



**Rider Guide for the**

# **FALL 2023 SERVICE CHANGES**

**Beginning August 27, 2023**

**[mta.maryland.gov/  
fall2023](https://mta.maryland.gov/fall2023)**



**MARYLAND TRANSIT  
ADMINISTRATION**









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## Annual Service Plan Overview

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The Fall 2023 Annual Service Plan identifies service changes for Fall 2023 as the system continues to rebound from the COVID-19 pandemic. **These changes will take effect on Sunday, August 27, 2023.**

In May 2023 MDOT MTA proposed adjustments to core bus routes to increase access and equity across the system, improve reliability and travel time, and adapt service to meet changing travel needs. After collecting feedback from operators, the public, and other stakeholders, MDOT MTA has determined which recommendations to proceed with for the Fall 2023 service change. MDOT MTA will continue to monitor service, traffic congestion, ridership, crowding, and staffing availability, and will make small adjustments seasonally in 2024 as the region emerges from the pandemic and ridership grows.

## Annual Service Plan Goals

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### INCREASE ACCESS & EQUITY

Improve access and equity by identifying new and better ways to connect people who depend on transit with jobs and services



### IMPROVE RELIABILITY & TRAVEL TIME

Reduce travel times on transit to improve customer journeys by adding more direct connections between routes and destinations



### ADAPT SERVICE TO MEET SERVICE NEEDS

Adapt service to changing travel patterns and customer needs to maximize benefit to customers



## Summary

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### **SERVICE ENHANCEMENTS:**

- As the agency works to recruit additional operators, MDOT MTA is implementing several service enhancements to improve reliability, connectivity, and travel time for riders:
  - To improve transfer opportunities in Catonsville, the LocalLink 32 will be extended from UMBC-Catonsville to the Rolling Road Walmart to create new connections from Patapsco to Catonsville. Some trips on the LocalLink 37 will also be rerouted to operate between Old Court Metro and the Rolling Road Walmart to create new access from Woodlawn to retail along Route 40.
  - To improve reliability on the CityLink Brown between Overlea and Downtown, the CityLink Brown branch to White Marsh Mall will be discontinued; in the branch's place, the LocalLink 33 will be extended from Overlea to White Marsh Mall.
  - To improve connections to Bayview Medical Center, some trips on the CityLink Navy will terminate at Bayview Medical Center instead of terminating at Center Place during the peak, midday, and early service periods.

### **SERVICE ADJUSTMENTS TO OPTIMIZE OPERATIONS:**

- These adjustments will increase the efficiency of route operations but will not have significant effects for riders. Adjustments are based on MDOT MTA's operational restrictions on portions of these routes:
  - To streamline operations and improve reliability on CityLink Silver, southbound trips will be rerouted via Hanover Street between West Lee Street and Fort Avenue.
  - The redesign of the City Hall bus stops and layovers have eliminated a stop served by Express BusLink 105. All southbound Express BusLink 105 trips will operate via Pleasant to Guilford to Fayette Street via the existing CityLink Red pattern alignment.
  - Due to private property constraints, the temporary layover for the northbound end of the LocalLink 93 at International Drive will be made permanent.
  - Due to the Social Security Administration no longer occupying the west side of the complex, stops along Parallel Drive, west of Woodlawn Drive will no longer be served by the LocalLink 31. These trips will continue to serve the main Social Security building and will continue to Security Square Mall.
  - Due to construction, any CityLink Brown, LocalLink 33, and LocalLink 56 trips to and from White Marsh Mall will no longer serve the stop outside the former Sears.







# Service Enhancements



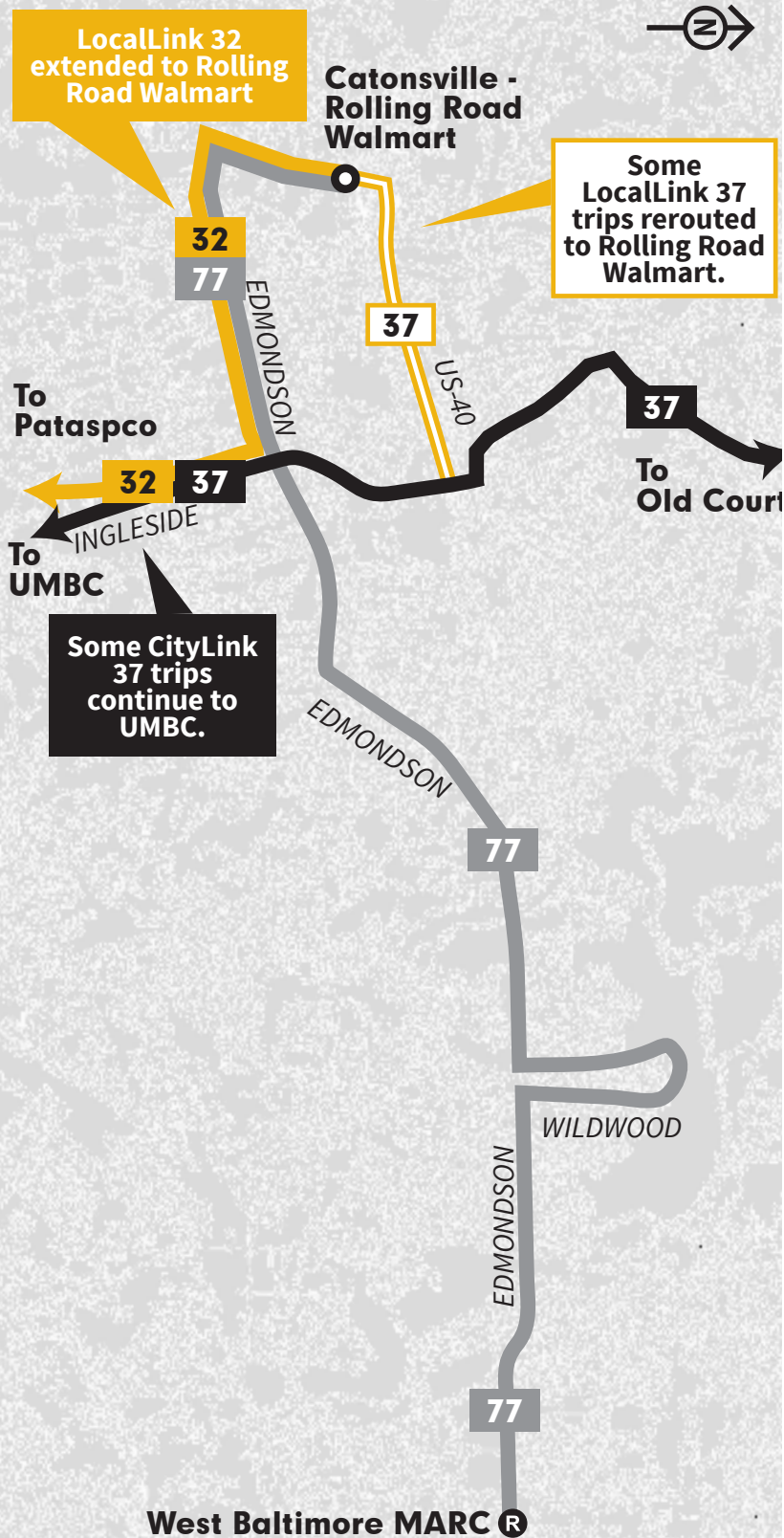
## Service Enhancements

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The following section details enhancements to five routes across three plans. Enhancements are based on MDOT MTA's goals for this service plan.

The scenarios are as follows:

- LocalLink 32 and LocalLink 37
- CityLink Brown and LocalLink 33
- CityLink Navy



## Map Legend

- Unchanged Segment
- - - Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
- Ⓛ Metro Stations
- Ⓡ Light Rail Stations
- Ⓜ MARC Train Stations



# Service Enhancements

## LocalLink 32 and LocalLink 37: Overview

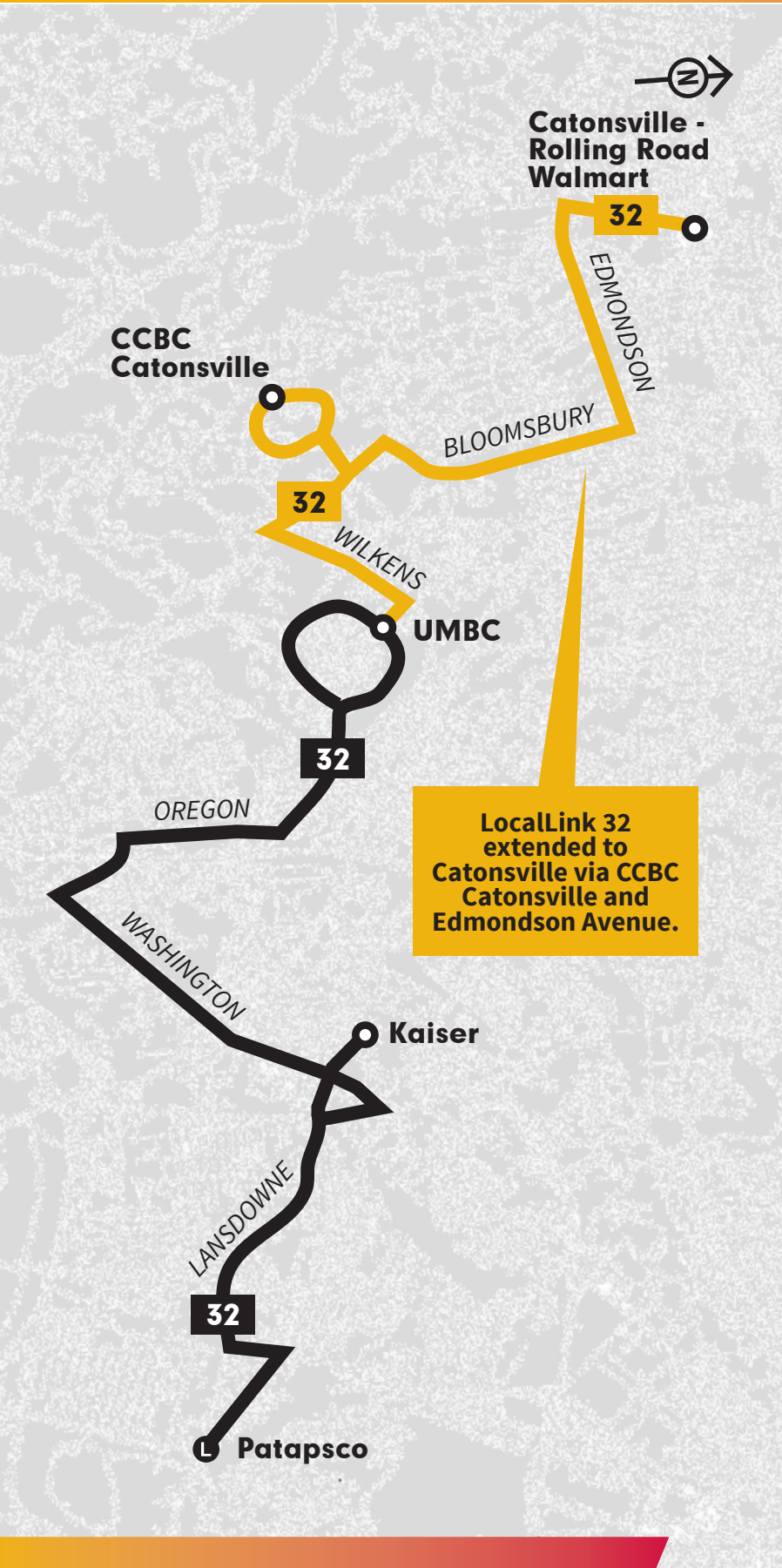
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Service changes to LocalLink 32 and LocalLink 37 are intended to improve transit connections between Catonsville and Patapsco.

LocalLink 32 will be extended from UMBC-Catonsville to the Rolling Road Walmart in Catonsville, creating new connections from Patapsco to Catonsville.

Some trips on LocalLink 37 will be rerouted to operate between Old Court Metro and the Rolling Road Walmart, creating new access from Woodlawn to retail along Route 40. The remaining trips on LocalLink 37 will continue to operate between Old Court Metro and UMBC-Catonsville.

No changes will be made to the LocalLink 77.



## LocalLink 32: New Extension to Catonsville

LocalLink 32 will be extended to the Rolling Road Walmart in Catonsville. LocalLink 32 will continue service between Patapsco Light Rail and UMBC.

The extension of LocalLink 32 will provide a new one-seat connection from Patapsco to Catonsville, and additional transfer opportunities to CityLink Purple, LocalLink 37, and LocalLink 77.

Service along Edmonson Avenue west of Ingleside Avenue will compliment LocalLink 77.

## Map Legend

- Unchanged Segment
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  - L Metro Stations
  - R Light Rail Stations
  - M MARC Train Stations



# Service Enhancements

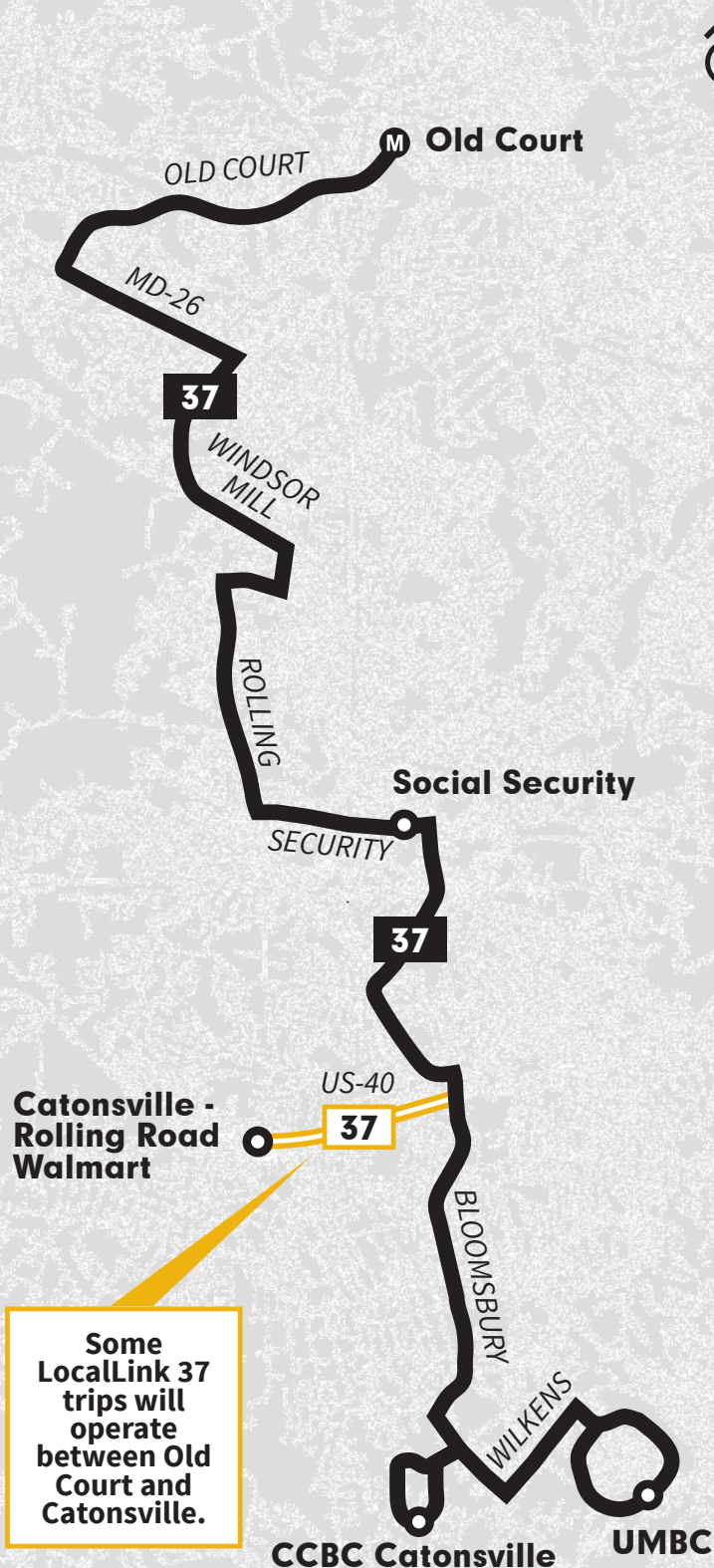
## LocalLink 37: New Branch to Catonsville

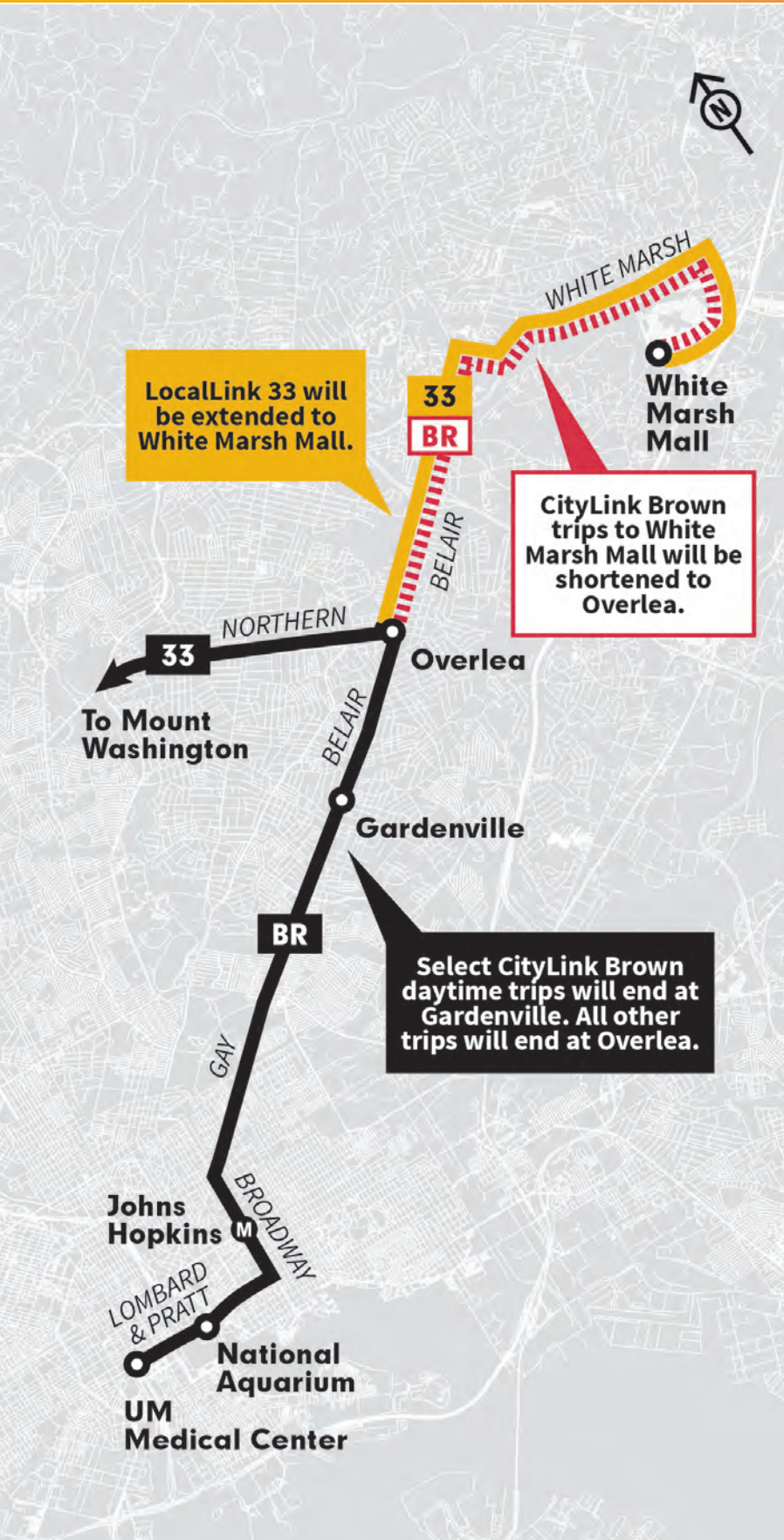
Select LocalLink 37 trips will operate on a new short-turn pattern between Old Court Metro and the Walmart in Catonsville. Remaining trips will continue to operate between Old Court Metro and UMBC-Catonsville.

The new short-turn will provide riders with a new connection to retail along Route 40 between Ingleside Avenue and Rolling Road, and a new transfer connection to LocalLink 32.

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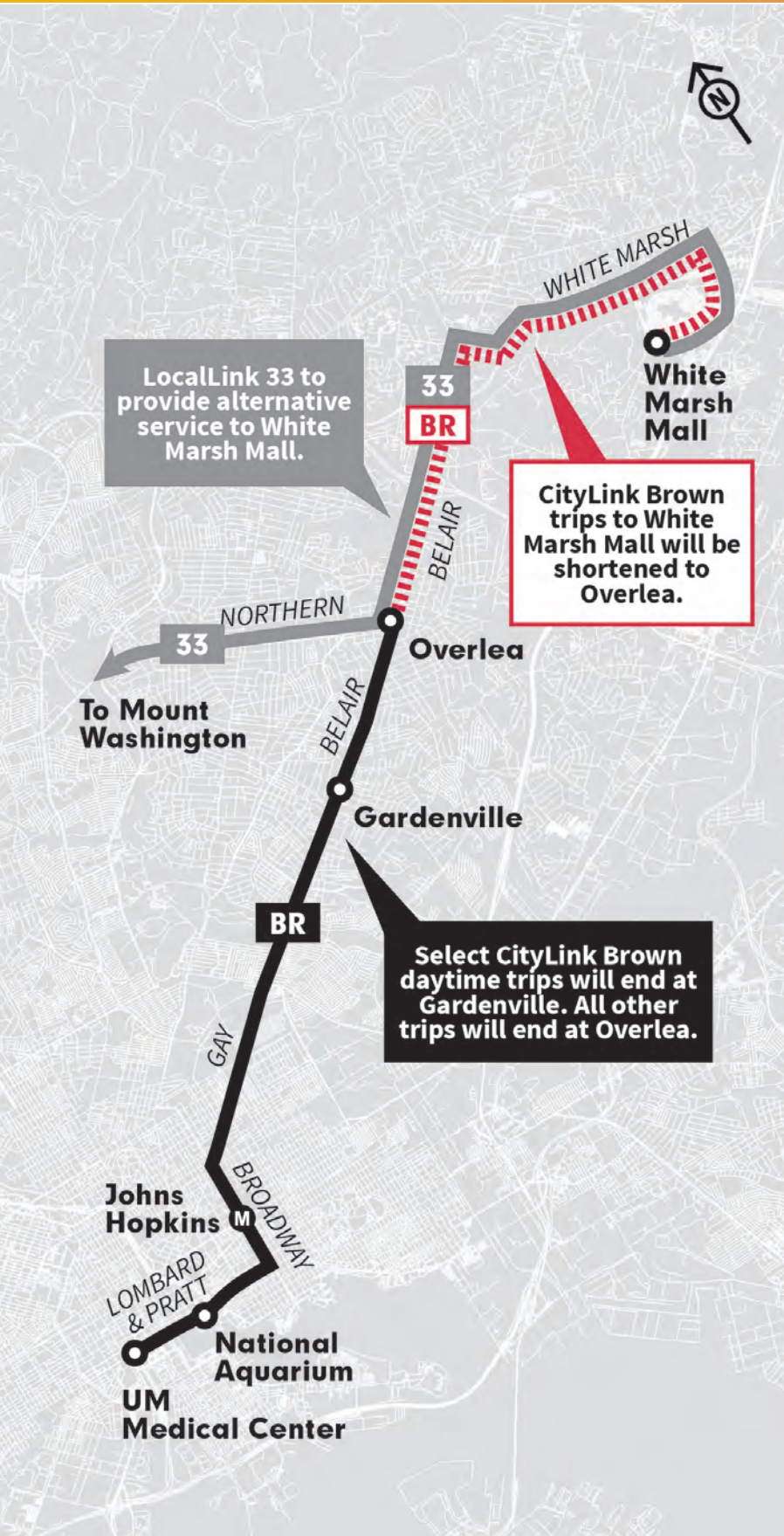


# Service Enhancements

## CityLink Brown and LocalLink 33: Overview

MDOT MTA's analysis of route reliability shows that CityLink Brown is among the least reliable routes. These changes are intended to improve reliability along the CityLink Brown between Overlea and Downtown, where ridership on the route is highest.

The new service changes have the added potential benefit of creating a one-seat ride between White Marsh Mall and points west Belair Road on the LocalLink 33. Our analysis of passenger travel patterns shows that many passengers currently transfer between the LocalLink 33 and the CityLink Brown at Overlea to continue their trips.



## CityLink Brown: Truncation at Overlea

As part of swapping service between Overlea and White Marsh Mall to LocalLink 33, trips on the CityLink Brown will end at either Overlea or Gardenville. Trips will alternate ending at Gardenville and Overlea loop throughout the day. No changes will occur to weekday or weekend service frequencies or span of service on the CityLink Brown.

Alternative service between Overlea and White Marsh Mall would be provided by an extension of LocalLink 33.

Ridership on CityLink Brown traveling beyond Overlea appears to be lower than the number of riders transferring from LocalLink 33 to points north of Overlea, which suggests that service along this segment may be better provided by LocalLink 33. Shortening the CityLink Brown may also improve the route's overall reliability.

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# Service Enhancements

## LocalLink 33: New Extension to White Marsh

LocalLink 33 will be extended to White Marsh Mall and Park & Ride via the current CityLink Brown route on Belair Road and White Marsh Boulevard. All trips on LocalLink 33 would provide service between Mount Washington and White Marsh. No changes are proposed to weekday or weekend service frequencies or span of service.

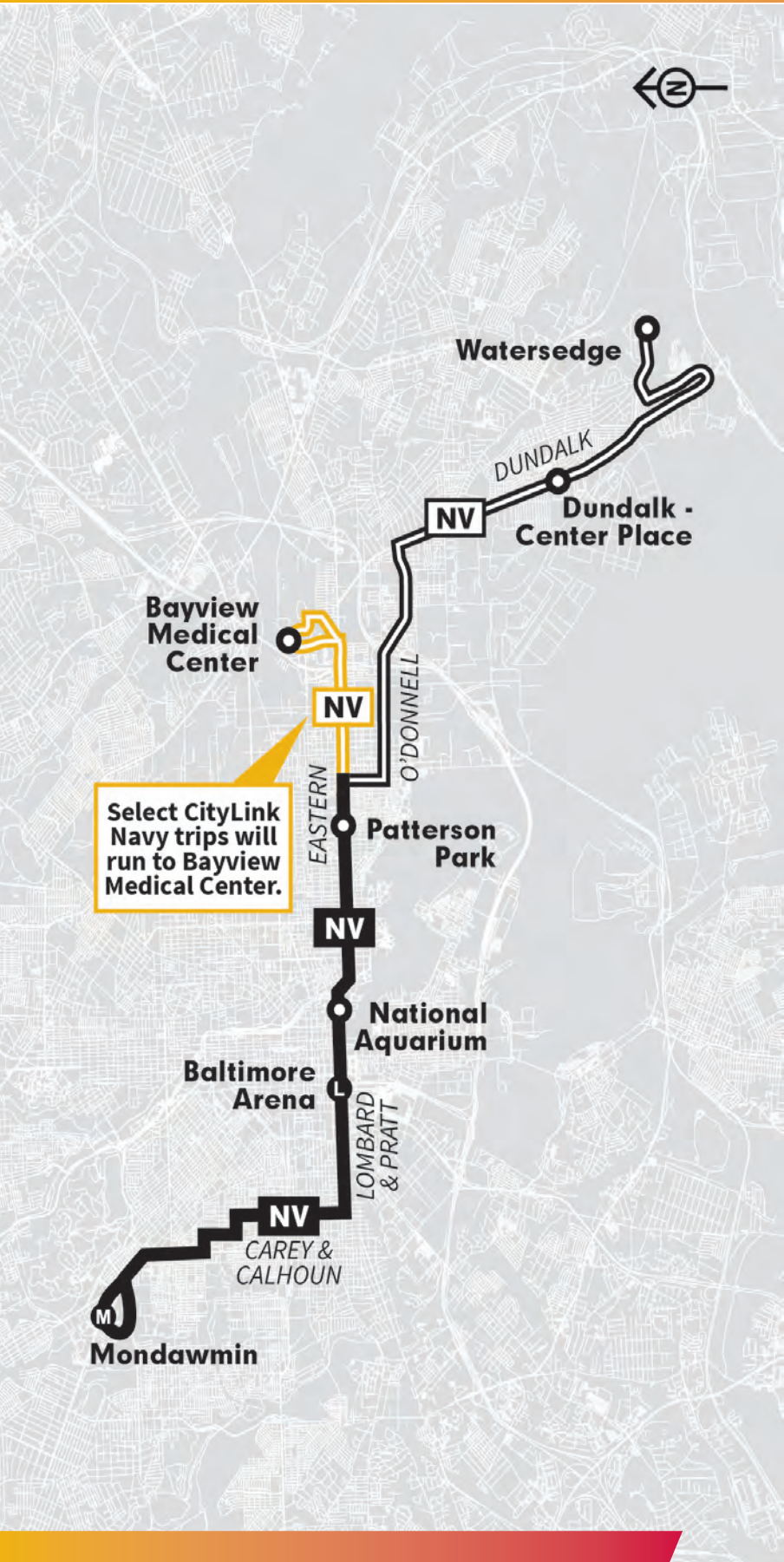
Extending LocalLink 33 to White Marsh would improve access from points along the route west of Belair Road to White Marsh with a one-seat ride. The extension would replace CityLink Brown service between Overlea and White Marsh.

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## CityLink Navy: New Short-turn at Bayview

The CityLink Navy will send select trips to Bayview Medical Center instead of terminating at Center Place during the peak, midday, and early service periods. All other CityLink Navy trips will continue to run to Watersedge.

The route's operating hours and service will be maintained at current levels.

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# Service Enhancements







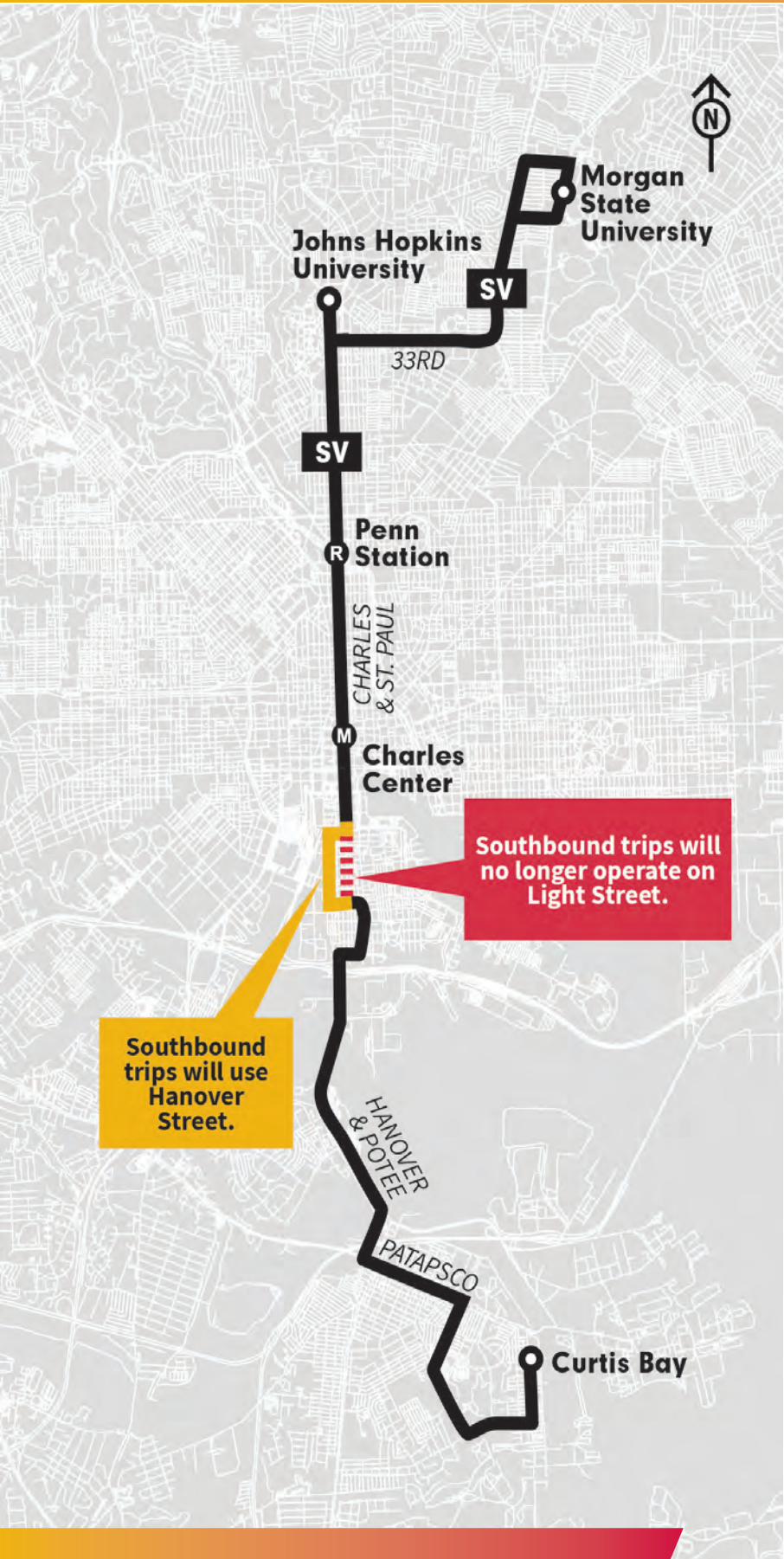


# Service Adjustments

## Optimize Operations

The following section describes adjustments to four routes — CityLink Silver, Express BusLink 105, LocalLink 93, and LocalLink 31. Adjustments are based on MDOT MTA's operational restrictions on portions of these routes. These adjustments would increase the efficiency of route operations but will not have significant effects for riders.

Additionally, because construction is restricting travel around the White Marsh Mall, routes that will serve the White Marsh Mall will be rerouted around the mall complex.



## CityLink Silver

All southbound CityLink Silver trips will operate via Hanover Street between West Lee Street and Fort Avenue. Current southbound service along Light Street poses operational challenges and impacts reliability on the route. Riders who board along this segment of the route can catch the route two blocks west on Hanover Street.

No changes will be made to northbound operations along Charles Street. No changes are proposed to weekday or weekend service frequencies or span of service on the CityLink Silver.

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# Service Adjustments

## Express BusLink 105

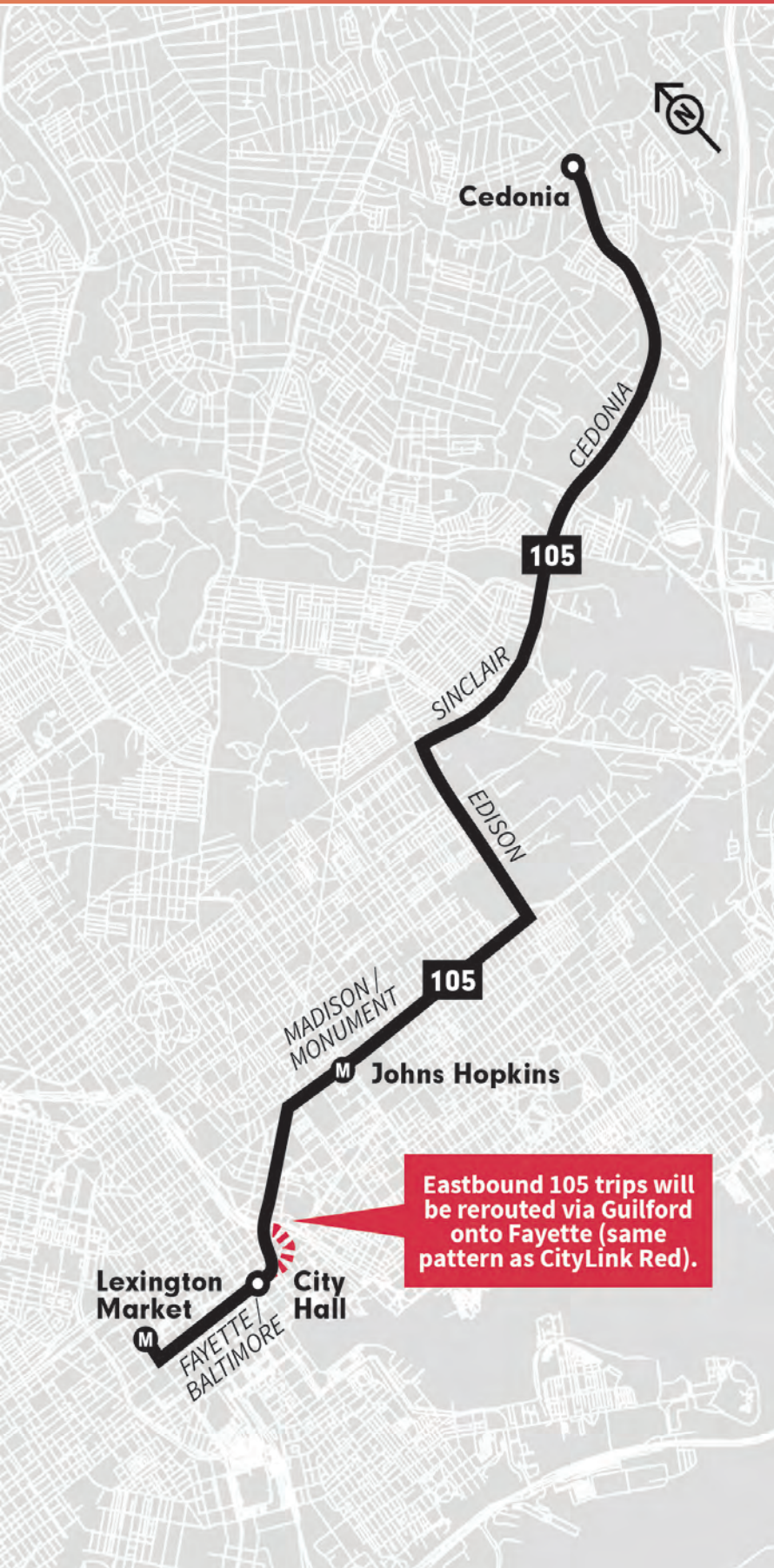
All southbound Express BusLink 105 trips will operate via Pleasant to Guilford to Fayette Street via the existing CityLink Red pattern alignment.

The redesign of the City Hall bus stops and layovers have eliminated a stop served by the route (#12712 - LEXINGTON ST & GAY ST fs). Additional stops (#283 - FAYETTE ST & GAY ST wb and #8928 - FAYETTE ST & HOLLIDAY ST wb) served by the route will no longer be served

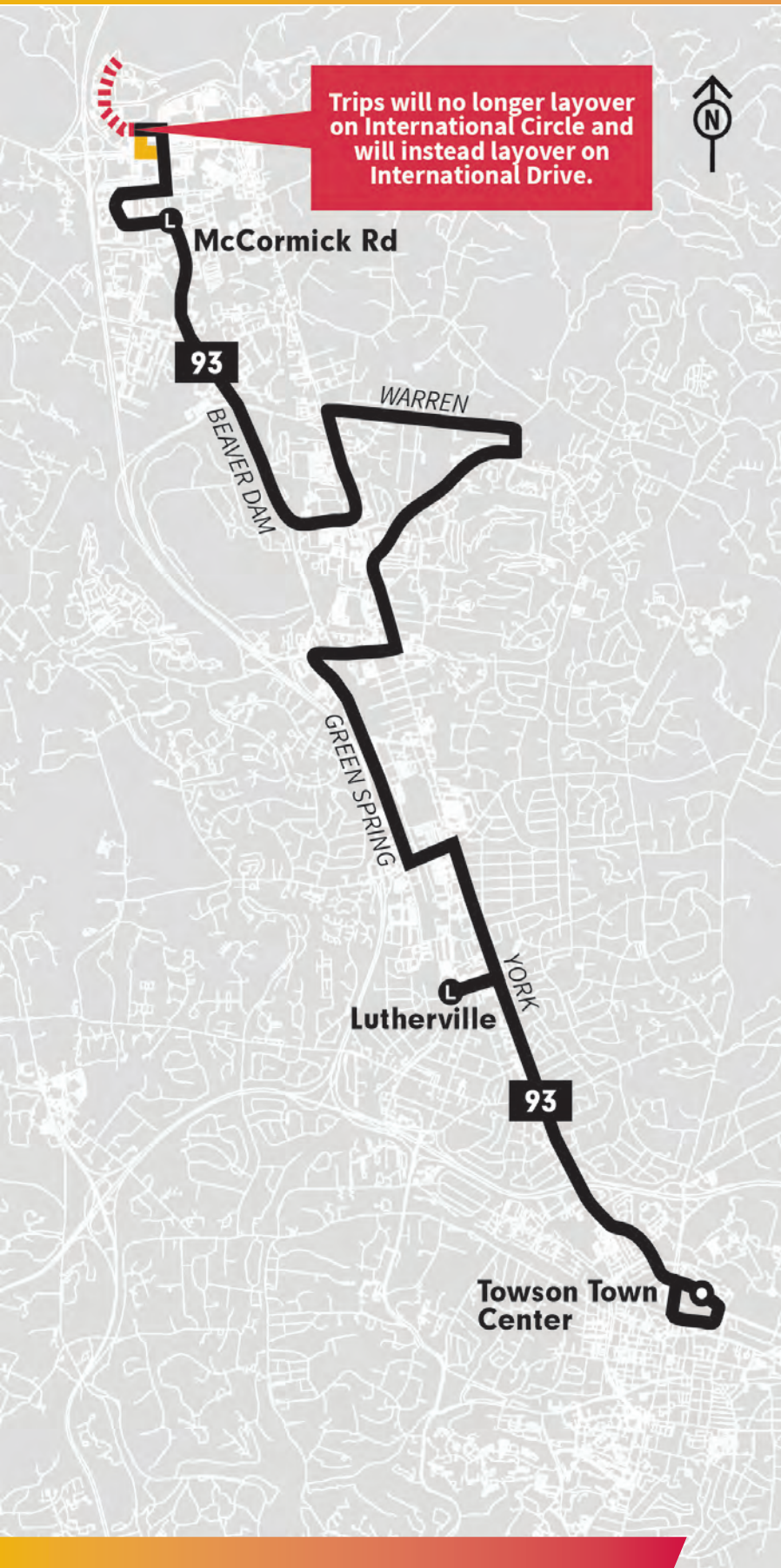
No changes will be made to weekday service frequencies or span of service on the Express BusLink 105.

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## LocalLink 93

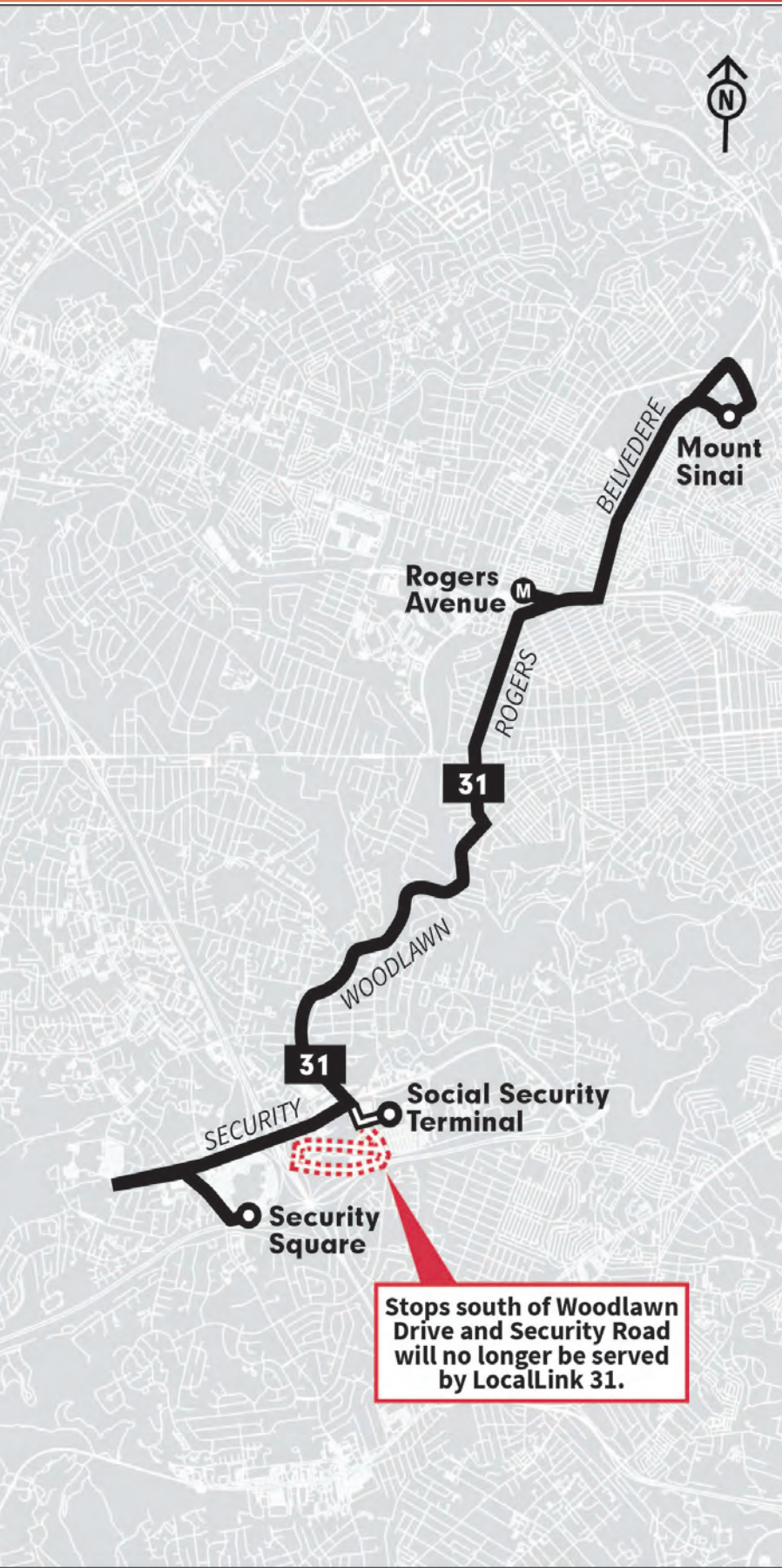
Due to private property constraints, the temporary layover for the northbound end of the LocalLink 93 at International Drive will be made permanent.

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# Service Adjustments



## LocalLink 31

Due to the Social Security Administration no longer occupying the west side of the complex, stops along Parallel Drive, west of Woodlawn Drive will no longer be served by LocalLink 31. These trips will continue to serve the main Social Security building and will continue to Security Square Mall

No changes are proposed to weekday or weekend service frequencies or span of service on the LocalLink 31.

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## White Marsh Mall: LocalLink 33 and LocalLink 56

Due to construction, LocalLink 33 and LocalLink 56 trips to and from White Marsh Mall will not serve the stop outside the former Sears (Stop ID # 3125).

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# Service Adjustments



## Timetable and Runtime Updates

Minor timetable and runtime adjustments will be made for approximately 22 CityLink, LocalLink, and Express BusLink routes to improve their reliability and performance. These adjustments are consistent with the typical minor timetable and runtime updates MDOT MTA makes three times a year (winter, summer, and fall). The affected routes are listed below and their updated timetables will be posted on the MDOT MTA website shortly.

**CITYLINK:**

- CityLink Gold
- CityLink Navy
- CityLink Orange

**LOCALLINK:**

- LocalLink 22
- LocalLink 29
- LocalLink 31
- LocalLink 32
- LocalLink 33
- LocalLink 34
- LocalLink 36
- LocalLink 37
- LocalLink 53
- LocalLink 56
- LocalLink 59
- LocalLink 63
- LocalLink 69
- LocalLink 70
- LocalLink 73
- LocalLink 80
- LocalLink 85
- LocalLink 93

**EXPRESS BUSLINK:**

- Express BusLink 105









## MARYLAND TRANSIT ADMINISTRATION

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Baltimore, MD 21202

410-539-5000 or  
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**[mta.maryland.gov](http://mta.maryland.gov)**

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