



# Fall 2025 Annual Service Plan



# Agenda

1. Review Selected Proposals
2. Next Steps

# Potential Fall 2025 Proposals

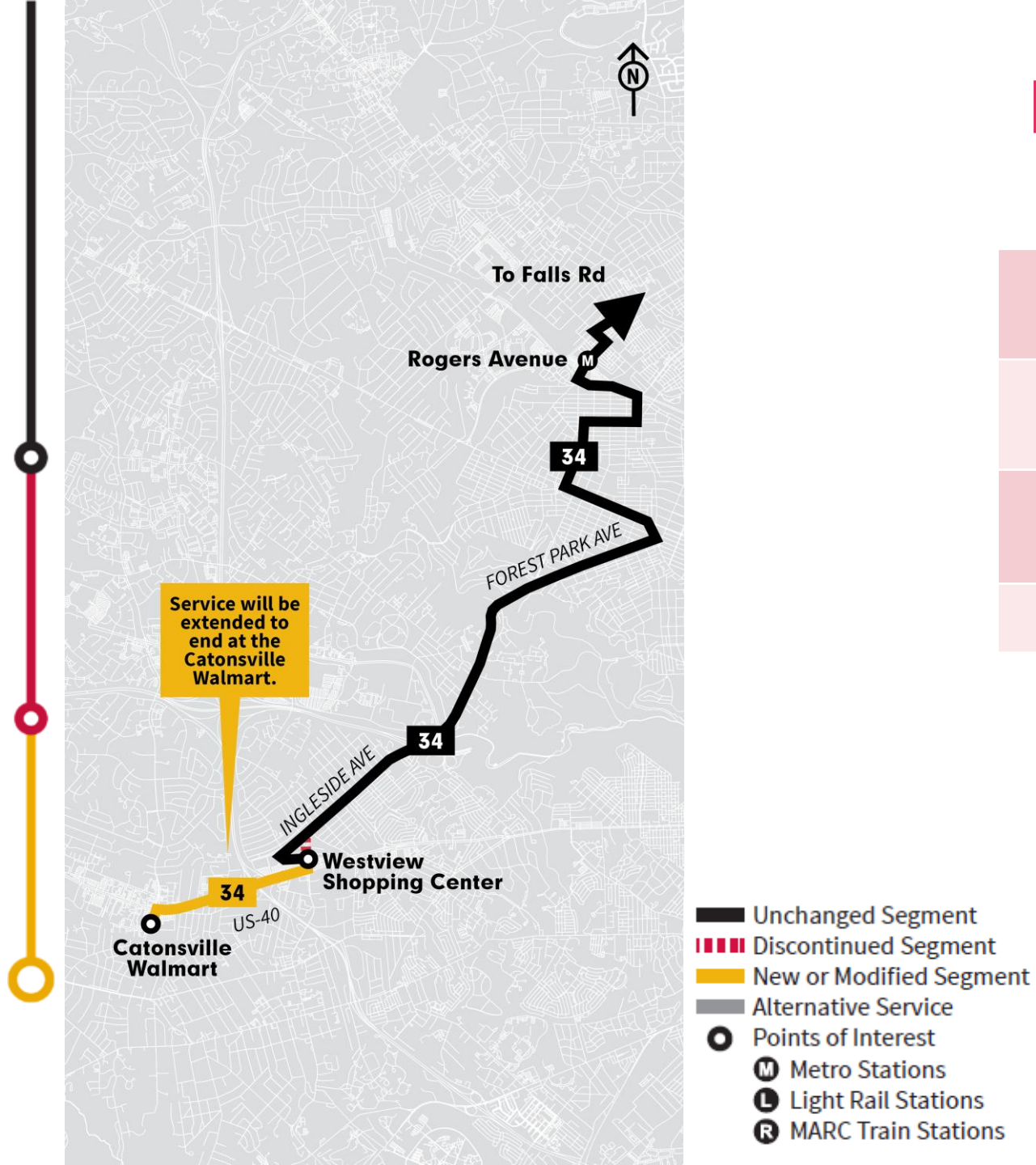
## Alignment Changes

- 34 extension to Rolling Rd/Catonsville
- 40 extension to CMS and Fox Ridge
- 63 all trips to Gardenville
- 87 extension to Reisterstown Reg. Park
- CityLink Yellow Truncation / 91 Extension
- CityLink Brown Detour
- CityLink Navy Watersedge Detour
- 33 reroute via Perry Hall Blvd

## LOS improvements

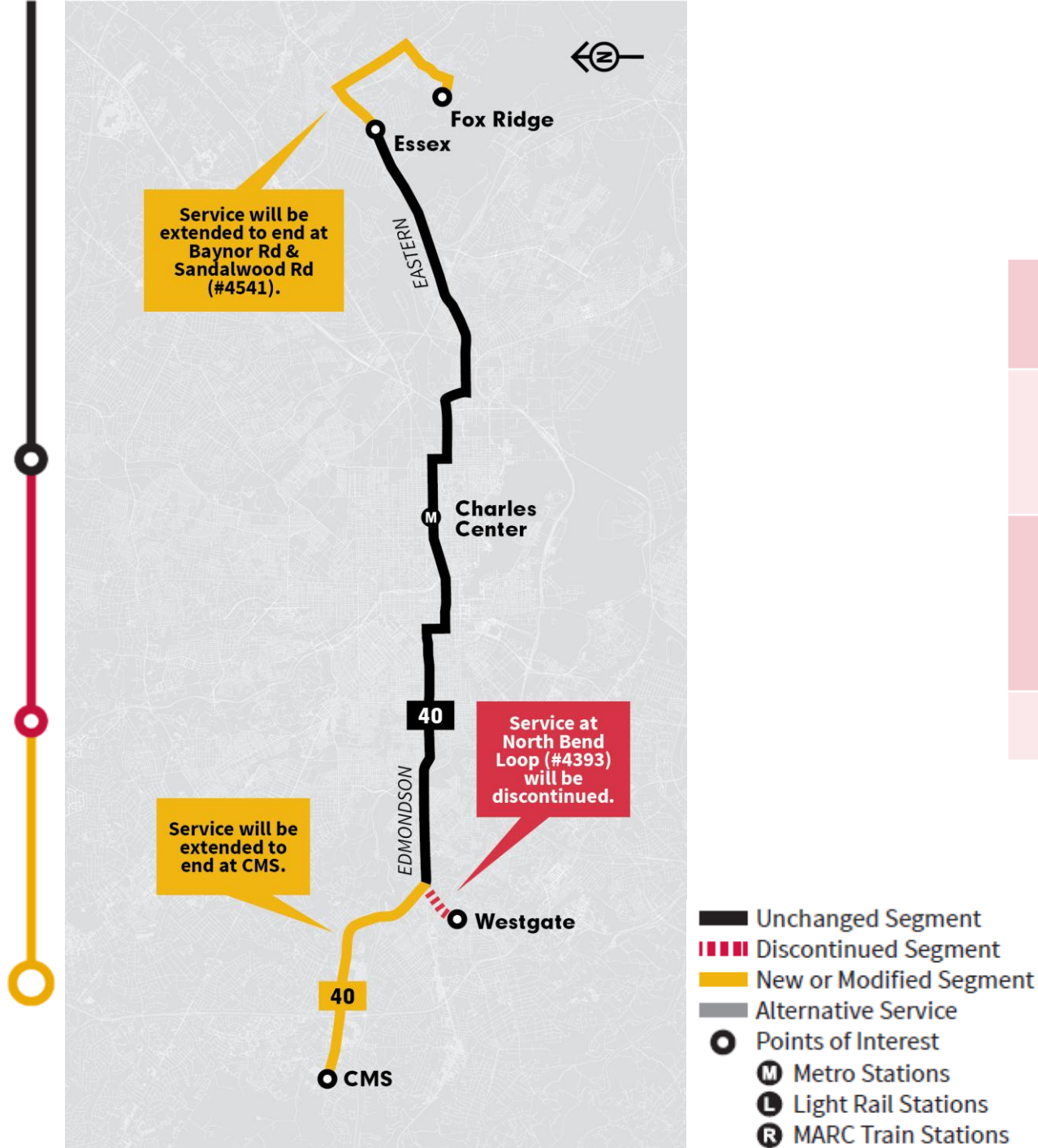
- CityLink Navy
- LocalLink 28, 34, 80
- QuickLink 40
- ExpressBusLink 103 & 154

# LocalLink 34 to Catonsville



<b>Proposed Changes</b>	Extend LocalLink 34 to the Catonsville Walmart.
<b>Justification</b>	Provide a new connection to Catonsville Walmart from northwest of US-40.
<b>Impacts</b>	The LocalLink 34 will continue to stop at Westview, so service is improved by providing additional connections on a one-seat ride to Walmart.
<b>Dependencies</b>	-

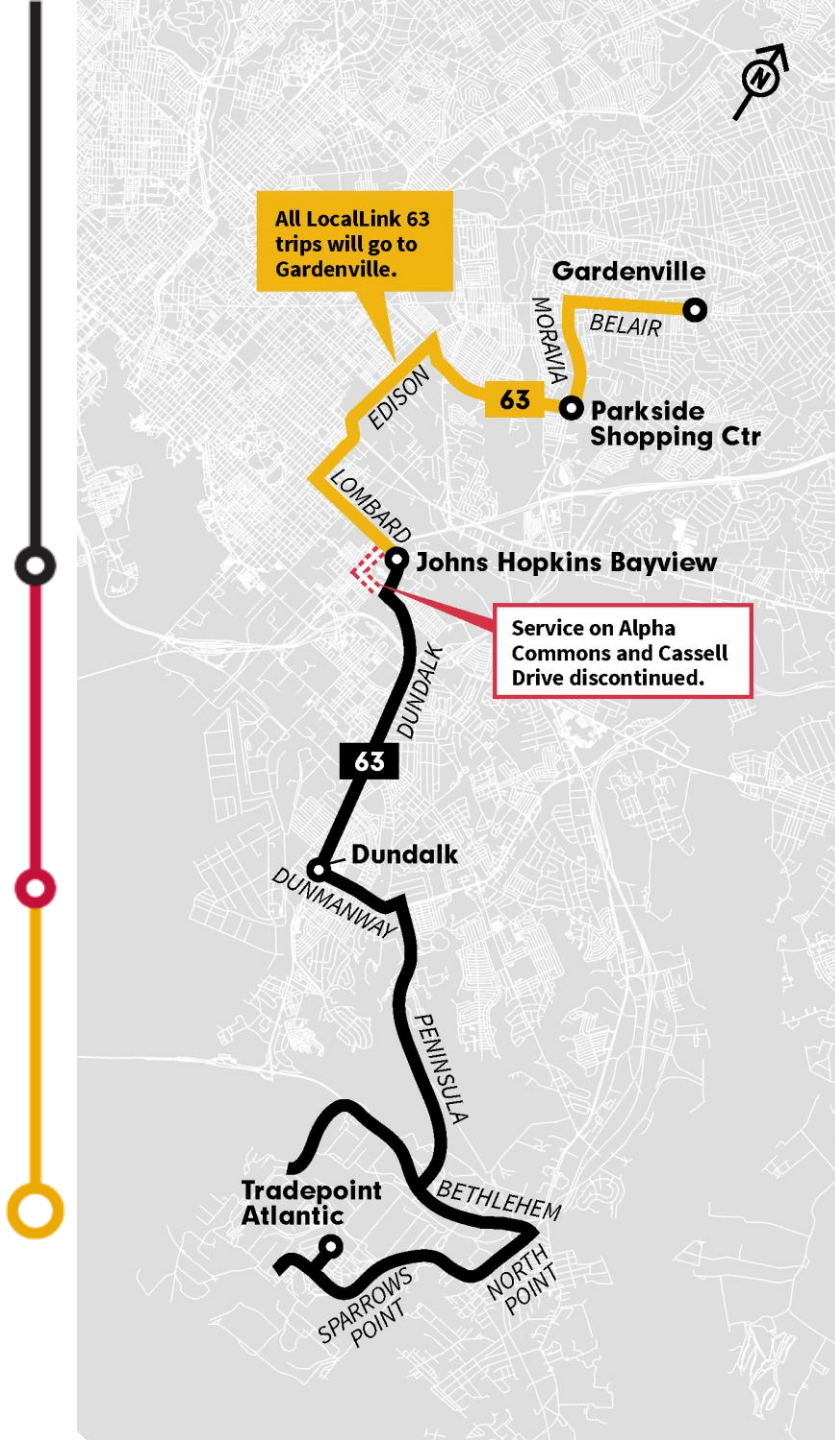
# QuickLink 40 to CMS and Fox Ridge



<b>Proposed Changes</b>	Extend QuickLink 40 to CMS on the west end of the route and Fox Ridge on the east end.
<b>Justification</b>	An extension will help reduce crowding on the CityLink Blue and the CityLink Orange and will reduce travel time for riders making longer trips. Support potential return to in-person work for federal employees.
<b>Impacts</b>	Provides faster connection to CMS from Downtown and West Baltimore MARC, and a faster connection from Fox Ridge to Downtown. North Bend Loop would no longer be served by QuickLink 40, affecting 332 weekly boardings.
<b>Dependencies</b>	-

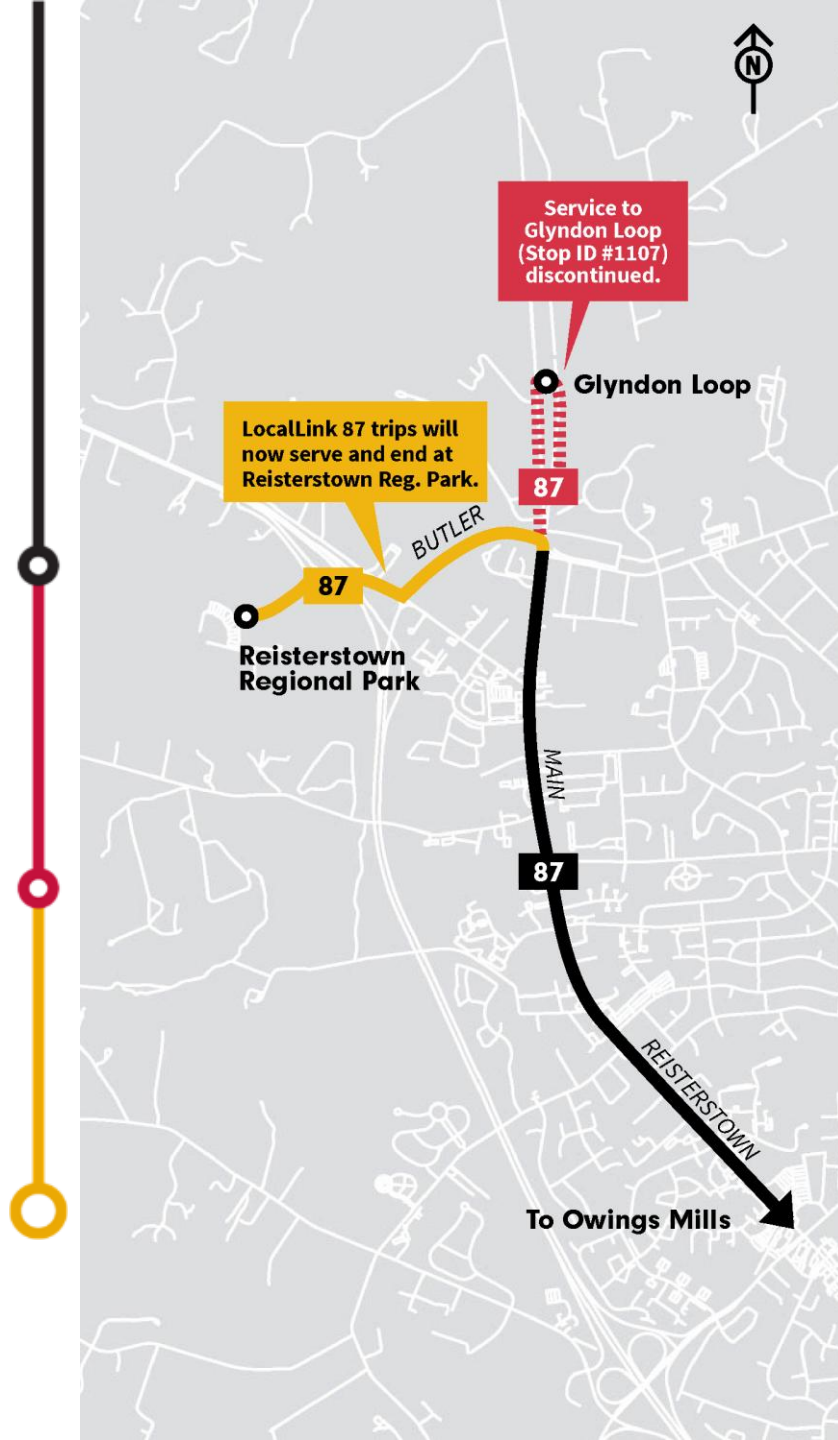


# LocalLink 63 All Trips to Gardenville



<b>Proposed Changes</b>	Operate all LocalLink 63 trips to Gardenville.
<b>Justification</b>	Operational efficiency.
<b>Impacts</b>	Stops on the Bayview short pattern along Alpha Commons and Cassell Drive would no longer be served by LocalLink 63, affecting 241 weekly boardings.
<b>Dependencies</b>	-

# LocalLink 87 to Reisterstown Reg. Park via Butler Rd



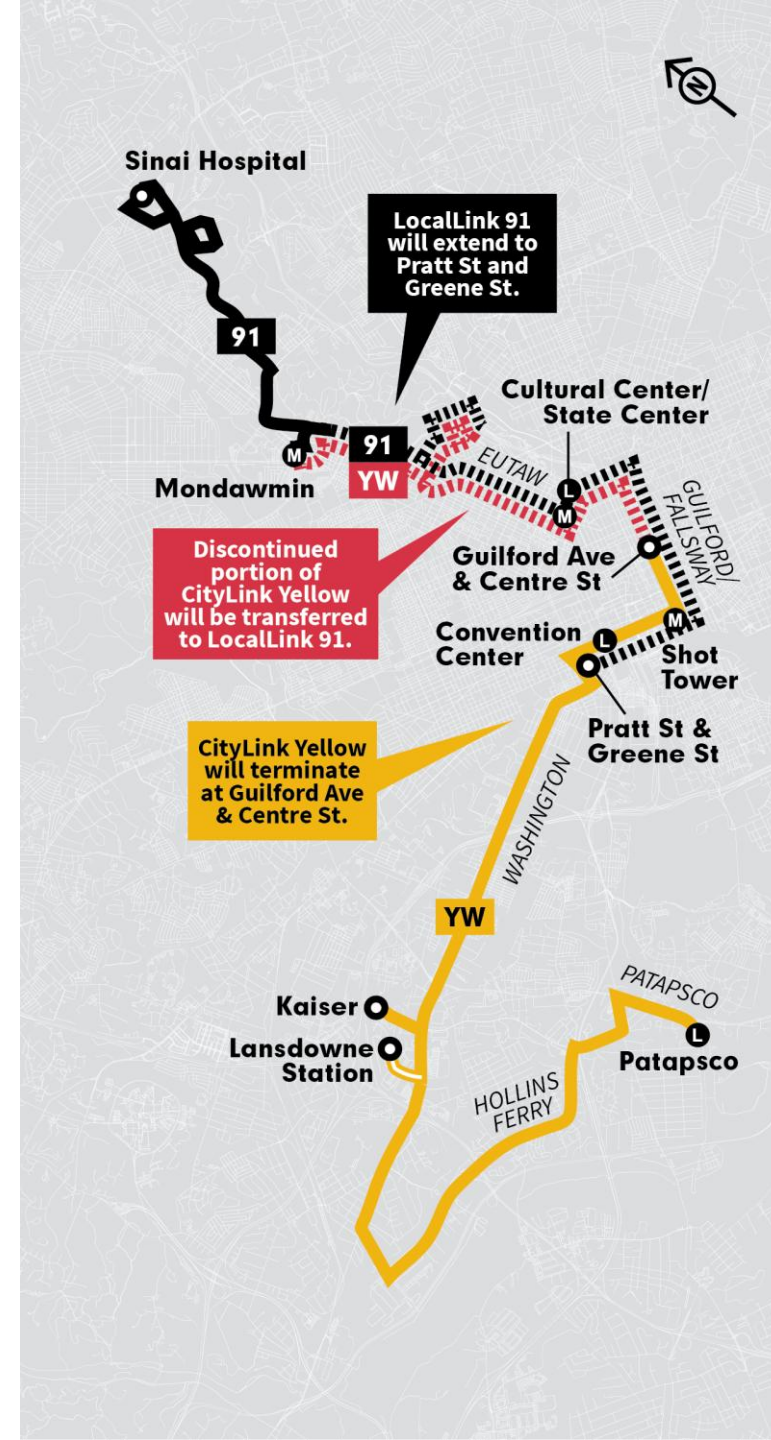
- Unchanged Segment
- Discontinued Segment
- New or Modified Segment
- Alternative Service
- Points of Interest
  - M Metro Stations
  - L Light Rail Stations
  - R MARC Train Stations

<b>Proposed Changes</b>	Realign Route 87 to have a new northbound terminal at Reisterstown Regional Park.
<b>Justification</b>	Serve the sports complex at Reisterstown Regional Park and provide operators with a more pedestrian-friendly layover with access to amenities.
<b>Impacts</b>	The Glyndon Loop stop (136 weekly boardings*) would be discontinued with no replacement service.
<b>Dependencies</b>	Must secure layover at Reisterstown Regional Park.

\* - This number likely exaggerated due to operators boarding/alighting the bus during layovers, actual number of boardings likely lower due to lack of walkable destinations surrounding loop.

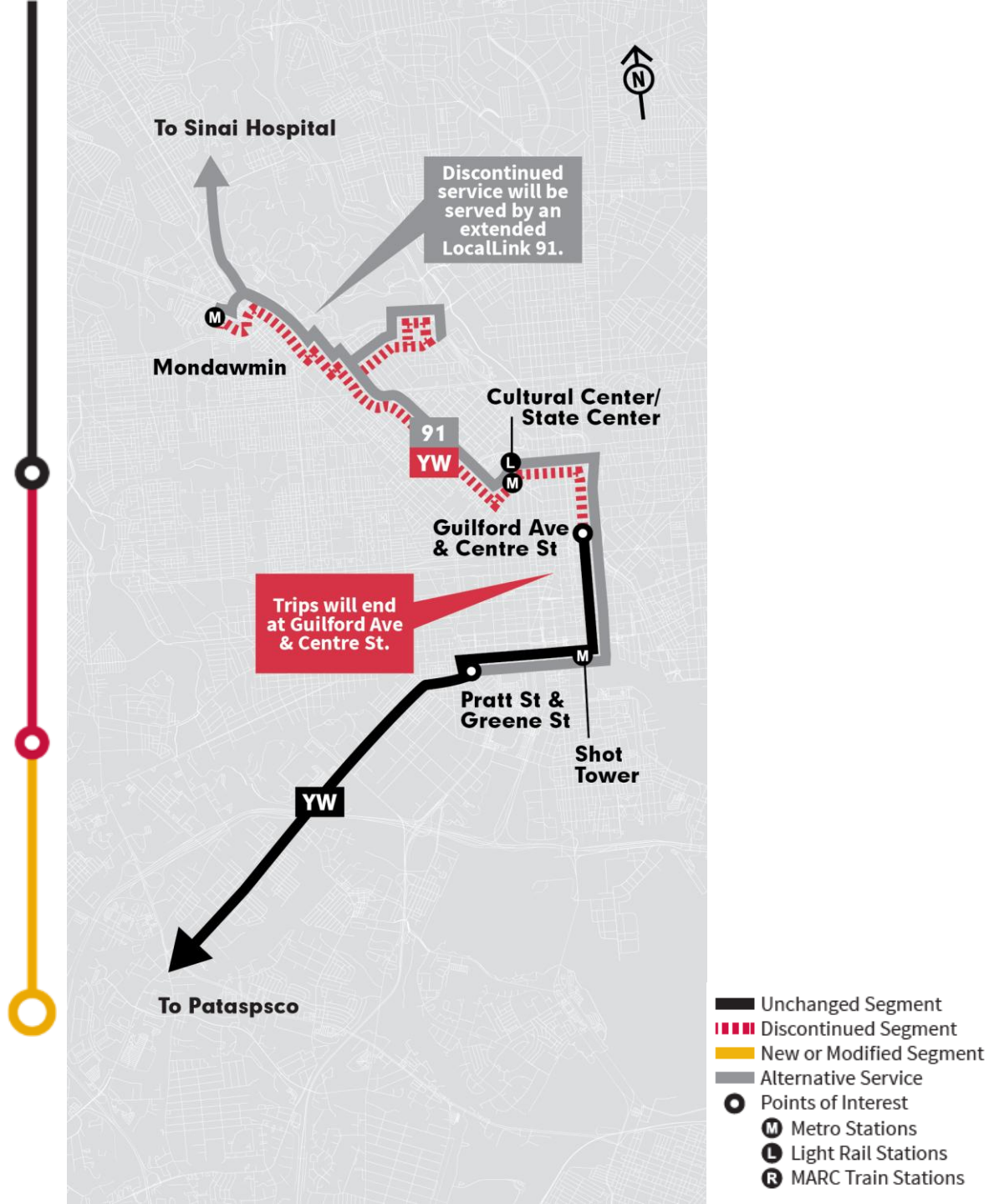
# CityLink Yellow Truncation / LocalLink 91 Extension

- Truncate CityLink Yellow at E Saratoga St
- Extend LocalLink 91 to Downtown using CityLink Yellow alignment



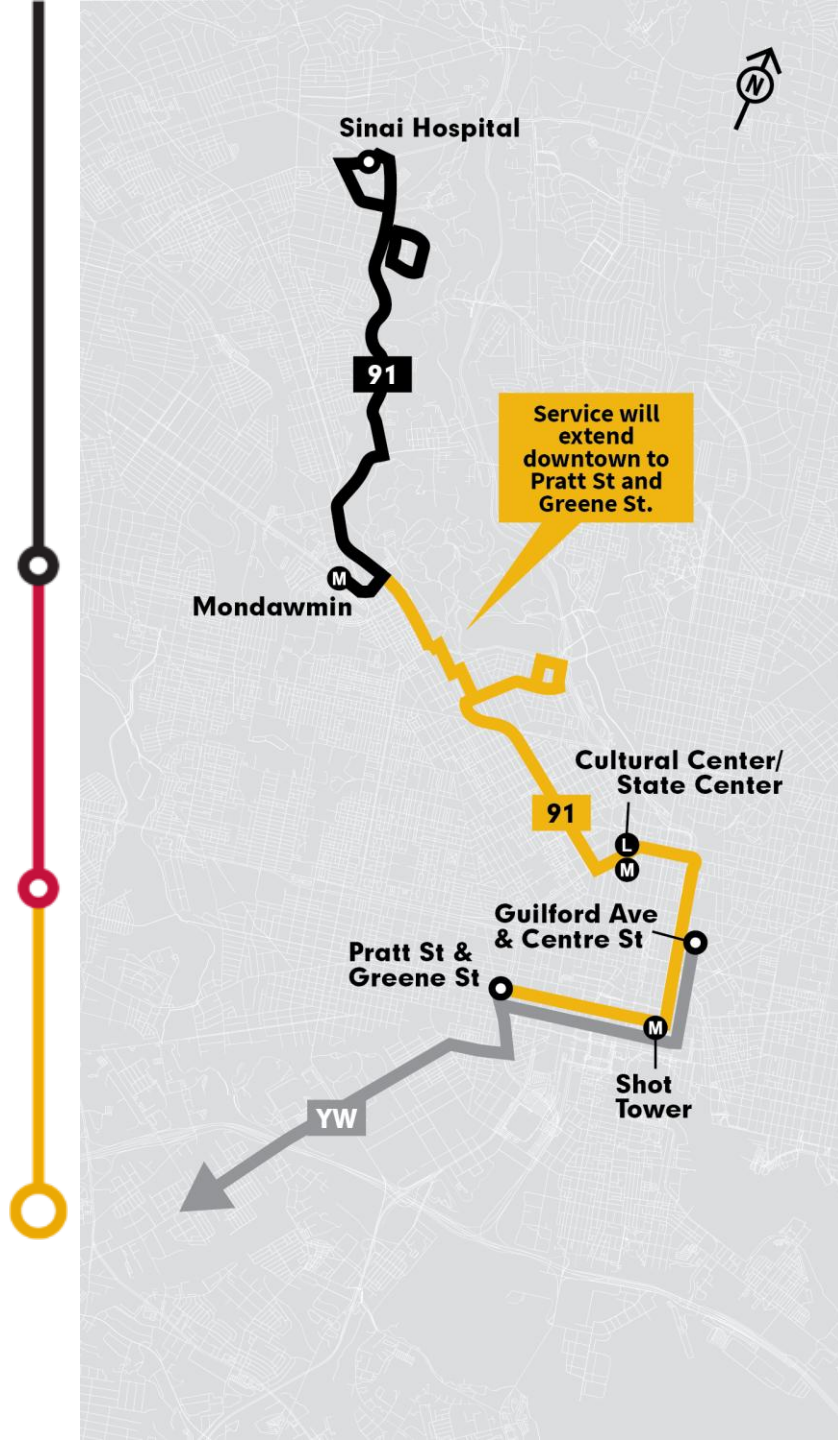


# CityLink Yellow at Guilford Ave & Centre St



<b>Proposed Changes</b>	Truncate all trips on the CityLink Yellow at Guilford Ave & Centre St. No proposed changes to LOS on CityLink Yellow.
<b>Justification</b>	CityLink Yellow functions as a CityLink south of Downtown but alignment acts more as a LocalLink north of Downtown.
<b>Impacts</b>	CityLink Yellow would no longer serve Mondawmin. Increased reliability on CityLink Yellow. Passengers would have to transfer to another bus or subway to continue north of Downtown.
<b>Dependencies</b>	Extend LocalLink 91 to Downtown.

# LocalLink 91 to Downtown



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

<b>Proposed Changes</b>	Extend LocalLink 91 to Harbor East via the CityLink Yellow alignment. Increase headways to 30 minutes all day. Extends span of service to 24 hours to match existing CityLink Yellow span.
<b>Justification</b>	Extend LocalLink 91 to provide more connections from Northwest Baltimore to downtown. Simplify CityLink Yellow to improve reliability.
<b>Impacts</b>	New one-seat ride option from Northwest Baltimore to Downtown. Free up bus bay space at Mondawmin by moving layover for LocalLink 91 and CityLink Yellow.
<b>Dependencies</b>	Truncate the CityLink Yellow at Guilford Ave & Centre St.

# CityLink Yellow Truncation / LocalLink 91 Extension

Benefits	Drawbacks
Reduces layover strain at Mondawmin	Forces a transfer for YW riders heading past Downtown from Washington Blvd
Improves LOS of LL91 – longer span, shorter headway	Slightly reduces LOS for the Northern portion of the YW. However, the loads do not justify current LOS and route runs parallel to Subway for much of alignment.
Improves direct connections of LL91	
Shorter YW should improve OTP and reliability	

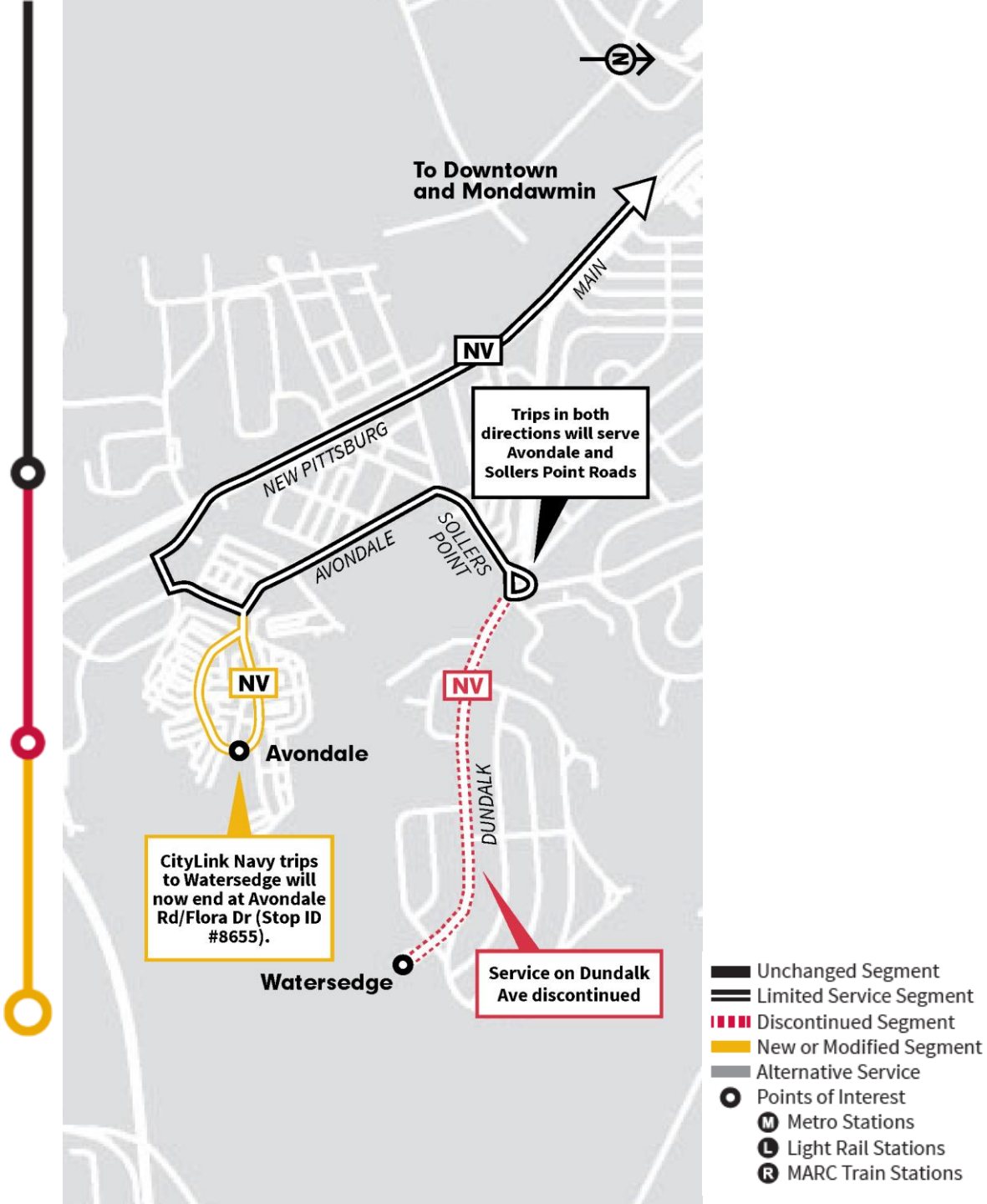
# CityLink Brown Detour via Biddle and Rutland



Proposed Changes	CityLink Brown trips in the direction of Overlea will be rerouted on Biddle Street and Rutland Avenue before resuming service on Gay Street.
Justification	Buses must be detoured around a street closure on Gay Street between Biddle Street and Preston Street requested by residents of the block.
Impacts	Stop at Gay St & Rutland Ave discontinued, affecting 25 weekly boardings. Alternative boarding locations available one block away at Biddle St and Wolfe St.
Dependencies	--

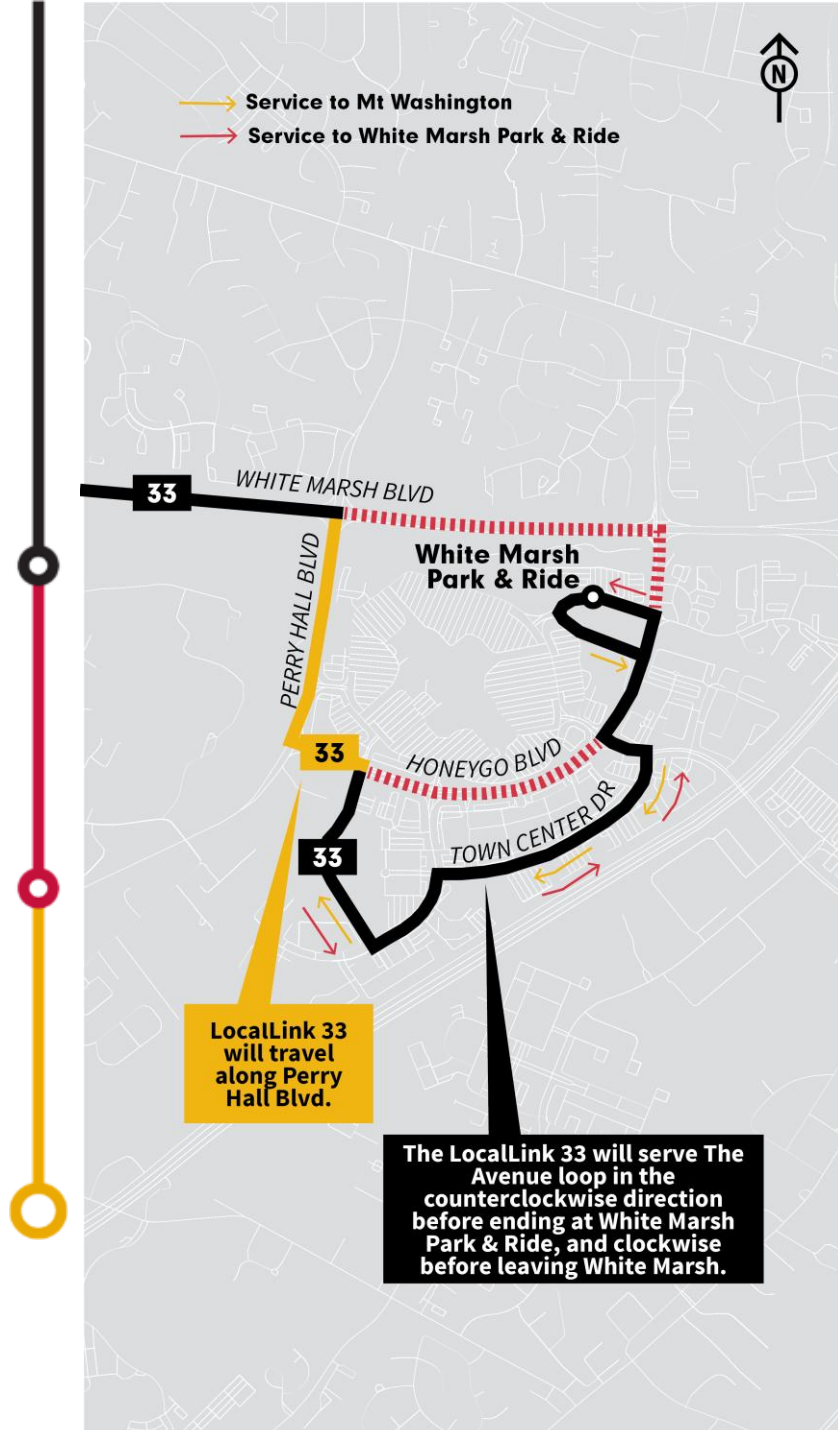


# CityLink Navy Watersedge Detour



<b>Proposed Changes</b>	CityLink Navy trips in the direction of Watersedge will now terminate at Avondale Road/Flora Drive. Trips in both directions will continue to serve Avondale Road north of William Wade Avenue, and Sollers Point Road, before looping at the roundabout of Sollers Point Road and Dundalk Avenue.
<b>Justification</b>	CityLink Navy will be unable to reach the Watersedge layover due to a BGE project scheduled to last until February 2027.
<b>Impacts</b>	Service to stops at Dundalk Ave & Bullneck Rd, Dundalk Ave & Murray Point Rd, Dundalk Ave & Peach Orchard Rd, Dundalk Ave & Faircross Rd, and Watersedge Park Loop will be suspended until completion of the project, affecting 479 weekly boardings.*
<b>Dependencies</b>	--

\* - This number likely exaggerated due to operators boarding/alighting the bus during layovers.



# LocalLink 33 via Perry Hall Blvd

<b>Proposed Changes</b>	Realign the LocalLink 33 to serve Perry Hall Blvd.
<b>Justification</b>	Congestion on White Marsh Blvd.
<b>Impacts</b>	Improve operational efficiency.
<b>Dependencies</b>	-

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

# Proposed LOS Improvements

Route	Periods Adjusted	Major Service Change?
CityLink Navy	Saturday daytime: 1:00 – 7:00 p.m. (15>10 mins)	Yes
LocalLink 28*	Sunday daytime (60>30 mins)	
LocalLink 34	Weekday all day (45>30 mins)	
QuickLink 40	Midday (30>15 mins), PM Peak (20>15 mins), new weekend service (20 minutes)	
LocalLink 80 - FTN	Weekday all day (20>15 mins)	
Express BusLink 103	Additional trips, same LOS	
Express BusLink 154	Additional trips, same LOS	

\* - Saturday service increase implemented as pilot service in Fall 2024, must also be included in hearings this year to make permanent

# Questions?

