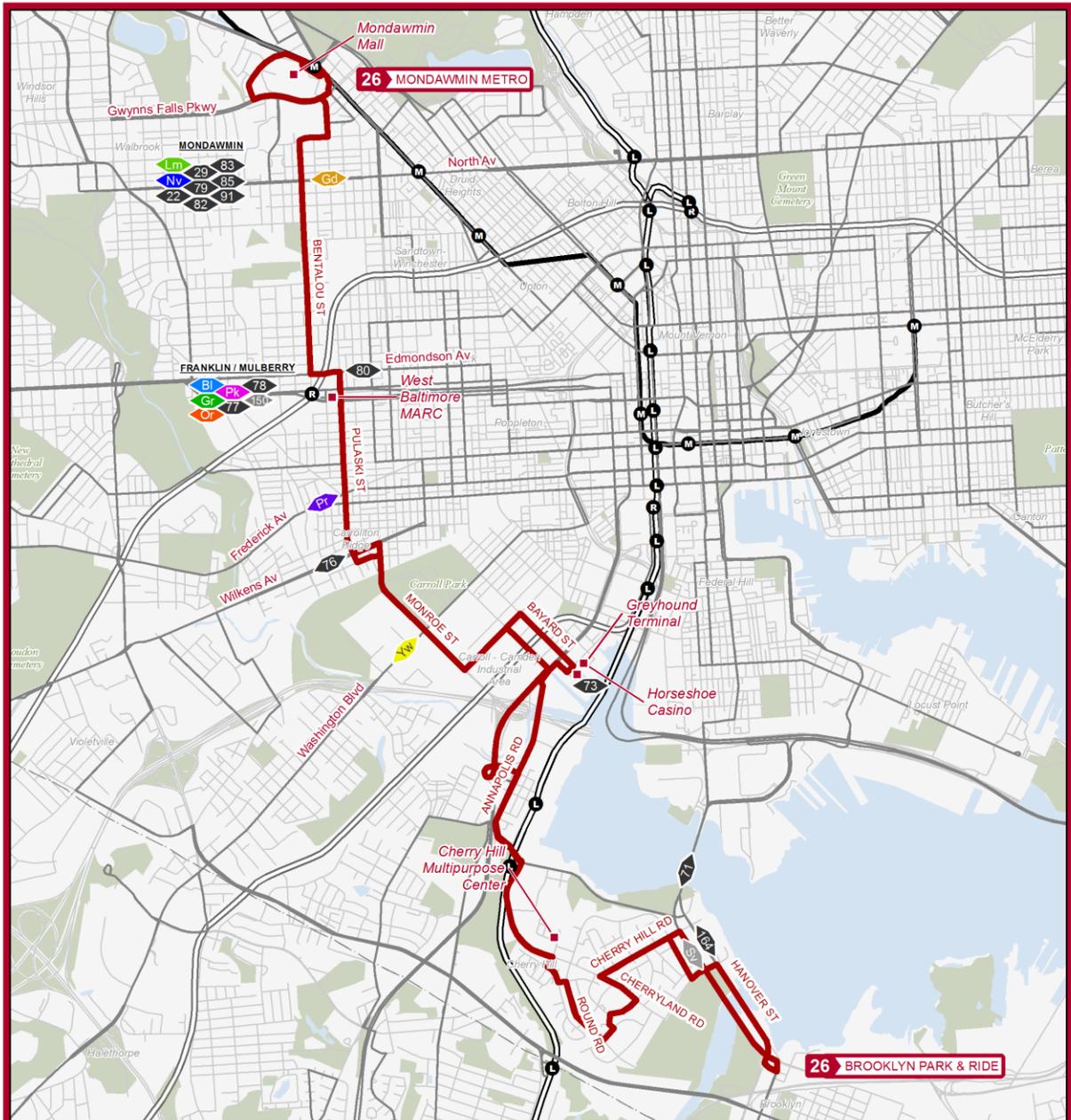


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Route	26		
Type	LocalLink		
From	BROOKLYN PARK & RIDE		
To	MONDAWMIN METRO		
Span	Weekday	4:00am-1:00am	
	Saturday	4:30am-1:00am	
	Sunday	4:30am-1:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	15
		Midday	15
		PM Peak	15
		Evening	20
		Late Night	60
	Sat	Day (8:00am-8:00pm)	36
		Other Times	60
	Sun	Day (8:00am-8:00pm)	36
Other Times		60	
Rail Stations Served	Metro	Mondawmin	
	Light Rail	Cherry Hill	
	MARC	West Baltimore	
CityLink Transfers	Yellow, Navy, Lime, Brown, Green, Orange, Blue, Purple, Gold, Silver, Pink		
Points of Interest Served	Mondawmin, Harbor Hospital, Port Covington, Horseshoe Casino, Cherry Hill Multipurpose Center, Brooklyn Park & Ride		
Current Routes	51		
Description	LocalLink 26 will replace the 51 line between Mondawmin and Cherry Hill and will extend to the Brooklyn Park and Ride. It will not connect Cherry Hill to Patapsco like the current 51 line does, as this connection will be provided on LocalLink 71. Additionally, the connection on the current 51 line from Mondawmin to Rogers Avenue will be provided on LocalLink 82. Shortening the line will help improve reliability.		



# PROPOSED LOCALLINK 26



## LEGEND

## PROPOSED LOCALLINK 26

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



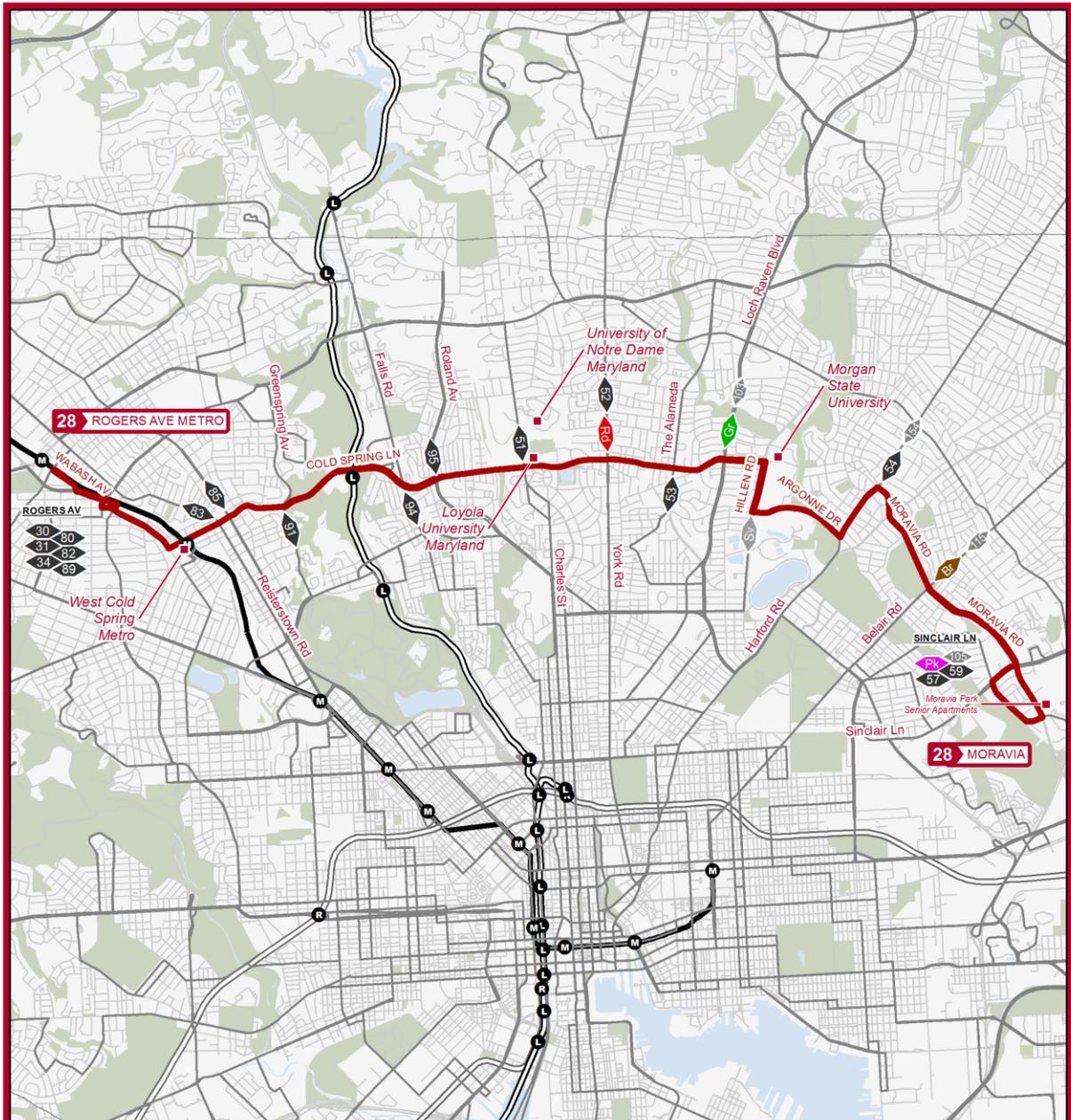


**DRAFT**

<b>Route</b>	28		
<b>Type</b>	LocalLink		
<b>From</b>	MORAVIA		
<b>To</b>	ROGERS AVE. METRO		
<b>Span</b>	<b>Weekday</b>	5:00am-1:00am	
	<b>Saturday</b>	6:00am-1:00am	
	<b>Sunday</b>	7:30am-11:00pm	
<b>Frequency (Minutes)</b>	<b>Weekday</b>	<b>Early</b>	30
		<b>AM Peak</b>	15
		<b>Midday</b>	20
		<b>PM Peak</b>	15
		<b>Evening</b>	30
		<b>Late Night</b>	45
	<b>Sat</b>	<b>Day (6:00am-8:00pm)</b>	30
		<b>Other Times</b>	45
	<b>Sun</b>	<b>Day</b>	60
<b>Other Times</b>		60	
<b>Rail Stations Served</b>	<b>Metro</b>	West Cold Spring, Rogers Avenue	
	<b>Light Rail</b>	Cold Spring Lane	
	<b>MARC</b>	-	
<b>CityLink Transfers</b>	Silver, Red, Green, Brown, Pink		
<b>Points of Interest Served</b>	Moravia Park, Morgan State		
<b>Current Routes</b>	33		
<b>Description</b>	LocalLink 28 will replace the 33 line in its entirety, from Moravia Park to Rogers Avenue Metro. The alignment will not change.		



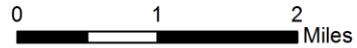
# PROPOSED LOCALLINK 28



## LEGEND

## PROPOSED LOCALLINK 28

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



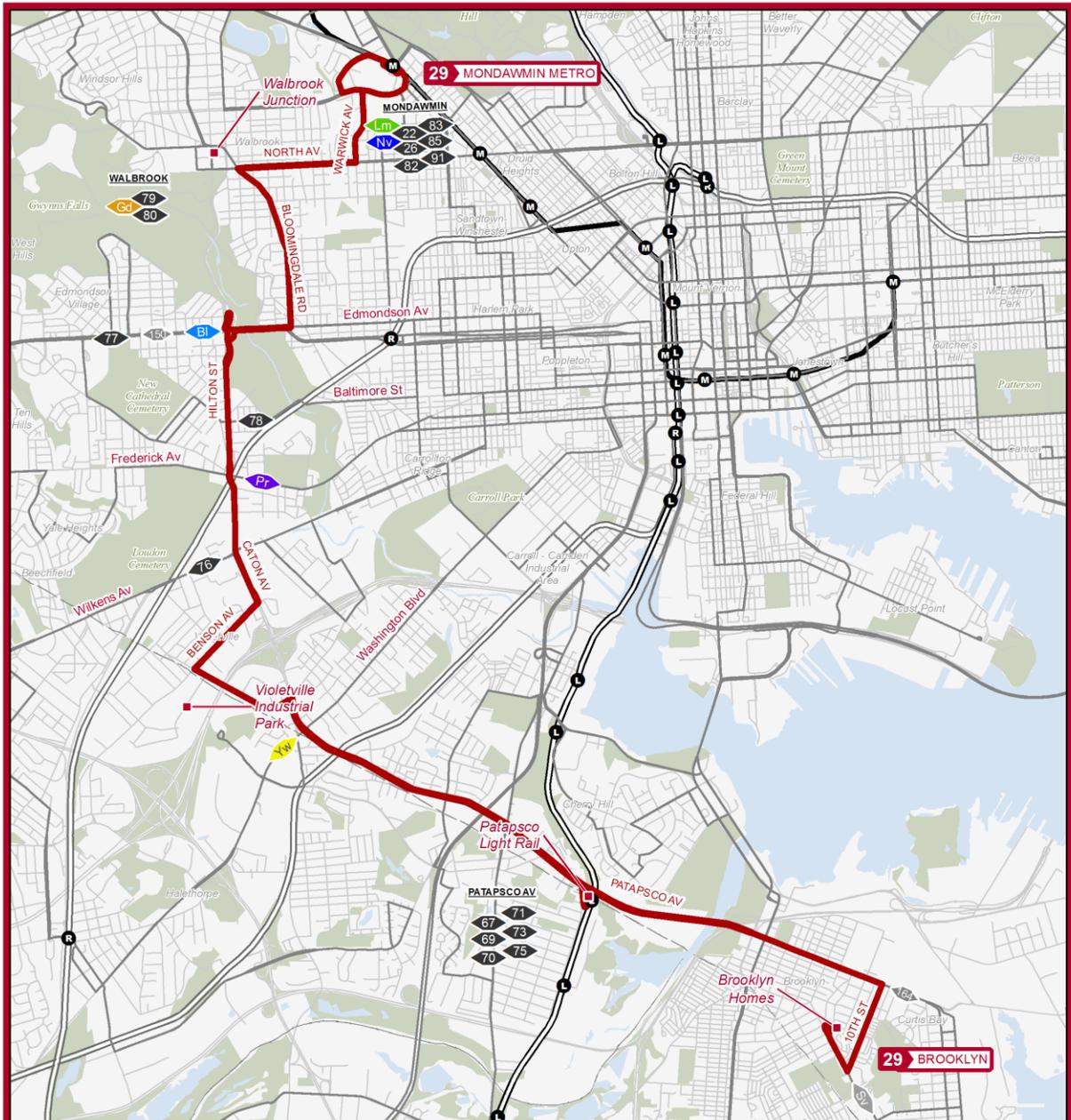


**DRAFT**

Route	29		
Type	LocalLink		
From	BROOKLYN		
To	MONDAWMIN METRO		
Span	Weekday	4:00am-2:00am	
	Saturday	4:00am-2:00am	
	Sunday	5:00am-1:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	20
		Midday	30
		PM Peak	20
		Evening	30
		Late Night	30
	Sat	Day (7:00am-7:00pm)	30
		Other Times	60
	Sun	Day	60
Other Times		60	
Rail Stations Served	Metro	Mondawmin	
	Light Rail	Patapsco	
	MARC	-	
CityLink Transfers	Lime, Blue, Purple, Gold, Yellow, Silver, Navy		
Points of Interest Served	Brooklyn Homes, St Agnes Hospital, Violetville, Walbrook Junction		
Current Routes	16, 38		
Description	<p>LocalLink 29 will largely replace the current 16 line between Brooklyn Homes and Mondawmin. The alignment through Violetville will be streamlined to operate only on Joh Avenue and Benson Avenue to save resources and provide service to the highest ridership stops in the area. 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.</p>		



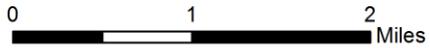
# PROPOSED LOCALLINK 29



## LEGEND

## PROPOSED LOCALLINK 29

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	Light RailLink	Other Roadways
Light RailLink	CityLink	Other BaltimoreLink Routes	Metro SubwayLink	
Metro SubwayLink	LocalLink		MARC	
MARC	Express BusLink			



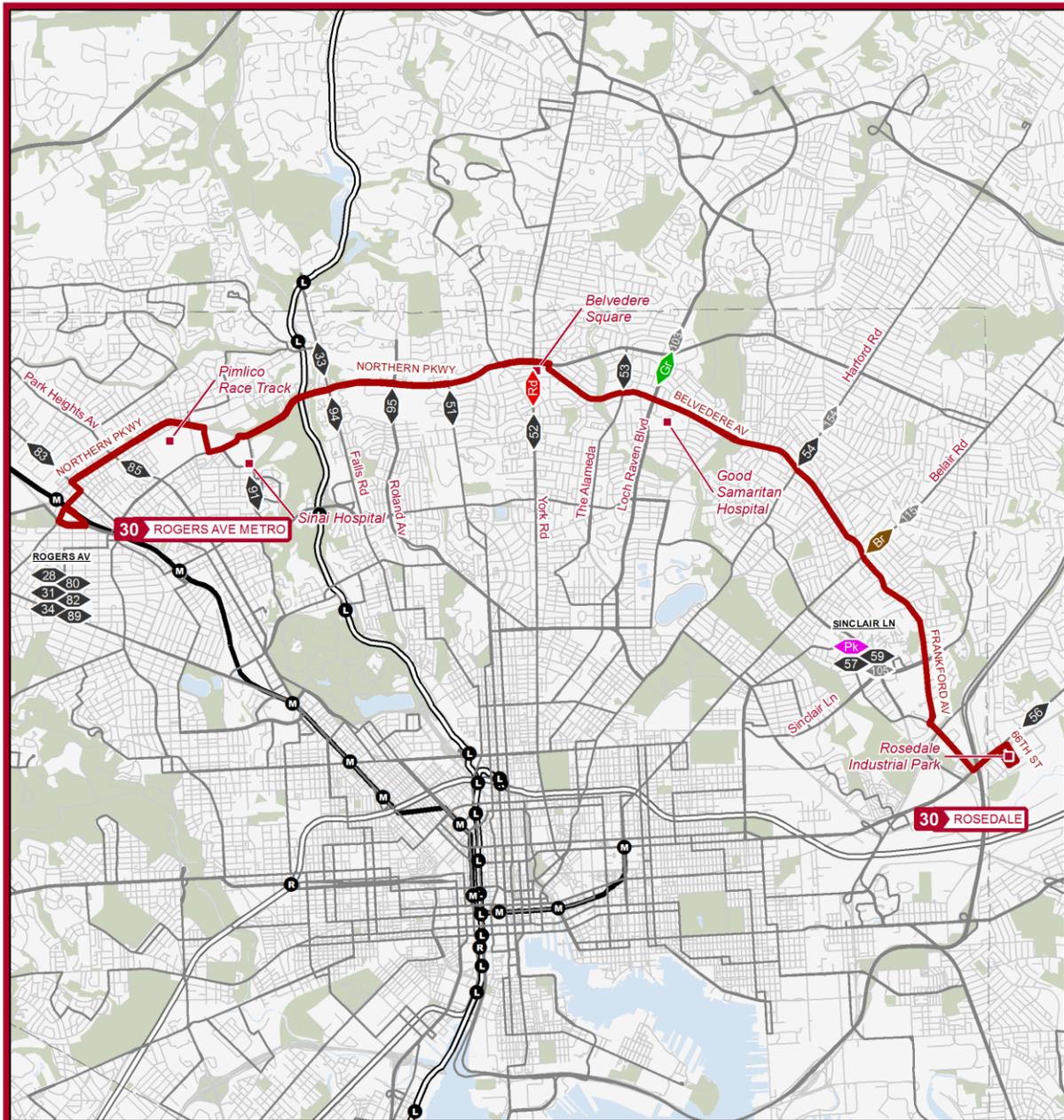


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Route	30		
Type	LocalLink		
From	ROGERS AVE. METRO		
To	ROSEDALE		
Span	Weekday	4:00am-2:00am	
	Saturday	5:00am-1:30am	
	Sunday	5:00am-1:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	15
		Midday	15
		PM Peak	15
		Evening	20
		Late Night	30
	Sat	Day (6:00am-8:00pm)	20
		Other Times	60
	Sun	Day (10:00am-6:00pm)	30
Other Times		60	
Rail Stations Served	Metro	Rogers Avenue	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Pink, Brown, Green, Red		
Points of Interest Served	Rosedale Industrial Park, Belvedere Square, Sinai Hospital, Good Samaritan Hospital, Pimlico Racetrack		
Current Routes	44		
Description	LocalLink 30 will replace the current 44 line between Rogers Avenue Metro Station and Rosedale. Transfers to LocalLink 31, the replacement for the portion of the current 44 line between Rogers Avenue Metro and Security Square Mall, will be available at Sinai Hospital and Rogers Avenue Metro. Splitting the current 44 line will shorten the route and increase reliability.		



# PROPOSED LOCALLINK 30



## LEGEND

## PROPOSED LOCALLINK 30

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	Light RailLink	Other Roadways
Light RailLink	CityLink	Other BaltimoreLink Routes	Metro SubwayLink	
Metro SubwayLink	LocalLink		MARC	
MARC	Express BusLink			



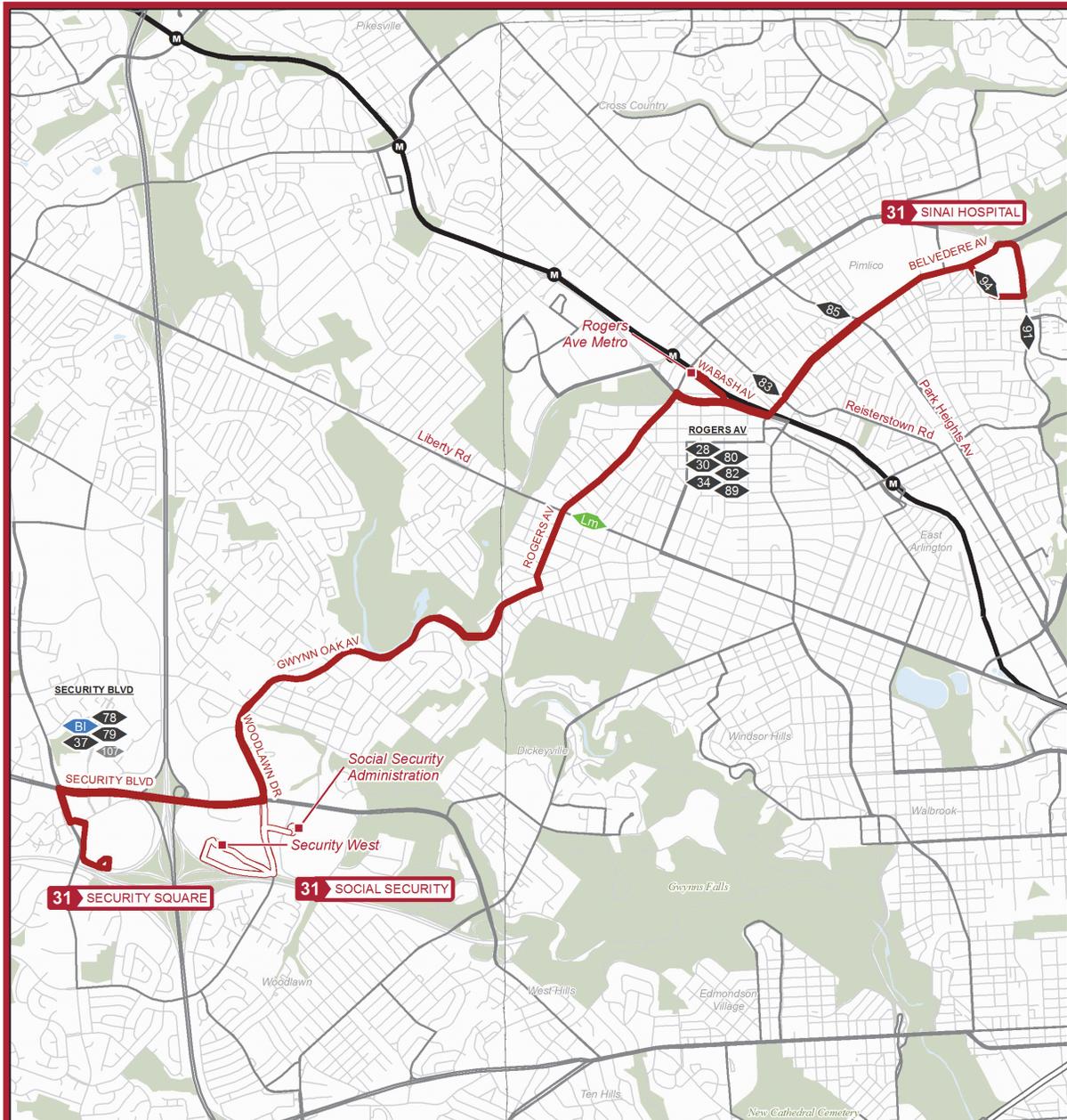


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Route	31				
Type	LocalLink				
	Security Square Trips		Security West/Social Security Trips		
From	SECURITY SQUARE		SOCIAL SECURITY		
To	SINAI HOSPITAL		SINAI HOSPITAL		
Span	Weekday	4:00am-2:00am	5:00am-9:00am; 2:00pm-7:00pm		
	Saturday	5:00am-1:30am	-		
	Sunday	5:00am-1:00am	-		
Frequency (Minutes)	Weekday	Early	30	60	20-30
		AM Peak	30	30	15
		Midday	20	60	15-20
		PM Peak	30	30	15
		Evening	20	-	20
	Late Night	30	-	30	
	Sat	Day (6:00am-8:00pm)	20	-	20
		Other Times	60	-	60
	Sun	Day (10:00am-6:00pm)	30	-	30
Other Times		60	-	60	
Rail Stations Served	Metro	Rogers Avenue	Rogers Avenue	Rogers Avenue	
	Light Rail	-	-	-	
	MARC	-	-	-	
CityLink Transfers	Lime, Blue		Lime, Blue		
Points of Interest Served	Security Square Mall, Sinai Hospital		Social Security, Security West, Sinai Hospital		
Current Routes	27, 44, 91		27, 44, 91		
Description	LocalLink 31 will replace the western portion of the current 44 line 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 27 and 91 line 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 44 line, will be available at Rogers Avenue Metro Station and at Sinai Hospital.				



# PROPOSED LOCALLINK 31



## LEGEND

## PROPOSED LOCALLINK 31

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other</b>	<b>MARC</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Proposed Alignment	<b>—</b> BaltimoreLink Routes	<b>—</b> Other Roadways
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>—</b> Select Service	<b>—</b> Metro SubwayLink	
<b>R</b> MARC	<b>###</b> Express BusLink			



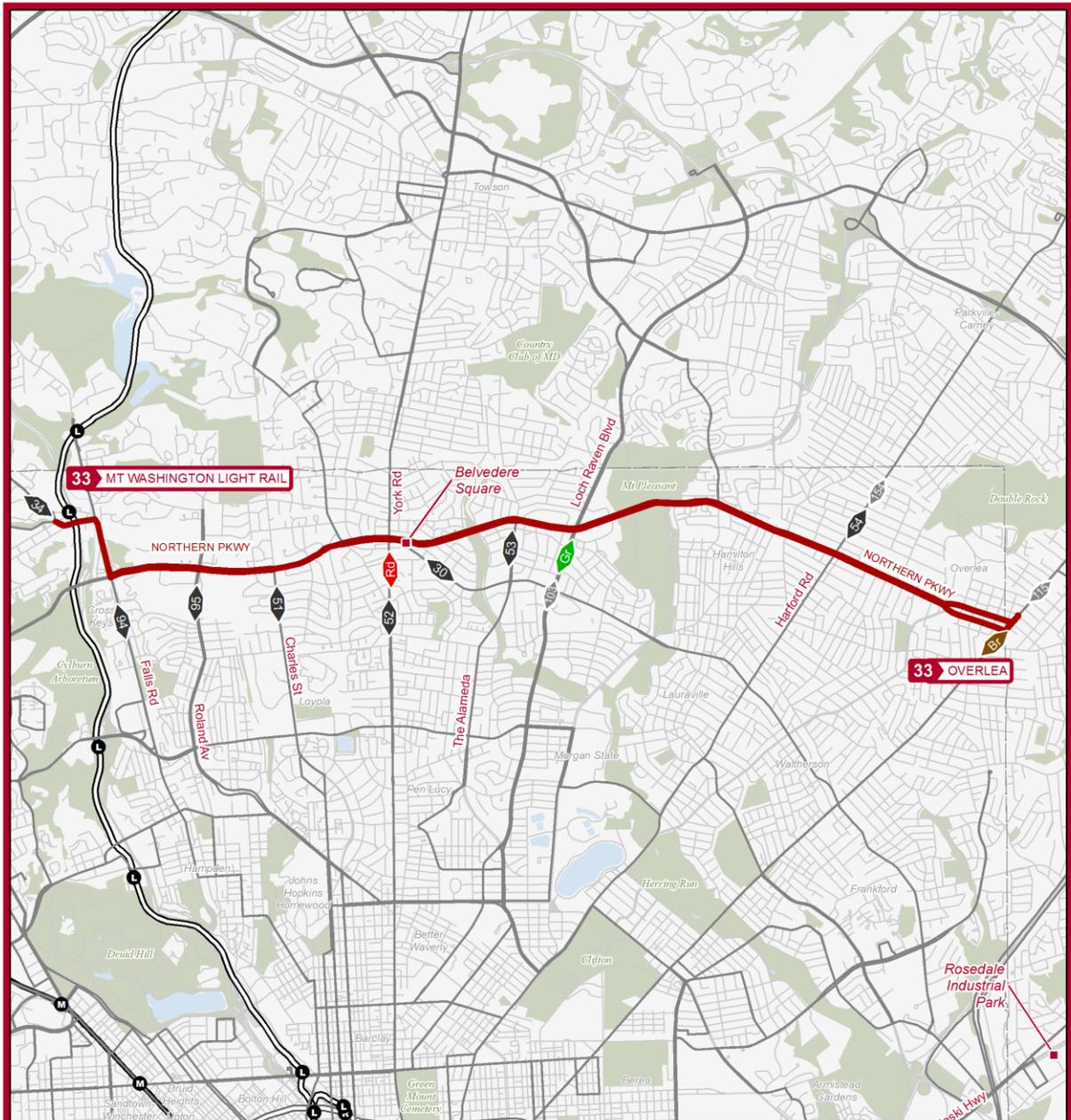


**DRAFT**

<b>Route</b>	33		
<b>Type</b>	LocalLink		
<b>From</b>	MT. WASHINGTON LIGHT RAIL		
<b>To</b>	OVERLEA		
<b>Span</b>	<b>Weekday</b>	5:00am-12:00am	
	<b>Saturday</b>	5:00am-12:00am	
	<b>Sunday</b>	7:00am-10:00pm	
<b>Frequency (Minutes)</b>	<b>Weekday</b>	<b>Early</b>	35
		<b>AM Peak</b>	35
		<b>Midday</b>	35
		<b>PM Peak</b>	35
		<b>Evening</b>	35
	<b>Sat</b>	<b>Day</b>	60
		<b>Other Times</b>	60
	<b>Sun</b>	<b>Day</b>	60
		<b>Other Times</b>	60
<b>Rail Stations Served</b>	<b>Metro</b>	-	
	<b>Light Rail</b>	Mt Washington	
	<b>MARC</b>	-	
<b>CityLink Transfers</b>	Brown, Green, Red		
<b>Points of Interest Served</b>	Overlea, Belvedere Square, Mt Washington		
<b>Current Routes</b>	58		
<b>Description</b>	LocalLink 33 will replace the current 58 between Mt. Washington Station and Overlea. Current 58 line service west of Mt. Washington Station will be provided on LocalLink 34. Current 58 line service to White Marsh will be provided on CityLink Brown.		



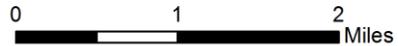
# PROPOSED LOCALLINK 33



## LEGEND

## PROPOSED LOCALLINK 33

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



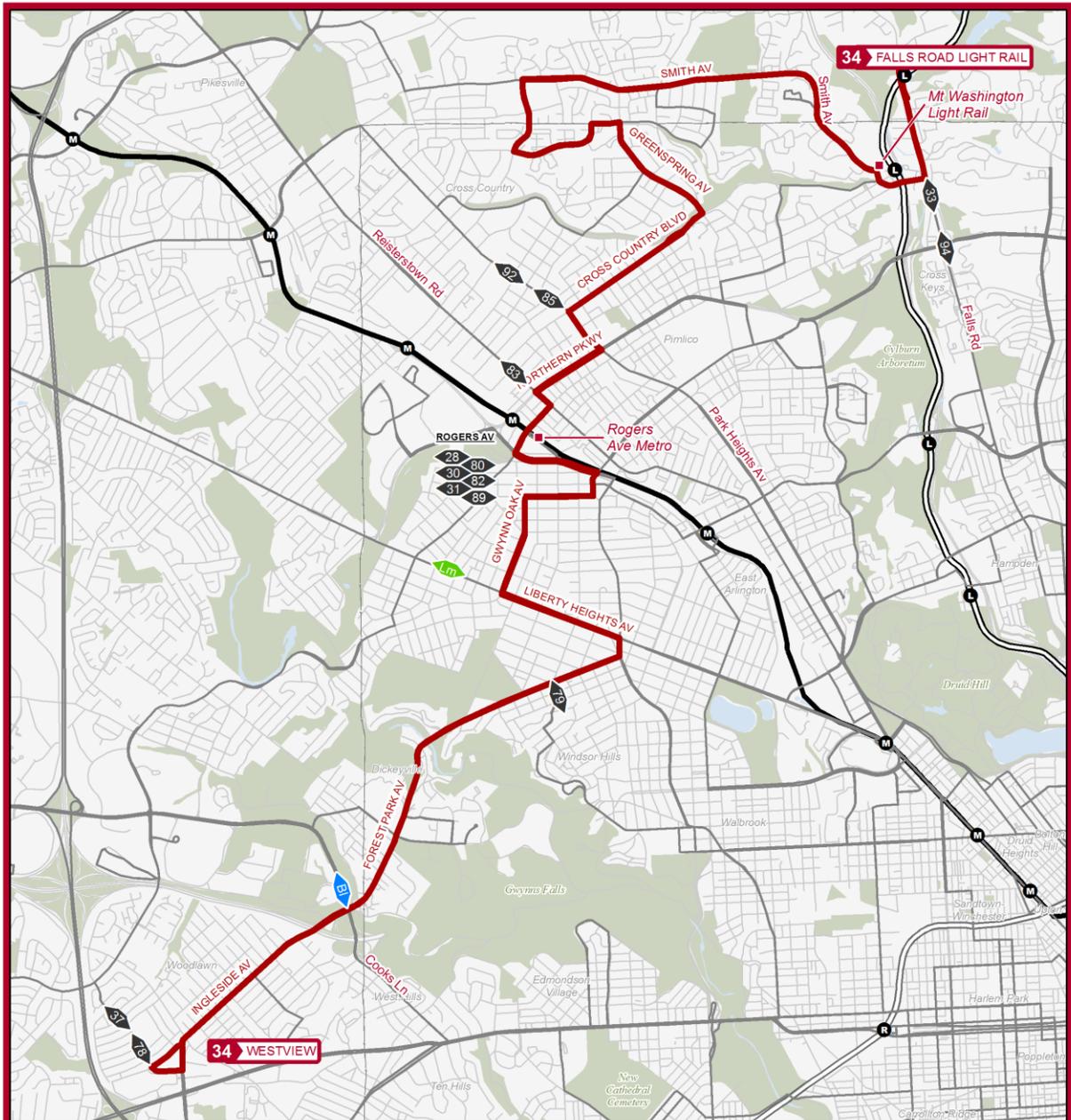


**DRAFT**

Route	34		
Type	LocalLink		
From	WESTVIEW		
To	FALLS ROAD LIGHT RAIL		
Span	Weekday	5:30am-12:00am	
	Saturday	6:00am-11:00pm	
	Sunday	6:00am-11:00pm	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	30
		Midday	60
		PM Peak	30
		Evening	60
		Late Night	60
	Sat	Day	60
		Other Times	60
	Sun	Day	60
	Other Times	60	
Rail Stations Served	Metro	Rogers Avenue	
	Light Rail	Mt Washington, Falls Road	
	MARC	-	
CityLink Transfers	Blue, Lime		
Points of Interest Served	Westview Mall		
Current Routes	15, 57, 58, 60		
Description	LocalLink 34 will replace current 15 line service to Westview Mall and current 58 line 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 57 alignments from the south) and the Light Rail at Mt. Washington Light Rail Station and Falls Road Light Rail Station.		



# PROPOSED LOCALLINK 34



## LEGEND

## PROPOSED LOCALLINK 34

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



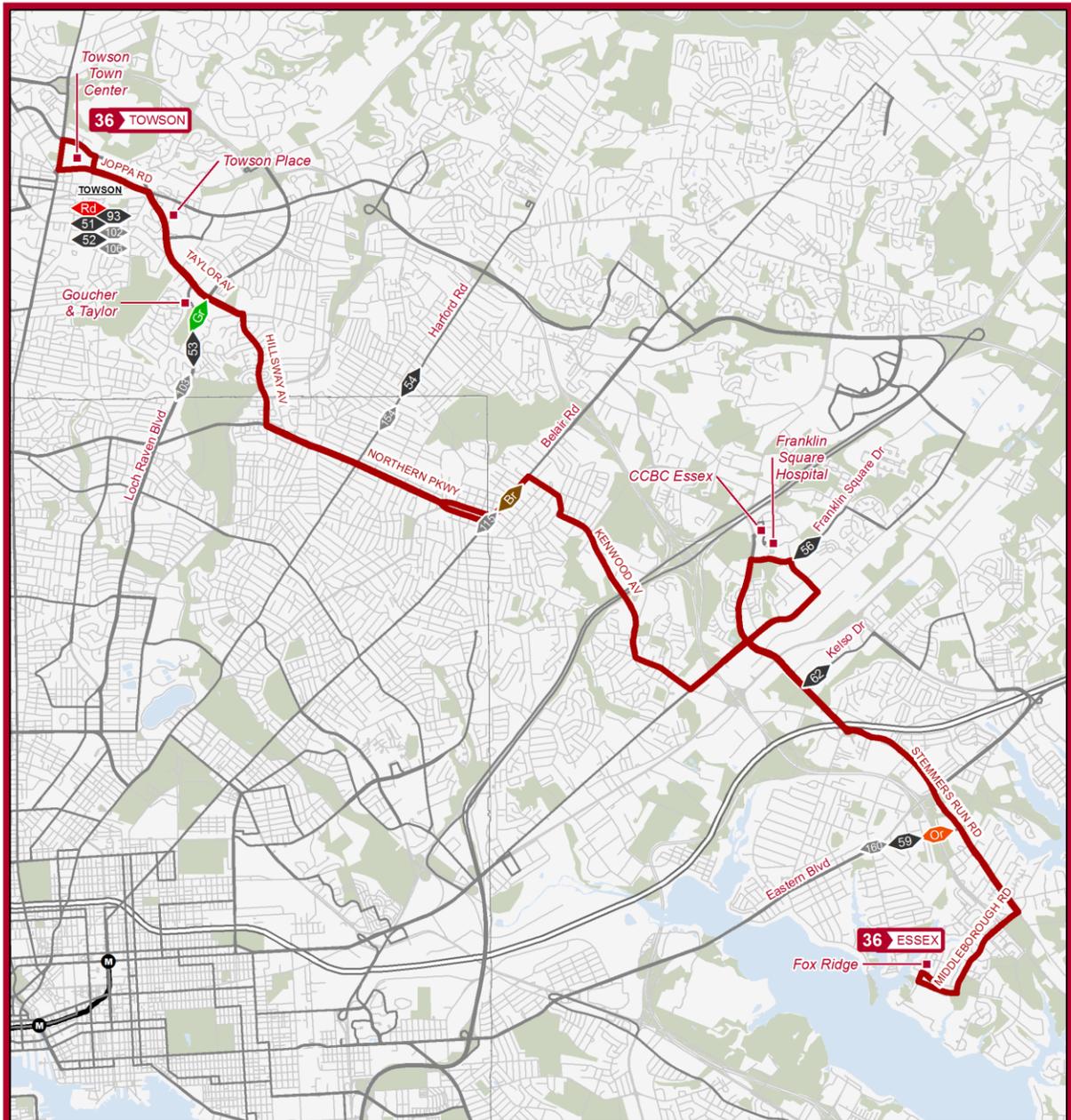


**DRAFT**

Route	36		
Type	LocalLink		
From	TOWSON		
To	ESSEX		
Span	Weekday	5:00am-12:00am	
	Saturday	5:30am-12:00am	
	Sunday	6:30am-10:30pm	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	25
		Midday	30
		PM Peak	25
		Evening	45
		Late Night	45
	Sat	Day (10:00am-7:00pm)	30
		Other Times	60
	Sun	Day	70
Other Times		70	
Rail Stations Served	Metro	-	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Orange, Brown, Green, Red		
Points of Interest Served	Franklin Square Hospital, Goucher & Taylor, Towson		
Current Routes	55		
Description	LocalLink 36 will replace the current 55 line from Fox Ridge to Towson along the same alignment.		



# PROPOSED LOCALLINK 36



## LEGEND

## PROPOSED LOCALLINK 36

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink		



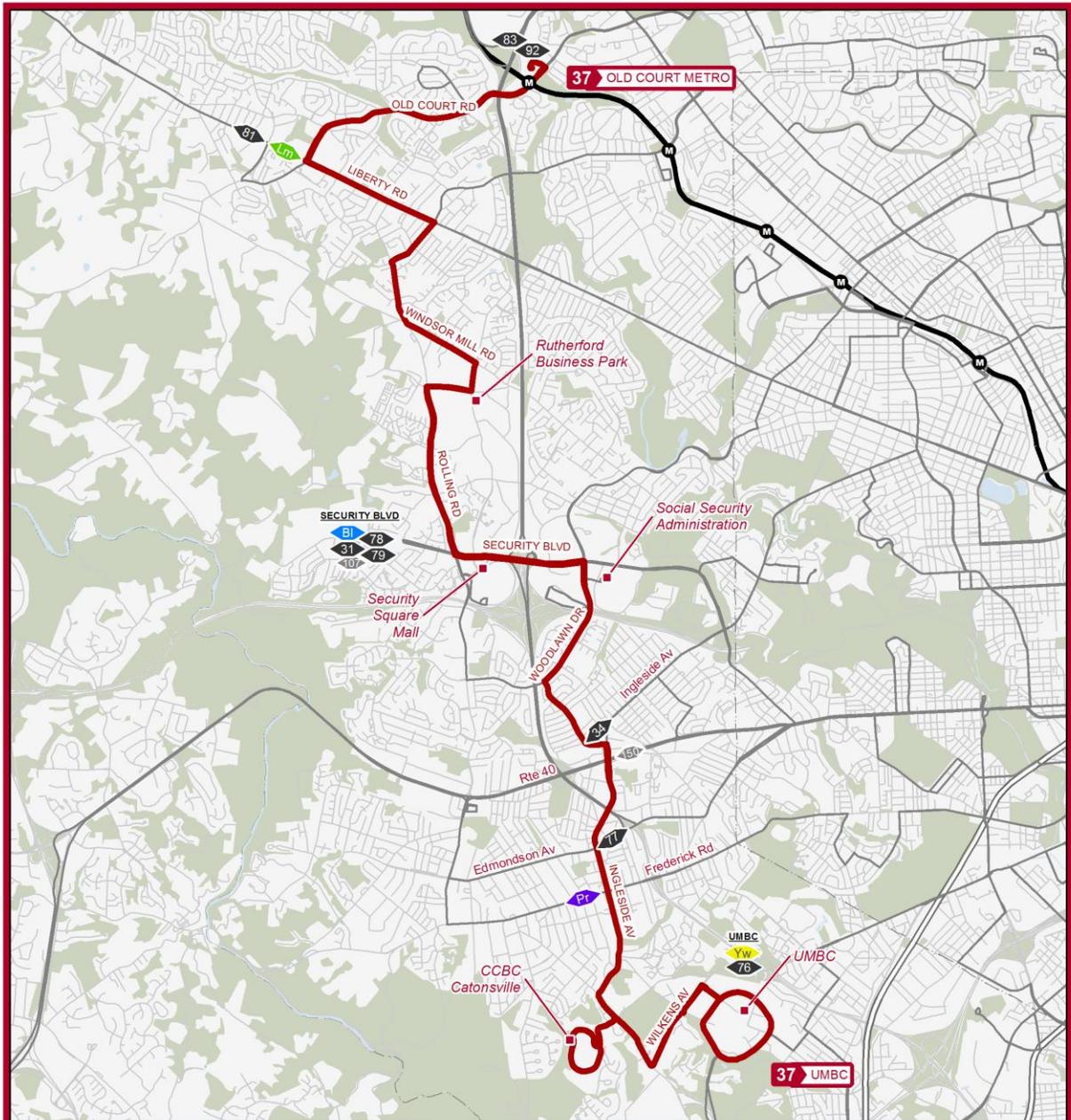


**DRAFT**

Route	37		
Type	LocalLink		
From	UMBC		
To	OLD COURT METRO		
Span	Weekday	5:00am-1:00am	
	Saturday	6:00am-1:30am	
	Sunday	6:00am-1:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	20
		Midday	30
		PM Peak	20
		Evening	30
		Late Night	60
	Sat	Day (8:00am-7:00pm)	30
		Other Times	60
	Sun	Day	60
Other Times		60	
Rail Stations Served	Metro	Old Court	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Blue, Lime, Purple, Yellow		
Points of Interest Served	Old Court, Security Square Mall, CCBC Catonsville, UMBC, Rutherford Business Park, Social Security Administration		
Current Routes	77, 99		
Description	<p>LocalLink 37 will replace the current 77 line between Old Court Metro Station and UMBC. In the southbound direction on weekdays, there are approximately 1,600 boardings between Old Court Metro Station and Security Square Mall but only 1,000 alightings, so 600 people are riding through. Therefore, a one-seat connection between Old Court Metro Station and UMBC/CCBC was preserved. Ridership between UMBC and Patapsco on the current 77 line is significantly lower than that between Old Court and UMBC. The Yellow UMBC branch replaces the current 77 route between UMBC and Halethorpe MARC.</p>		



# PROPOSED LOCALLINK 37



## LEGEND

## PROPOSED LOCALLINK 37

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink		



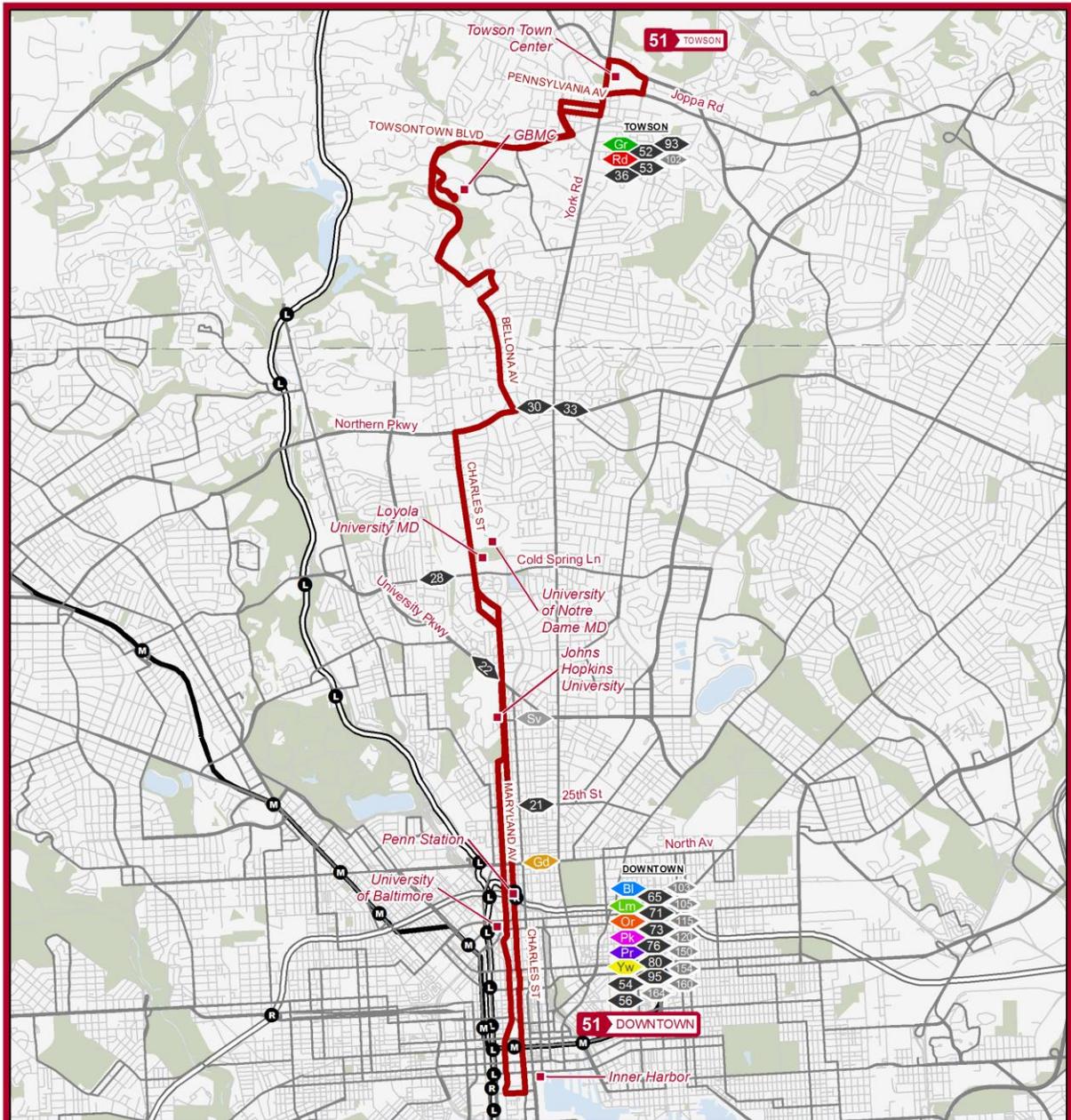


**DRAFT**

Route	51		
Type	LocalLink		
From	TOWSON		
To	DOWNTOWN		
Span	Weekday	5:00am-12:30am	
	Saturday	5:30am-12:30am	
	Sunday	5:30am-12:30am	
Frequency (Minutes)	Weekday	Early	35
		AM Peak	30
		Midday	35
		PM Peak	30
		Evening	45
		Late Night	60
	Sat	Day (9:00am-10:00pm)	30
		Other Times	60
	Sun	Day (10:00am-7:00pm)	30
		Other Times	60
Rail Stations Served	Metro	Charles Center	
	Light Rail	University Center/Baltimore Street, Penn Station	
	MARC	Penn Station	
CityLink Transfers	All		
Points of Interest Served	Towson Town Center, Notre Dame, Loyola, Johns Hopkins University, Penn Station, Univ. of Baltimore, Inner Harbor		
Current Routes	11		
Description	LocalLink 51 will replace the current 11 line between Downtown and Towson.		



# PROPOSED LOCALLINK 51



## LEGEND

## PROPOSED LOCALLINK 51

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>BaltimoreLink Routes</b>	<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



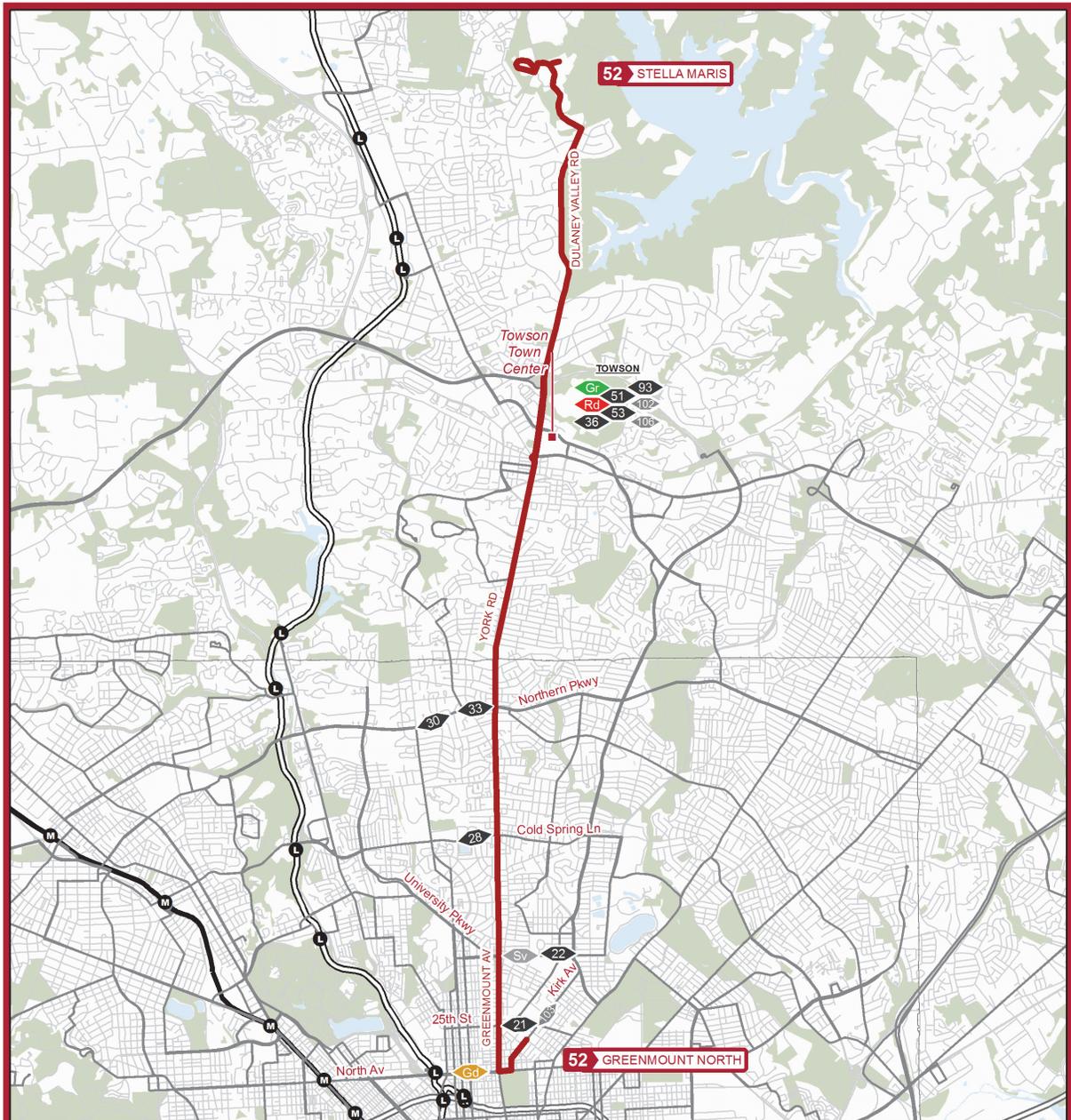


**DRAFT**

Route	52		
Type	LocalLink		
From	STELLA MARIS		
To	GREENMOUNT NORTH		
Span	Weekday	5:00am-11:00am; 2:00pm-12:00am	
	Saturday	6:00am-11:00am; 2:00pm-12:00am	
	Sunday	6:00am-11:00am; 2:00pm-12:00am	
Frequency (Minutes)	Weekday	Early	1 roundtrip
		AM Peak	1 roundtrip
		Midday	2 roundtrips
		PM Peak	1 roundtrip
		Evening	1 roundtrip
		Late Night	-
	Sat	Day	5 roundtrips
		Other Times	-
	Sun	Day	5 roundtrips
Other Times		-	
Rail Stations Served	Metro	-	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Green, Red, Gold, Silver		
Points of Interest Served	Towson Town Center, Stella Maris		
Current Routes	12		
Description	LocalLink 52 will replace the current 12 line in its entirety. This route is scheduled around shift times at Stella Maris and will also provide assistance to the CityLink Red on Greenmount Avenue/York Road.		



# PROPOSED LOCALLINK 52



## LEGEND

## PROPOSED LOCALLINK 52

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



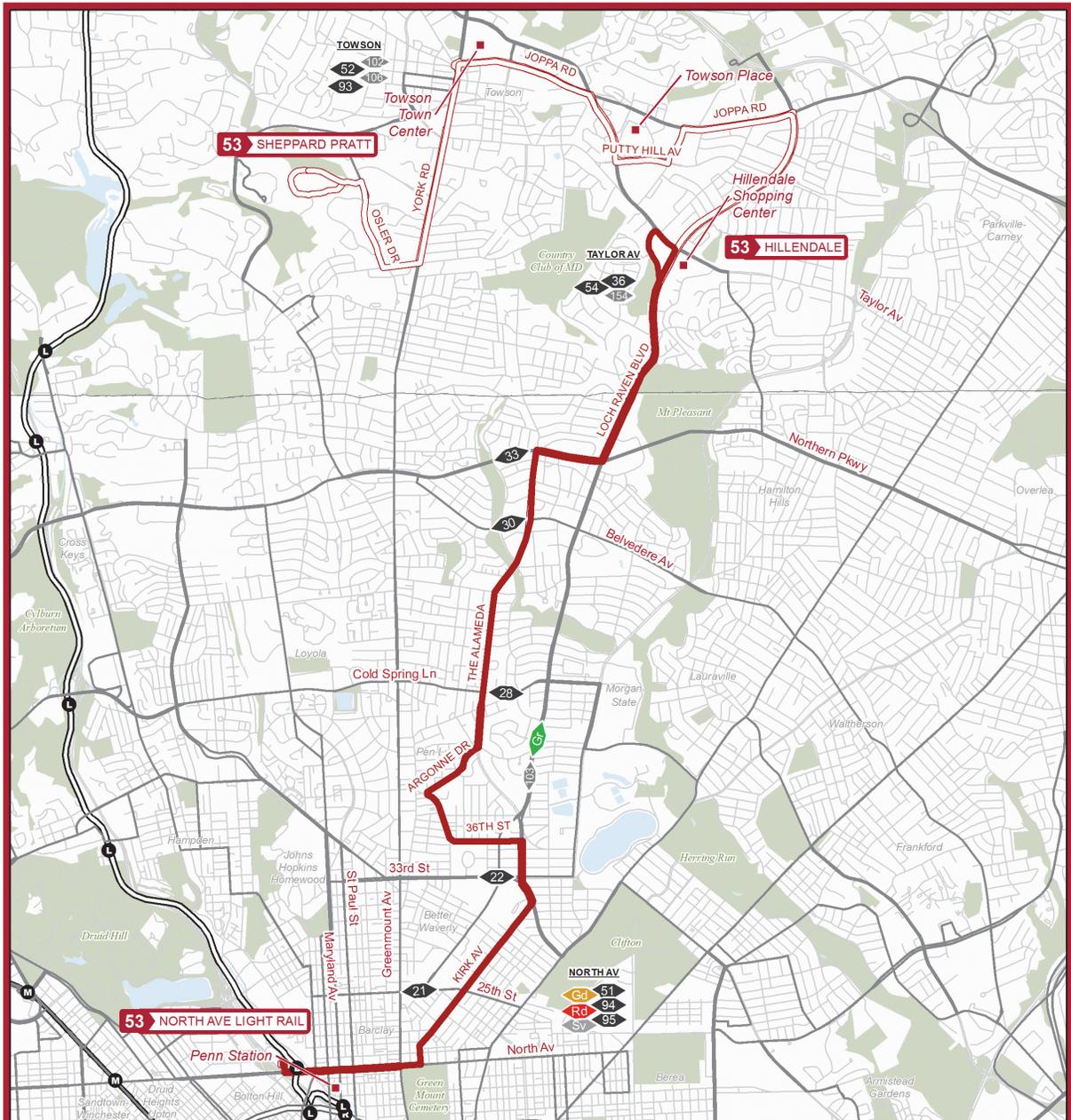


**DRAFT**

Route	53			
Type	LocalLink			
	Select Trips		All Trips	
From	SHEPPARD PRATT / HILLENDALE		HILLENDALE	
To	NORTH AVENUE LIGHT RAIL		NORTH AVENUE LIGHT RAIL	
Span	Weekday	4:00am-1:00am	4:00am-2:00am	
	Saturday	6:00am-11:00pm	4:00am-2:00am	
	Sunday	6:00am-11:00pm	4:00am-2:00am	
Frequency (Minutes)	Weekday	Early	60	30
		AM Peak	30	15
		Midday	40	20
		PM Peak	30	15
		Evening	60	30
	Sat	Late Night	60	35-65
		Day	60	30
	Sun	Other Times	60	30-60
		Day	60	30
Rail Stations Served	Metro	-	-	
	Light Rail	North Avenue	North Avenue	
	MARC	-	-	
CityLink Transfers	Green, Red, Gold, Silver		Green, Red, Gold, Silver	
Points of Interest Served	Sheppard Pratt Hospital, Towson Town Center, Goucher & Taylor, Morgan State University		Goucher & Taylor, Morgan State University	
Current Routes	3, 36		3, 36	
Description	LocalLink 53 will largely replace the current 36 line between North Avenue and Northern Parkway and the current 3 line 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, CityLink Silver, and LocalLink 51 in Towson and on North Avenue, the Light RailLink at North Avenue Station, or the CityLink Silver at 33rd Street. This would force 1,300 transfers (2,700 boardings and 1,400 alightings). Most trips from downtown on this route will short turn at Goucher & Taylor. Select trips will continue to Sheppard Pratt Hospital.			



PROPOSED LOCALLINK 53



LEGEND

PROPOSED LOCALLINK 53

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Select Service	<b>—</b> BaltimoreLink Routes	<b>—</b> MARC
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>—</b> Light RailLink	<b>—</b> Other Roadways
<b>R</b> MARC	<b>###</b> Express BusLink			



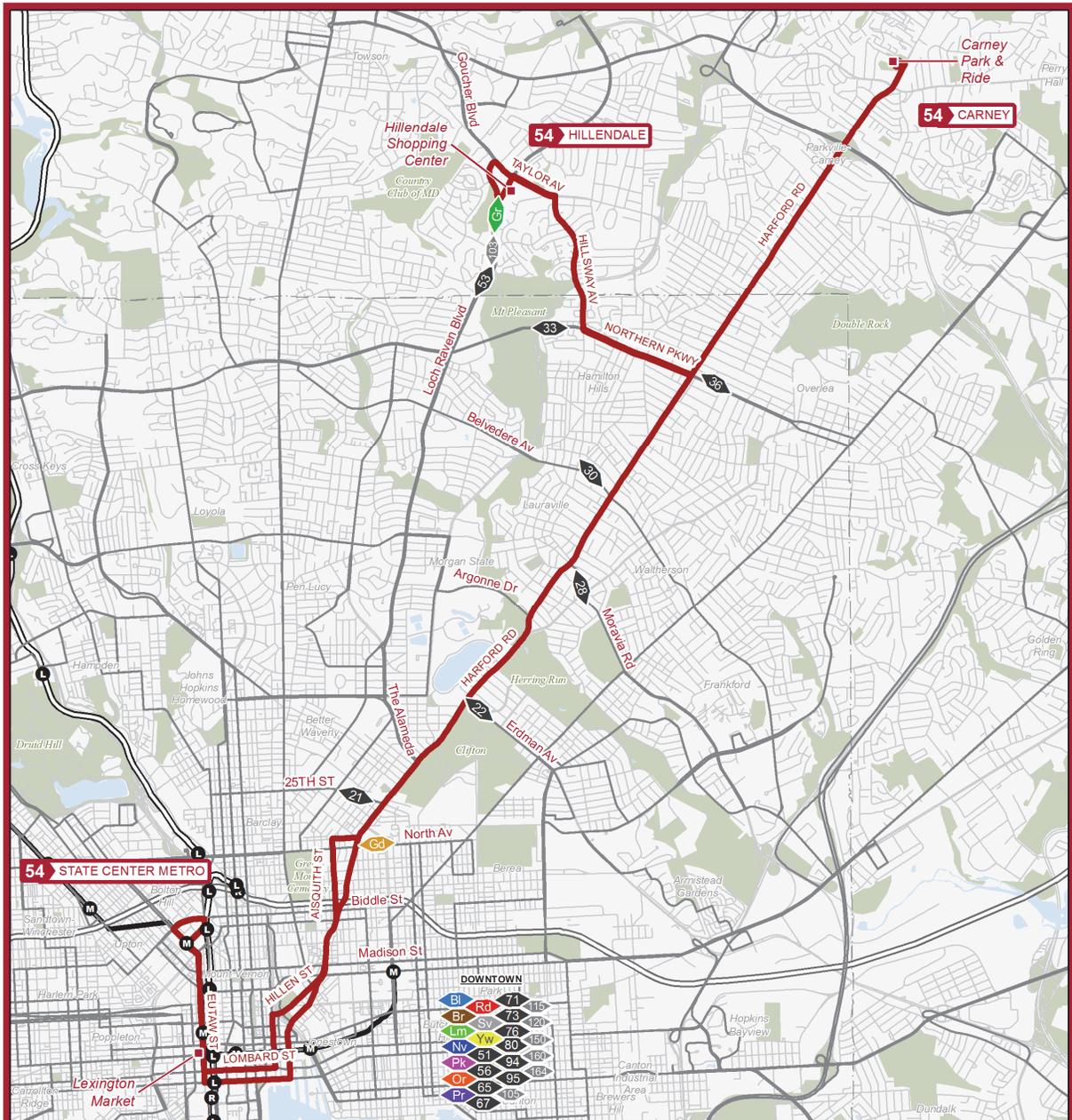


**DRAFT**

Route	54				
Type	LocalLink				
	HILLENDALE TRIPS		CARNEY TRIPS	All Trips	
From	HILLENDALE		CARNEY	NORTHERN PKWY	
To	STATE CENTER		STATE CENTER	STATE CENTER	
Span	Weekday	24 Hours	24 Hours	-	
	Saturday	5:00am-2:00am	5:00am-2:00am	-	
	Sunday	5:00am-2:00am	5:00am-2:00am	-	
Frequency (Minutes)	Weekday	Early	60	60	30
		AM Peak	20	30	12
		Midday	30	30	15
		PM Peak	20	30	12
		Evening	40	40	20
	Late Night	60	60	30	
	Sat	Day (8:00am-8:00pm)	30	30	15
		Other Times	60	60	30
	Sun	Day	60	60	30
Other Times		60	60	30	
Rail Stations Served	Metro	Lexington Market, State Center			
	Light Rail	Convention Center, Lexington Market, University Center/Baltimore Street, Centre Street, Cultural Center			
	MARC	Camden			
CityLink Transfers	All				
Points of Interest Served	Goucher & Taylor, Lexington Market, Inner Harbor, State Center	Carney, Lexington Market, Inner Harbor, State Center	Lexington Market, Inner Harbor, State Center		
Current Routes	19				
Description	The 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.				



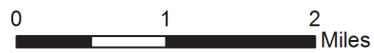
# PROPOSED LOCALLINK 54



## LEGEND

## PROPOSED LOCALLINK 54

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>BaltimoreLink Routes</b>	<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			





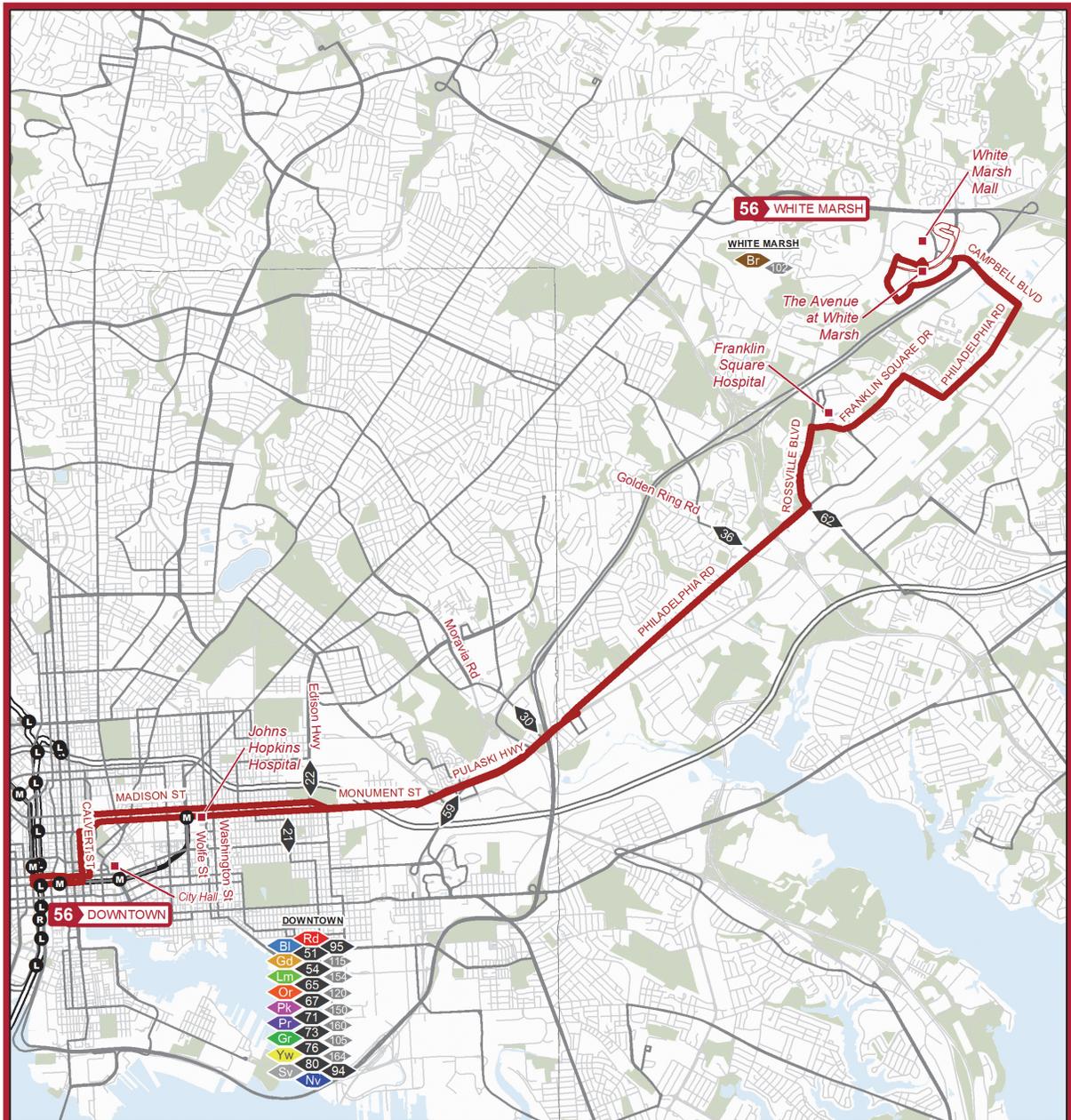
**DRAFT**

Route	56		
Type	LocalLink		
From	WHITE MARSH		
To	DOWNTOWN		
Span	Weekday	4:00am-1:30am	
	Saturday	4:00am-1:00am	
	Sunday	5:30am-1:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	20
		Midday	20
		PM Peak	20
		Evening	30
		Late Night	60
	Sat	Day (8:00am-9:00pm)	30
		Other Times	60
	Sun	Day (8:00am-9:00pm)	40
Other Times		60	
Rail Stations Served	Metro	Johns Hopkins Hospital, Charles Center	
	Light Rail	University Center/Baltimore Street	
	MARC	-	
CityLink Transfers	All		
Points of Interest Served	White Marsh Mall, Franklin Square Hospital, Rosedale Industrial Park, Johns Hopkins Hospital		
Current Routes	35		
Description	LocalLink 56 will replace the eastern half of the current 35 line from White Marsh to Fayette Plaza. Transfers are available to LocalLink 76 at Fayette Plaza for current 35 passengers to continue their trips. This will increase the reliability of this very long route while minimizing forced transfers (approximately 800 per day, or 27% of all passengers boarding east of downtown) and eliminating the duplication of services in downtown.		

\*Trips after 9:00pm will operate to and from the White Marsh Park and Ride instead of the White Marsh Mall.



# PROPOSED LOCALLINK 56



## LEGEND

## PROPOSED LOCALLINK 56

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Proposed Alignment	<b>—</b> BaltimoreLink Routes	<b>—</b> Metro SubwayLink
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>—</b> Select Service	<b>—</b> Light RailLink	<b>—</b> MARC
<b>R</b> MARC	<b>###</b> Express BusLink		<b>—</b> Other Roadways	

0 1 2 3 Miles

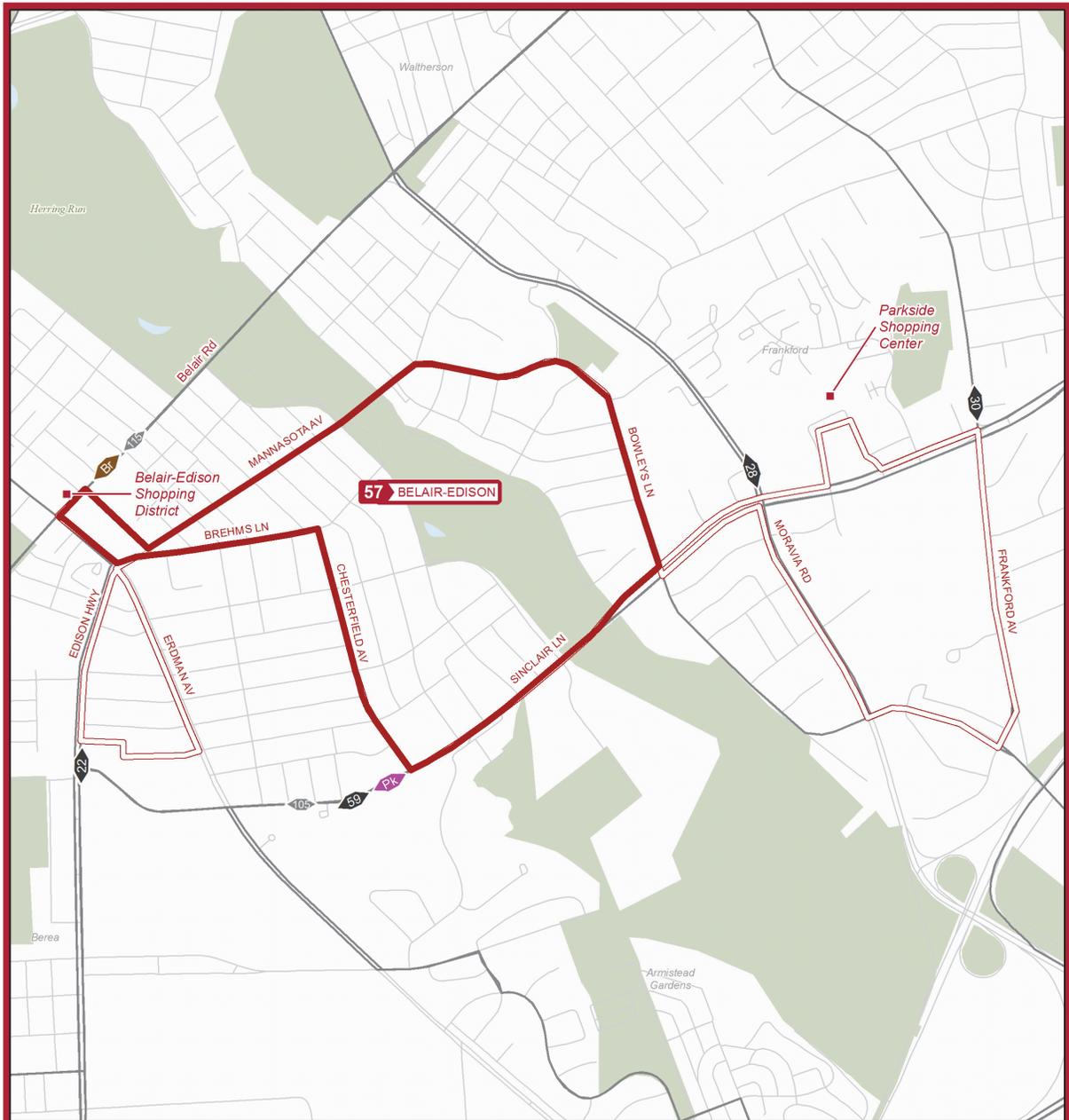


**DRAFT**

Route	57		
Type	LocalLink		
	Long Trips		Short Trips
From	BELAIR & ERDMAN		BELAIR & ERDMAN
To	-		-
Span	Weekday	8:00am-4:30pm; 6:30pm-7:15pm	6:00am-8:00am; 4:30pm-6:30pm
	Saturday	8:00am-7:15pm	-
	Sunday	9:30am-6:30pm	-
Frequency (Minutes)	Weekday	Early	-
		AM Peak	40
		Midday	40
		PM Peak	20-40
		Evening	-
		Late Night	-
	Sat	Day	40
		Other Times	40
	Sun	Day	40
Other Times	40		
Rail Stations Served	Metro	-	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Brown, Pink		
Points of Interest Served	Belair-Edison, Parkside Shopping Center, Erdman Shopping Center		
Current Routes	50		
Description	LocalLink 57 will replace the current 50 line in its entirety. The current 50 line is a heavily-used shuttle for the Belair-Edison neighborhood with good productivity.		



# PROPOSED LOCALLINK 57



## LEGEND

## PROPOSED LOCALLINK 57

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	Proposed Alignment	BaltimoreLink Routes
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	Select Service	Other Roadways
<b>R</b> MARC	<b>###</b> Express BusLink		



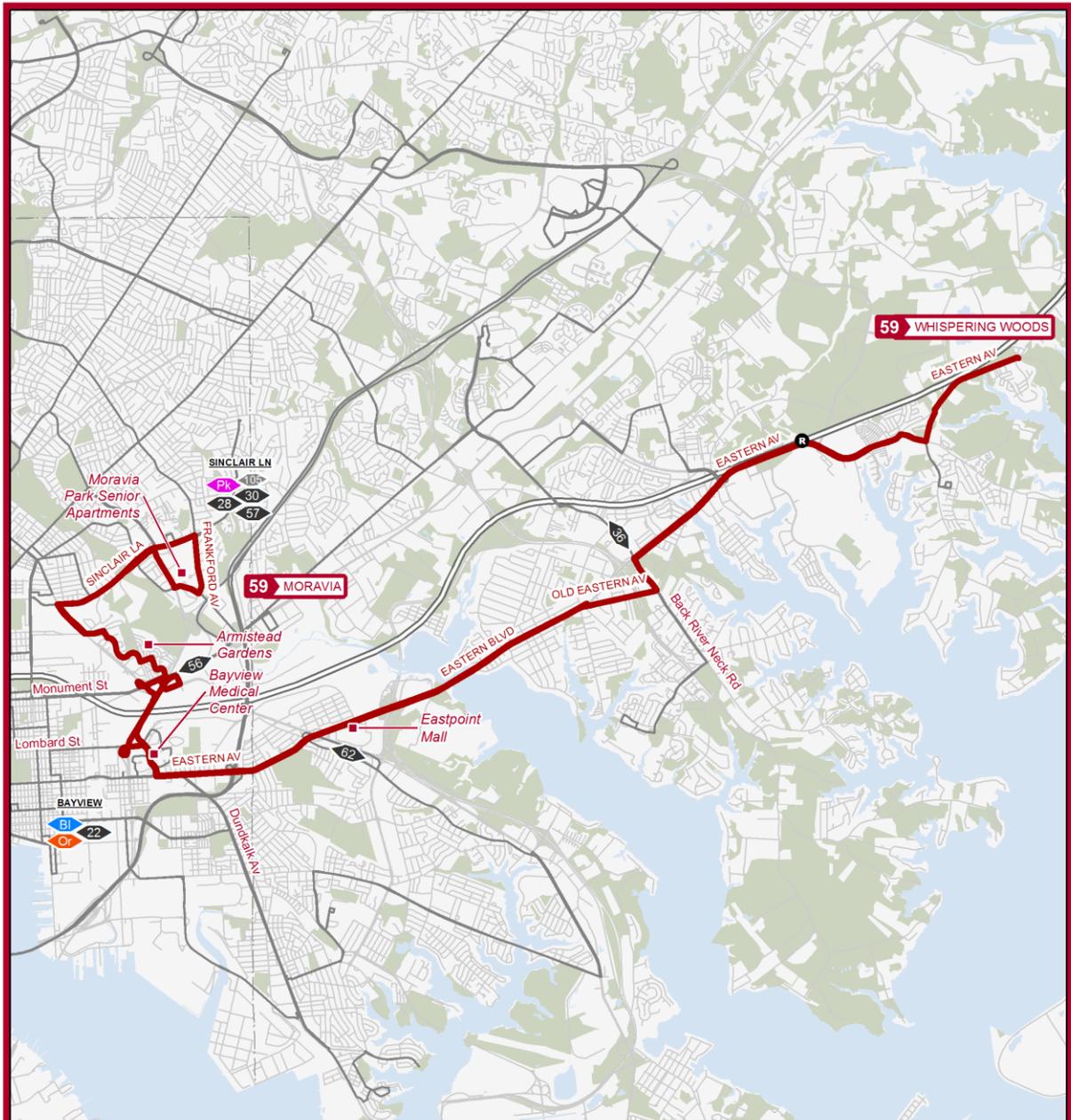


**DRAFT**

Route	59		
Type	LocalLink		
From	WHISPERING WOODS		
To	MORAVIA		
Span	Weekday	5:30am-12:00am	
	Saturday	5:30am-12:00am	
	Sunday	7:00am-11:00pm	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	45
		Midday	60
		PM Peak	45
		Evening	60
		Late Night	60
	Sat	Day	60
		Other Times	60
	Sun	Day	60
	Other Times	60	
Rail Stations Served	Metro	-	
	Light Rail	-	
	MARC	Martin State Airport	
CityLink Transfers	Blue, Orange, Pink		
Points of Interest Served	Whispering Woods, Middle River, Eastpoint Mall, Bayview Medical Center, Armistead Gardens, Moravia Park		
Current Routes	24		
Description	LocalLink 59 will replace the current 24 line between Whispering Woods and Moravia Park. The route was realigned to serve Johns Hopkins Bayview, a major employer for eastern Baltimore County residents (based on LEHD), and also a major, proposed transit hub where transfers can be made to routes continuing to downtown.		



# PROPOSED LOCALLINK 59



## LEGEND

## PROPOSED LOCALLINK 59

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>MARC</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Other Roadways</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		
<b>R</b> MARC	<b>###</b> Express BusLink		



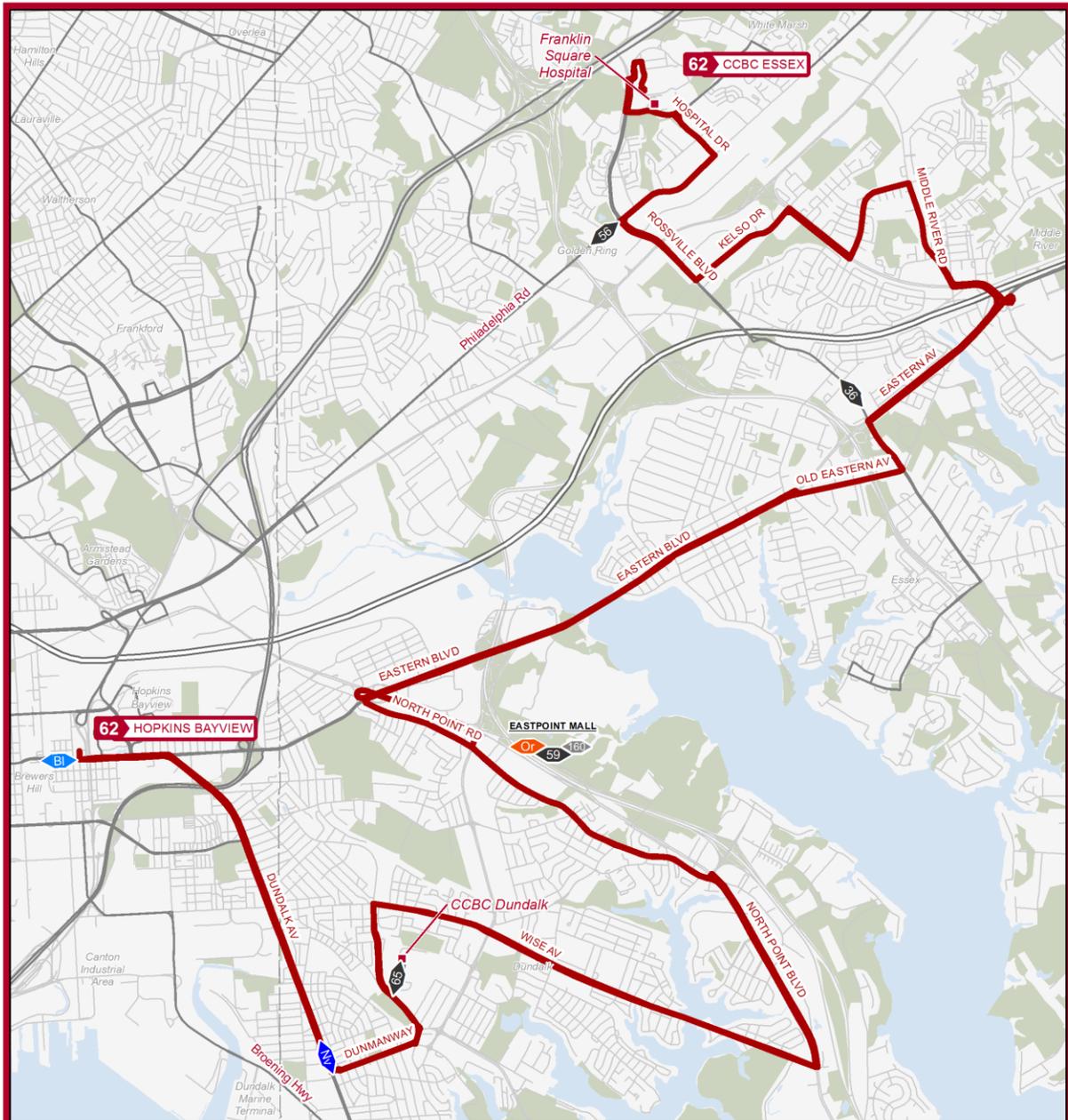


**DRAFT**

<b>Route</b>	62		
<b>Type</b>	LocalLink		
<b>From</b>	CCBC ESSEX		
<b>To</b>	HOPKINS BAYVIEW		
<b>Span</b>	<b>Weekday</b>	4:30am-11:00pm	
	<b>Saturday</b>	6:00am-10:30pm	
	<b>Sunday</b>	7:00am-10:30pm	
<b>Frequency (Minutes)</b>	<b>Weekday</b>	<b>Early</b>	60
		<b>AM Peak</b>	30
		<b>Midday</b>	40
		<b>PM Peak</b>	30
		<b>Evening</b>	45
		<b>Late Night</b>	-
	<b>Sat</b>	<b>Day</b>	60
		<b>Other Times</b>	60
	<b>Sun</b>	<b>Day</b>	60
<b>Other Times</b>		60	
<b>Rail Stations Served</b>	<b>Metro</b>	-	
	<b>Light Rail</b>	-	
	<b>MARC</b>	-	
<b>CityLink Transfers</b>	Blue, Orange, Navy		
<b>Points of Interest Served</b>	CCBC Dundalk, Eastpoint Mall, Bayview Medical Center		
<b>Current Routes</b>	4, 10		
<b>Description</b>	LocalLink 62 will replace the current 4 line. 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 10 and will end at Eastern Bus Division.		



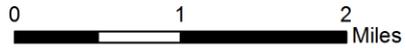
# PROPOSED LOCALLINK 62



## LEGEND

## PROPOSED LOCALLINK 62

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>MARC</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Other Roadways</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		
<b>R</b> MARC	<b>###</b> Express BusLink		



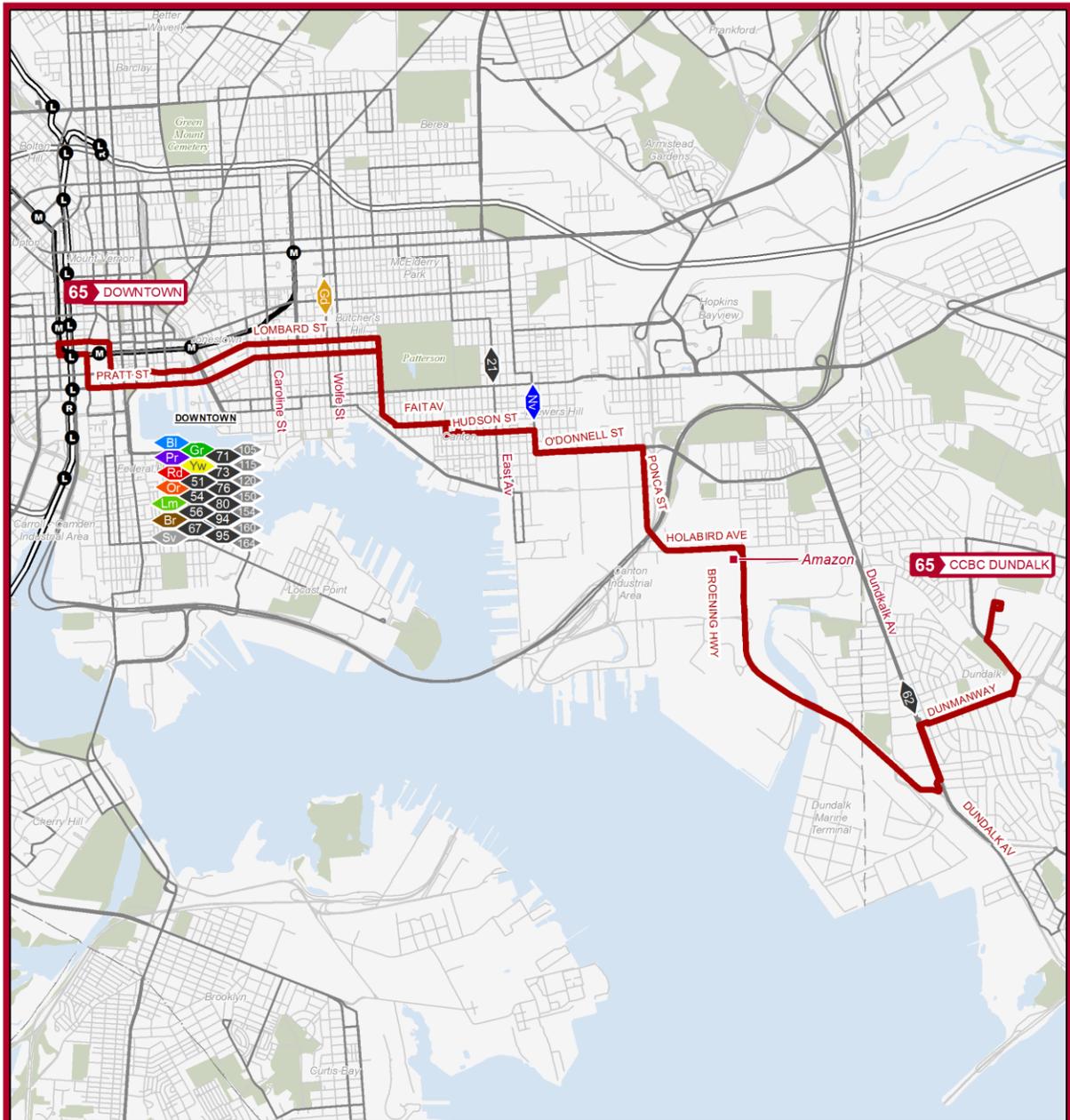


**DRAFT**

Route	65		
Type	LocalLink		
From	DOWNTOWN		
To	CCBC DUNDALK		
Span	Weekday	4:00am-11:00pm	
	Saturday	4:00am-11:00pm	
	Sunday	4:00am-11:00pm	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	12
		Midday	60
		PM Peak	15
		Evening	60
		Late Night	-
	Sat	Day	60
		Other Times	60
	Sun	Day	60
Other Times		60	
Rail Stations Served	Metro	Charles Center	
	Light Rail	University Center/Baltimore Street	
	MARC	-	
CityLink Transfers	Red, Green, Silver, Brown, Gold, Blue, Orange, Navy, Yellow, Purple, Lime		
Points of Interest Served	CCBC Dundalk, Canton, Dundalk Marine Terminal, Amazon		
Current Routes	7, 26, 31		
Description	LocalLink 65 will replace current 26 line service to Amazon and the Dundalk Marine Terminal from downtown. It will also replace current 31 line connection from downtown to CCBC Dundalk and 7 line service from Downtown to Canton via Lombard Street, Pratt Street, Patterson Park Avenue, Fait Avenue, and Hudson Street.		



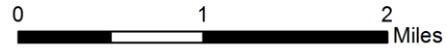
# PROPOSED LOCALLINK 65



## LEGEND

## PROPOSED LOCALLINK 65

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



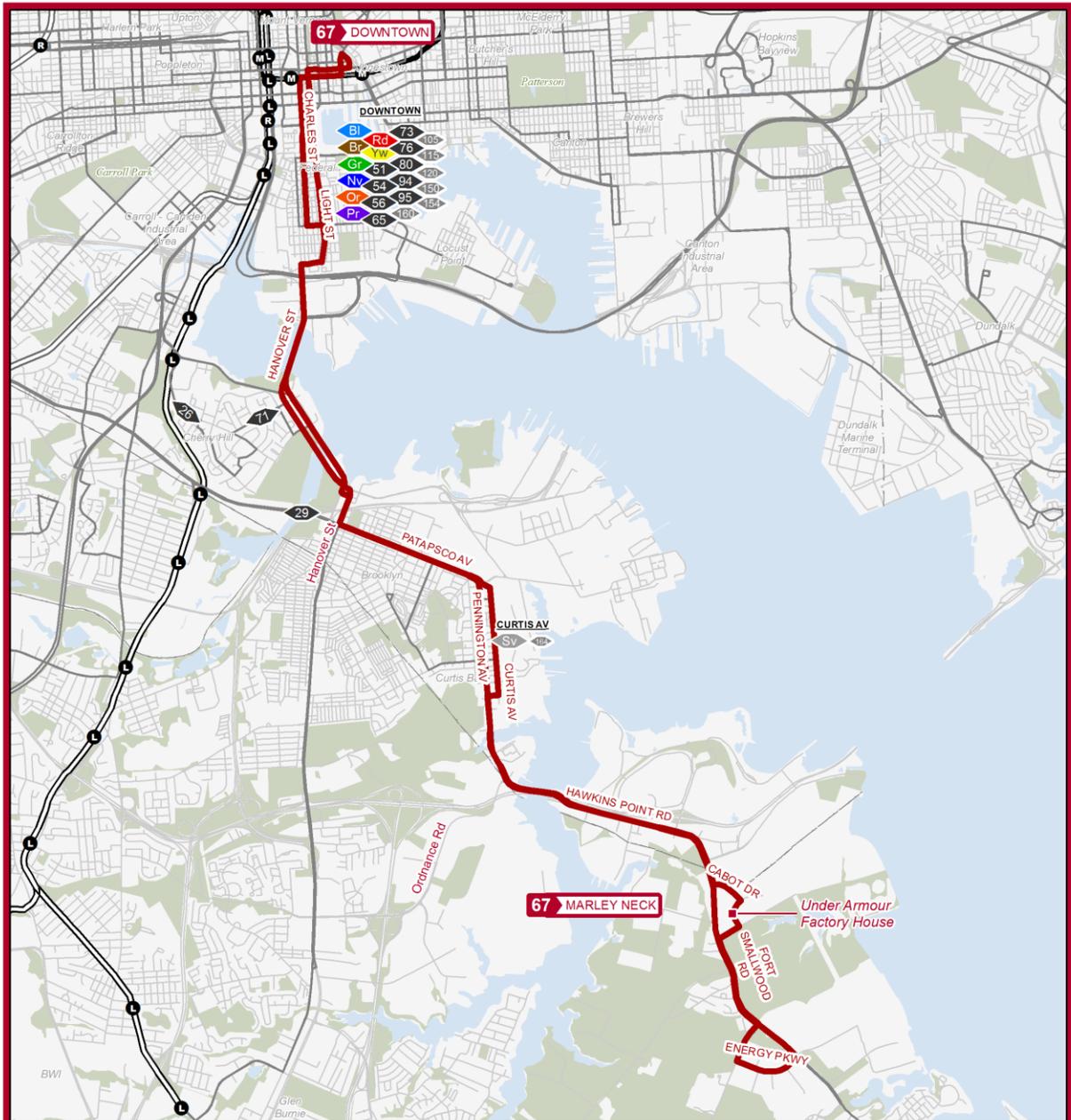


**DRAFT**

Route	67		
Type	LocalLink		
From	MARLEY NECK		
To	DOWNTOWN		
Span	Weekday	5:00am-12:00am	
	Saturday	6:00am-9:00pm	
	Sunday	6:00am-9:00pm	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	60
		Midday	60
		PM Peak	60
		Evening	60
		Late Night	60
	Sat	Day	90
		Other Times	90
	Sun	Day	90
Other Times		90	
Rail Stations Served	Metro	Charles Center	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Green, Brown, Orange, Silver, Purple, Navy, Red, Yellow, Blue		
Points of Interest Served	Energy Parkway, Marley Neck, Under Armour, Curtis Bay		
Current Routes	64		
Description	LocalLink 67 will replace current 64 line service to Marley Neck and Energy Parkway and will end service at City Hall.		



# PROPOSED LOCALLINK 67



## LEGEND

## PROPOSED LOCALLINK 67

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			

0 1 2 Miles



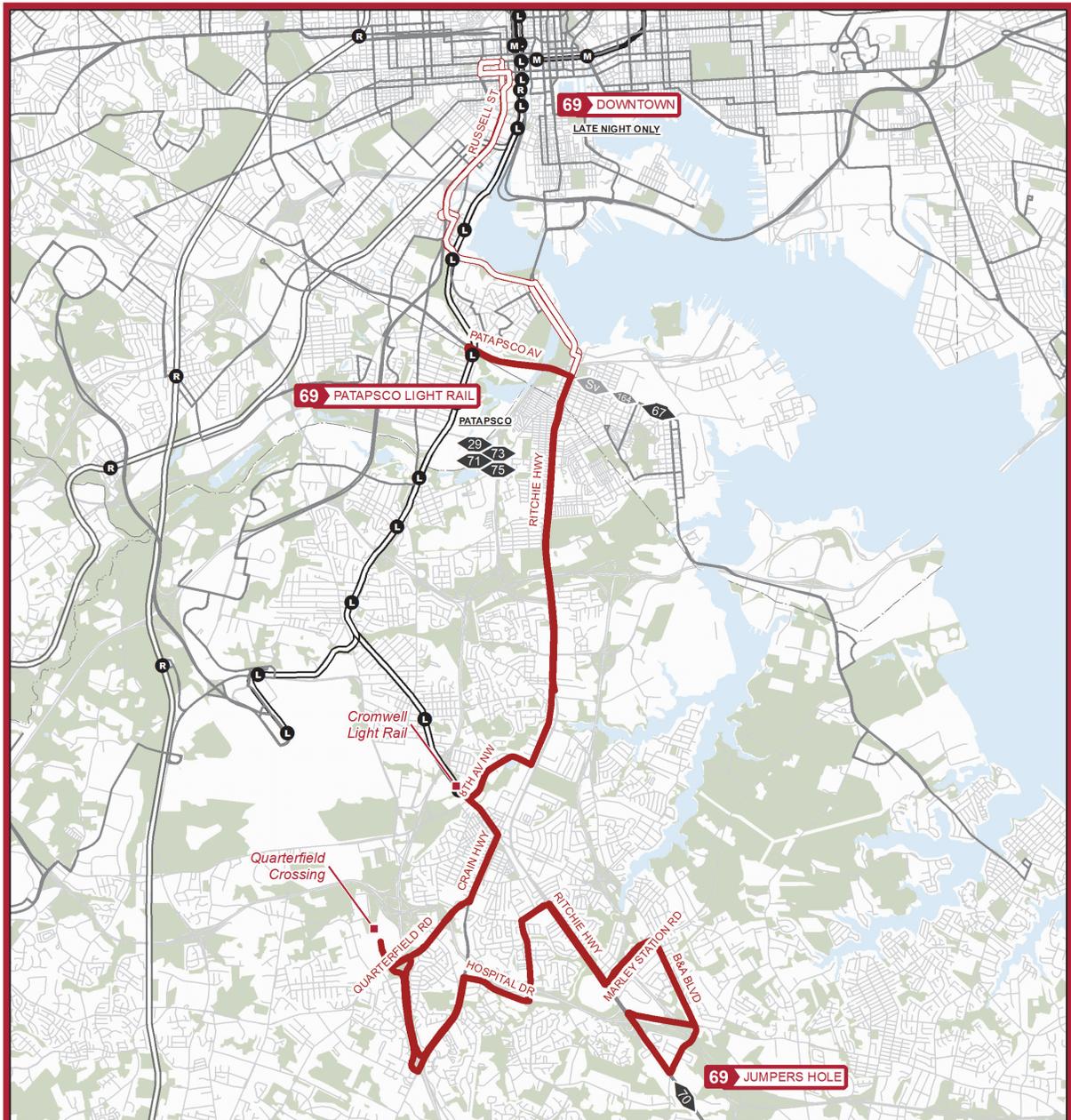
**DRAFT**

Route	69		
Type	LocalLink		
From	JUMPERS HOLE		
To	PATAPSCO LIGHT RAIL *		
Span	Weekday	4:45am-2:00am	
	Saturday	6:00am-12:00am	
	Sunday	6:00am-12:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	60
		Midday	60
		PM Peak	60
		Evening	60
		Late Night	60
	Sat	Day (10:00am-7:00pm)	50
		Other Times	60
	Sun	Day (10:00am-7:00pm)	65
Other Times		120	
Rail Stations Served	Metro	-	
	Light Rail	Patapsco, Cromwell / Glen Burnie	
	MARC	-	
CityLink Transfers	Silver		
Points of Interest Served	Jumpers Hole, Baltimore-Washington Medical Center, Quarterfield Shopping Center, Brooklyn		
Current Routes	14		
Description	LocalLink 69 will replace the current 14 line 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.		

\*Trips will operate to and from the University of Maryland Transit Center when Light Rail is closed.



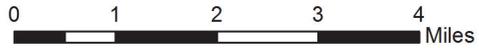
# PROPOSED LOCALLINK 69



## LEGEND

## PROPOSED LOCALLINK 69

<b>Rail Stations</b>	<b>Connecting Routes</b>	Proposed Alignment	Other BaltimoreLink Routes	Metro SubwayLink
Light RailLink	CityLink	Select Service	Light RailLink	MARC
Metro SubwayLink	LocalLink			Other Roadways
MARC	Express BusLink			





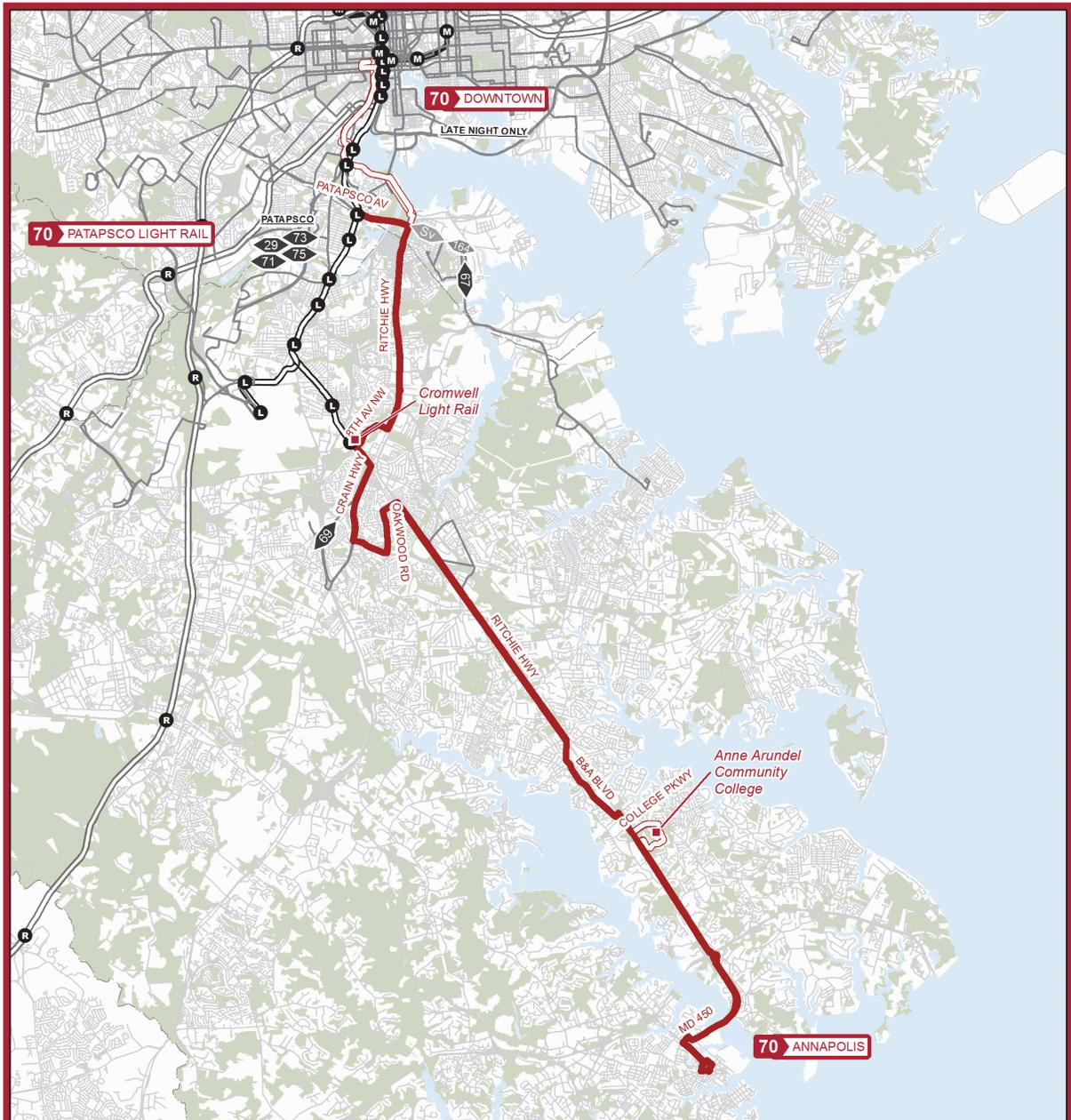
**DRAFT**

Route	70		
Type	LocalLink		
From	ANNAPOLIS		
To	PATAPSCO LIGHT RAIL*		
Span	Weekday	5:00am-1:00am	
	Saturday	6:30am-12:00am	
	Sunday	6:00am-12:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	45
		Midday	60
		PM Peak	45
		Evening	60
		Late Night	60
	Sat	Day (10:00am-7:00pm)	50
		Other Times	60
	Sun	Day (10:00am-7:00pm)	60
Other Times		60	
Rail Stations Served	Metro	-	
	Light Rail	Patapsco, Cromwell / Glen Burnie	
	MARC	-	
CityLink Transfers	Silver		
Points of Interest Served	Jumpers Hole, Baltimore-Washington Medical Center, Anne Arundel Community College, Brooklyn		
Current Routes	14		
Description	LocalLink 70 will replace the current 14 line 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.		

\*Trips will operate to and from the University of Maryland Transit Center when Light Rail is closed.



# PROPOSED LOCALLINK 70



## LEGEND

## PROPOSED LOCALLINK 70

<b>Rail Stations</b>	<b>Connecting Routes</b>	Proposed Alignment	Other BaltimoreLink Routes	Metro SubwayLink
Light RailLink	CityLink	Select Service	Light RailLink	MARC
Metro SubwayLink	LocalLink			Other Roadways
MARC	Express BusLink			



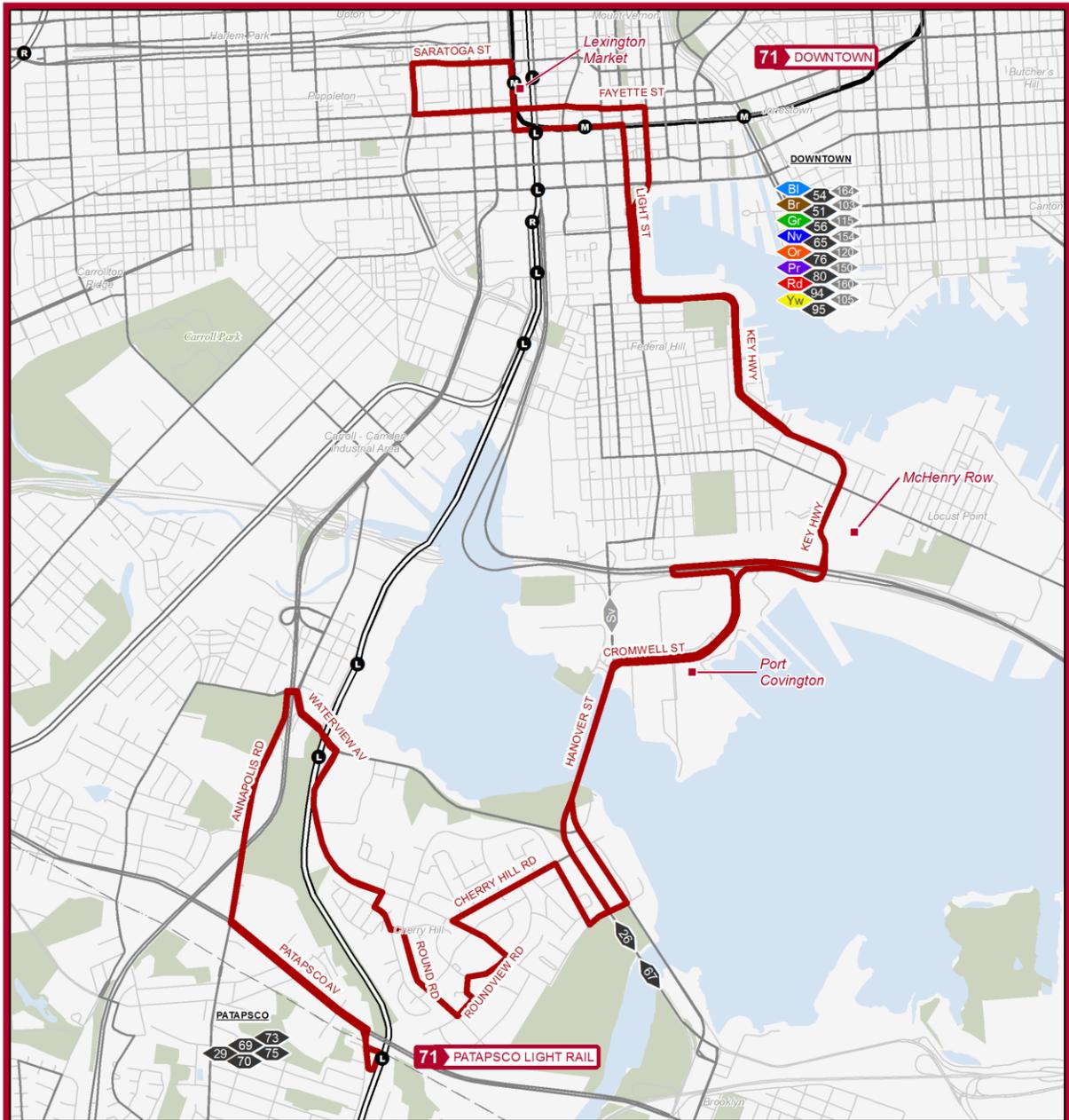


**DRAFT**

Route	71		
Type	LocalLink		
From	PATAPSCO LIGHT RAIL		
To	DOWNTOWN		
Span	Weekday	5:00am-2:00am	
	Saturday	5:00am-2:00am	
	Sunday	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	30
		Midday	45
		PM Peak	30
		Evening	45
		Late Night	60
	Sat	Day (8:00am-8:00pm)	30
		Other Times	60
	Sun	Day (8:00am-8:00pm)	40
Other Times		60	
Rail Stations Served	Metro	Charles Center, Lexington Market	
	Light Rail	Cherry Hill, Patapsco, University Center/Baltimore Street, Lexington Market	
	MARC	-	
CityLink Transfers	Green, Brown, Orange, Silver, Purple, Navy, Red, Yellow, Blue		
Points of Interest Served	Cherry Hill, Harbor Hospital, Port Covington, Lexington Market		
Current Routes	29		
Description	LocalLink 71 will provide service between Patapsco, Cherry Hill, Port Covington, Federal Hill, downtown, and Lexington Market, providing the downtown-Cherry Hill connection that the current 27 line provides. It will also replace the current 29 line (Cherry Hill Circulator) but provide two-way service through Cherry Hill between the Light Rail and Harbor Hospital. Direct service to the Cherry Hill Multipurpose Center was eliminated since the center has closed.		



# PROPOSED LOCALLINK 71



## LEGEND

## PROPOSED LOCALLINK 71

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



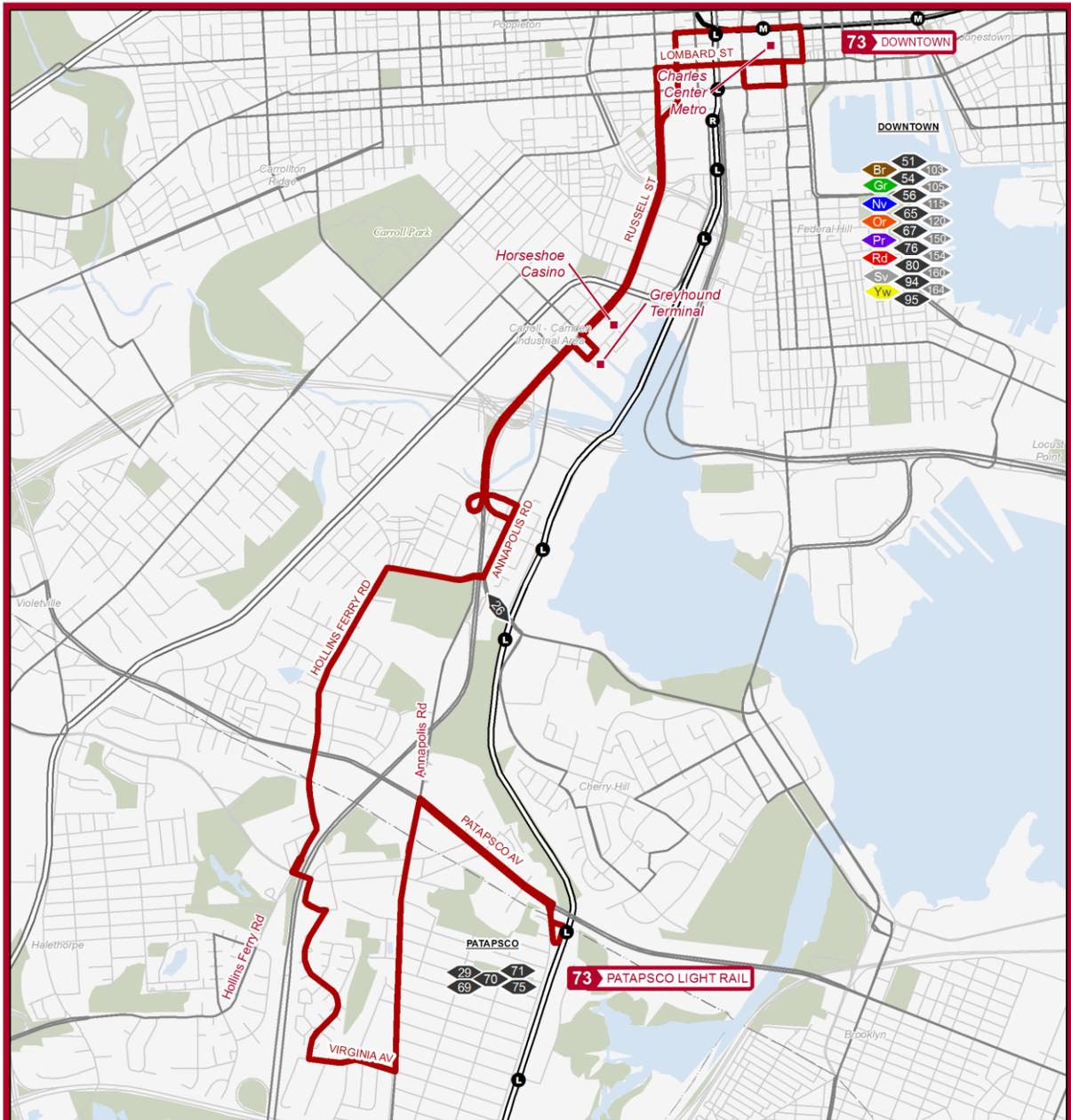


**DRAFT**

Route	73		
Type	LocalLink		
From	PATAPSCO LIGHT RAIL		
To	DOWNTOWN		
Span	Weekday	5:00am-2:00am	
	Saturday	5:00am-2:00am	
	Sunday	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	30
		Midday	40
		PM Peak	30
		Evening	40
		Late Night	60
	Sat	Day	40
		Other Times	40
	Sun	Day	40
	Other Times	40	
Rail Stations Served	Metro	Charles Center	
	Light Rail	Patapsco, University Center/Baltimore Street	
	MARC	-	
CityLink Transfers	Green, Brown, Orange, Silver, Purple, Navy, Red, Yellow		
Points of Interest Served	Baltimore Highlands, Horseshoe Casino, Greyhound Bus Terminal		
Current Routes	27, 51		
Description	LocalLink 73 will replace current service on the 51 line between Patapsco Station, Baltimore Highlands, and the Horseshoe Casino. It will also replace the connection between Westport, the Horseshoe Casino, and downtown that is currently available on the 27 line.		



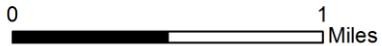
# PROPOSED LOCALLINK 73



## LEGEND

## PROPOSED LOCALLINK 73

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			





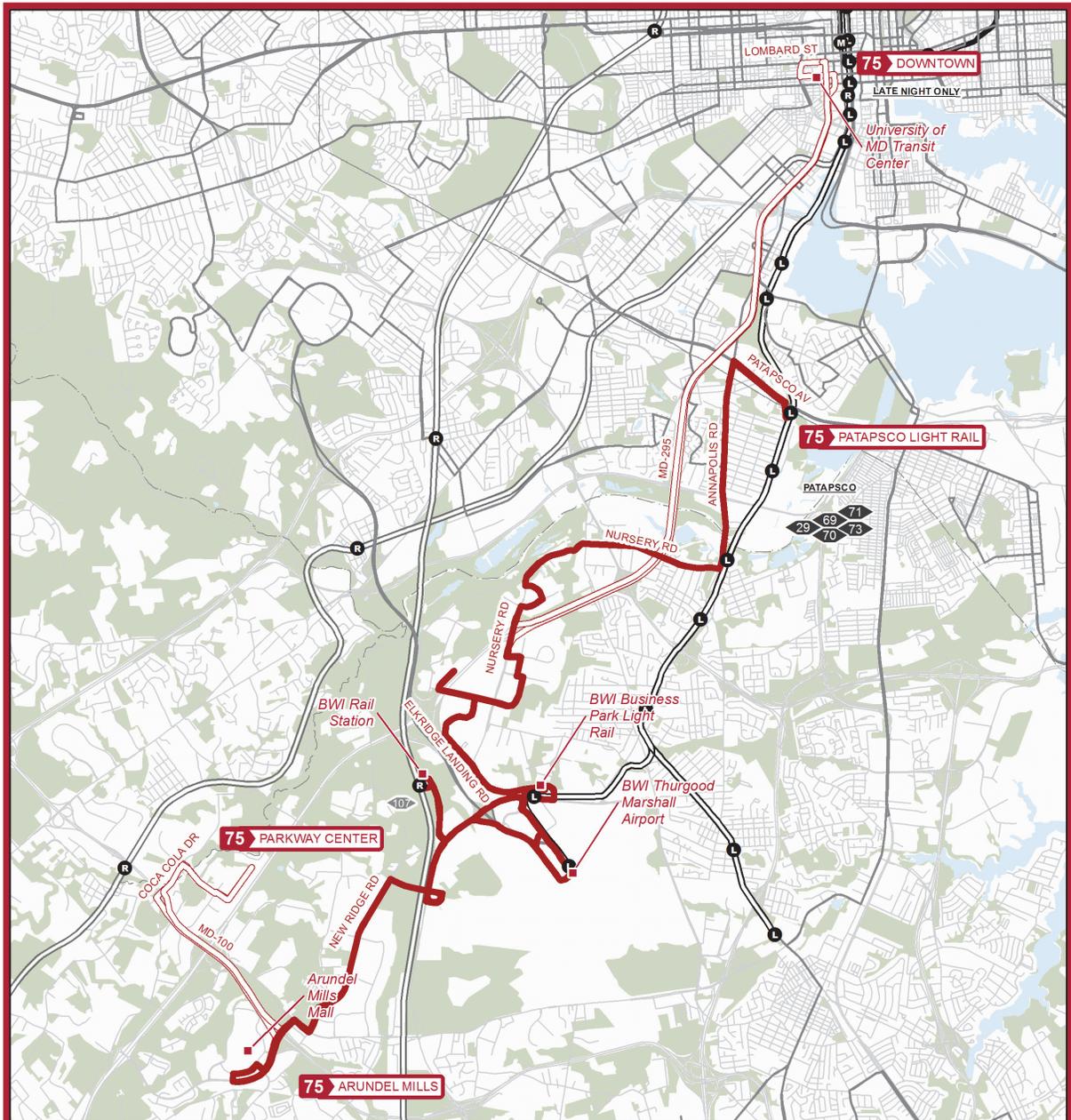
**DRAFT**

Route	75			
Type	LocalLink			
	Select Trips		All Trips	
From	ARUNDEL MILLS / PARKWAY CENTER		ARUNDEL MILLS	
To	PATAPSCO LIGHT RAIL		PATAPSCO LIGHT RAIL*	
Span	Weekday	6:30am-8:30am; 3:30pm-5:30pm	24 Hours*	
	Saturday	-	24 Hours*	
	Sunday	-	24 Hours*	
Frequency (Minutes)	Weekday	Early	-	60
		AM Peak	60	30-60
		Midday	-	60
		PM Peak	60	30-60
		Evening	-	60
		Late Night	-	60
	Sat	Day	-	60
		Other Times	-	60
		Sun	Day	-
Other Times	-		60	
Rail Stations Served	Metro	-	-	
	Light Rail	BWI Business Park, BWI Airport, Patapsco, Nursery Road	BWI Business Park, BWI Airport, Patapsco, Nursery Road	
	MARC	BWI Airport Rail Station	BWI Airport Rail Station	
CityLink Transfers	-		-	
Points of Interest Served	Arundel Mills, BWI Airport, BWI Business Park, Parkway Center		Arundel Mills, BWI Airport, BWI Business Park	
Current Routes	17		17	
Description	<p>LocalLink 75 will replace the current 17 line's 3 major patterns. Daytime service will operate between Patapsco and Parkway Center North during peak periods and between Patapsco and Arundel Mills during off-peak periods. Midday and evening service to Parkway Center North will be eliminated due to a lack of ridership. Service to Parkway South will be eliminated due to very low ridership. 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 to better serve the Baltimore Commons Business Park and since Aviation Boulevard and Dorsey Road have very low ridership.</p>			

\*Trips will operate to and from the University of Maryland Transit Center instead of Patapsco Light Rail Station when Light Rail is closed.



# PROPOSED LOCALLINK 75



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Select Service</b>	<b>Light RailLink</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			

## PROPOSED LOCALLINK 75



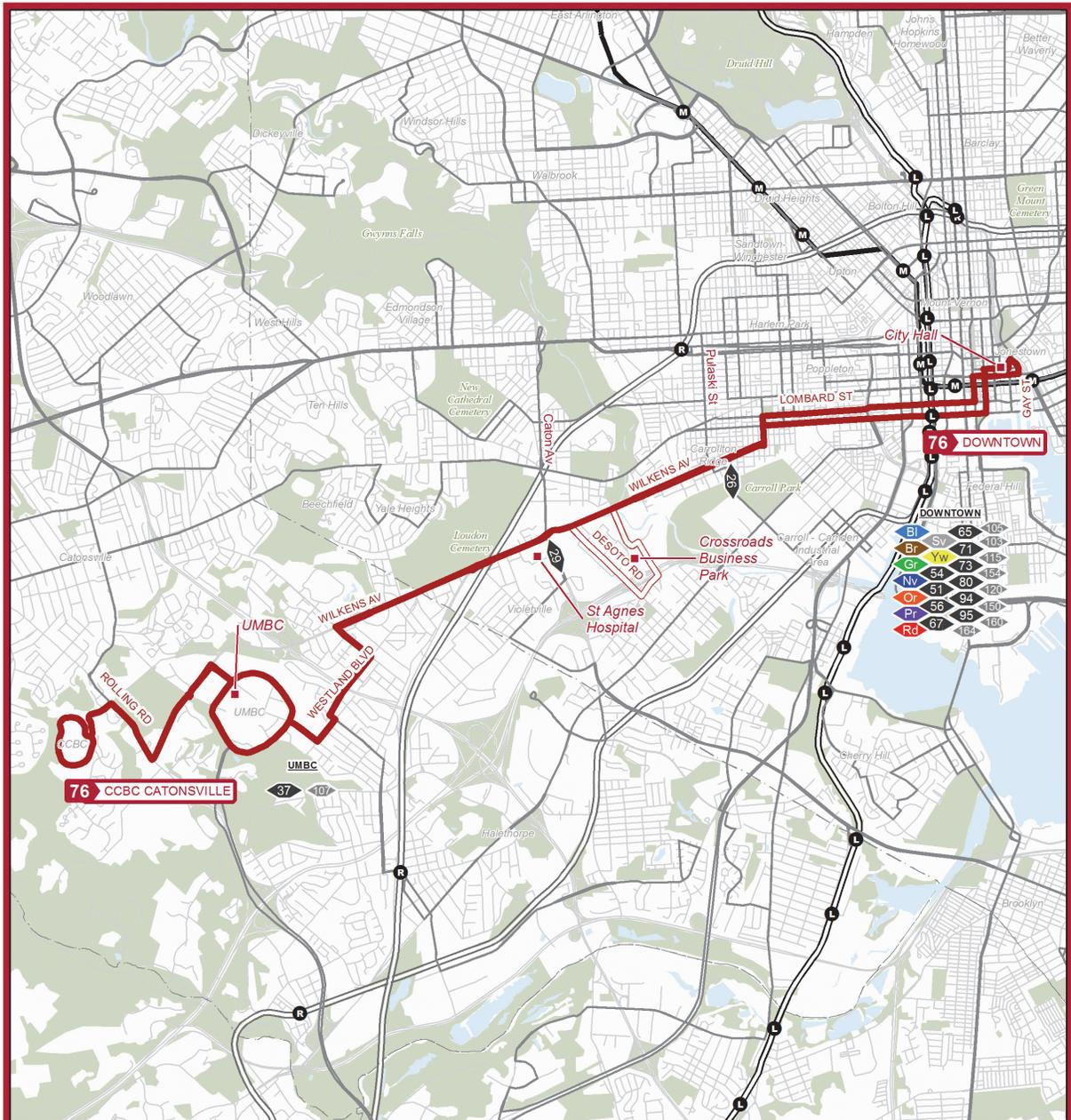


**DRAFT**

Route	76			
Type	LocalLink			
	Select Trips		All Trips	
From	CCBC CATONSVILLE / CROSSROADS BUSINESS PARK		CCBC CATONSVILLE	
To	DOWNTOWN		DOWNTOWN	
Span	Weekday	4:30am-9:00am; 2:00pm-7:00pm; 10:00pm-12:00am	4:00am-1:30am	
	Saturday	-	5:00am-1:00am	
	Sunday	-	5:30am-1:00am	
Frequency (Minutes)	Weekday	Early	60	30
		AM Peak	60	20
		Midday	-	20
		PM Peak	60	20
		Evening	60	20
		Late Night	60	30
	Sat	Day (8:00am-8:00pm)	-	30
		Other Times	-	60
	Sun	Day (8:00am-8:00pm)	-	30
	Other Times	-	60	
Rail Stations Served	Metro	Charles Center	Charles Center	
	Light Rail	Convention Center	Convention Center	
	MARC	Camden	Camden	
CityLink Transfers	Blue, Brown, Green, Navy, Orange, Purple, Red, Silver, Yellow		Blue, Brown, Green, Navy, Orange, Purple, Red, Silver, Yellow	
Points of Interest Served	CCBC Catonsville, UMBC, Crossroads Business Park, St Agnes Hospital, Convention Center, Inner Harbor, City Hall		CCBC Catonsville, UMBC, St Agnes Hospital, Convention Center, Inner Harbor, City Hall	
Current Routes	35		35	
Description	The 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.			



# PROPOSED LOCALLINK 76



## LEGEND

## PROPOSED LOCALLINK 76

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Select Service</b>	<b>Light RailLink</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



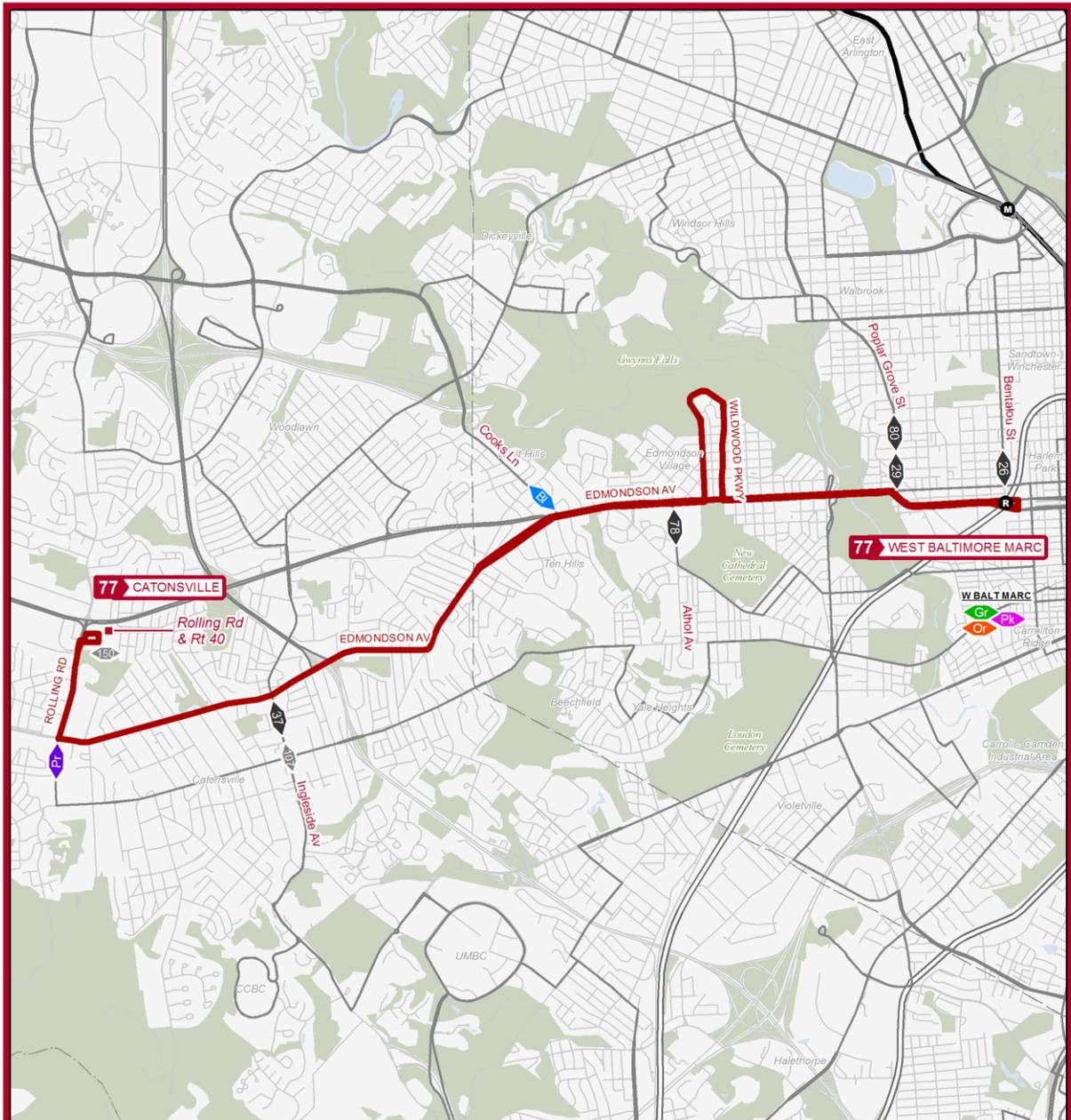


**DRAFT**

Route	77		
Type	LocalLink		
From	W. BALTIMORE MARC		
To	CATONSVILLE		
Span	Weekday	4:00am-2:00am	
	Saturday	4:00am-2:00am	
	Sunday	4:00am-2:00am	
Frequency (Minutes)	Weekday	Early	45
		AM Peak	25
		Midday	25
		PM Peak	25
		Evening	30
		Late Night	60
	Sat	Day (4:00am-10:00pm)	36
		Other Times	60
	Sun	Day (4:00am-10:00pm)	51
		Other Times	120
Rail Stations Served	Metro	-	
	Light Rail	-	
	MARC	West Baltimore	
CityLink Transfers	Green, Orange, Blue, Pink, Purple		
Points of Interest Served	Rolling Rd & Rte 40, Wildwood, Edmondson Village		
Current Routes	23		
Description	<p>LocalLink 77 will replace the current 23 line between Rolling Road &amp; 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 (Blue, Orange, Green, and Pink) that will connect to downtown or Johns Hopkins Hospital. While this will force approximately 1,300 transfers on a weekday (1,950 boardings/650 alightings), riders continuing downtown will only wait an average of 3 minutes for a transfer and will have more reliable service.</p>		



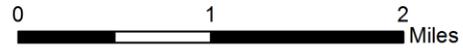
# PROPOSED LOCALLINK 77



## LEGEND

## PROPOSED LOCALLINK 77

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink		



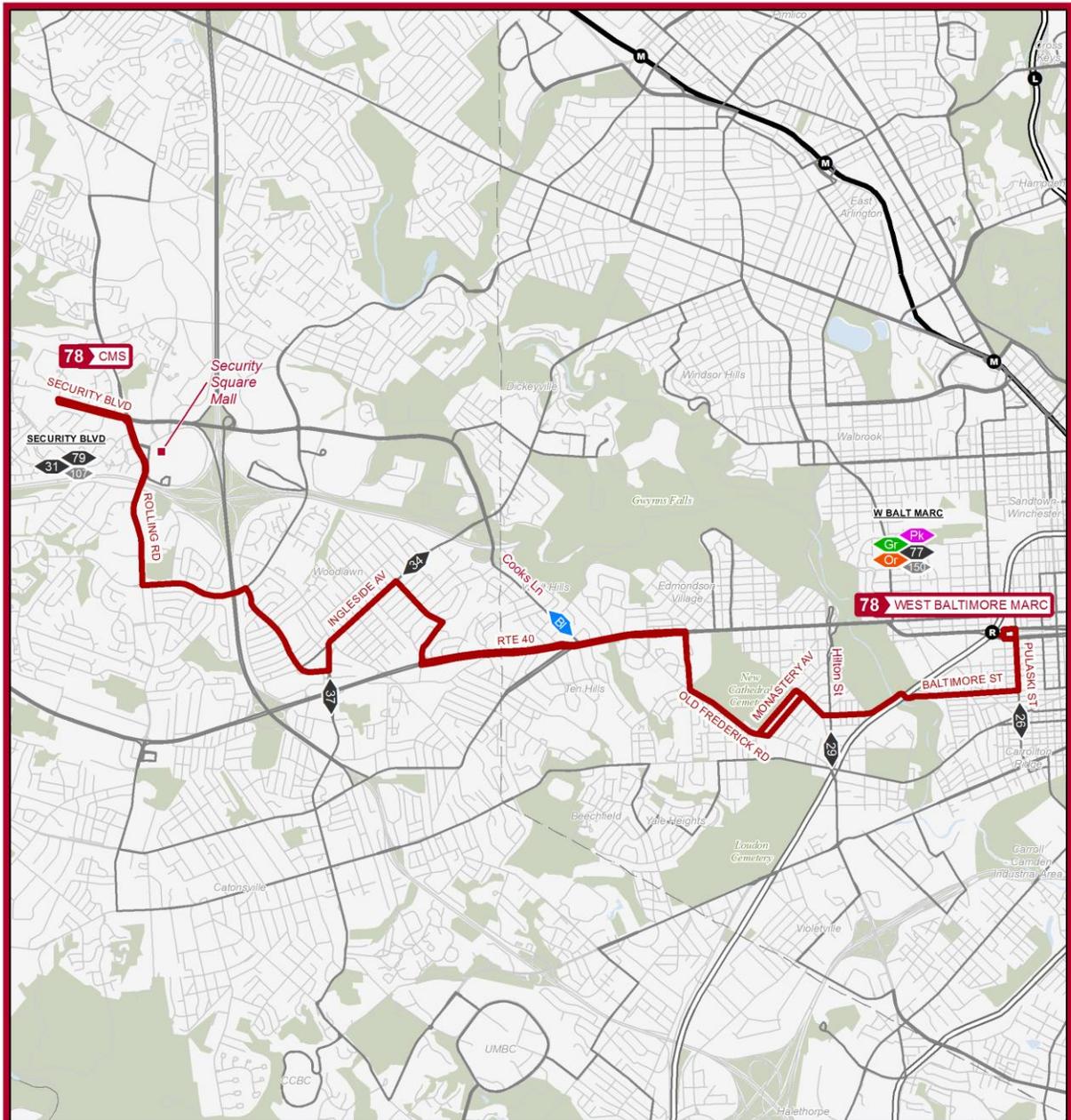


**DRAFT**

Route	78		
Type	LocalLink		
From	CMS		
To	W. BALTIMORE MARC		
Span	Weekday	4:00am-2:00am	
	Saturday	4:00am-2:00am	
	Sunday	4:00am-2:00am	
Frequency (Minutes)	Weekday	Early	35
		AM Peak	15
		Midday	20
		PM Peak	15
		Evening	30
		Late Night	60
	Sat	Day (8:00am-8:00pm)	20
		Other Times	60
	Sun	Day (8:00am-8:00pm)	30
Other Times		60	
Rail Stations Served	Metro	-	
	Light Rail	-	
	MARC	West Baltimore	
CityLink Transfers	Green, Orange, Blue, Pink		
Points of Interest Served	CMS, Security Square, Westview Mall, Edmondson Village		
Current Routes	20		
Description	<p>LocalLink 78 will replace current service on the 20 line 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. Riders continuing downtown will only wait an average of 3 minutes for a transfer and will have more reliable service. This will alleviate bus bunching in the downtown area.</p>		



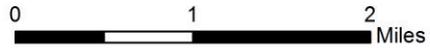
# PROPOSED LOCALLINK 78



## LEGEND

## PROPOSED LOCALLINK 78

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



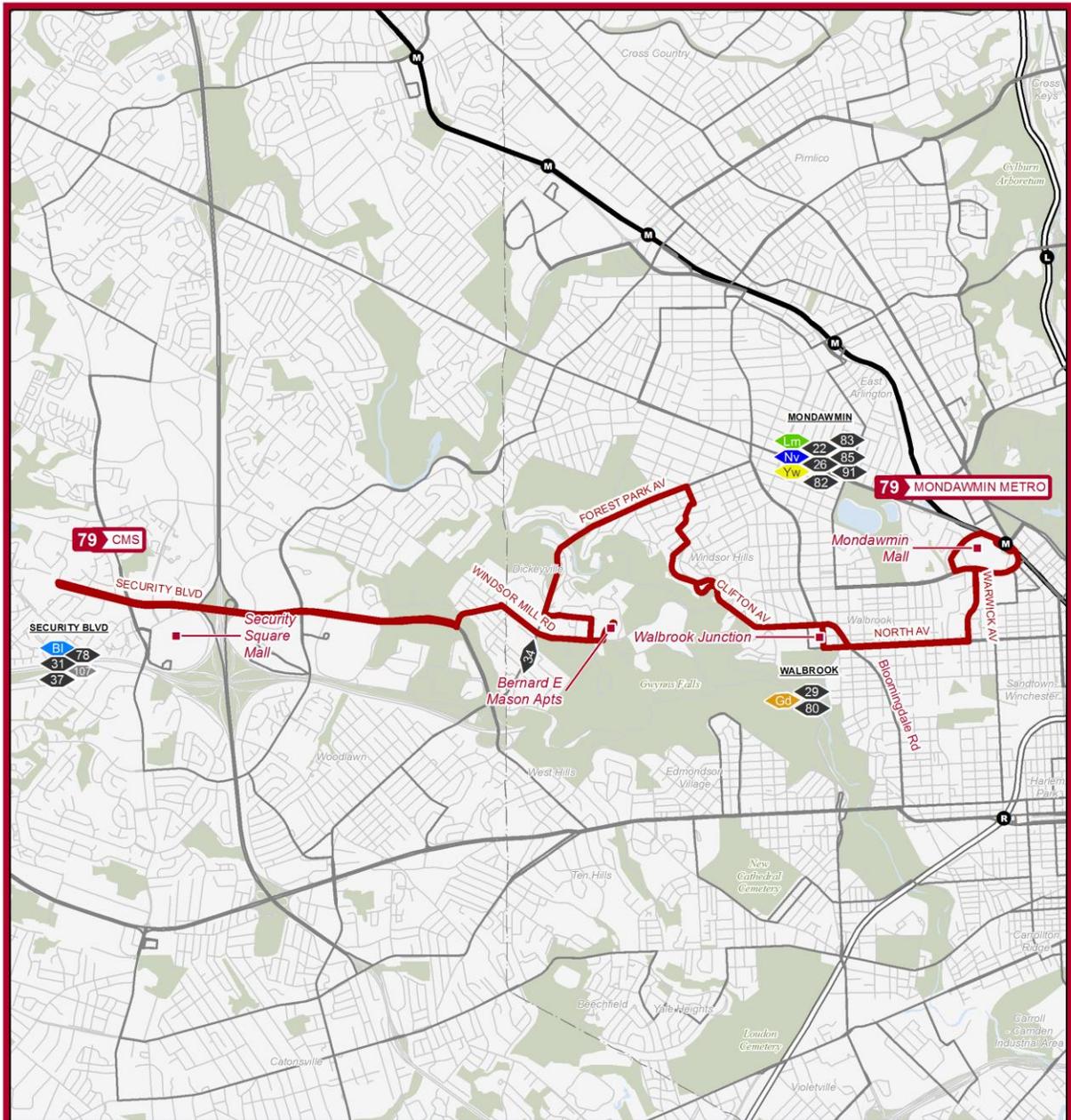


**DRAFT**

Route	79		
Type	LocalLink		
From	CMS		
To	MONDAWMIN METRO		
Span	Weekday	5:00am-12:00am	
	Saturday	6:00am-12:00am	
	Sunday	6:00am-12:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	30
		Midday	45
		PM Peak	30
		Evening	60
		Late Night	60
	Sat	Day (8:00am-8:00pm)	36
		Other Times	60
	Sun	Day (8:00am-8:00pm)	40
Other Times		60	
Rail Stations Served	Metro	Mondawmin	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Blue, Lime, Navy, Gold, Yellow		
Points of Interest Served	Mondawmin, Coppin State University, Walbrook Junction, Security Square Mall, CMS		
Current Routes	15		
Description	LocalLink 79 will replace current 15 line service from Walbrook Junction to CMS, including service to the Bernard E Mason Apartments. It will also replace the Mondawmin Shuttle (97 line) connection from Walbrook Junction to Mondawmin.		



# PROPOSED LOCALLINK 79



## LEGEND

## PROPOSED LOCALLINK 79

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



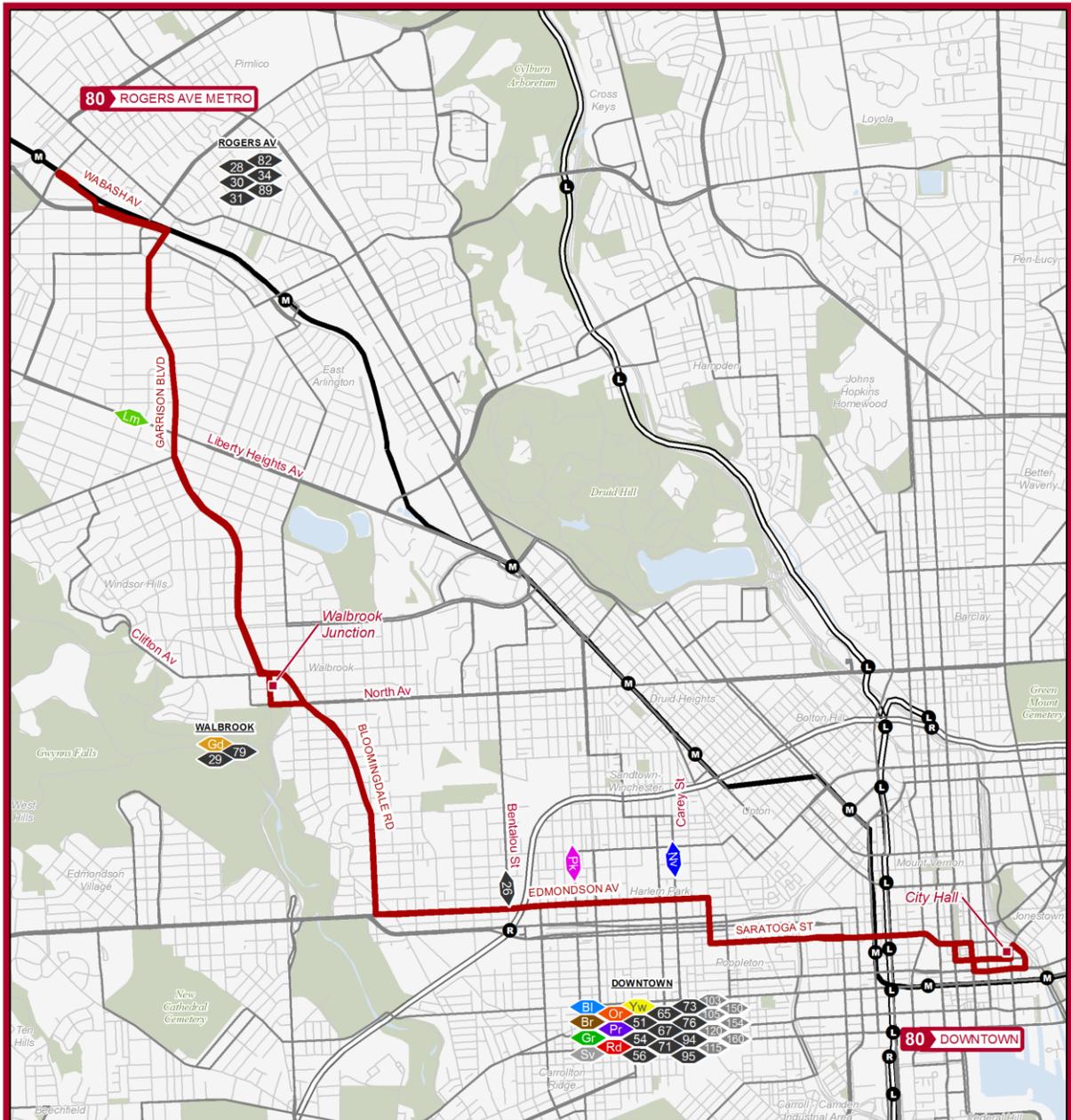


**DRAFT**

Route	80		
Type	LocalLink		
From	ROGERS AVE. METRO		
To	DOWNTOWN		
Span	Weekday	24 Hours	
	Saturday	5:00am-4:00am	
	Sunday	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	10
		Midday	15
		PM Peak	10
		Evening	30
		Late Night	45
	Sat	Day (8:00am-8:00pm)	20
		Other Times	60
	Sun	Day (8:00am-8:00pm)	20
Other Times		60	
Rail Stations Served	Metro	Rogers Avenue, Lexington Market	
	Light Rail	Lexington Market	
	MARC	-	
CityLink Transfers	All		
Points of Interest Served	Walbrook Junction, Lexington Market		
Current Routes	15, 91, QB47		
Description	LocalLink 80 will replace current 91 line service between Rogers Avenue Metro and Walbrook Junction (Garrison Blvd) and current 15 line service between Walbrook Junction and downtown.		



# PROPOSED LOCALLINK 80



## LEGEND

## PROPOSED LOCALLINK 80

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



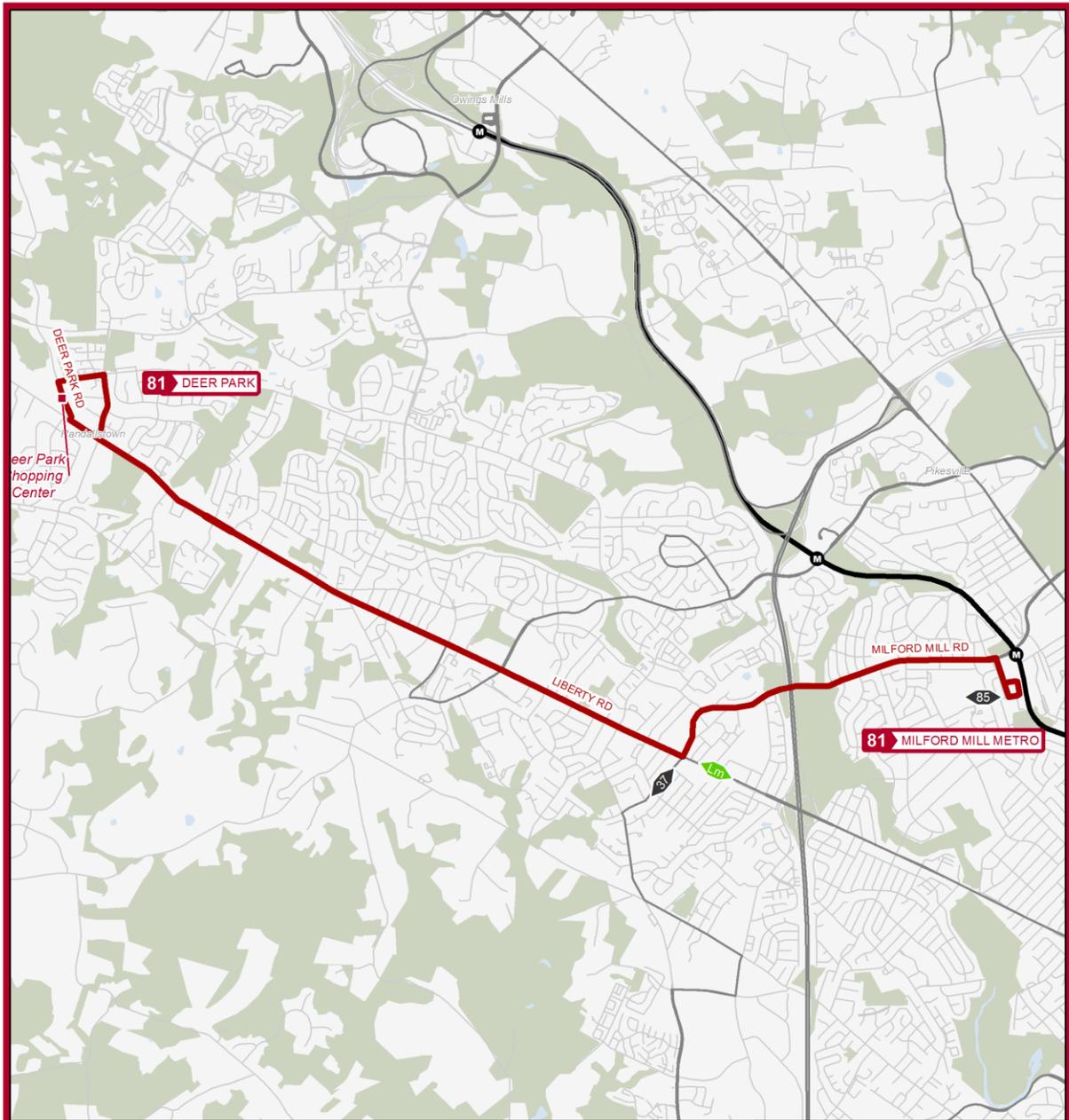


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Route	81		
Type	LocalLink		
From	DEER PARK		
To	MILFORD MILL METRO		
Span	Weekday	4:00am-2:00am	
	Saturday	4:00am-2:00am	
	Sunday	4:00am-2:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	30
		Midday	30
		PM Peak	30
		Evening	60
		Late Night	60
	Sat	Day (8:00am-8:00pm)	30
		Other Times	60
	Sun	Day (8:00am-8:00pm)	30
Other Times		60	
Rail Stations Served	Metro	Milford Mill	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Lime		
Points of Interest Served	Randallstown, Deer Park Shopping Center		
Current Routes	54		
Description	<p>LocalLink 81 will replace current service on the 54 line between Milford Mill Metro Station and Randallstown. Passengers can transfer to LocalLink 85 at Milford Mill Station to continue to points on Park Heights Avenue and the Penn-North Metro Station. 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.</p>		



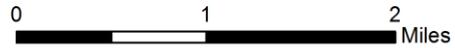
# PROPOSED LOCALLINK 81



## LEGEND

## PROPOSED LOCALLINK 81

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink		
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>Other BaltimoreLink Routes</b>	
<b>R</b> MARC	<b>###</b> Express BusLink		<b>Other Roadways</b>



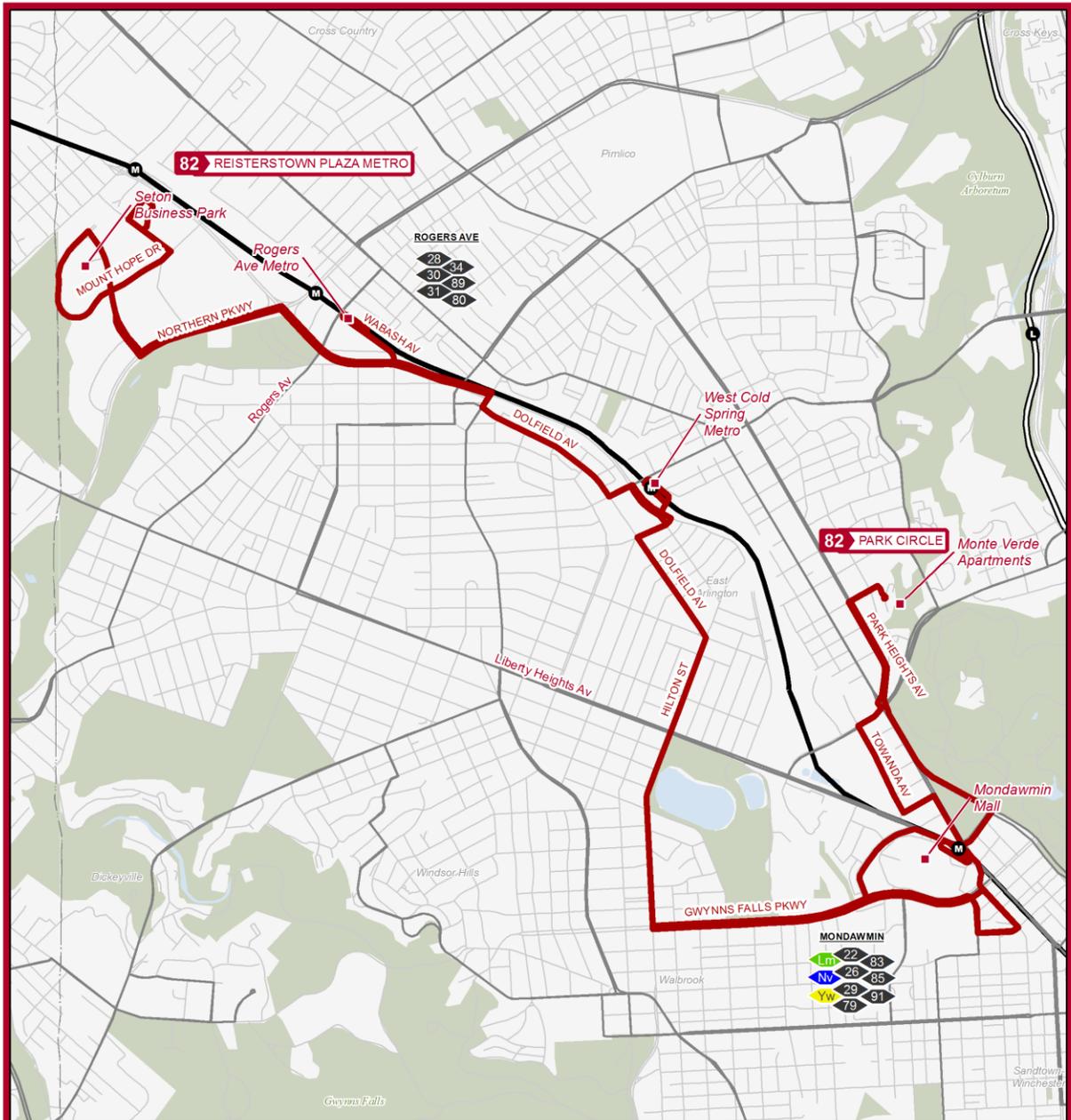


**DRAFT**

Route	82		
Type	LocalLink		
From	PARK CIRCLE		
To	REISTERSTOWN PLAZA METRO		
Span	Weekday	4:00am-12:00am	
	Saturday	4:30am-12:00am	
	Sunday	5:00am-12:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	30
		Midday	30
		PM Peak	30
		Evening	30
		Late Night	60
	Sat	Day (8:00am-8:00pm)	36
		Other Times	60
	Sun	Day (8:00am-8:00pm)	36
Other Times		60	
Rail Stations Served	Metro	Mondawmin, West Cold Spring, Rogers Ave, Reisterstown Plaza	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Lime, Navy, Yellow		
Points of Interest Served	Monte Verde Apartments, Mondawmin, Seton Business Park, SSA (Reisterstown Plaza)		
Current Routes	27, 51, 97		
Description	LocalLink 82 will replace the current 51 line between Mondawmin and Rogers Avenue Metro Station. It will also extend to the Seton Business Park and Reisterstown Plaza to replace the current 27 line service there. The 82 will provide two-way service between West Cold Spring Metro Station and Mondawmin and will provide service to Monte Verde Apartments, much like the current 97 line.		



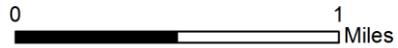
# PROPOSED LOCALLINK 82



## LEGEND

## PROPOSED LOCALLINK 82

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>
<b>L</b> Light RailLink	CityLink		
<b>M</b> Metro SubwayLink	LocalLink	<b>Other BaltimoreLink Routes</b>	
<b>R</b> MARC	Express BusLink		



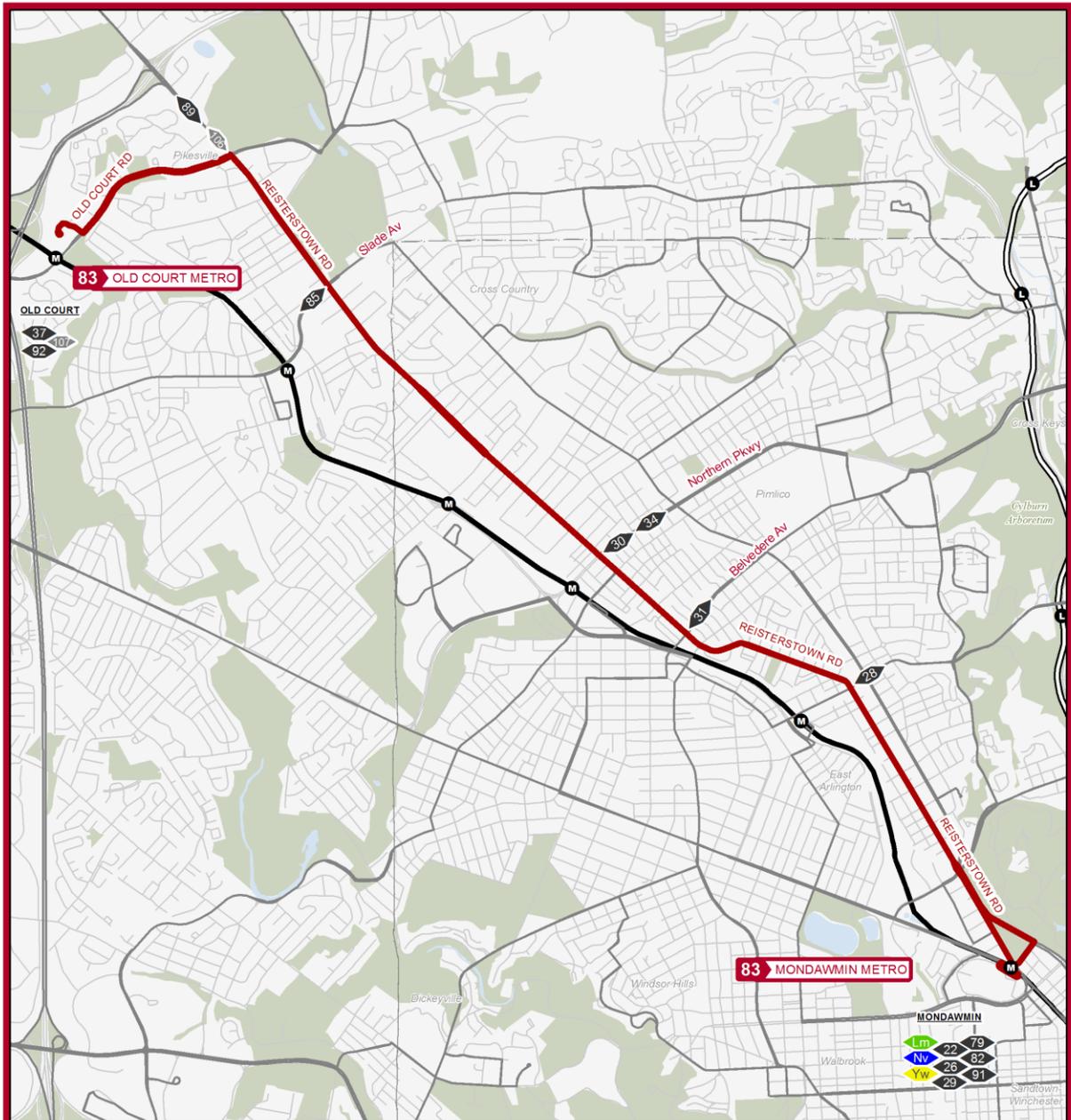


**DRAFT**

Route	83		
Type	LocalLink		
From	OLD COURT METRO		
To	MONDAWMIN METRO		
Span	Weekday	4:00am-2:00am	
	Saturday	4:30am-2:00am	
	Sunday	5:00am-2:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	20
		Midday	30
		PM Peak	20
		Evening	30
		Late Night	60
	Sat	Day (8:00am-8:00pm)	20
		Other Times	30
	Sun	Day (8:00am-8:00pm)	24
		Other Times	30
Rail Stations Served	Metro	Old Court, Mondawmin	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Lime, Navy, Yellow		
Points of Interest Served	Mondawmin, Pikesville		
Current Routes	53		
Description	LocalLink 83 will replace the current 53 line in its entirety.		



# PROPOSED LOCALLINK 83



## LEGEND

## PROPOSED LOCALLINK 83

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink		



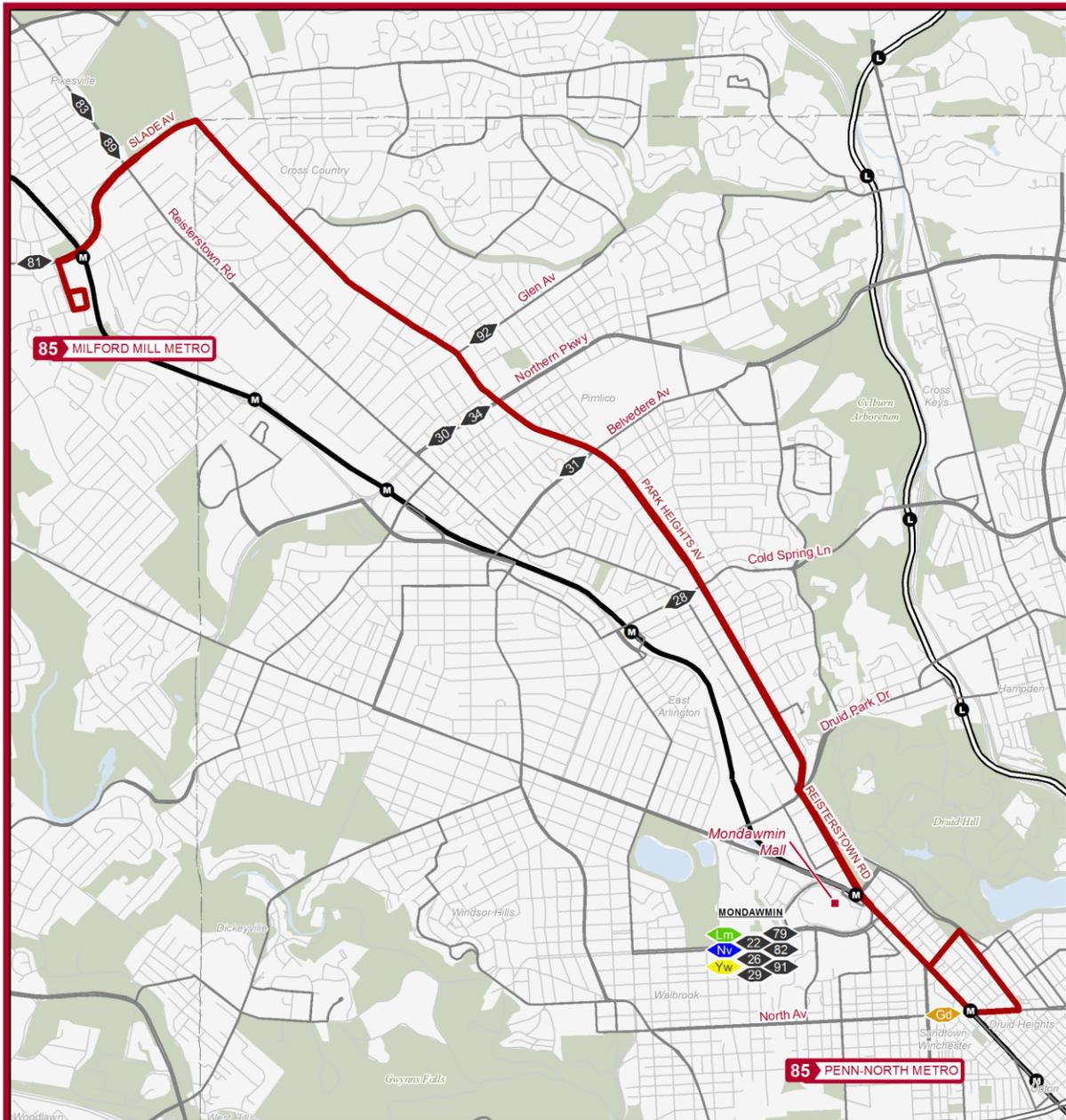


**DRAFT**

Route	85		
Type	LocalLink		
From	MILFORD MILL METRO		
To	PENN-NORTH METRO		
Span	Weekday	4:00am-2:00am	
	Saturday	4:00am-2:00am	
	Sunday	4:00am-2:00am	
Frequency (Minutes)	Weekday	Early	30
		AM Peak	15
		Midday	15
		PM Peak	15
		Evening	30
		Late Night	45
	Sat	Day (8:00am-8:00pm)	15
		Other Times	30
	Sun	Day (8:00am-8:00pm)	20
		Other Times	30
Rail Stations Served	Metro	Milford Mill, Mondawmin, Penn North	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Lime, Navy, Yellow, Gold		
Points of Interest Served	Mondawmin		
Current Routes	54		
Description	LocalLink 85 will replace the current 54 line between Milford Mill Station and Penn-North. LocalLink 81 will provide service on the current 54 line west of Milford Mill Station to Randallstown and Deer Park.		



# PROPOSED LOCALLINK 85



## LEGEND

## PROPOSED LOCALLINK 85

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



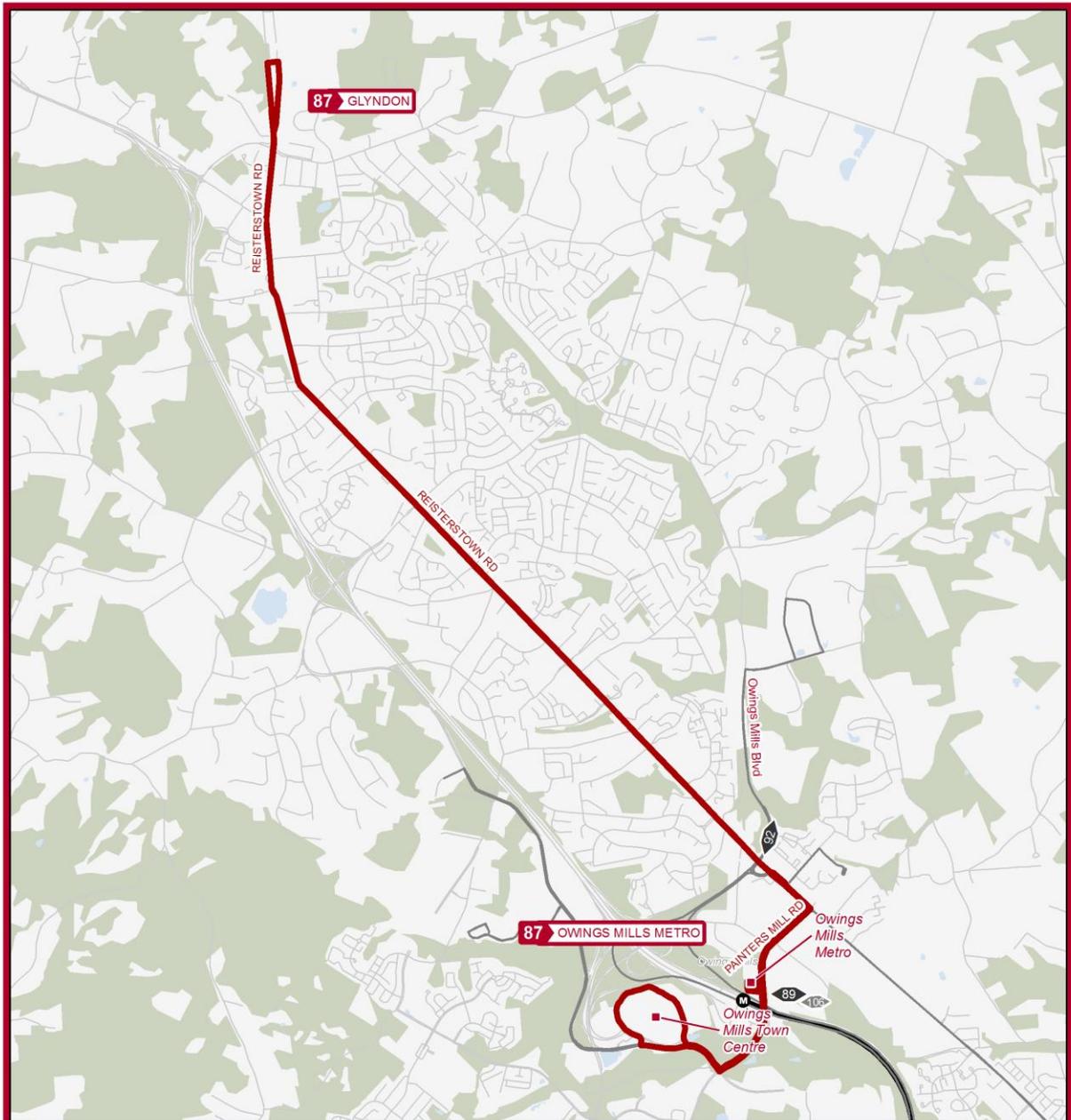


**DRAFT**

Route	87		
Type	LocalLink		
From	GLYNDON		
To	OWINGS MILLS METRO		
Span	Weekday	5:00am-1:00am	
	Saturday	6:00am-1:00am	
	Sunday	6:00am-1:00am	
Frequency (Minutes)	Weekday	Early	35
		AM Peak	35
		Midday	40
		PM Peak	35
		Evening	35
		Late Night	60
	Sat	Day (9:00am-8:00pm)	35
		Other Times	70
	Sun	Day (9:00am-8:00pm)	35
		Other Times	70
Rail Stations Served	Metro	Owings Mills	
	Light Rail	-	
	MARC	-	
CityLink Transfers	-		
Points of Interest Served	Owings Mills, Reisterstown		
Current Routes	56		
Description	LocalLink 87 will replace the current 56 line in its entirety from Glyndon to Owings Mills Station and Town Center		



# PROPOSED LOCALLINK 87



## LEGEND

## PROPOSED LOCALLINK 87

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	CityLink		
<b>M</b> Metro SubwayLink	LocalLink	<b>Other BaltimoreLink Routes</b>	Other Roadways
<b>R</b> MARC	Express BusLink		



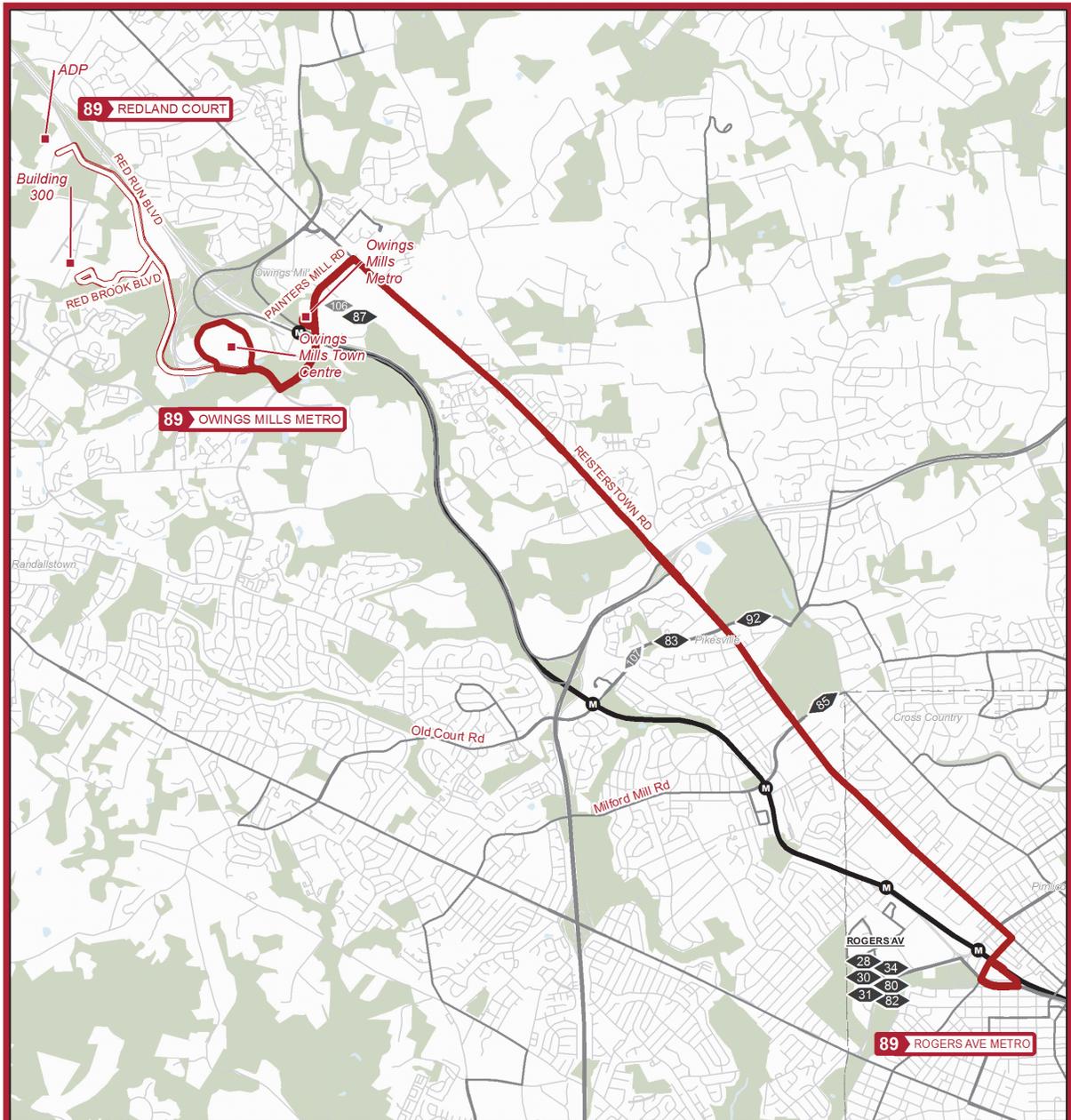


**DRAFT**

Route	89			
Type	LocalLink			
	Select Trips		All Trips	
From	OWINGS MILLS METRO / REDLAND COURT		OWINGS MILLS METRO	
To	ROGERS AVE. METRO		ROGERS AVE. METRO	
Span	Weekday	6:00am-9:00am; 1:00pm-7:00pm	5:00am-1:00am	
	Saturday	-	5:30am-1:00am	
	Sunday	-	5:30am-1:00am	
Frequency (Minutes)	Weekday	Early	-	60
		AM Peak	30	30
		Midday	60	30
		PM Peak	30	30
		Evening	-	45
		Late Night	-	60
	Sat	Day	-	35
		Other Times	-	60
	Sun	Day	-	35
	Other Times	-	60	
Rail Stations Served	Metro	Owings Mills, Rogers Avenue	Owings Mills, Rogers Avenue	
	Light Rail	-	-	
	MARC	-	-	
CityLink Transfers	-		-	
Points of Interest Served	Red Run Blvd, Owings Mills, Pikesville, Reisterstown Plaza		Owings Mills, Pikesville, Reisterstown Plaza	
Current Routes	59		59	
Description	LocalLink 89 will replace the current 59 line and will be extended to Rogers Avenue Metro in order to increase connectivity to other BaltimoreLink lines. Select trips, primarily during peak periods, will continue to operate to Redland Court.			



# PROPOSED LOCALLINK 89



## LEGEND

## PROPOSED LOCALLINK 89

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>—</b> Proposed Alignment	<b>—</b> BaltimoreLink Routes	<b>—</b> Other Roadways
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>—</b> Select Service	<b>—</b> Metro SubwayLink	
<b>R</b> MARC	<b>###</b> Express BusLink			



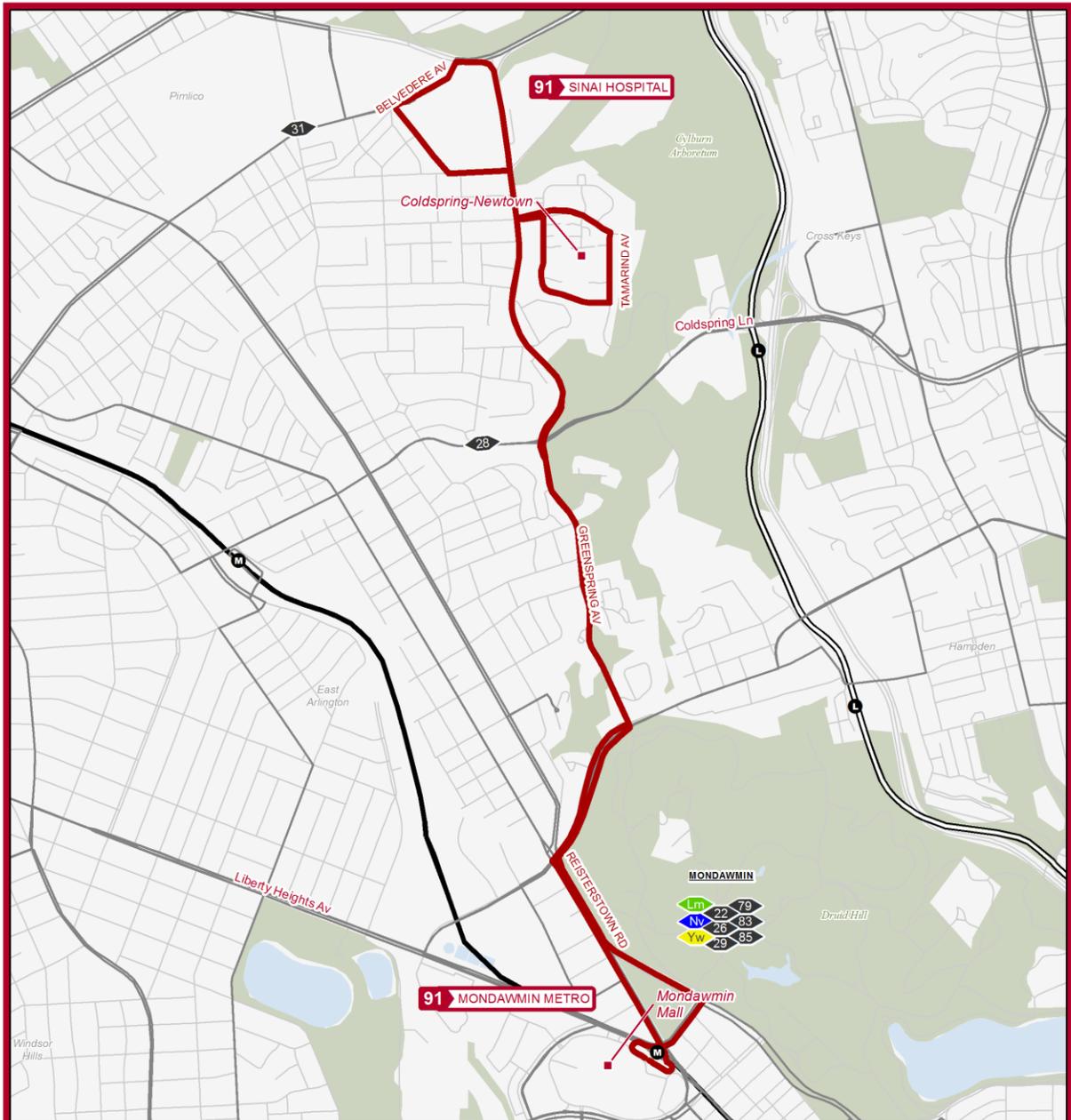


**DRAFT**

Route	91		
Type	LocalLink		
From	SINAI HOSPITAL		
To	MONDAWMIN METRO		
Span	Weekday	5:00am-1:00am	
	Saturday	5:00am-1:00am	
	Sunday	5:00am-1:00am	
Frequency (Minutes)	Weekday	Early	40
		AM Peak	40
		Midday	40
		PM Peak	40
		Evening	40
		Late Night	40
	Sat	Day	40
		Other Times	40
	Sun	Day	40
	Other Times	40	
Rail Stations Served	Metro	Mondawmin	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Lime, Navy, Yellow		
Points of Interest Served	Mondawmin, Newtown, Sinai Hospital		
Current Routes	1		
Description	LocalLink 91 will replace the current 1 line between Mondawmin Station and Sinai Hospital (including service to Newtown).		



# PROPOSED LOCALLINK 91



## LEGEND

## PROPOSED LOCALLINK 91

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink		



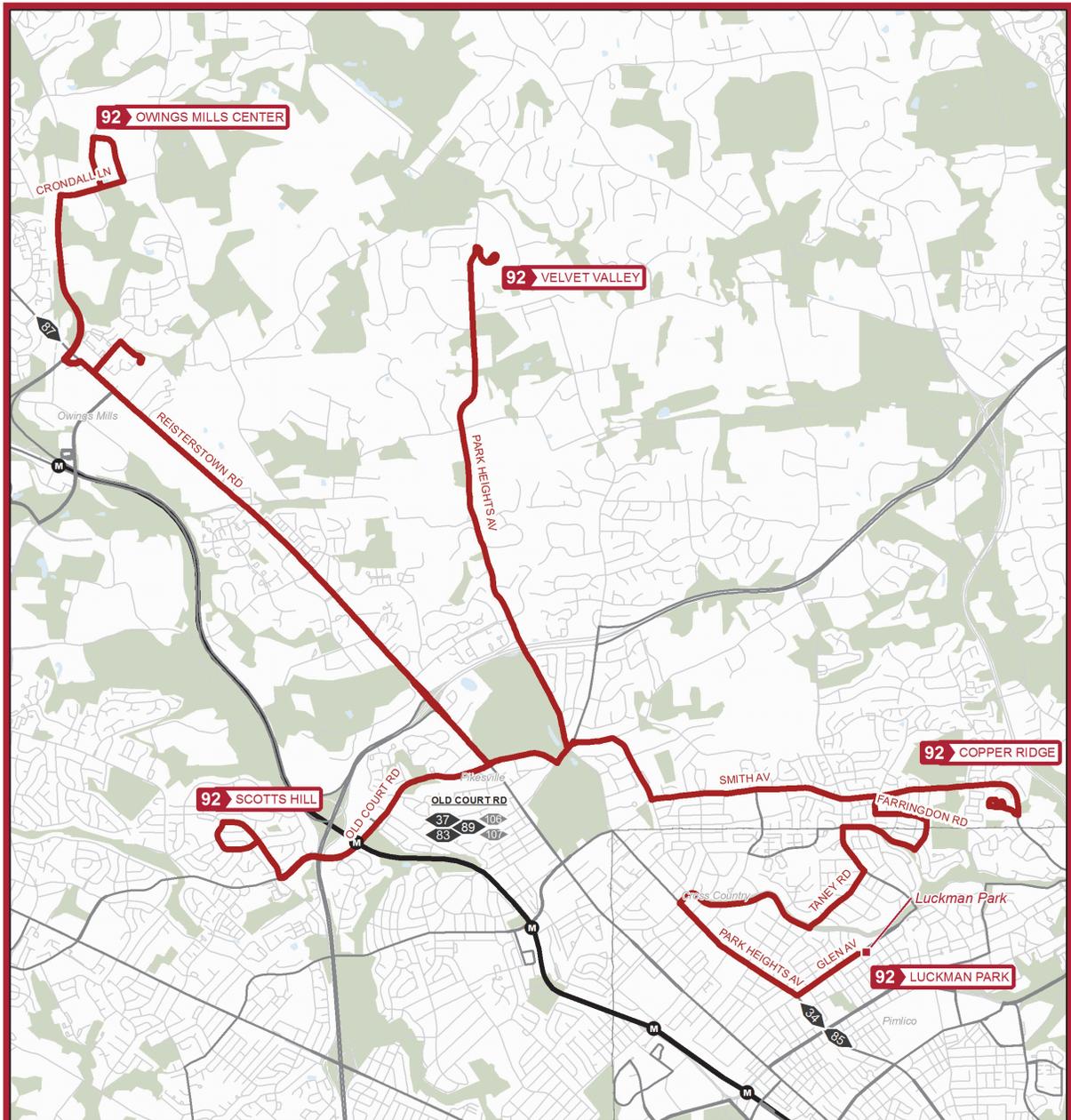


**DRAFT**

Route	92		
Type	LocalLink		
From	LUCKMAN PARK		
To	COPPER RDG / OWINGS MILLS CTR / SCOTTS / VELVET		
Span	Weekday	Varies	
	Saturday	-	
	Sunday	Varies	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	6 trips
		Midday	-
		PM Peak	8 trips
		Evening	-
	Sat	Day	-
		Other Times	-
	Sun	Day	9 trips
		Other Times	-
Rail Stations Served	Metro	Old Court	
	Light Rail	-	
	MARC	-	
CityLink Transfers	-		
Points of Interest Served	Velvet Valley, Copper Ridge, Owings Mills Center, Scotts Hill		
Current Routes	18		
Description	LocalLink 92 will replace the current 18 line in its entirety.		



# PROPOSED LOCALLINK 92



## LEGEND

## PROPOSED LOCALLINK 92

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Other Roadways</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		
<b>R</b> MARC	<b>###</b> Express BusLink		



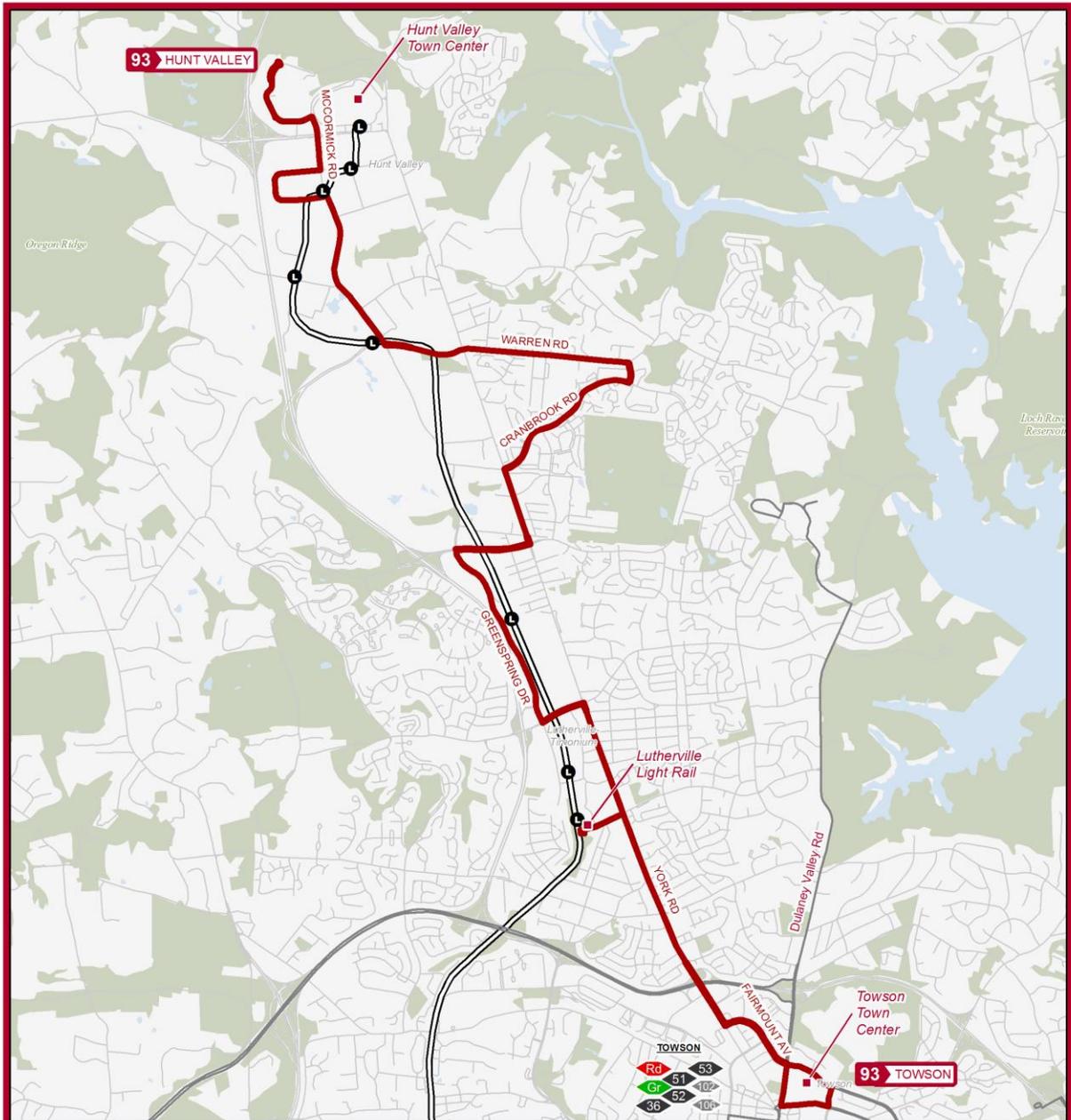


**DRAFT**

<b>Route</b>	93		
<b>Type</b>	LocalLink		
<b>From</b>	HUNT VALLEY		
<b>To</b>	TOWSON		
<b>Span</b>	<b>Weekday</b>	4:00am-1:00am	
	<b>Saturday</b>	6:00am-12:00am	
	<b>Sunday</b>	6:00am-12:00am	
<b>Frequency (Minutes)</b>	<b>Weekday</b>	<b>Early</b>	60
		<b>AM Peak</b>	30
		<b>Midday</b>	40
		<b>PM Peak</b>	30
		<b>Evening</b>	45
		<b>Late Night</b>	60
	<b>Sat</b>	<b>Day (8:00am-8:00pm)</b>	40
		<b>Other Times</b>	60
	<b>Sun</b>	<b>Day</b>	60
<b>Other Times</b>		60	
<b>Rail Stations Served</b>	<b>Metro</b>	-	
	<b>Light Rail</b>	McCormick Rd, Warren Rd, Timonium Fairgrounds, Lutherville	
	<b>MARC</b>	-	
<b>CityLink Transfers</b>	Red, Green		
<b>Points of Interest Served</b>	Hunt Valley Town Center, Maryland State Fairgrounds, Towson Town Center		
<b>Current Routes</b>	9		
<b>Description</b>	LocalLink 93 will replace the current 9 line in its entirety from Hunt Valley to Lutherville Light Rail Station and will be extended to Towson Town Center to increase connectivity.		



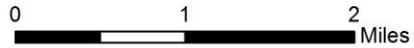
# PROPOSED LOCALLINK 93



## LEGEND

## PROPOSED LOCALLINK 93

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Other Roadways</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		
<b>R</b> MARC	<b>###</b> Express BusLink		



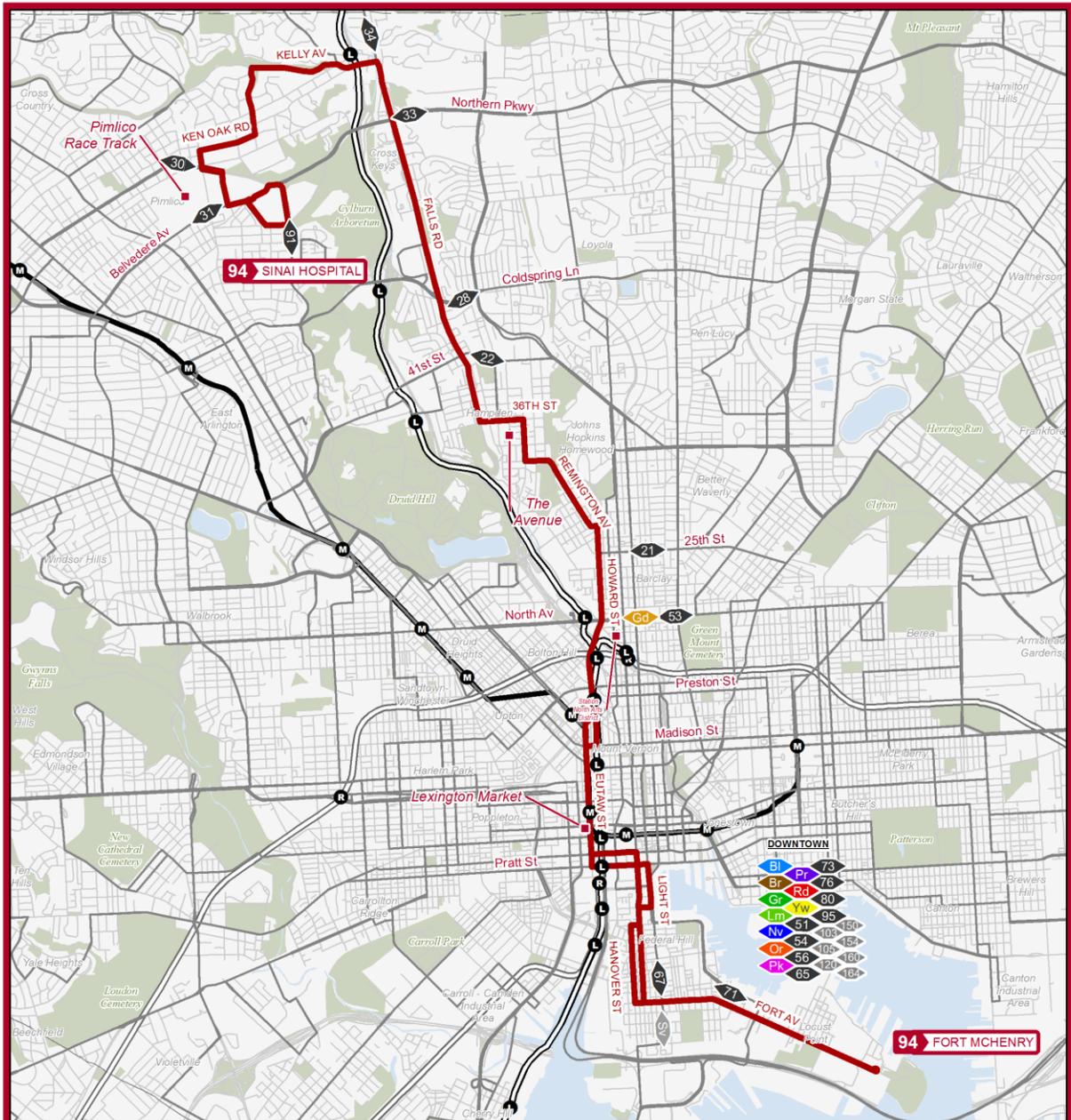


**DRAFT**

Route	94		
Type	LocalLink		
From	SINAI HOSPITAL		
To	FORT MCHENRY		
Span	Weekday	4:00am-1:00am	
	Saturday	4:00am-1:00am	
	Sunday	5:00am-1:00am	
Frequency (Minutes)	Weekday	Early	60
		AM Peak	37
		Midday	37
		PM Peak	37
		Evening	45
		Late Night	60
	Sat	Day (7:00am-7:00pm)	40
		Other Times	60
	Sun	Day (7:00am-7:00pm)	40
Other Times		60	
Rail Stations Served	Metro	Lexington Market, Charles Center	
	Light Rail	Mt Washington, Mount Royal, Cultural Center, Centre Street, Lexington Market, University Center/Baltimore Street, Convention Center	
	MARC	Camden	
CityLink Transfers	All		
Points of Interest Served	Sinai Hospital, Mt Washington, Village at Cross Keys, Hampden, Cultural Center, Lexington Market, Inner Harbor, Fort McHenry, Station North Arts District, Federal Hill		
Current Routes	1, 27		
Description	LocalLink 94 will replace the current 27 line 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.		



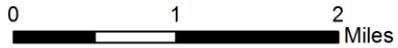
# PROPOSED LOCALLINK 94



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			

## PROPOSED LOCALLINK 94



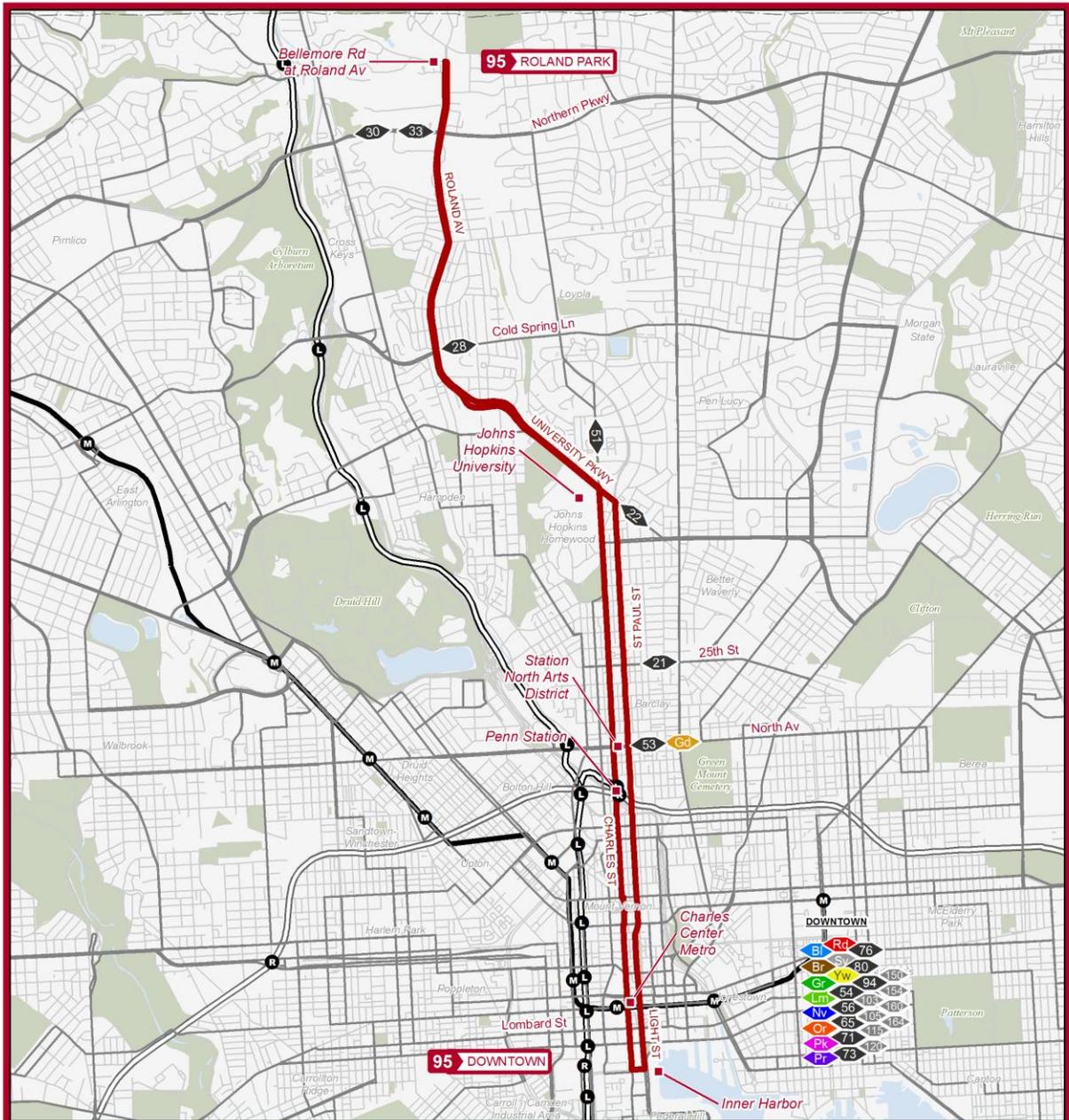


**DRAFT**

<b>Route</b>	95		
<b>Type</b>	LocalLink		
<b>From</b>	ROLAND PARK		
<b>To</b>	DOWNTOWN		
<b>Span</b>	<b>Weekday</b>	5:30am-9:00am; 2:00pm-7:00pm	
	<b>Saturday</b>	-	
	<b>Sunday</b>	-	
<b>Frequency (Minutes)</b>	<b>Weekday</b>	<b>Early</b>	30
		<b>AM Peak</b>	30
		<b>Midday</b>	30
		<b>PM Peak</b>	30
		<b>Evening</b>	-
		<b>Late Night</b>	-
	<b>Sat</b>	<b>Day</b>	-
		<b>Other Times</b>	-
	<b>Sun</b>	<b>Day</b>	-
<b>Other Times</b>		-	
<b>Rail Stations Served</b>	<b>Metro</b>	Charles Center	
	<b>Light Rail</b>	University Center/Baltimore Street, Penn Station	
	<b>MARC</b>	Penn Station	
<b>CityLink Transfers</b>	All		
<b>Points of Interest Served</b>	Inner Harbor, Johns Hopkins Homewood, Station North Arts District		
<b>Current Routes</b>	61		
<b>Description</b>	LocalLink 95 will replace the current 61 line in its entirety from Roland Park to Inner Harbor.		



# PROPOSED LOCALLINK 95



## LEGEND

## PROPOSED LOCALLINK 95

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



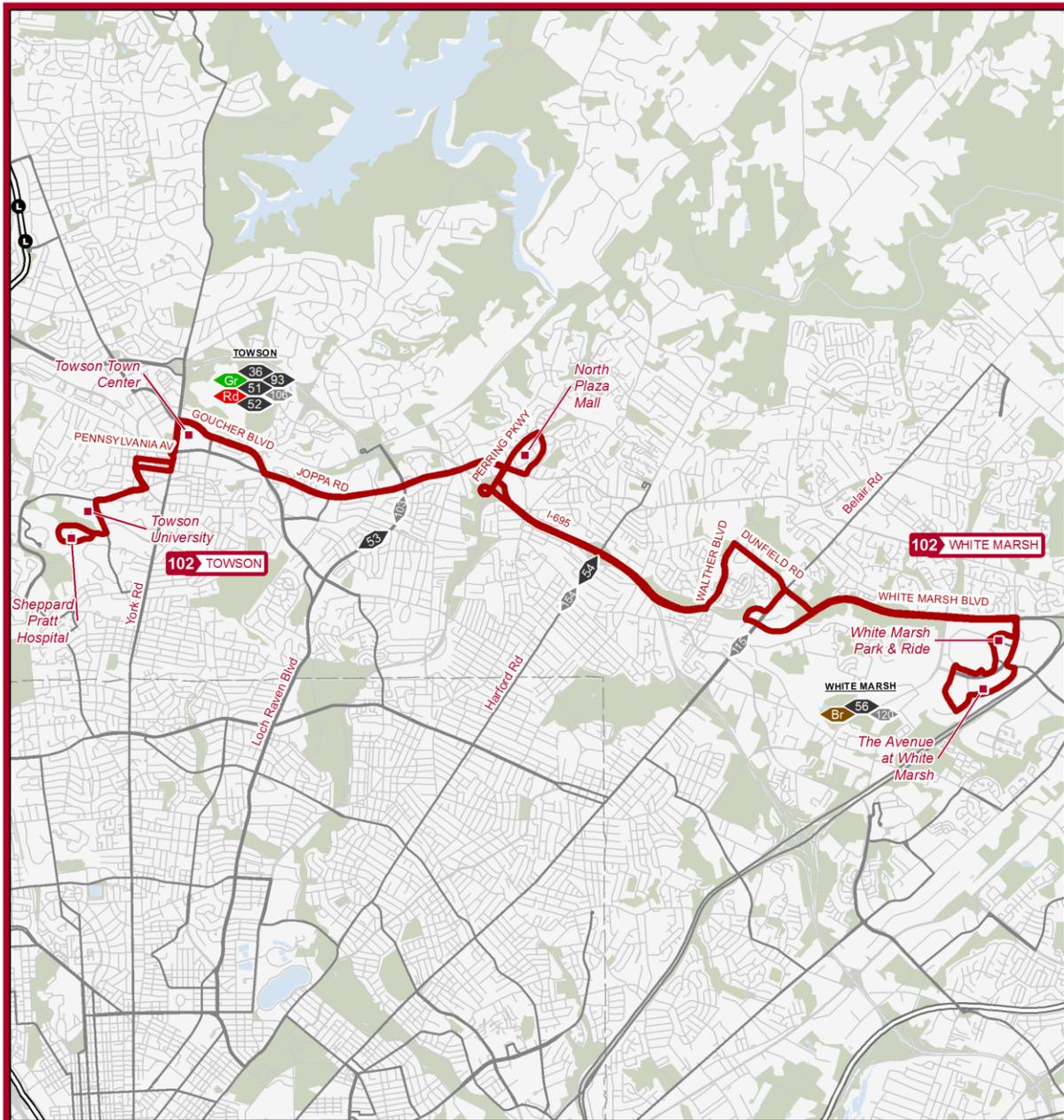


**DRAFT**

<b>Route</b>	102		
<b>Type</b>	Express BusLink		
<b>From</b>	WHITE MARSH		
<b>To</b>	TOWSON		
<b>Span</b>	<b>Weekday</b>	6:00am-8:00pm	
	<b>Saturday</b>	8:00am-7:00pm	
	<b>Sunday</b>	-	
<b>Frequency (Minutes)</b>	<b>Weekday</b>	<b>Early</b>	-
		<b>AM Peak</b>	45
		<b>Midday</b>	60
		<b>PM Peak</b>	45
		<b>Evening</b>	60
	<b>Sat</b>	<b>Day</b>	60
		<b>Other Times</b>	60
	<b>Sun</b>	<b>Day</b>	-
		<b>Other Times</b>	-
<b>Rail Stations Served</b>	<b>Metro</b>	-	
	<b>Light Rail</b>	-	
	<b>MARC</b>	-	
<b>CityLink Transfers</b>	Brown, Green, Red		
<b>Points of Interest Served</b>	Sheppard Pratt Hospital, Towson University, Towson Courthouse, Towson Town Center, White Marsh, North Plaza		
<b>Current Routes</b>	-		
<b>Description</b>	Express BusLink 102 will be unchanged.		



# PROPOSED EXPRESS BUSLINK 102



## LEGEND

## PROPOSED EXPRESS BUSLINK 102

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink		



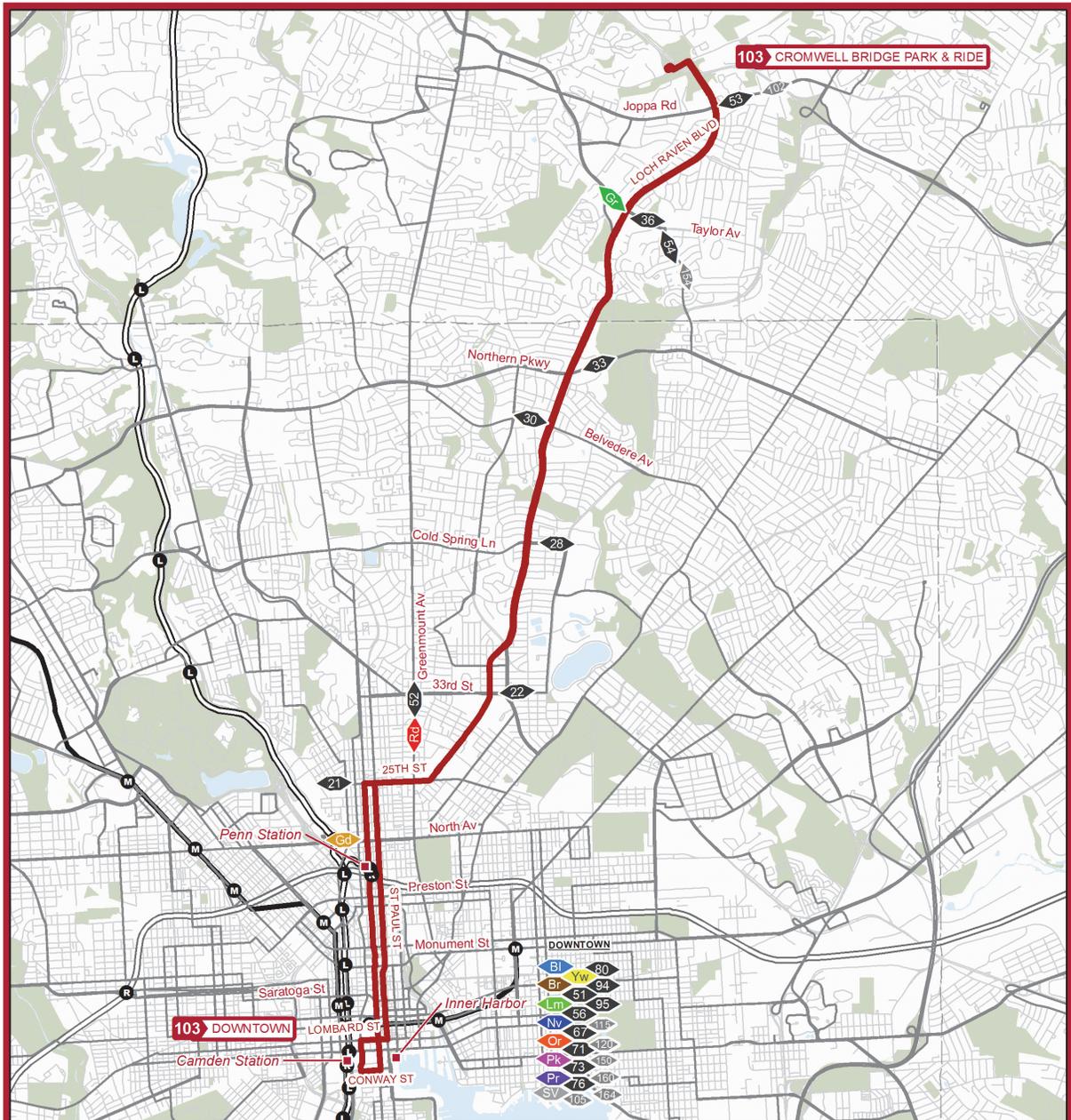


**DRAFT**

Route	103		
Type	Express BusLink		
From	CROMWELL BRIDGE		
To	DOWNTOWN		
Span	Weekday	6:30am-9:00am; 4:00pm-6:00pm	
	Saturday	-	
	Sunday	-	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	10 trips
		Midday	-
		PM Peak	9 trips
		Evening	-
	Sat	Day	-
		Other Times	-
	Sun	Day	-
		Other Times	-
Rail Stations Served	Metro	Charles Center	
	Light Rail	Penn Station, Camden	
	MARC	Penn Station, Camden	
CityLink Transfers	All		
Points of Interest Served	Inner Harbor		
Current Routes	104, 103		
Description	Express BusLink 103 will replace the current 103 line in its entirety.		



# PROPOSED EXPRESS BUSLINK 103



## LEGEND

- Rail Stations**
- L** Light RailLink
  - M** Metro SubwayLink
  - R** MARC

- Connecting Routes**
- Xx** CityLink
  - ##** LocalLink
  - ###** Express BusLink

- Proposed Alignment**
- Other BaltimoreLink Routes**

- Light RailLink**
- Metro SubwayLink**
- MARC**
- Other Roadways**





**DRAFT**

Route	106		
Type	Express BusLink		
From	OWINGS MILLS METRO		
To	TOWSON		
Span	Weekday	6:00am-8:00pm	
	Saturday	-	
	Sunday	-	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	45
		Midday	60
		PM Peak	45
		Evening	60
	Sat	Day	-
		Other Times	-
	Sun	Day	-
		Other Times	-
Rail Stations Served	Metro	Owings Mills	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Green, Red		
Points of Interest Served	Owings Mills, Pikesville, Towson Town Center, Towson Courthouse, Towson University, Sheppard Pratt Hospital		
Current Routes	-		
Description	Express BusLink 106 will be unchanged.		

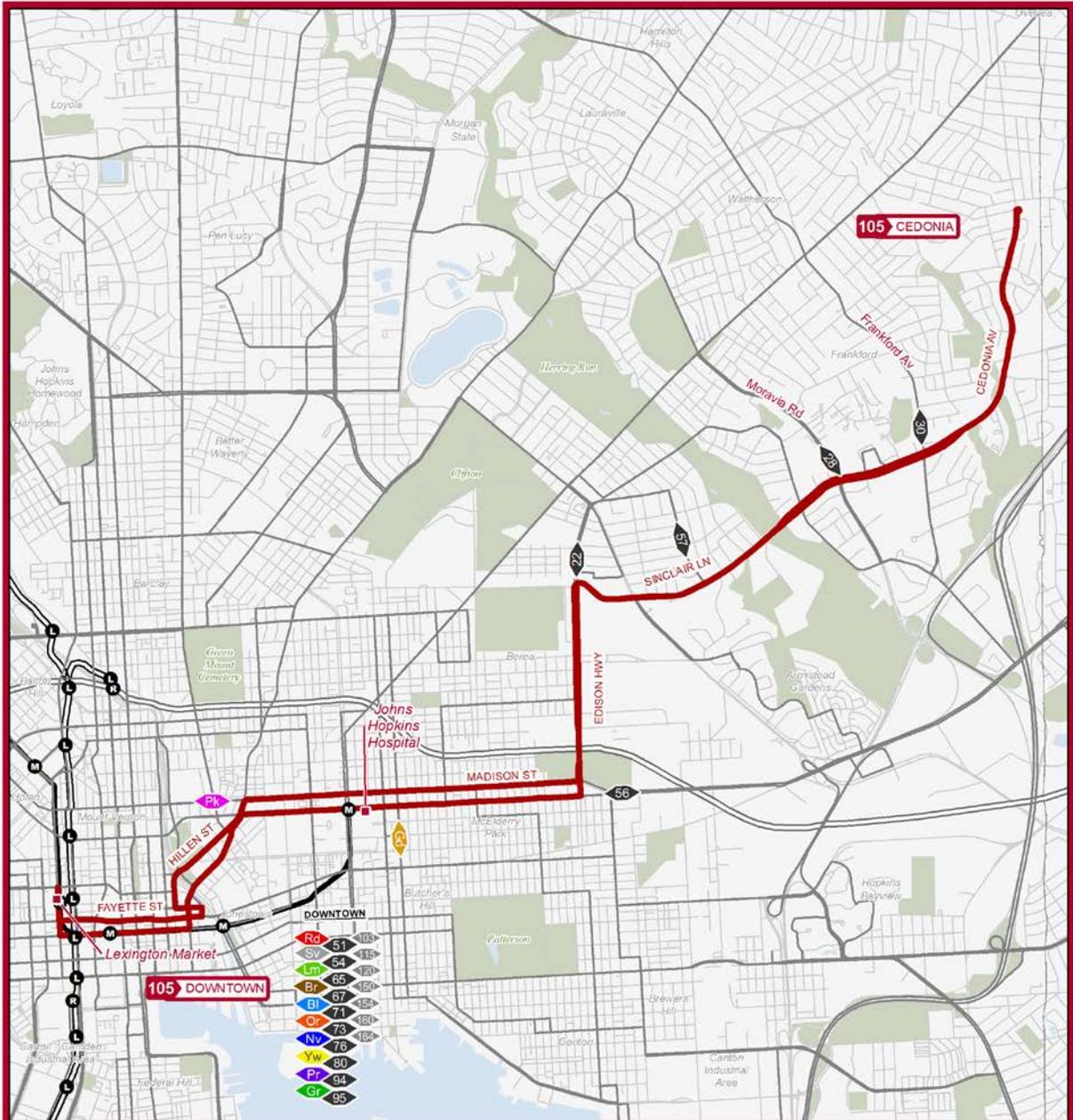


**DRAFT**

Route	105		
Type	Express BusLink		
From	CEDONIA		
To	DOWNTOWN		
Span	Weekday	6:55am-8:55am, 4:25pm-5:55pm	
	Saturday	-	
	Sunday	-	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	4 trips
		Midday	-
		PM Peak	3 trips
		Evening	-
	Sat	Late Night	-
		Day	-
	Sun	Other Times	-
		Day	-
Rail Stations Served	Metro	Charles Center, Lexington Market	
	Light Rail	Lexington Market, University Center/Baltimore Street	
	MARC	-	
CityLink Transfers	All		
Points of Interest Served	Cedonia, Johns Hopkins Hospital, Lexington Market		
Current Routes	105		
Description	Express BusLink 105 will replace the current 105 line in its entirety.		



# PROPOSED EXPRESS BUSLINK 105



## LEGEND

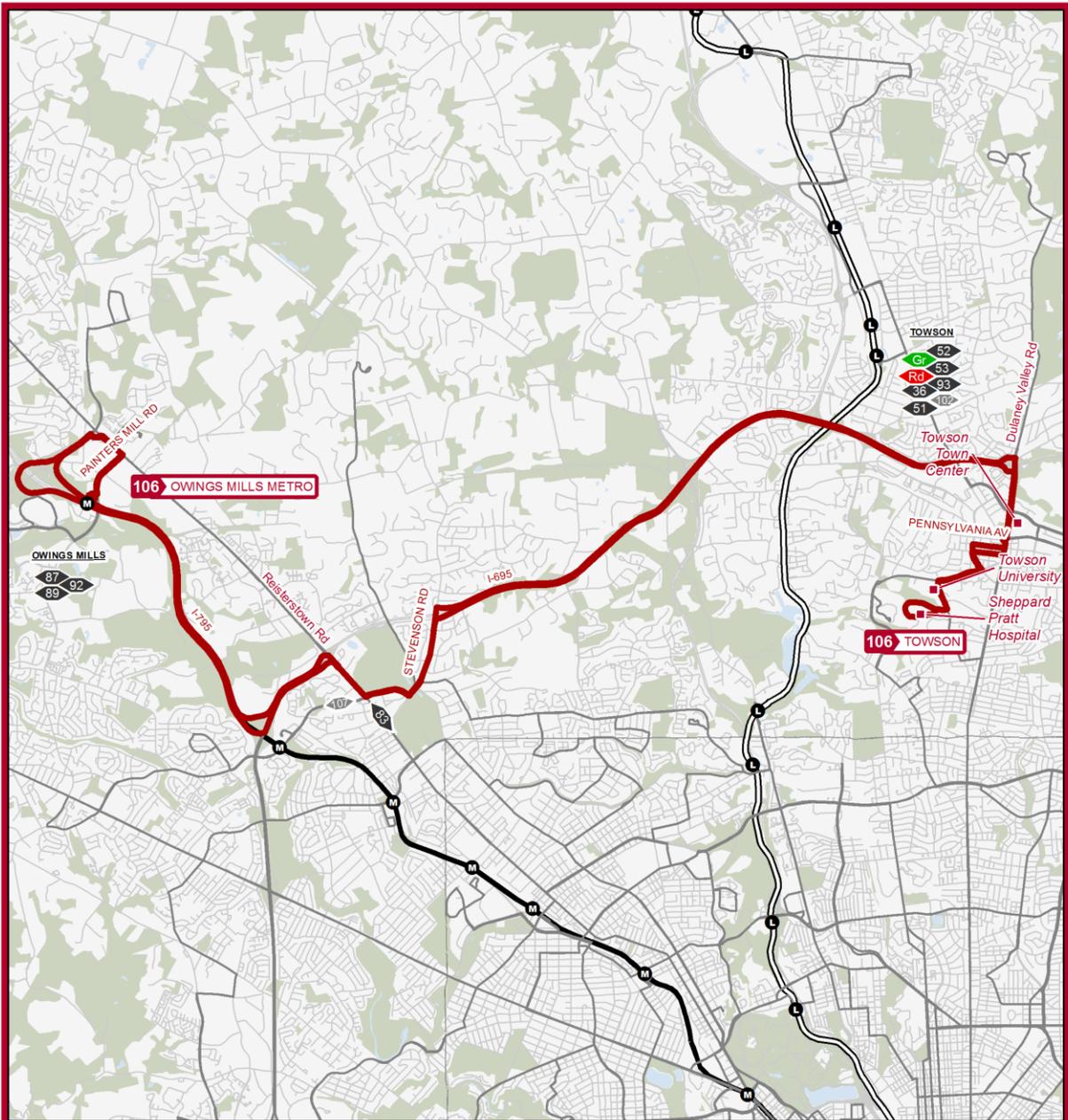
## PROPOSED EXPRESS BUSLINK 105

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			





# PROPOSED EXPRESS BUSLINK 106



## LEGEND

## PROPOSED EXPRESS BUSLINK 106

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	Light RailLink
Light RailLink	CityLink	Proposed Alignment	Metro SubwayLink
Metro SubwayLink	LocalLink	<b>Other</b>	Other Roadways
MARC	Express BusLink	BaltimoreLink Routes	



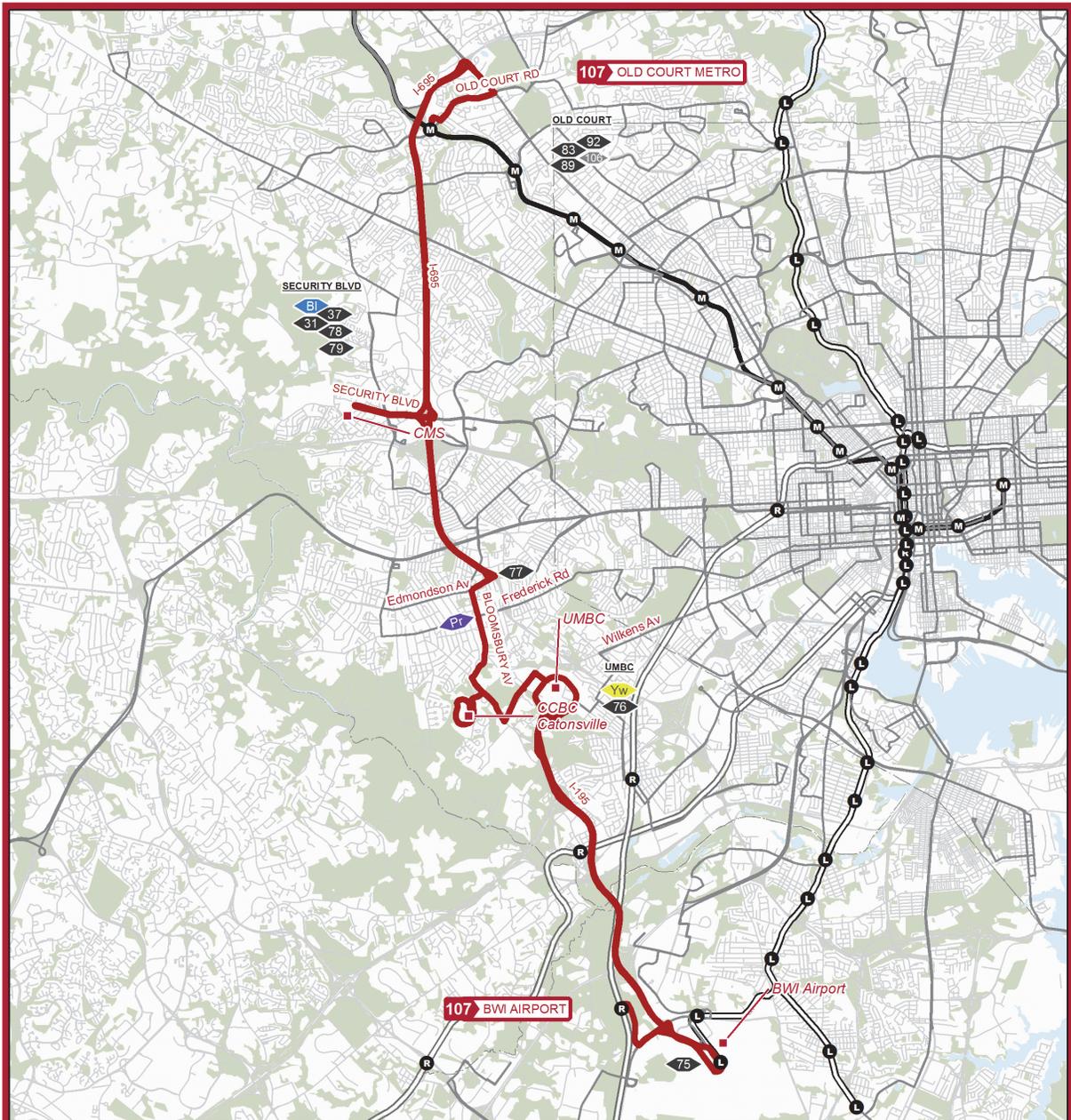


**DRAFT**

Route	107		
Type	Express BusLink		
From	OLD COURT METRO		
To	BWI AIRPORT		
Span	Weekday	6:30am-9:00am; 3:30pm - 6:00pm	
	Saturday	-	
	Sunday	-	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	2 roundtrips
		Midday	-
		PM Peak	2 roundtrips
		Evening	-
	Sat	Day	-
		Other Times	-
	Sun	Day	-
		Other Times	-
Rail Stations Served	Metro	Old Court	
	Light Rail	BWI Airport	
	MARC	BWI Rail Station	
CityLink Transfers	Blue, Purple		
Points of Interest Served	Owings Mills, CMS, CCBC Catonsville, UMBC, BWI Airport, BWI Rail Station		
Current Routes	107		
Description	Express BusLink 107 will be unchanged.		



# PROPOSED EXPRESS BUSLINK 107



## LEGEND

## PROPOSED EXPRESS BUSLINK 107

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			





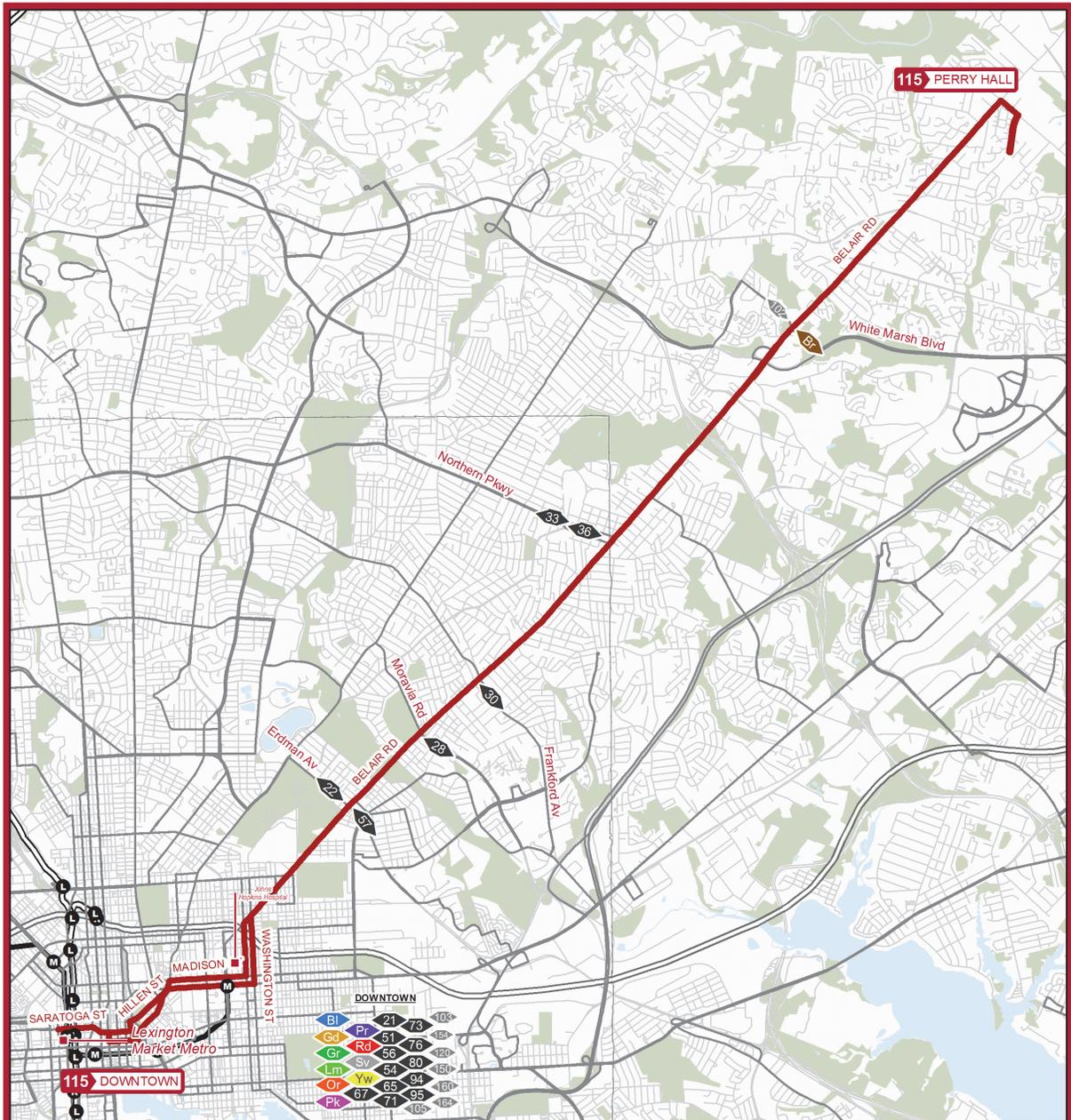
**DRAFT**

Route	115		
Type	Express BusLink		
From	PERRY HALL		
To	DOWNTOWN		
Span	Weekday	6:15am - 8:30am; 4:15pm - 6:15pm	
	Saturday	-	
	Sunday	-	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	5 trips*
		Midday	-
		PM Peak	6 trips*
		Evening	-
	Sat	Late Night	-
		Day	-
	Sun	Other Times	-
		Day	-
Rail Stations Served	Metro	Lexington Market, Johns Hopkins Hospital	
	Light Rail	Lexington Market	
	MARC	-	
CityLink Transfers	Blue, Lime, Silver, Red, Brown, Pink, Yellow, Gold, Purple, Green		
Points of Interest Served	Lexington Market		
Current Routes	115		
Description	Express BusLink 115 will replace the current 115 line in its entirety, including reverse commute trips.		

\*Includes reverse commute trips from North Avenue to Perry Hall.



# PROPOSED EXPRESS BUSLINK 115



## LEGEND

- Rail Stations**
- L** Light RailLink
  - M** Metro SubwayLink
  - R** MARC

- Connecting Routes**
- Xx** CityLink
  - ##** LocalLink
  - ###** Express BusLink

- Proposed Alignment**
- Other BaltimoreLink Routes**

- Light RailLink**
- Metro SubwayLink**
- MARC**
- Other Roadways**





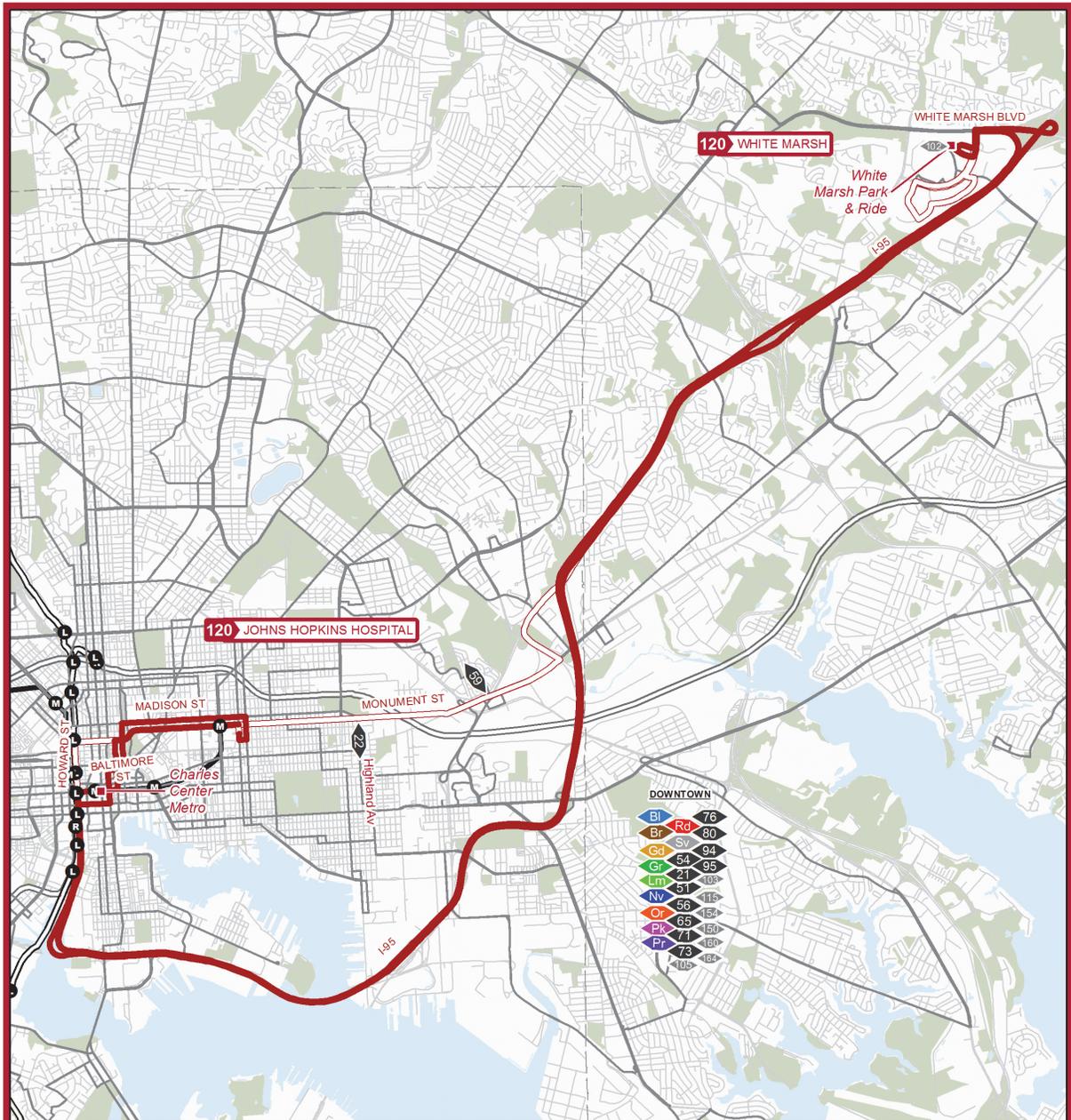
**DRAFT**

Route	120		
Type	Express BusLink		
From	WHITE MARSH		
To	DOWNTOWN / HOPKINS HOSPITAL		
Span	Weekday	6:15am - 9:15am; 3:30pm - 6:30pm	
	Saturday	-	
	Sunday	-	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	12 trips*
		Midday	-
		PM Peak	12 trips*
		Evening	-
	Sat	Late Night	-
		Day	-
	Sun	Other Times	-
		Day	-
Rail Stations Served	Metro	Charles Center, Johns Hopkins Hospital	
	Light Rail	University Center/Baltimore Street, Convention Center, Lexington Market, Centre Street	
	MARC	-	
CityLink Transfers	All		
Points of Interest Served	White Marsh, Johns Hopkins Hospital		
Current Routes	120		
Description	Express BusLink 120 will replace the current 120 line in its entirety		

\*Includes reverse commute trips.



# PROPOSED EXPRESS BUSLINK 120



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Other</b>	<b>Metro SubwayLink</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Reverse</b>	<b>BaltimoreLink Routes</b>	<b>MARC</b>
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>Commuter Service</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>R</b> MARC	<b>###</b> Express BusLink			



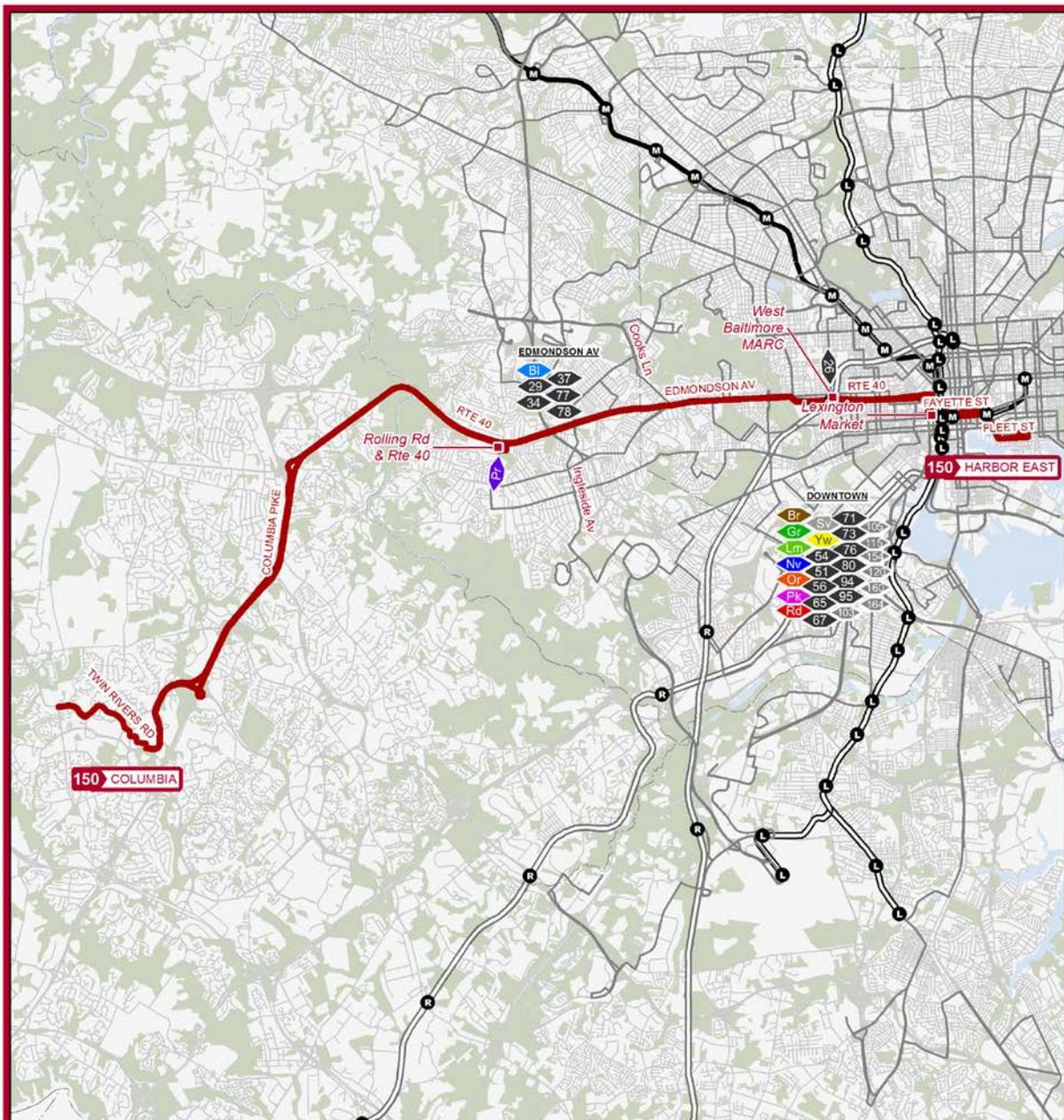


**DRAFT**

<b>Route</b>	150		
<b>Type</b>	Express BusLink		
<b>From</b>	COLUMBIA		
<b>To</b>	DOWNTOWN / HARBOR EAST		
<b>Span</b>	<b>Weekday</b>	5:45am-8:30am; 4:45pm-7:45pm	
	<b>Saturday</b>	-	
	<b>Sunday</b>	-	
<b>Frequency (Minutes)</b>	<b>Weekday</b>	<b>Early</b>	-
		<b>AM Peak</b>	3 inbound trips, 2 outbound trips
		<b>Midday</b>	-
		<b>PM Peak</b>	2 inbound trips, 3 outbound trips
		<b>Evening</b>	-
	<b>Sat</b>	<b>Day</b>	-
		<b>Other Times</b>	-
	<b>Sun</b>	<b>Day</b>	-
		<b>Other Times</b>	-
<b>Rail Stations Served</b>	<b>Metro</b>	Charles Center, Shot Tower, Lexington Market	
	<b>Light Rail</b>	University Center/Baltimore Street, Lexington Market	
	<b>MARC</b>	West Baltimore	
<b>CityLink Transfers</b>	Blue, Purple, Yellow, Silver, Navy, Orange, Pink, Brown, Green, Red, Lime		
<b>Points of Interest Served</b>	Harpers Choice, Columbia Town Center, Long Gate Shopping Center, Harbor East		
<b>Current Routes</b>	150		
<b>Description</b>	Express BusLink 150 will be unchanged.		



# PROPOSED EXPRESS BUSLINK 150



## LEGEND

## PROPOSED EXPRESS BUSLINK 150

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			



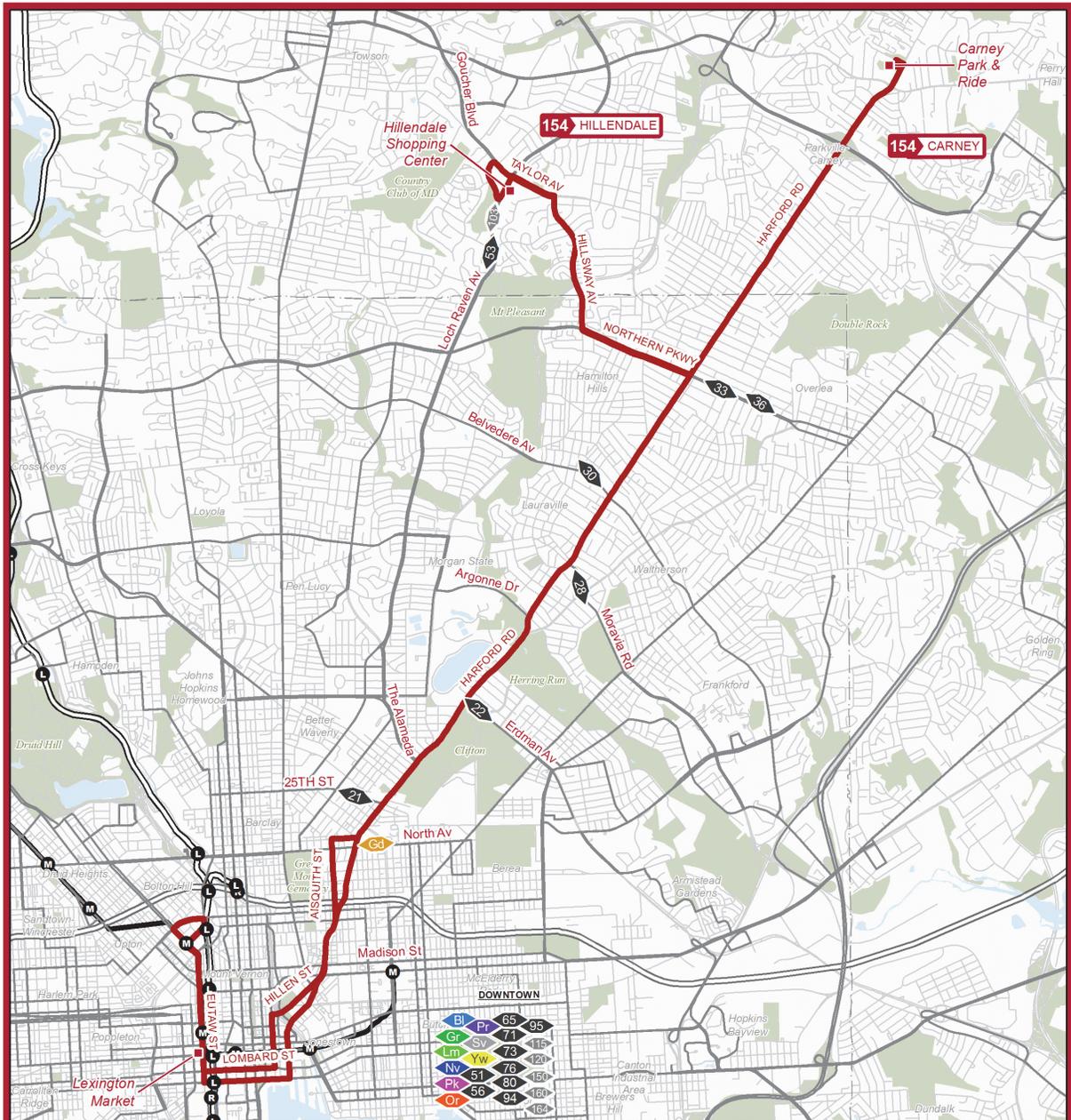


**DRAFT**

Route	154		
Type	Express BusLink		
	Hillendale Branch		Carney Branch
From	HILLENDALE		CARNEY
To	STATE CENTER METRO		STATE CENTER METRO
Span	Weekday	6:45am-9:00am; 4:15pm-6:00pm	7:00am-8:30am; 4:30pm-6:15pm
	Saturday	-	-
	Sunday	-	-
Frequency (Minutes)	Weekday	Early	-
		AM Peak	6 trips
		Midday	-
		PM Peak	5 trips
		Evening	-
	Sat	Day	-
		Other Times	-
	Sun	Day	-
		Other Times	-
Rail Stations Served	Metro	Lexington Market, State Center	Lexington Market, State Center
	Light Rail	University Center/Baltimore Street, Lexington Market, Centre Street, Cultural Center	University Center/Baltimore Street, Lexington Market, Centre Street, Cultural Center
	MARC	Camden	Camden
CityLink Transfers	All		All
Points of Interest Served	State Center, Lexington Market, Goucher & Taylor		State Center, Lexington Market, Carney Park & Ride
Current Routes	119		119
Description	The 154 will replace the current 119 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.		



# PROPOSED EXPRESS BUSLINK 154



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other BaltimoreLink Routes</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink		<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			

## PROPOSED EXPRESS BUSLINK 154



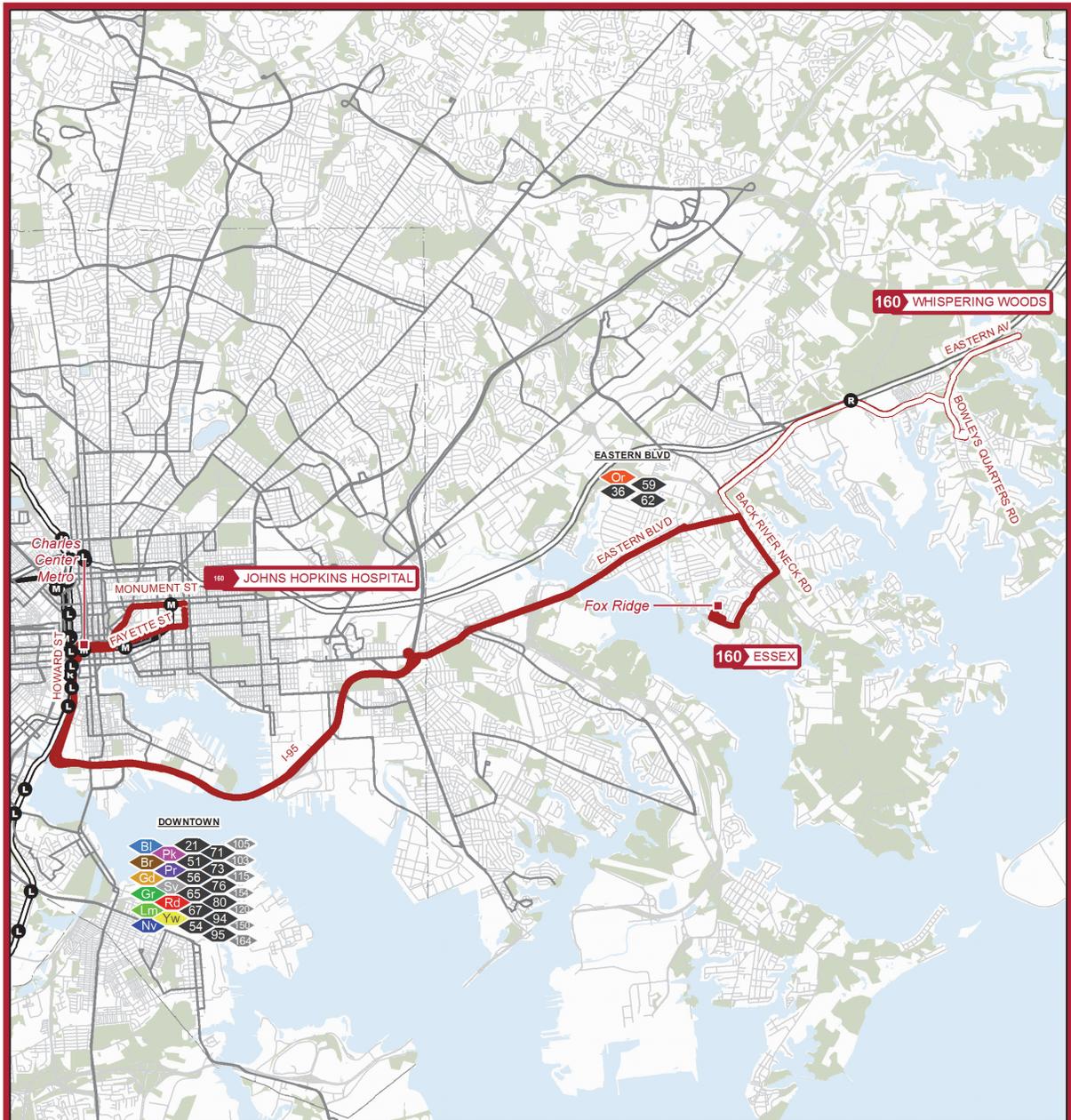


**DRAFT**

Route	160		
Type	Express BusLink		
	Whispering Woods Trips		Fox Ridge Trips
From	WHISPERING WOODS		ESSEX
To	DOWNTOWN / HOPKINS HOSPITAL		DOWNTOWN / HOPKINS HOSPITAL
Span	Weekday	6:15am - 8:15am; 4:30pm-6:15pm	6:45am-8:00am; 4:15pm-6:00pm
	Saturday	-	-
	Sunday	-	-
Frequency (Minutes)	Weekday	Early	-
		AM Peak	2 trips
		Midday	-
		PM Peak	2 trips
		Evening	-
		Late Night	-
	Sat	Day	-
		Other Times	-
	Sun	Day	-
Other Times	-		
Rail Stations Served	Metro	Charles Center, Johns Hopkins Hospital, Shot Tower	Charles Center, Johns Hopkins Hospital, Shot Tower
	Light Rail	University Center/Baltimore Street, Convention Center	University Center/Baltimore Street, Convention Center
	MARC	Martin State Airport	-
CityLink Transfers	All		All
Points of Interest Served	Johns Hopkins Hospital		Johns Hopkins Hospital
Current Routes	160		160
Description	Express BusLink 160 will replace the current 160 line in its entirety.		

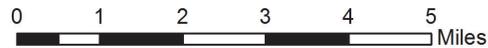


# PROPOSED EXPRESS BUSLINK 160



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	Proposed Alignment	Other BaltimoreLink Routes	Metro SubwayLink
Light RailLink	CityLink	Select Service	Light RailLink	MARC
Metro SubwayLink	LocalLink			Other Roadways
MARC	Express BusLink			



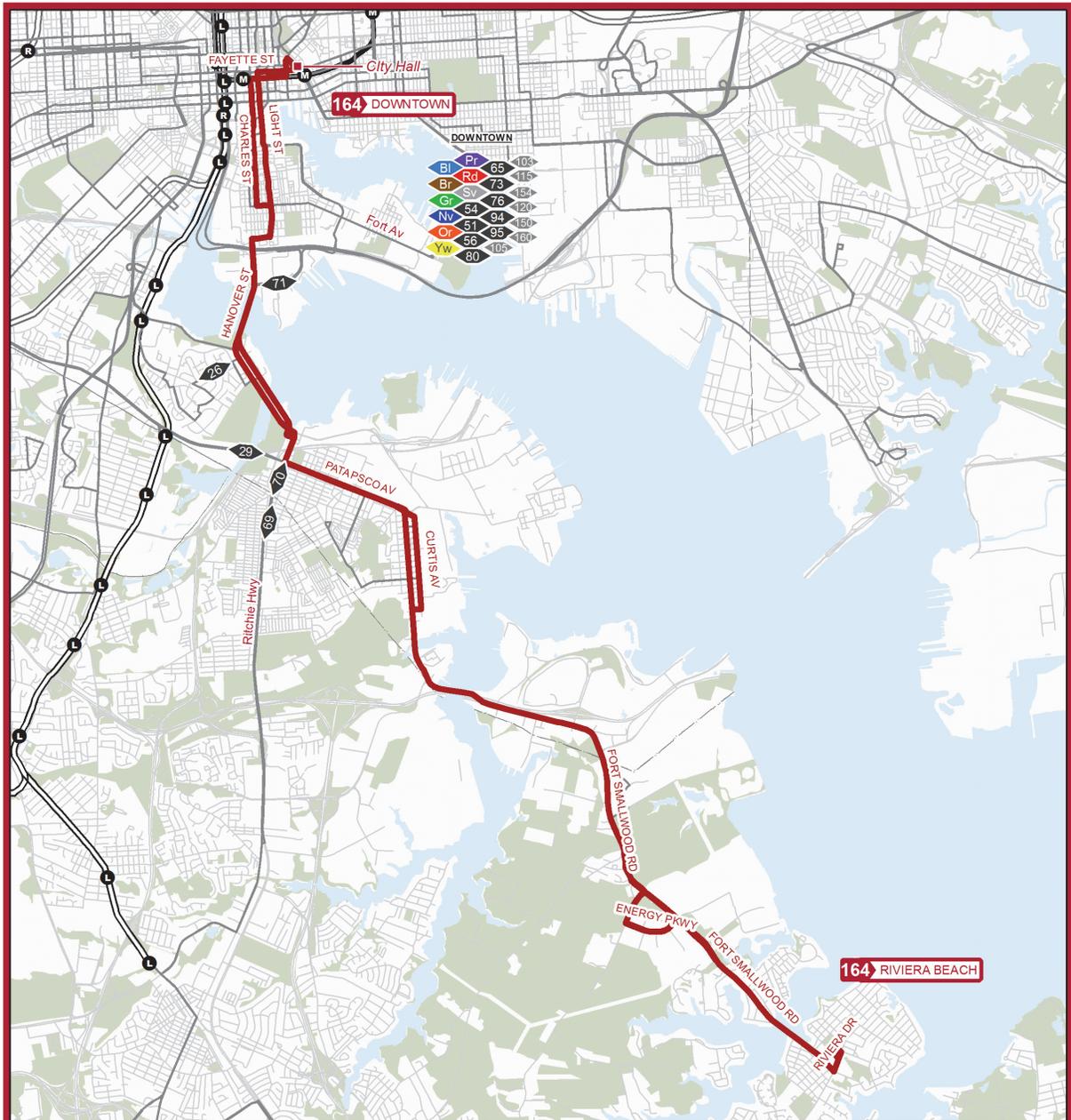


**DRAFT**

Route	164		
Type	Express BusLink		
From	RIVIERA BEACH		
To	DOWNTOWN		
Span	Weekday	6:00am-9:00am; 3:30pm - 6:30pm	
	Saturday	-	
	Sunday	-	
Frequency (Minutes)	Weekday	Early	-
		AM Peak	2 trips
		Midday	-
		PM Peak	2 trips
		Evening	-
	Sat	Late Night	-
		Day	-
	Sun	Other Times	-
		Day	-
Rail Stations Served	Metro	Charles Center	
	Light Rail	-	
	MARC	-	
CityLink Transfers	Green, Brown, Orange, Silver, Purple, Navy, Red, Yellow, Blue		
Points of Interest Served	Energy Parkway, Riviera Beach, Curtis Bay		
Current Routes	64, 164		
Description	ExpressBusLink 164 will largely replace the current 64 line and 164 line between downtown and Riviera Beach. It will also serve Energy Parkway. Riviera Beach on the current 64 has low ridership (only 24 passengers per weekday), so the number of trips will be reduced.		



# PROPOSED EXPRESS BUSLINK 164



## LEGEND

<b>Rail Stations</b>	<b>Connecting Routes</b>	<b>Proposed Alignment</b>	<b>Light RailLink</b>	<b>Other Roadways</b>
<b>L</b> Light RailLink	<b>Xx</b> CityLink	<b>Other</b>	<b>Metro SubwayLink</b>	
<b>M</b> Metro SubwayLink	<b>##</b> LocalLink	<b>BaltimoreLink Routes</b>	<b>MARC</b>	
<b>R</b> MARC	<b>###</b> Express BusLink			

## PROPOSED EXPRESS BUSLINK 164





BALTIMORE

# LINK

Larry Hogan  
Governor

Boyd K. Rutherford  
Lt. Governor



LINKING YOU

