Rider Guide for the Proposed Winter 2021 Service Changes

Available online at <https://www.mta.maryland.gov/winter2021>

Maryland Department of Transportation Maryland Transit Administration

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# Introduction

Due to the financial impact created by the COVID-19 pandemic, MDOT MTA has proposed service changes that would enable the agency to maintain a high level of service while meeting the budgetary challenges faced by the state. The proposed changes would focus on connecting Baltimore City with major job centers and would have fewer suburban routes in Baltimore County and Anne Arundel County. This rider guide explains how current routes would change on Sunday, January 3, 2021. A summary of the proposed changes is below:

## Modified Routes

13 routes are proposed to have their alignments (street routing) modified:

* CityLinks Red, Silver, and Lime, and LocalLinks 26, 36, 63, and 94 would be rerouted or extended to cover gaps in access.
* CityLinks Brown, Yellow, and Purple, and LocalLinks 75 and 89 would be truncated.
* LocalLink 93 would be rerouted to improve access to jobs along York Road.

## Discontinued Routes:

25 routes are proposed to be discontinued, including 16 LocalLink routes and all 9 Express BusLink routes:

* LocalLinks 21, 34, 38, 51, 52, 53, 57, 59, 70, 71, 73, 81, 82, 91, 92, and 95 are proposed to be discontinued. Alternative service would be available nearby.
* Express BusLinks 103, 104, 105, 115, 120, 150, 154, 160, and 164 are proposed to be discontinued.

## Additional Service:

3 routes are proposed to offer additional service:

* Increased frequency on LocalLinks 56 and 78 (expanding high-frequency transit to a total of 20 bus routes), and on LocalLink 69.

## Reduced Service:

11 routes are proposed to offer reduced service:

* Reduced frequency on 11 LocalLink routes with lower ridership, including LocalLinks 28, 29, 31, 33, 37, 62, 67, 76, 77, 83, and 87.

## Unchanged Routes:

13 routes would remain unchanged:

* No changes are proposed for CityLinks Blue, Gold, Green, Navy, Orange, and Pink, or for LocalLinks 22, 30, 54, 65, 79, 80, and 85.
* No changes are proposed for Metro SubwayLink or Light RailLink.

## MobilityLink:

The proposed service changes would reduce the MobilityLink service area. Current MobilityLink and Call-a-Ride riders impacted by these changes would be able to continue using MobilityLink and Call-a-Ride through January 3, 2022. For more information please contact MobilityLink Customer Service at 410-764-8181.

# Participation Timeline

## September 1, 2020:

Proposed changes published for public comments. Submit comments online at <https://www.mta.maryland.gov/winter2021>

## October 5, 2020 to October 16, 2020:

Ten virtual public hearings will be held to gather public testimony. If you cannot participate in a hearing you can still submit written testimony:

* Email testimony to [HearingComments@mta.maryland.gov](mailto:HearingComments@mta.maryland.gov) with "Written Testimony" as the subject line.
* Mail testimony to:

MDOT MTA Office of Customer and Community Relations, 6 St. Paul Street, Baltimore, MD 21202

## November 16, 2020:

Public comment period closes at midnight.

## November 30, 2020:

Final service changes announced after review and incorporation of public comments.

## January 3, 2021:

Service changes go into effect.

# Virtual Public Hearings

To mitigate the spread of COVID-19 and to protect the public and our team members, you are encouraged to provide testimony at ten virtual public hearings. Join any hearing below at <https://www.mta.maryland.gov/winter2021> or by calling 415-655-0001, then entering the access code for the hearing. If you intend to provide public testimony at a hearing, please register in advance at <https://www.mta.maryland.gov/winter2021> or by calling 410-539-5000.

* Monday, October 5, 2020, 5pm to 8pm. Access Code: 129-210-1303
* Tuesday, October 6, 2020, 11am to 2pm. Access Code: 129-427-6711
* Wednesday, October 7, 2020, 5pm to 8pm. Access Code: 129-604-0835
* Thursday, October 8, 2020, 11am to 2pm. Access Code: 129-048-9980
* Friday, October 9, 2020, 11am to 2pm. Access Code: 129-331-5365
* Saturday, October 10, 2020, 10am to 2pm. Access Code: 129-654-1793
* Tuesday, October 13, 2020, 5pm to 8pm. Access Code: 129-433-7012
* Wednesday, October 14, 2020, 5pm to 8pm. Access Code: 129-722-3314
* Thursday, October 15, 2020, 5pm to 8pm. Access Code: 129-874-7308
* Friday, October 16, 2020, 11am to 2pm. Access Code: 129-217-1401

Additional hearing information is available on the website above or by calling 410-539-5000.

# Modified Routes

## CityLink Brown

* All service north of Overlea Avenue in Overlea is proposed to be discontinued.
* Bus stops on Belair Road north of Fullerton Avenue would be discontinued, since Express BusLink 115 is also proposed to be discontinued.
* Weekday and weekend service frequency would see minor adjustments, with a reduction proposed for evening and late-night service.
* Alternative service for riders traveling from Downtown Baltimore to White Marsh would be available on LocalLink 56, which is proposed to offer additional service.
* Riders in the Overlea area can also take LocalLink 36 south to Philadelphia Road, transferring there to LocalLink 56 to continue to White Marsh.
* MobilityLink service would no longer cover White Marsh Boulevard or Belair Road north of I-695 after January 3, 2022.

## CityLink Lime

* All service south of Mondawmin on Pennsylvania Avenue, Dolphin Street, Preston/Biddle Streets, and Caroline Street is proposed to be discontinued.
* Since LocalLink 81 is also proposed to be discontinued, a branch would be added along Milford Mill Road to maintain service to the Milford Mill Metro SubwayLink Station.
* Bus stops on Pennsylvania Avenue between Mondawmin and Penn-North would remain in service for CityLink Navy and LocalLink 85. However, bus stops on Pennsylvania Avenue between Penn-North and Dolphin Street would be discontinued.
* Bus stops on Preston/Biddle Streets in Midtown Baltimore would remain in service for CityLink Yellow, but bus stops on Preston/Biddle Streets *east* of I-83 (Jones Falls Expressway), as well as most bus stops on Caroline Street, would be discontinued.
* Weekday and weekend service frequency would see minor adjustments.
* Alternative service for riders on Pennsylvania Avenue would be available on Metro SubwayLink.

## CityLink Purple

* All service east of City Hall on Fayette, Washington, and Wolfe Streets is proposed to be discontinued.
* Bus stops on Fayette Street east of City Hall would continue to be served by CityLinks Orange and Blue. Bus stops on Washington and Wolfe Streets would continue to be served by CityLink Gold.
* Weekday and weekend service frequency would not change.
* Alternative service for riders traveling east-west along Fayette Street would be available on CityLinks Orange or Blue.
* Alternative service for riders traveling from Downtown Baltimore to Johns Hopkins Hospital would be available on Metro SubwayLink, CityLink Brown, or LocalLink 56.

## CityLink Red

* Since LocalLink 52 is proposed to be discontinued, select trips on CityLink Red's Towson branch would be extended north along Dulaney Valley Road to maintain service to Stella Maris.
* Unlike the current LocalLink 52, whose trips begin/end at Greenmount North (Greenmount Avenue and North Avenue), CityLink Red's Stella Maris trips would begin/end at the University of Maryland Transit Center downtown.
* Weekday and weekend service frequency would not change besides the addition of Stella Maris trips to the schedule.

## CityLink Silver

* Since LocalLink 53 is proposed to be discontinued, CityLink Silver's northern branch on Loch Raven Boulevard would be modified to run on 36th Street, Ellerslie Avenue, Argonne Drive, and the Alameda to maintain service through Ednor Gardens.
* LocalLink 71 is also proposed to be discontinued, so a second small rerouting is proposed on Cromwell Street to maintain service to Port Covington.
* Bus stops on the short section of Loch Raven Boulevard between 36th Street and Argonne Drive would lose CityLink Silver service but would continue to be served by CityLink Green.
* Weekday and weekend service frequency would not change.

## CityLink Yellow

* The branch to UMBC is proposed to be discontinued, and former UMBC trips would instead begin/end at the Beltway Business Community on Commerce Drive. These trips would continue to serve Kaiser Medical Center. Pilot service to the Guinness Brewery in Relay would also be discontinued.
* Otherwise, all service not beginning/ending at Commerce Drive would continue to the Patapsco Light RailLink Station. Both Commerce Drive and Patapsco trips would continue to serve the Walmart on Washington Boulevard.
* Bus stops on Linden Avenue, East Drive, Carville Avenue, Oregon Avenue, Selma Avenue, and Winans Avenue would be discontinued. The Halethorpe MARC Train Station would no longer be served either.
* Weekday and weekend service frequency would see minor adjustments besides the removal of Relay trips from the schedule.
* Alternative service for riders traveling from Downtown Baltimore to UMBC would be available on LocalLink 76.

## LocalLink 26

* Service would be extended from the South Baltimore Park & Ride to Patapsco via Hanover Street and Patapsco Avenue. The rest of the route would remain unchanged.
* Since LocalLink 71 is proposed to be discontinued, this extension would maintain Cherry Hill's connection to Patapsco.
* Weekday and weekend service frequency would not change.

## LocalLink 36

* The route would be extended from Towson to the Greater Baltimore Medical Center (GBMC) via York Road, Stevenson Lane, Osler Drive, Towsontown Boulevard, and Charles Street, thereby serving Sheppard-Pratt and St. Joseph's Hospitals on the way to GBMC.
* Since LocalLinks 51 and 53 are proposed to be discontinued, this extension would maintain Towson's connections to GBMC, St. Joseph's Hospital, and Sheppard-Pratt Hospital.
* Weekday service frequency is proposed to decrease from the current 30 to 40 minutes to every 30 to 45 minutes.
* Weekend service frequency is proposed to decrease from the current 35 minutes to every 40 minutes.

## LocalLink 63

* Since LocalLink 59 is proposed to be discontinued, LocalLink 63's Johns Hopkins Bayview branch would be extended to Gardenville via I-895, Armistead Gardens, Sinclair Lane, and Frankford Avenue to maintain Moravia's connection to Johns Hopkins Bayview.
* Weekday and weekend service frequency would not change.

## LocalLink 75

* The branch to Parkway Center is proposed to be discontinued; former Parkway Center trips would instead begin/end at Arundel Mills to maintain the same amount of service on the regular route. The regular route, including overnight service to Downtown Baltimore, would otherwise remain unchanged.
* Bus stops on Park Circle Drive and Standard Drive would be discontinued.
* Weekday and weekend service frequency would see minor adjustments.
* MobilityLink service would no longer cover MD-100 west of Wright Road or the Parkway Center Industrial Park after January 3, 2022.

## LocalLink 89

* The branch to Redland Court and Red Brook Corporate Center is proposed to be discontinued. Bus stops on Red Run and Red Brook Boulevards would be discontinued.
* Weekday service frequency is proposed to decrease from the current 40 minutes to every 50 minutes.
* Weekend service frequency would not change.
* MobilityLink service would no longer cover Red Run Boulevard north of Red Brook Boulevard after January 3, 2022.

## LocalLink 93

* A rerouting is proposed in the Warren Road area in which all trips would detour onto York Road, Industry Lane, and Beaver Dam Road to serve the Walmart and Home Depot in Cockeysville.
* Weekday service frequency is proposed to decrease from the current 30 to 40 minutes to every 45 minutes.
* Weekend service frequency would not change.

## LocalLink 94

* Since LocalLink 91 is proposed to be discontinued, service on the northern end of the route would be modified away from Falls Road and Mt. Washington to Roland Avenue, 41st Street, and Greenspring Avenue. Sinai Hospital would continue to be the northern endpoint of the route.
* Bus stops on a small section of Falls Road between Kelly Avenue and Northern Parkway would remain in service for LocalLink 33, which would continue to connect Belvedere Towers with the Mt. Washington Light RailLink Station.
* Most bus stops on Falls Road, Kelly Avenue, Cross Country Boulevard, and Ken Oak Road would be discontinued.
* Weekday service frequency is proposed to decrease from the current 35 to 45 minutes to every 60 minutes.
* Weekend service frequency would not change.

# Discontinued Routes

## LocalLink 21

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* The portion of the route in Remington, Hampden, and Woodberry would continue to be served by the modified LocalLink 94 and LocalLink 22.
* The portion of the route on North Avenue and Washington/Wolfe Streets would continue to be served by CityLink Gold. CityLink Gold would also continue to provide a connection to Canton Crossing.
* The portion of the route along Linwood and East Avenues would continue to be indirectly served by LocalLink 22 nearby on Highland Avenue. However, bus stops on McElderry Street, Linwood Avenue, Baltimore Street, and East Avenue would be discontinued since they wouldn't be directly served by any other routes.
* Bus stops on 25th Street would be discontinued. The closest crosstown service to 25th Street would be CityLink Gold on North Avenue.

## LocalLink 34

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* The portion of the route on Falls Road and through Mt. Washington would be unserved by any other routes, but LocalLinks 30 and 31 would continue to provide crosstown service in the Sinai Hospital, Rogers Avenue, and Forest Park areas.
* Bus stops on Falls Road, Kelly Avenue, Smith Avenue, Greenspring Avenue, Glen Avenue, and Belvieu Avenue would be discontinued.
* Bus stops on the portion of Gwynn Oak Avenue between Belvieu and Liberty Heights Avenues, the portion of Forest Park Avenue between Garrison Boulevard and Granada Avenue, and the portion of Ingleside Avenue between Windsor Mill Road and Harwall Road would be discontinued.
* MobilityLink service would no longer cover Pikesville or Falls Road north of the Light RailLink station after January 3, 2022.

## LocalLink 38

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* Cold Spring Lane would continue to be served by LocalLink 28, Greenspring Avenue would continue to be served by a modified LocalLink 94, and Druid Park Drive would continue to be served by LocalLink 22.
* Liberty Heights Avenue would continue to be served by CityLink Lime, and Clifton Avenue would continue to be served by LocalLink 79.
* Bloomingdale Road and Poplar Grove Street would continue to be served by LocalLinks 29 and 80, and Edmondson Avenue would continue to be served by CityLink Blue and LocalLink 77.
* Only the section of Forest Park Avenue between Garrison Boulevard and Granada Avenue would not be served by any other routes since LocalLink 34 is proposed to be discontinued.

## LocalLink 51

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* An extension on LocalLink 36 from Towson to the Greater Baltimore Medical Center (GBMC) via York Road and Towsontown Boulevard would maintain Towson's connection to GBMC.
* CityLinks Red and Green would continue to provide direct service from Towson to Downtown Baltimore.
* The Charles Street/St. Paul Street corridor in Downtown Baltimore would continue to be served by CityLinks Green and Silver, as well as the Charm City Circulator's Purple Route.
* However, bus stops on Charles Street in Guilford and Homeland and on Bellona Avenue in Rodgers Forge would be discontinued. Additionally, bus stops on Maryland Avenue and Cathedral Street in Downtown Baltimore would be discontinued, since southbound CityLink Green and Silver service is on nearby St. Paul Street.

## LocalLink 52

* The entire route is proposed to be discontinued but select trips on CityLink Red's Towson branch would be extended to continue providing service to Stella Maris. The rest of the York Road/Greenmount Avenue corridor would continue to be served by CityLink Red.
* Unlike the current LocalLink 52, whose trips begin/end at Greenmount North (Greenmount Avenue and North Avenue), CityLink Red's Stella Maris trips would begin/end at the University of Maryland Transit Center downtown.

## LocalLink 53

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* South of Goucher Boulevard, Loch Raven Boulevard would continue to be served by CityLink Green, as would Kirk Avenue. However, north of Goucher Boulevard there would be no service on Loch Raven Boulevard to Cromwell Bridge Park & Ride since Express BusLinks 103 and 104 are also proposed to be discontinued. Service to St. Joseph's and Sheppard-Pratt Hospitals would be provided by an extended LocalLink 36.
* CityLink Silver would be modified to serve 36th Street, Ellerslie Avenue, Argonne Drive, and the Alameda south of Cold Spring Lane, but there would be no service on the Alameda north of Cold Spring Lane. Bus stops on Guilford Avenue in Greenmount West would be discontinued as well.
* MobilityLink service would no longer cover Loch Raven Boulevard north of Putty Hill Avenue after January 3, 2022.

## LocalLink 57

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* While bus stops in the middle of Belair-Edison on Mannasota Avenue, Bowleys Lane, Brehms Lane, and Chesterfield Avenue would be discontinued, the major streets in the community would continue to be served by other routes.
* Belair Road would continue to be served by CityLink Brown, and Edison Highway would continue to be served by LocalLink 22.
* Sinclair Lane would continue to be served by CityLink Pink and an extended LocalLink 63 in place of a discontinued LocalLink 59.
* Moravia Road would continue to be served by LocalLink 28, and Frankford Avenue would continue to be served by LocalLink 30.

## LocalLink 59

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* Service from Moravia south through Armistead Gardens to Johns Hopkins Bayview would be provided by a proposed extension of LocalLink 63 north to Gardenville.
* Most of Eastern Avenue would continue to be served by CityLink Orange and LocalLink 62. However, bus stops on Eastern Avenue east of Martin Boulevard, including the connection to the Martin Airport MARC Train Station, would be discontinued since Express BusLink 160 is also proposed to be discontinued.
* MobilityLink service would no longer cover Eastern Boulevard east of Wilson Point Road after January 3, 2022.

## LocalLink 70

* While the entire route is proposed to be discontinued, the portion of Ritchie Highway between Patapsco, Glen Burnie, Baltimore-Washington Medical Center, and Jumpers Hole would continue to be served by LocalLink 69. LocalLink 69 would also offer additional service.
* Since Commuter Buses 210 and 215 are also proposed to be discontinued, there would be no alternative direct service between Baltimore and Annapolis.
* Bus stops on Ritchie Highway south of Jumpers Hole Road would be discontinued. However, Severna Park Park & Ride would continue to be served by Commuter Buses 230 and 260, and Anne Arundel Community College is currently served by Annapolis Transit.
* MobilityLink service would no longer cover Ritchie Highway south of Waterford Road after January 3, 2022.

## LocalLink 71

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* Service through Cherry Hill to Patapsco would be provided by an extended LocalLink 26 while direct service to downtown would continue to be provided by CityLink Silver and Light RailLink. CityLink Silver would also be modified on Cromwell Street to more directly serve Port Covington.
* Key Highway is currently served by the Charm City Circulator's Banner Route.

## LocalLink 73

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* Service between State Center and Downtown Baltimore would be available on Metro SubwayLink, Light RailLink, and LocalLinks 54 and 94.
* CityLink Yellow would continue to provide service on Daisy Avenue in the vicinity of the Highland Village Apartments.
* Most bus stops on Pennsylvania Avenue, Paca and Greene Streets, Russell Street, Waterview Avenue, Hollins Ferry Road, McDowell Lane, and Virginia Avenue would be discontinued.
* Alternative service for riders traveling from Downtown Baltimore to the Greyhound Terminal would be available by taking CityLink Yellow to Montgomery Park (Washington Boulevard and Monroe Street), then transferring to the southbound LocalLink 26 to continue to Greyhound.

## LocalLink 81

* The entire route is proposed to be discontinued but the lower half of the route would continue to be served by a modified CityLink Lime:
* CityLink Lime would continue to serve Liberty Road as far west as Northwest Hospital (Brenbrook Drive). Additionally, a proposed branch on CityLink Lime would serve Milford Mill Road in place of LocalLink 81, connecting the Milford Mill Metro SubwayLink Station to the Liberty Road corridor. LocalLink 37 would continue to provide a similar connection as well.
* Bus stops on Liberty Road west of Brenbrook Drive would be discontinued.
* MobilityLink service would no longer cover Liberty Road west of McDonogh Road after January 3, 2022.

## LocalLink 82

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* Metro SubwayLink would continue to provide service between the Reisterstown Plaza, Rogers Avenue, and West Cold Spring Stations, while LocalLink 85 would continue to connect Mondawmin to the Monte Verde Apartments. Monte Verde riders would need to walk two blocks southwest on Violet Avenue to catch LocalLink 85 on Park Heights Avenue.
* Bus stops on Dolfield Avenue and Hilton Street would be discontinued, but LocalLink 80 would continue to operate nearby on Garrison Boulevard.
* Bus stops in Seton Business Park and on Gwynns Falls Parkway would be discontinued.

## LocalLink 91

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* Greenspring Avenue, Sinai Hospital, and Coldspring-Newtown are proposed to be served by a modified LocalLink 94, while the southernmost portion of the route would continue to be served by LocalLink 22.
* Alternative service for riders traveling from points along Greenspring Avenue to Mondawmin would be available by taking LocalLink 94 south to Druid Park Drive, then transferring to LocalLink 22.

## LocalLink 92

* The entire route is proposed to be discontinued, and since LocalLink 34 is also proposed to be discontinued, the closest available service would be LocalLink 85 on Park Heights Avenue and LocalLink 89 on Reisterstown Road.
* Most LocalLink 92 bus stops would be discontinued except for bus stops on the aforementioned Park Heights Avenue and Reisterstown Road.
* MobilityLink service would no longer cover much of Pikesville outside the Reisterstown Road and Park Heights Avenue corridors after January 3, 2022.

## LocalLink 95

* The entire route is proposed to be discontinued, but the Charles Street/St. Paul Street corridor would continue to be served by CityLinks Green and Silver as well as the Charm City Circulator's Purple Route.
* University Parkway and 40th Street would continue to be served by LocalLink 22. Bus stops on Roland Avenue north of 40th Street would be discontinued.

## Express BusLink 103

* The entire route is proposed to be discontinued, but CityLink Green would continue to provide service from Towson to Downtown Baltimore via Loch Raven Boulevard.
* Since LocalLink 53 and Express BusLink 104 are also proposed to be discontinued, there would be no alternative service to Cromwell Bridge Park & Ride.
* MobilityLink service would no longer cover Loch Raven Boulevard north of Putty Hill Avenue after January 3, 2022.

## Express BusLink 104

* The entire route is proposed to be discontinued, but CityLink Green would continue to provide service from Towson to Downtown Baltimore via Loch Raven Boulevard.
* Alternative service for riders traveling from points along Loch Raven Boulevard to Johns Hopkins Hospital would be available by taking CityLink Green to Charles Center, then transferring to Metro SubwayLink.
* Since LocalLink 53 and Express BusLink 103 are also proposed to be discontinued, there would be no alternative service to Cromwell Bridge Park & Ride.
* MobilityLink service would no longer cover Loch Raven Boulevard north of Putty Hill Avenue after January 3, 2022.

## Express BusLink 105

* The entire route is proposed to be discontinued, but Cedonia Avenue, Sinclair Lane, and Madison/Monument Streets would continue to be served by CityLink Pink.
* Since CityLink Pink does not travel directly downtown, alternative service for riders traveling downtown would be available by transferring to Metro SubwayLink at Johns Hopkins Hospital, or transferring to CityLinks Green or Silver in Mt. Vernon by getting off on Madison Street at Charles Street, then walking one block east to St. Paul Street.

## Express BusLink 115

* The entire route is proposed to be discontinued, but Belair Road would continue to be served by CityLink Brown south of Overlea.
* Bus stops on Belair Road north of Fullerton Avenue would be discontinued since CityLink Brown's White Marsh branch is proposed to be discontinued. There would be no alternative service to Perry Hall.
* MobilityLink service would no longer cover Belair Road north of I-695 after January 3, 2022.

## Express BusLink 120

* The entire route is proposed to be discontinued.
* Alternative service for riders traveling from White Marsh to Downtown Baltimore would be available on LocalLink 56 since the White Marsh branch on CityLink Brown is also proposed to be discontinued.
* LocalLink 56 is proposed to offer additional service to accommodate riders from CityLink Brown and Express BusLink 120.

## Express BusLink 150

* The entire route is proposed to be discontinued and alternative service for riders traveling from Baltimore to Columbia would be available on Commuter Buses 310 or 320, which would continue to provide weekday service.
* Commuter Buses 310 and 320 pick up from several bus stops in Downtown Baltimore and travel on I-95 and MD-175 to Columbia.
* Bus stops on US-40 west of St. Agnes Lane would be discontinued; however Columbia and Ellicott City are currently served by the Regional Transportation Agency of Central Maryland (RTA).
* MobilityLink service would no longer cover US-40 west of Nuwood Drive or US-29 to Ellicott City or Columbia after January 3, 2022.

## Express BusLink 154

* While Express BusLink 154 is proposed to be discontinued, the entire route would continue to be served by LocalLink 54, which would remain unchanged.
* Note that the LocalLink 54 detour around the Harford Road bridge construction remains in effect until further notice.

## Express BusLink 160

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* CityLink Orange would continue to provide a connection from Essex to Downtown Baltimore via Eastern Avenue. LocalLink 62 would continue to provide service along Eastern Avenue as well.
* However, bus stops on Eastern Avenue east of Martin Boulevard, including the connection to the Martin Airport MARC Train Station, would be discontinued since LocalLink 59 is proposed to be discontinued as well. There would be no alternative service to Bowleys Quarters or Whispering Woods.
* MobilityLink service would no longer cover Eastern Boulevard east of Wilson Point Road after January 3, 2022.

## Express BusLink 164

* The entire route is proposed to be discontinued but alternative service would be available on the routes listed below.
* LocalLink 67 would continue to serve the corridor as far south as Brandon Woods and Marley Neck, and CityLink Silver would continue to serve the corridor as far south as Curtis Bay.
* Only the bus stops on Fort Smallwood Road south of Energy Parkway would be discontinued. There would be no alternative service to Riviera Beach.
* MobilityLink service would no longer cover Fort Smallwood Road south of Carvel Beach Road after January 3, 2022.

# Additional Service

The following LocalLink routes are proposed to provide additional service frequency to accommodate riders shifting from modified or discontinued routes. Their street routing would not change.

## LocalLink 56

* Weekday service frequency is proposed to increase from the current 20 minutes to every 15 minutes. This additional weekday service is intended to accommodate riders traveling to White Marsh without the option of the shortened CityLink Brown or the discontinued Express BusLink 120.
* Weekend service frequency would not change.

## LocalLink 69

* Weekday service frequency is proposed to increase from the current 60 minutes to every 30 minutes.
* Weekend service frequency is proposed to increase from the current 80 minutes to every 40 minutes. The increased service on LocalLink 69 would accommodate riders from LocalLink 70, which is proposed to be discontinued.

## LocalLink 78

* Weekday midday service frequency is proposed to increase from the current 20 minutes to every 15 minutes (rush hour service already runs every 15 minutes).
* Weekend service frequency would not change.

# Reduced Service

The following LocalLink routes are proposed to provide reduced weekday service frequency. Their weekend service frequency would not change, and their street routing would not change either.

## LocalLink 28

Weekday service frequency is proposed to decrease from the current 15 to 30 minutes to every 40 minutes.

## LocalLink 29

Weekday service frequency is proposed to decrease from the current 20 to 40 minutes to every 25 to 45 minutes.

## LocalLink 31

Weekday service frequency is proposed to decrease from the current 15 to 30 minutes to every 20 to 30 minutes.

## LocalLink 33

Weekday service frequency is proposed to decrease from the current 40 minutes to every 60 minutes.

## LocalLink 37

Weekday service frequency is proposed to decrease from the current 20 to 40 minutes to every 30 to 60 minutes.

## LocalLink 62

Weekday service frequency is proposed to decrease from the current 30 to 40 minutes to every 45 to 60 minutes.

## LocalLink 67

Weekday service frequency is proposed to decrease from the current 30 to 60 minutes to every 60 minutes.

## LocalLink 76

Weekday service frequency is proposed to decrease from the current 20 to 30 minutes to every 30 to 45 minutes.

## LocalLink 77

Weekday service frequency is proposed to decrease from the current 20 to 30 minutes to every 30 to 45 minutes.

## LocalLink 83

Weekday service frequency is proposed to decrease from the current 20 to 30 minutes to every 30 to 60 minutes.

## LocalLink 87

Weekday service frequency is proposed to decrease from the current 30 to 40 minutes to every 45 to 60 minutes.

# MobilityLink

MobilityLink service is available within three-quarters (3/4) of a mile of any MDOT MTA Local Bus route, as required by the Americans with Disabilities Act (ADA). The proposed Winter 2021 service changes, which will be effective January 3, 2021, will reduce the service area of MDOT MTA’s fixed-route bus network, creating a subsequent reduction in the MobilityLink service area.

## Affected Areas

Portions of the corridors below would no longer be covered by MobilityLink after January 3, 2022.

* Liberty Road: Go to the listing for LocalLink 81 for more information.
* Red Run Boulevard: Go to the listing for LocalLink 89 for more information.
* Owings Mills Boulevard: Go to the listing for LocalLink 92 for more information.
* Pikesville and Falls Road: Go to the listings for LocalLinks 34 and 92 for more information.
* Loch Raven Boulevard: Go to the listings for LocalLink 53 and Express BusLinks 103 and 104 for more information.
* Belair Road: Go to the listings for CityLink Brown and Express BusLink 115 for more information.
* Eastern Avenue: Go to the listings for LocalLink 59 and Express BusLink 160 for more information.
* Parkway Center: Go to the listing for LocalLink 75 for more information.
* Fort Smallwood Road: Go to the listing for Express BusLink 164 for more information.
* Ritchie Highway: Go to the listing for LocalLink 70 for more information.

# General Information

For more information, or to request this document in an alternate format or translated into another language, please contact the department listed below.

Para mayor información o para solicitar este documento en un formato alternativo o traducido a otro idioma, por favor contacte el departamento enlistado abajo.

MDOT MTA Transit Information Contact Center

410-539-5000

866-743-3682

TTY 410-539-3497

Maryland Relay Users Dial 7-1-1