

Proposed Fall Service Changes - 2024

Transportation Article, Section 7-213 (G)(8) of the Annotated Code of Maryland requires the Baltimore Regional Transit Commission (BRTC) to “...*review and comment on service change reports and major service change proposals on a quarterly basis.*”

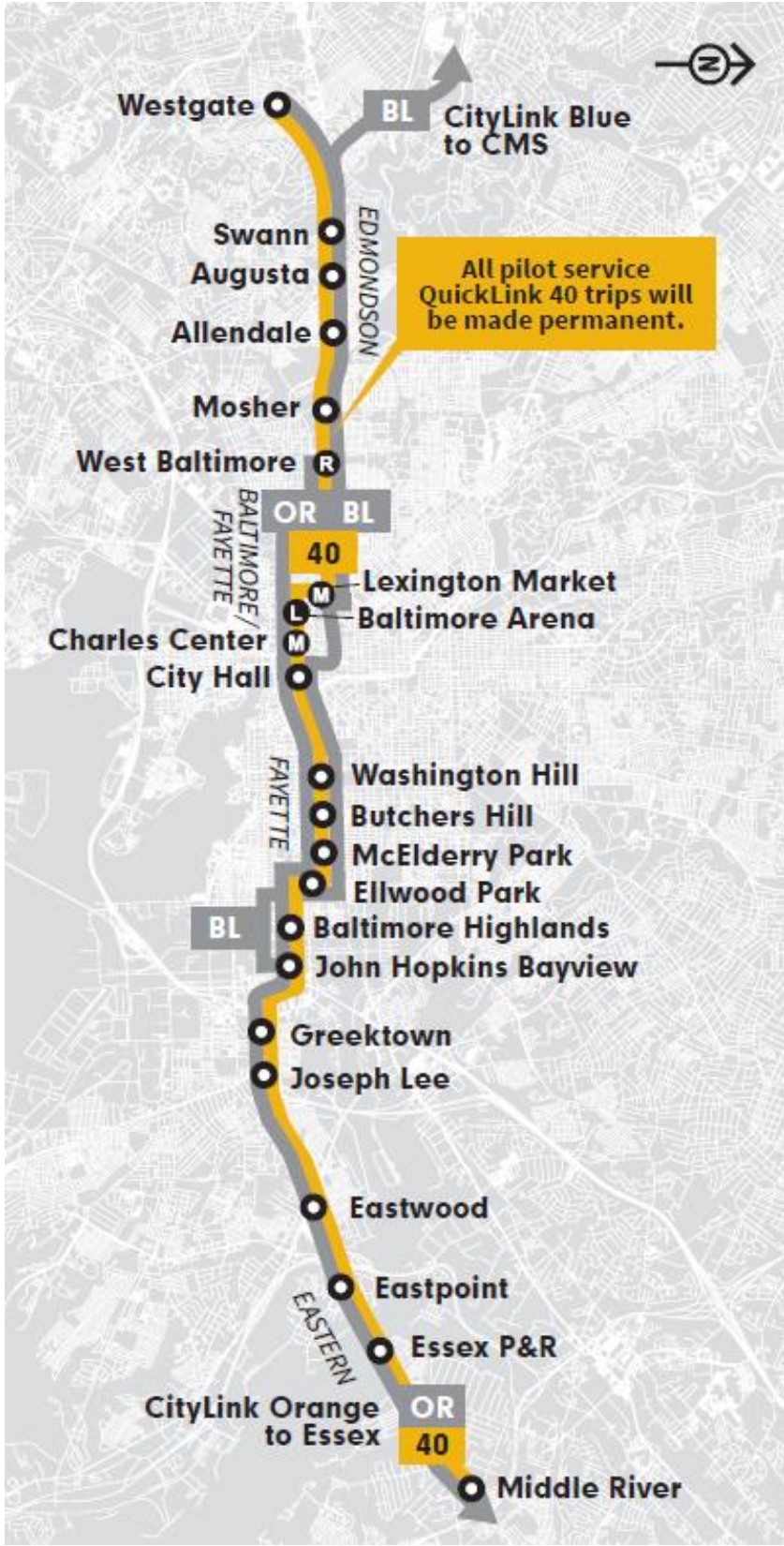
BMC staff have reviewed the proposed service changes for Fall 2024 and would like to share these observations and questions on certain aspects of the plan.

The MTA comment period officially closes **July 8, 2024**.

MTA published a Guide to the Fall Service Changes making it easy to evaluate the changes and potential impacts.

3 categories of changes are proposed and discussed here – [New Routes](#), [Service Enhancements](#) and [Service Adjustments](#).

New Route: QuickLink 40



PROPOSED CHANGE

- The proposal to make what had been a pilot service permanent.
- The QuickLink 40 promises faster limited-stop service along busy CityLink corridors.

OBSERVATION

- This proposal is a very positive step towards improving connectivity, access and equity in the area.
- MTA deserves commendation for their diligent work in establishing this service.

SERVICE LEVEL	
FIRST TRIP: 6 A.M.	
A.M. Peak (6 a.m. - 9 a.m.)	20 Minutes
Midday (9 a.m. - 2 p.m.)	30 Minutes
P.M. Peak (2 p.m. - 6 p.m.)	20 Minutes
LAST TRIP: 6 P.M.	

Service Enhancements

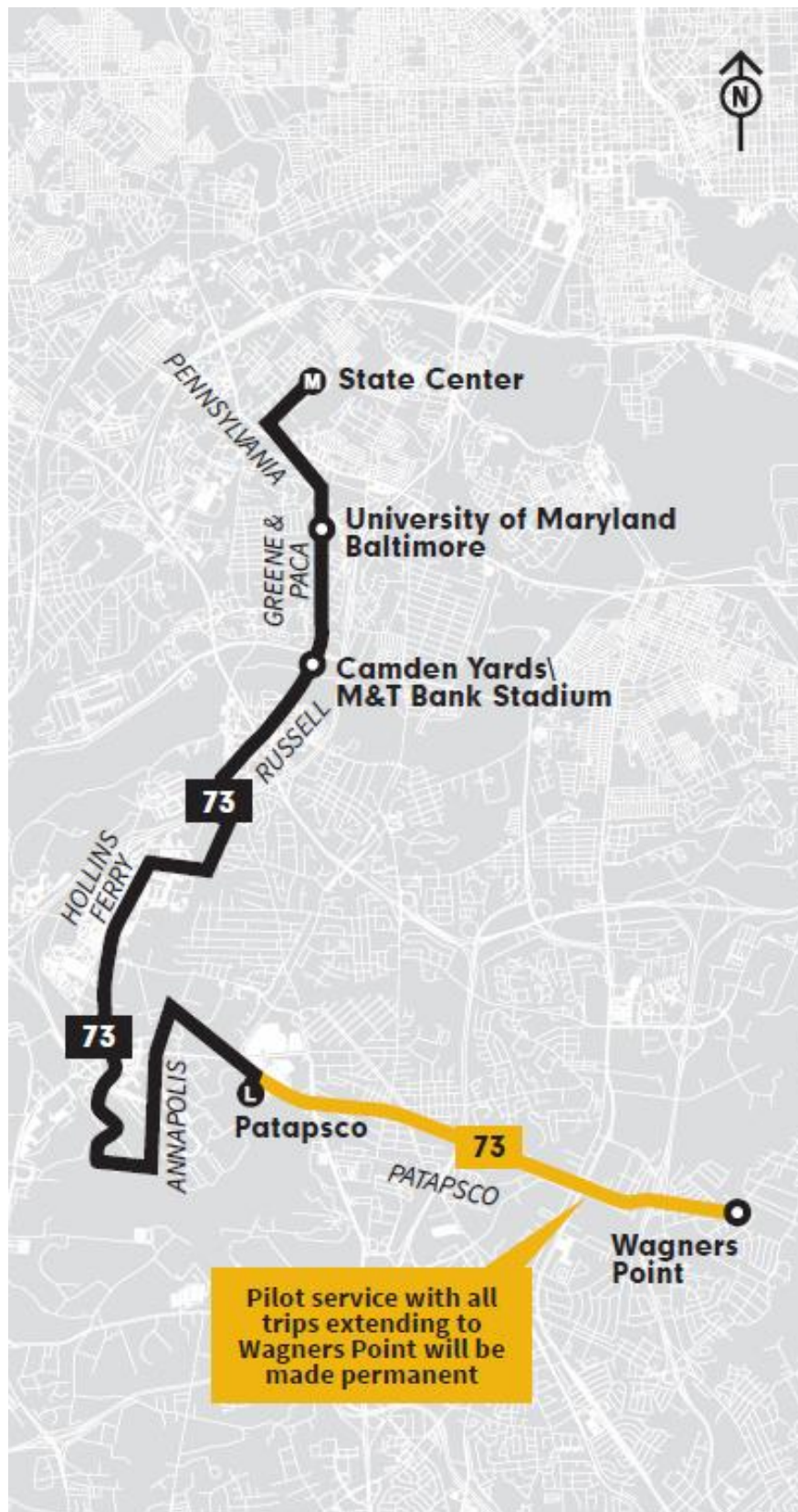
LocalLink 73: Extension to Wagners Point

PROPOSED CHANGE

- MTA has been piloting a service extending to Wagners Point on the LocalLink 73
- MTA is now proposing this service to be made permanent.
- The proposed service extension is intended to provide service to new employment opportunities at Wagners Point.
- No changes are proposed to be made to service frequencies or span of service.

OBSERVATIONS

- This extension would provide a one-seat ride from State Center in Downtown Baltimore to Wagners Point via E Patapsco Ave.
- This proposal is a very positive step towards improving connectivity, access and equity in the area.



Service Enhancements

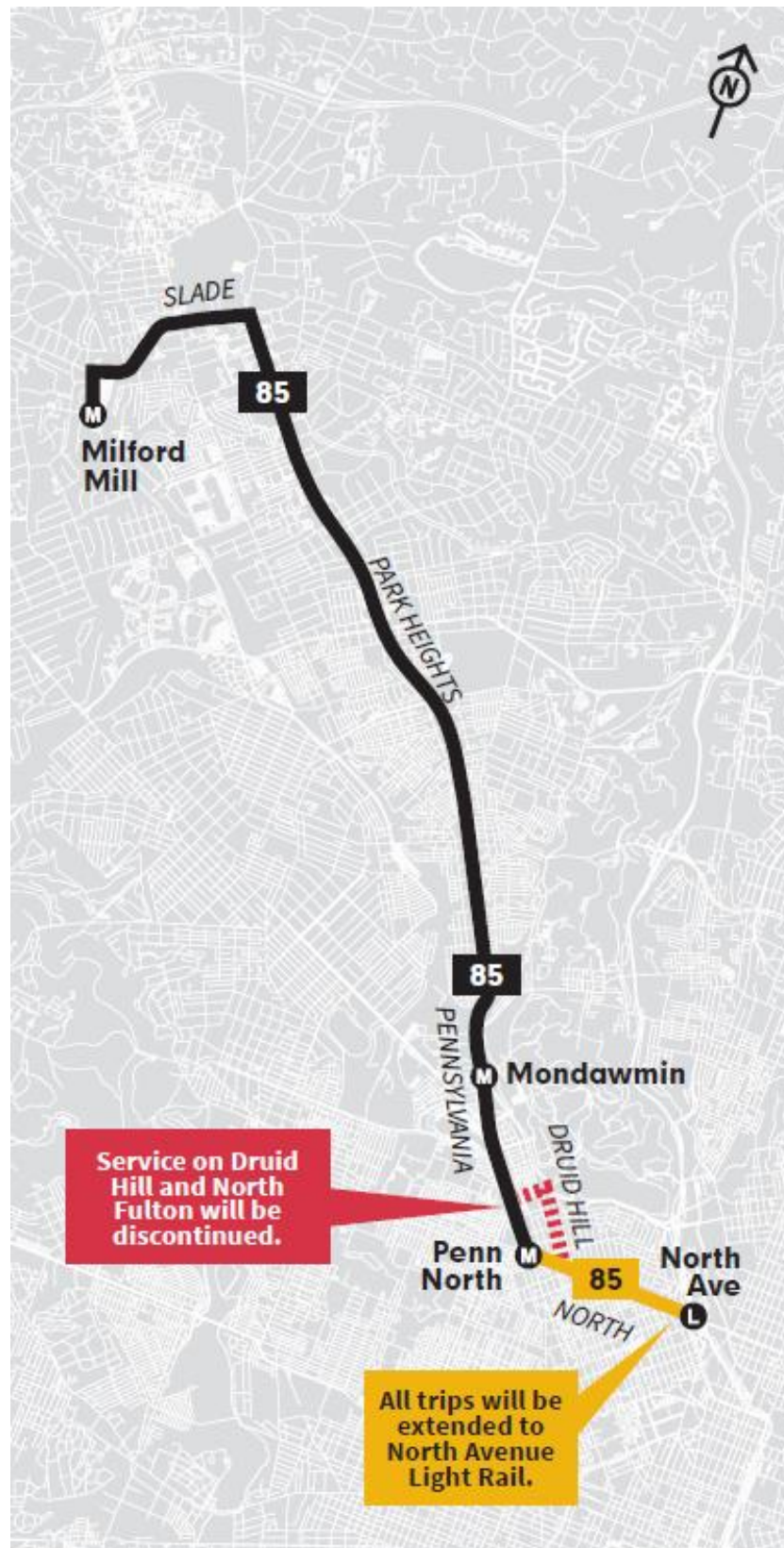
LocalLink 85: Extension to North Ave Light Rail

PROPOSED CHANGE

- LocalLink 85 is proposed to extend to North Avenue Light Rail station on all trips to improve connections to the Light RailLink from Northwest Baltimore.
- Stops at Fulton Avenue & Reisterstown Road (#8554) and Druid Hill Avenue & Retreat Street (#12520) would be discontinued and the route would turn from Pennsylvania Avenue onto W North Avenue and continue to the North Avenue Light Rail station.
- No changes are proposed to weekday or weekend service frequencies or span of service.

OBSERVATIONS

- Discontinued stops at Fulton Avenue & Reisterstown Road and Druid Hill Avenue & Retreat Street may create some hardship on riders however the direct connections from Mondawmin and Penn North Metro stations to to the North Avenue Light Rail station will likely provide increased benefits.
- This proposal is a positive step towards improving connectivity, access and equity in the area.



Service Enhancements

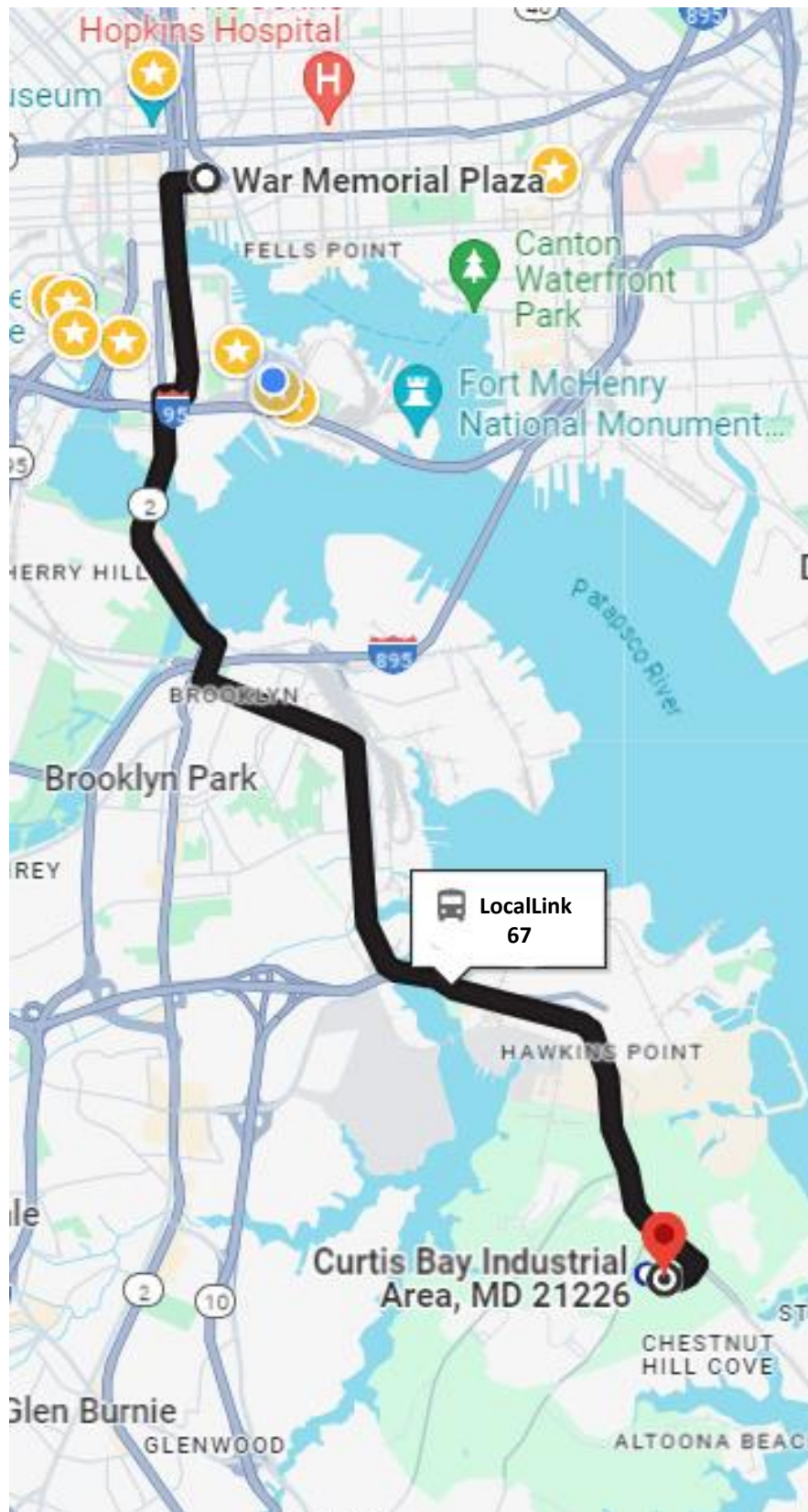
LocalLink 67: All Day Service

PROPOSED CHANGE

- LocalLink 67 is proposed to run without interruption through the midday time period between 9 a.m. and 2 p.m., creating all day service on the route.
- Outside the midday time period, there are no proposed changes to weekday or weekend service frequencies or weekend span of service.

OBSERVATIONS

- This proposal is a very positive step towards improving connectivity, access and equity in the area.
- MTA should be commended for making this service change.



Current and Proposed Service Level for LocalLink 67

Time Period	Current	Proposed
Weekday A.M. Peak	30 minutes	No Change
Weekday Midday	No Service	60 minutes
Weekday P.M. Peak	30 minutes	No Change

Service Enhancements

ExpressLink 105: All Day Service

PROPOSED CHANGE

- Additional trips are proposed to be added during the A.M. Peak and P.M. Peak time periods for the Express BusLink 105 to alleviate crowding on the CityLink Pink and Express Bus Link 105 during peak travel periods.
- There are no proposed changes to weekday span of service.

OBSERVATIONS

- This proposal is a positive step towards improving connectivity, access and equity in the area.

Current and Proposed Service Level for BusLink 105		
Time Period	Current	Proposed
A.M. Peak	4 trips	4 trips
P.M. Peak	3 trips	6 trips

Service Adjustments

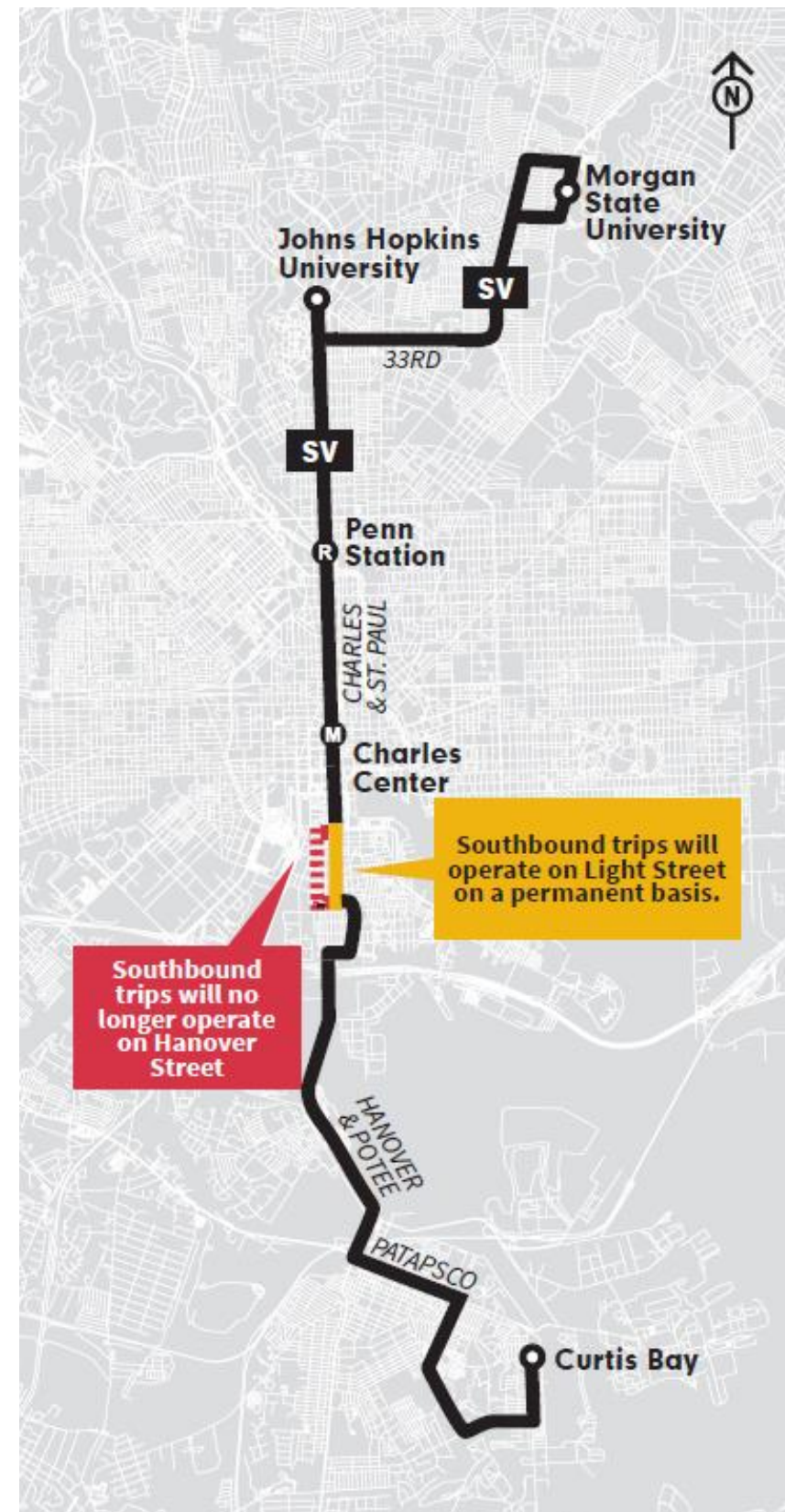
CityLink Silver

PROPOSED CHANGE

- The return of northbound service on CityLink Silver along Light Street from S Charles Street to Light Street through the Federal Hill neighborhood is proposed to be made permanent.
- Riders who accessed stops at Charles Street & Henrietta Street and Charles Street & Ostend Street would be able to access the route by walking 2 blocks east.
- There are no proposed changes to frequency or span of service.

OBSERVATIONS

- The adjustments proposed for CityLink Silver are aimed at optimizing operations.
- While efficiency is important, small concerns are raised regarding the accessibility of those riders who may be affected by realigning existing route off of Hanover Street to Light Street.



Service Adjustments

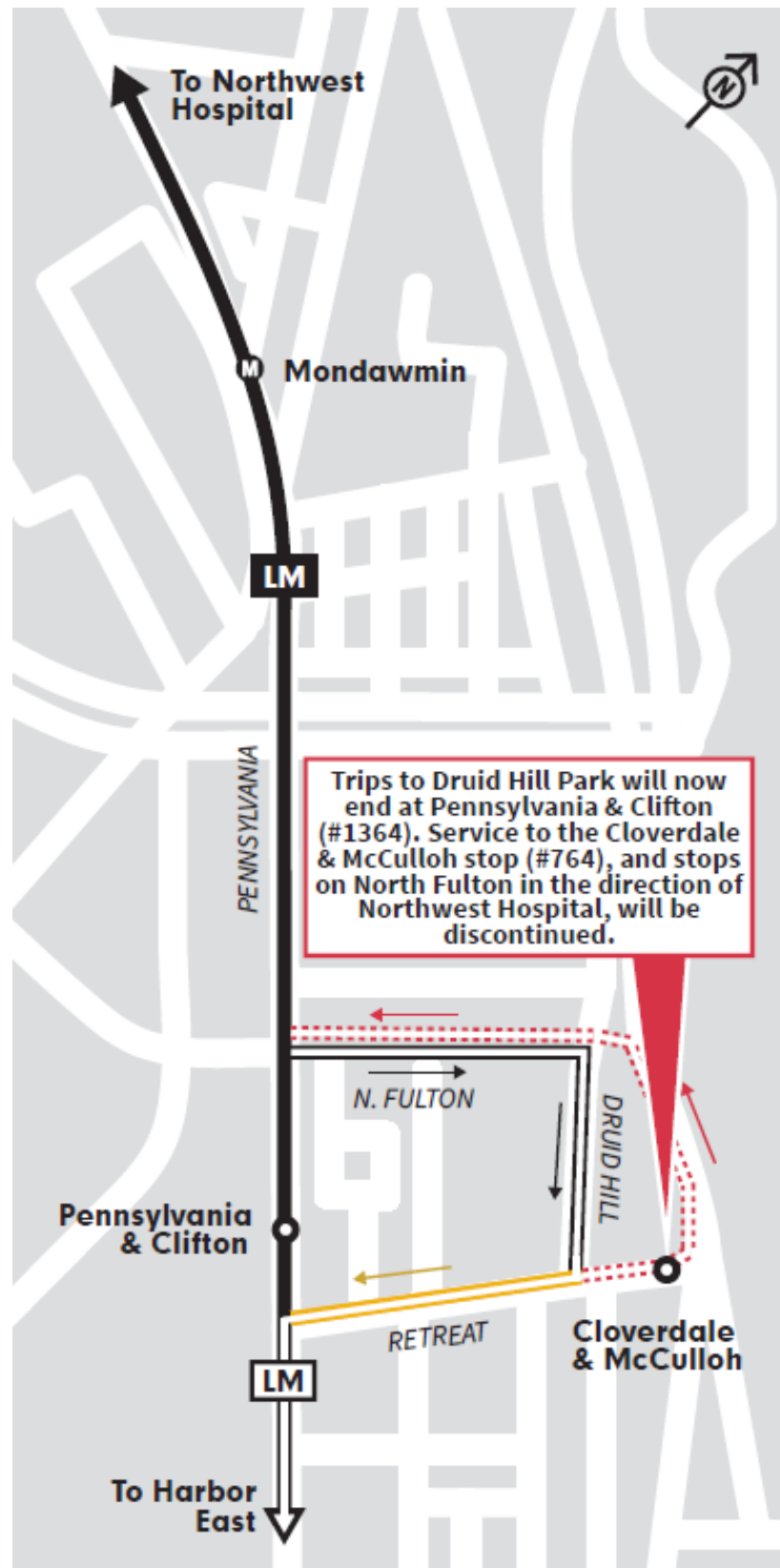
CityLink Lime

PROPOSED CHANGE

- Trips on the CityLink Lime to Druid Hill Park are proposed to terminate at Pennsylvania Avenue & Clifton Avenue.
- CityLink Lime would no longer serve the stop at Cloverdale Road and McCulloh Street due to conflicts with freight loading operations.
- Weekday and weekend frequencies and span of service are not proposed to be changed.
- There are no proposed changes to frequency or span of service.

OBSERVATIONS

- The adjustments proposed for CityLink Lime are aimed at shortening a diversion and optimizing operations.
- While efficiency is important, small concerns are raised regarding the accessibility of those riders who may be affected by realigning existing route and decreasing accessibility to Druid Hill Park.



Service Adjustments

LocalLink 71

PROPOSED CHANGE

- Changes to the route alignment of LocalLink 71 through the Baltimore Peninsula is proposed to be made permanent due to changes in the street grid.
- All trips would run along Mission Boulevard in the Peninsula and continue to Patapsco Light Rail Station.
- Beyond route alignment, there would be no changes to frequencies or span of service.

OBSERVATIONS

- The adjustments proposed for LocalLink 71 are aimed at optimizing operations.
- The adjustment for the LocalLink 71 seems reasonable given the ongoing development of the Baltimore Peninsula.



Service Adjustments

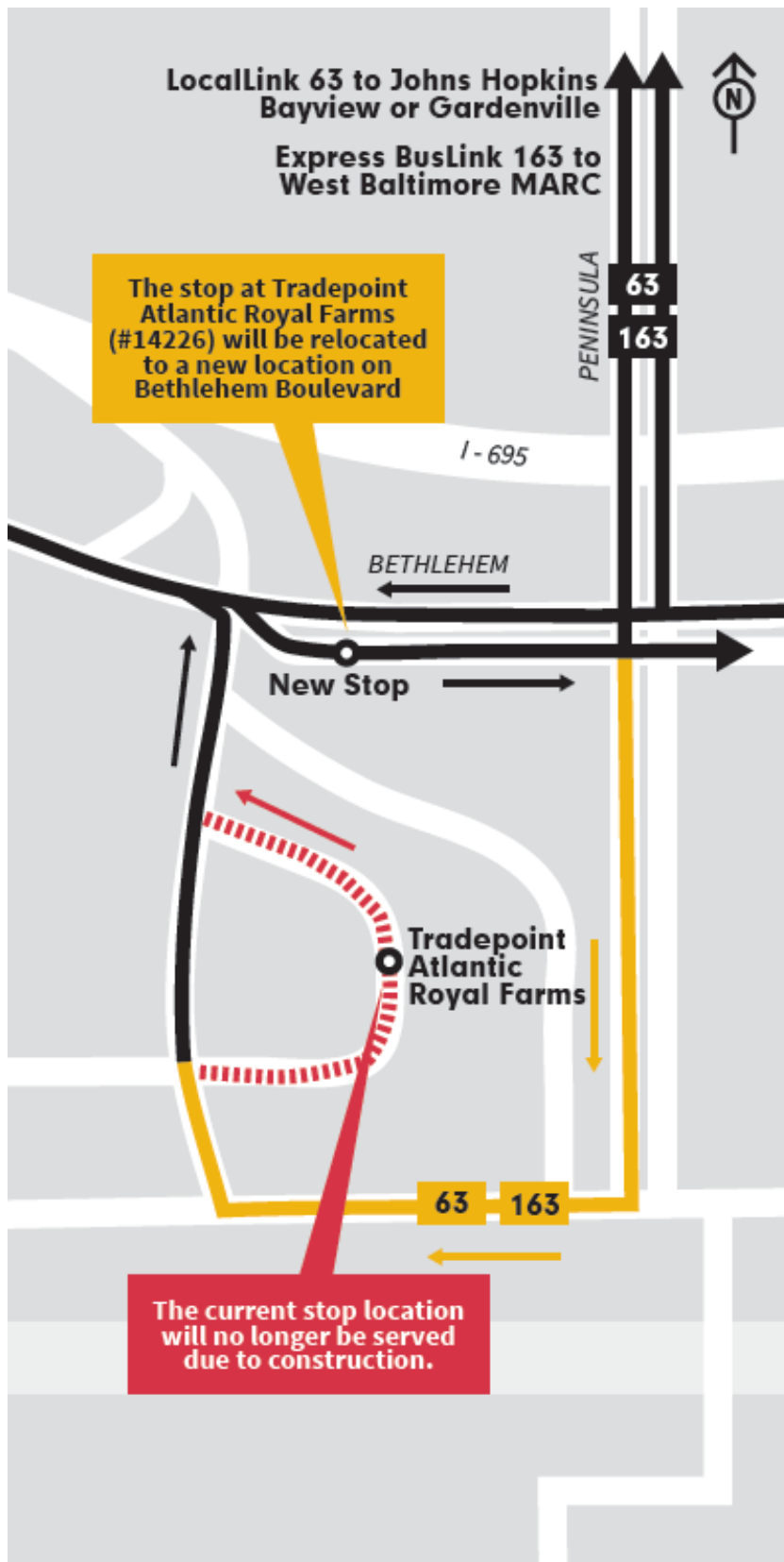
Tradeport Atlantic: LocalLink 63 and ExpressLink 163

PROPOSED CHANGE

- The final stop on LocalLink 63 and Express BusLink 163 at Tradeport Atlantic Royal Farms is proposed to be moved to a new location on Bethlehem Boulevard due to construction at the current stop.
- Both routes will continue to serve both sides of Tradeport Atlantic on all trips.
- No adjustments to frequency or span of service are proposed for weekday or weekend service.

OBSERVATIONS

- The adjustments proposed for LocalLink 63 & ExpressLink 163 are aimed at accommodate development at Tradeport Atlantic.
- The adjustments seem reasonable given the ongoing development of the site.



Service Adjustments

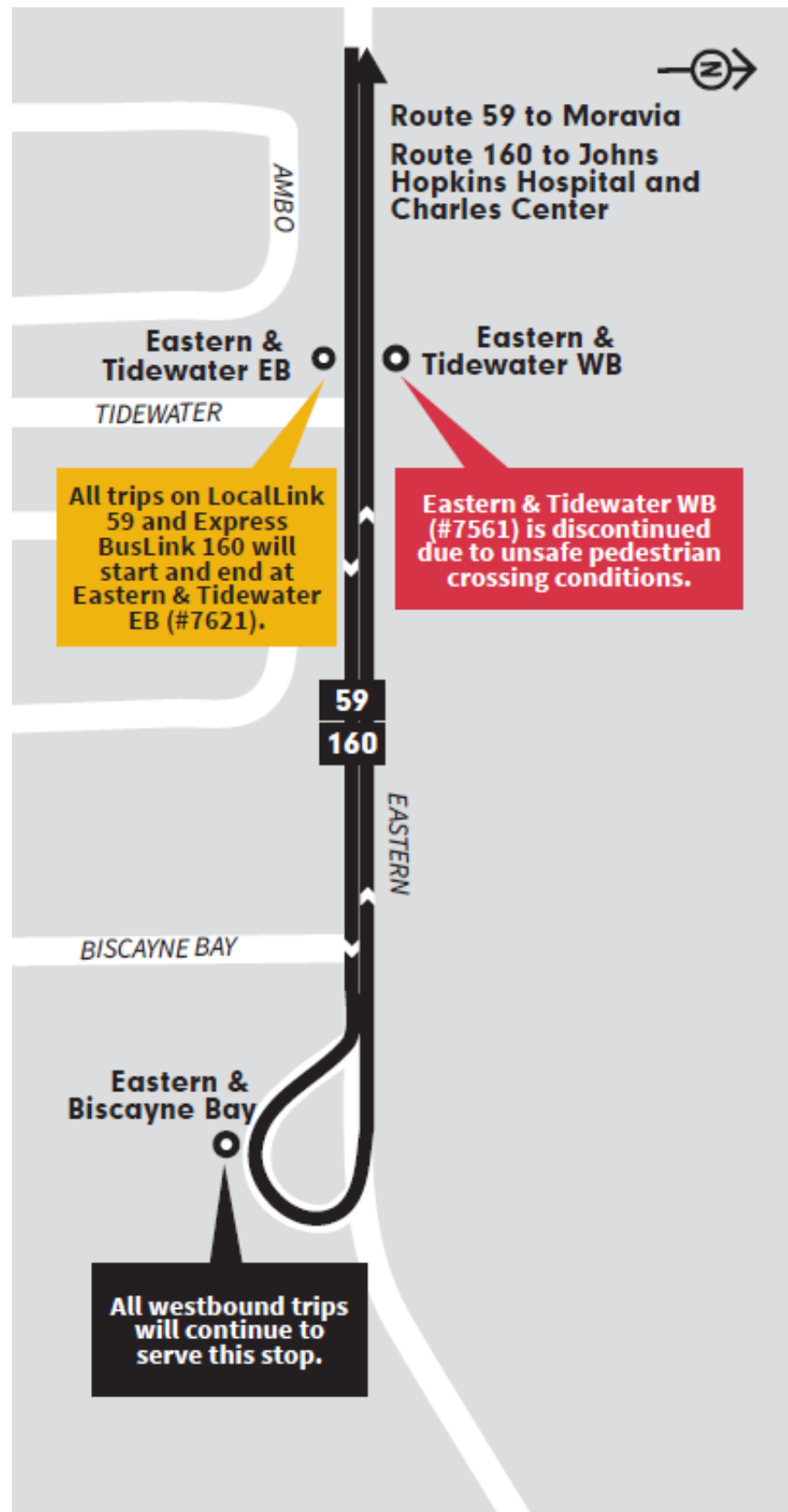
Whispering Woods: LocalLink 59 and ExpressLink 160

PROPOSED CHANGE

- LocalLink 59 and Express BusLink 160 are proposed to move their final and first stop to Eastern Avenue and Tidewater Lane in the eastbound direction due to unsafe conditions for pedestrians crossing at the intersection.
- The westbound stop at Eastern Avenue and Tidewater Lane would be discontinued.
- All westbound trips would continue to serve the Eastern Avenue and Biscayne Bay Boulevard stop.
- No adjustments to frequency or span of service are planned.

OBSERVATIONS

- The adjustments proposed for LocalLink 59 & ExpressLink 160 are aimed at improving pedestrian safety.
- Some concerns are raised regarding the potential impact on accessibility of those riders who had boarded/alighted from discontinued stops and at the adjusted ending of the east-bound route. Concern is especially for those with disabilities and little travel options.



Service Adjustments

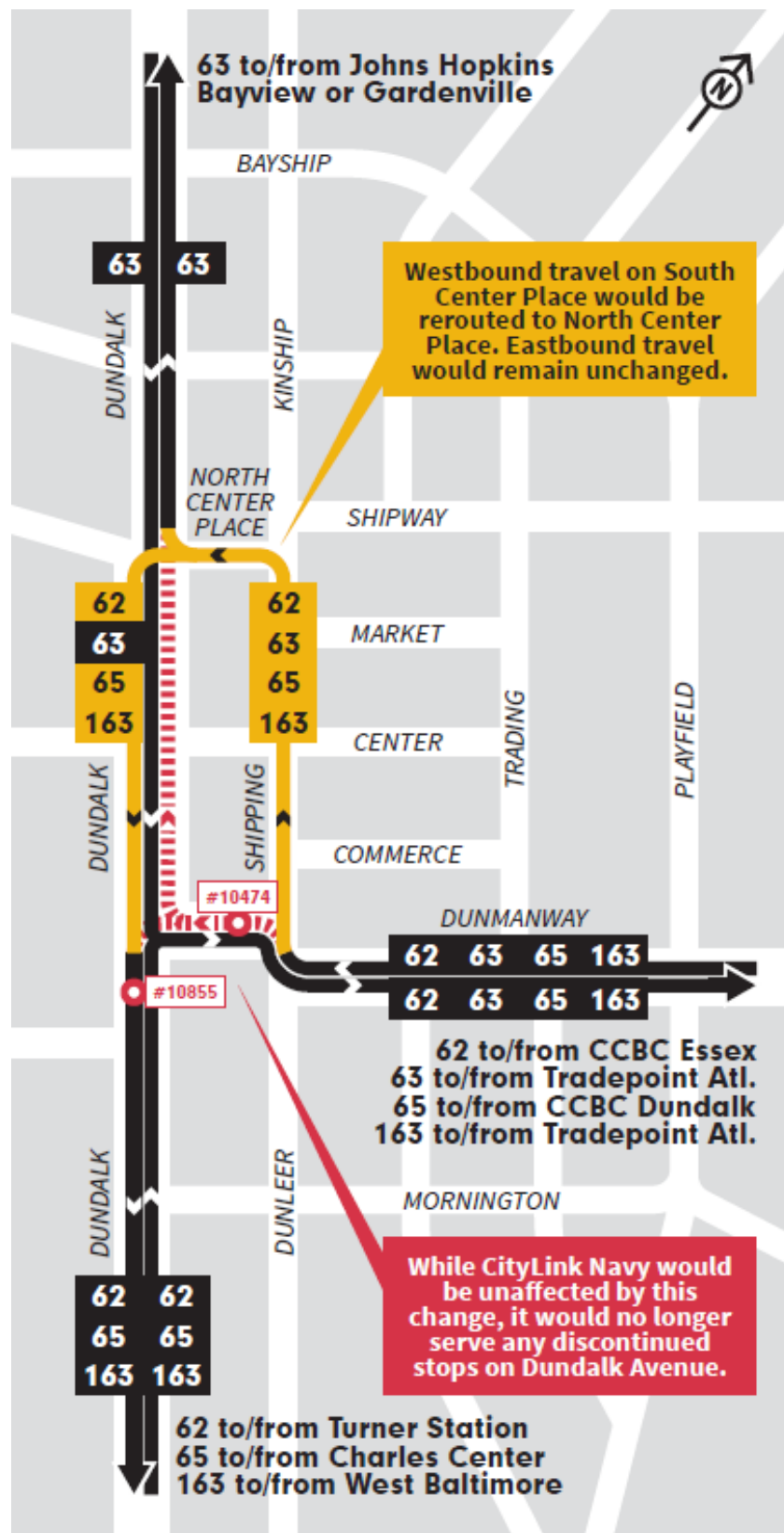
Dundalk: LocalLink 62, LocalLink 63, LocalLink 65 and ExpressLink 163

PROPOSED CHANGE

- LocalLink 62, 63, 65, and Express BusLink 163 are proposed to be rerouted through Center Place in Dundalk due to narrow roadway conditions on S Center Place.
- Buses running in the westbound direction would turn north onto Shipping Place from Dunmanway, west onto N Center Place, and continue on to the direction of their routes on Dundalk Ave.
- Travel in the eastbound direction would remain unchanged.
- Due to the change in alignment, the stop at S Center Place & Shipping Place in the westbound direction would be discontinued.
- The CityLink Navy would be unaffected by this change and would continue to operate as usual. No other changes to service or proposed for any of these routes.

OBSERVATIONS

- The adjustments seemed aimed at improving operations and safety.
- Small concerns over impact of Citylink Navy discontinuing stops on Dundalk Avenue in area.



Rider Experience

Purpose: To give voice to the needs of MTA's customers, identify programs and policies that improve rider experience and to make legislative and administrative recommendations that benefit and support both MTA's passengers and the agency itself.

Tasks: The workgroup will:

- 1 Peer review of rider experience.
- 2 Monitor key performance metrics **and service changes.**
- 3 Identify MTA's major challenges in current rider experience.

- 4 Analysis of communications and information sharing.
- 5 Exploration of cost effective improvement, such as transit ambassadors.