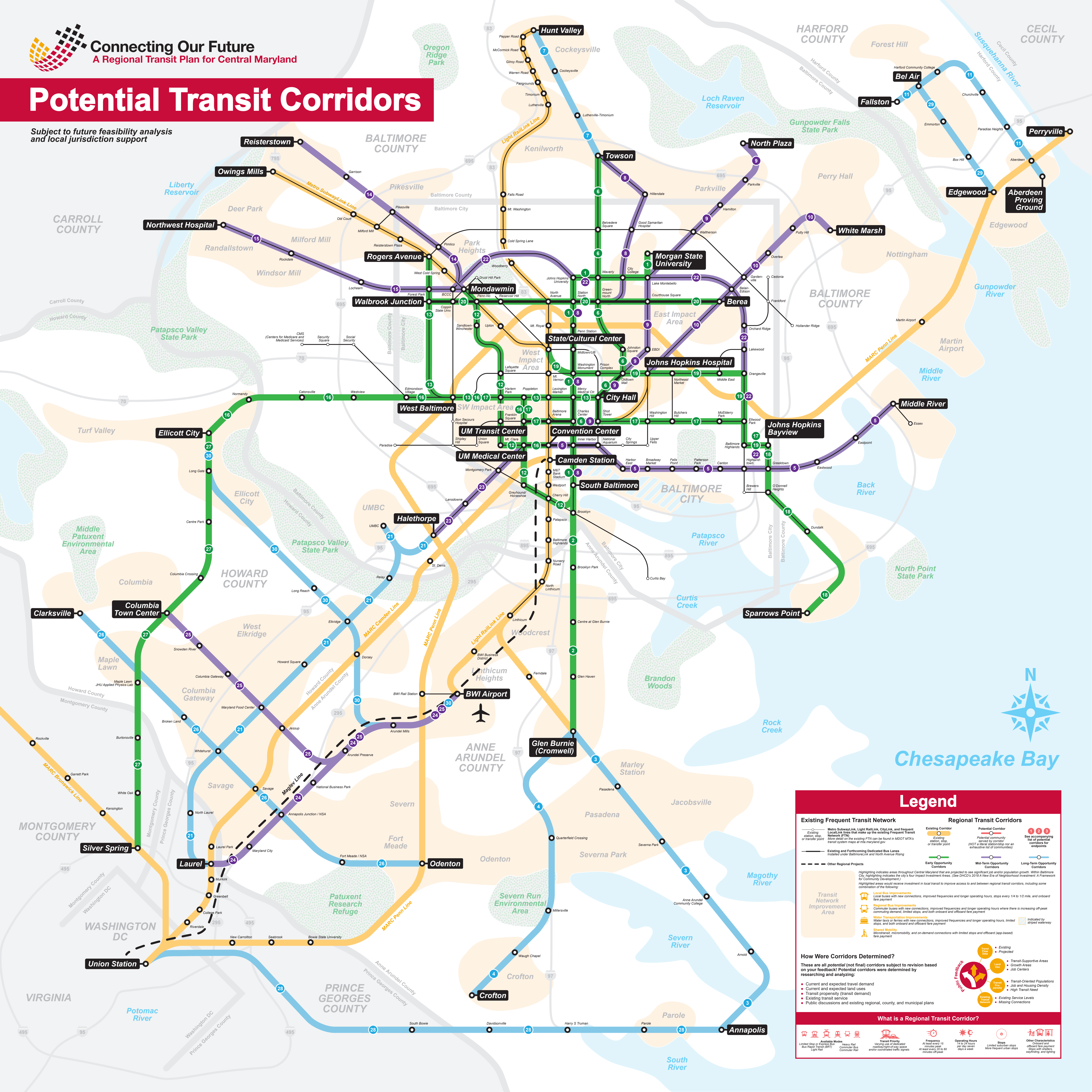


Potential Transit Corridors

Subject to future feasibility analysis
and local jurisdiction support



Legend

Existing Frequent Transit Network

- Existing station, stop, or transfer point
- Existing and/or proposed dedicated bus lanes
- Other Regional Projects

Regional Transit Corridors

- Existing Corridor
- Potential Corridor
- Early Opportunity Corridors
- Mid-Term Opportunity Corridors
- Long-Term Opportunity Corridors

Transit Network Improvement Area

- Local Bus Improvements
- Regional Bus Improvements
- Water Transportation Improvements
- Shared Mobility

How Were Corridors Determined?

These are all **potential** (not final) corridors subject to revision based on your feedback! Potential corridors were determined by researching and analyzing:

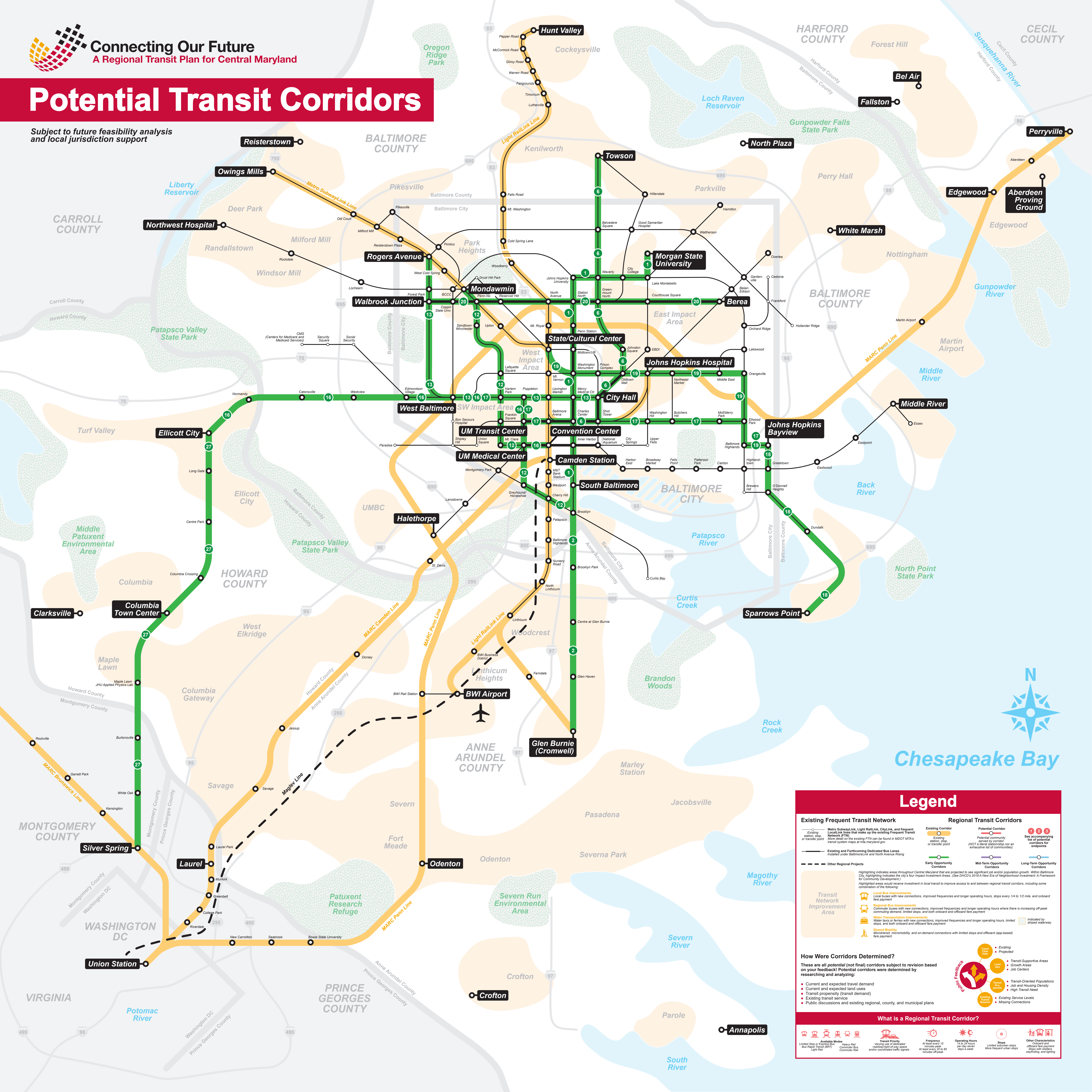
- Current and expected travel demand
- Current and expected land uses
- Transit propensity (transit demand)
- Existing transit service
- Public discussions and existing regional, county, and municipal plans

What is a Regional Transit Corridor?

Available Modes	Transit Priority	Frequency	Operating Hours	Stops	Other Characteristics
Limited stop or express bus	Heavy use of transit	At least every 15 minutes peak	14 to 24 hours per day seven days a week	Limited suburban stops	Off-board fare payment
Bus Rapid Transit (BRT)	Heavy use of transit	At least every 10 minutes peak	At least every 20 to 30 minutes off-peak	More frequent urban stops	Stop with shelters, wayfinding, and lighting
Light Rail	Heavy use of transit	At least every 10 minutes peak	At least every 20 to 30 minutes off-peak	More frequent urban stops	Stop with shelters, wayfinding, and lighting

Potential Transit Corridors

Subject to future feasibility analysis
and local jurisdiction support



Legend

Existing Frequent Transit Network

- Existing station, stop, or transfer point
- Existing and forthcoming dedicated bus lanes installed under BaltimoreLink and North Avenue Rapid
- Other Regional Projects

Regional Transit Corridors

- Existing Corridor
- Potential Corridor
- Early Opportunity Corridors
- Mid-Term Opportunity Corridors
- Long-Term Opportunity Corridors

Transit Network Improvement Area

- Local Bus Improvements
- Regional Bus Improvements
- Water Transportation Improvements
- Shared Mobility

How Were Corridors Determined?

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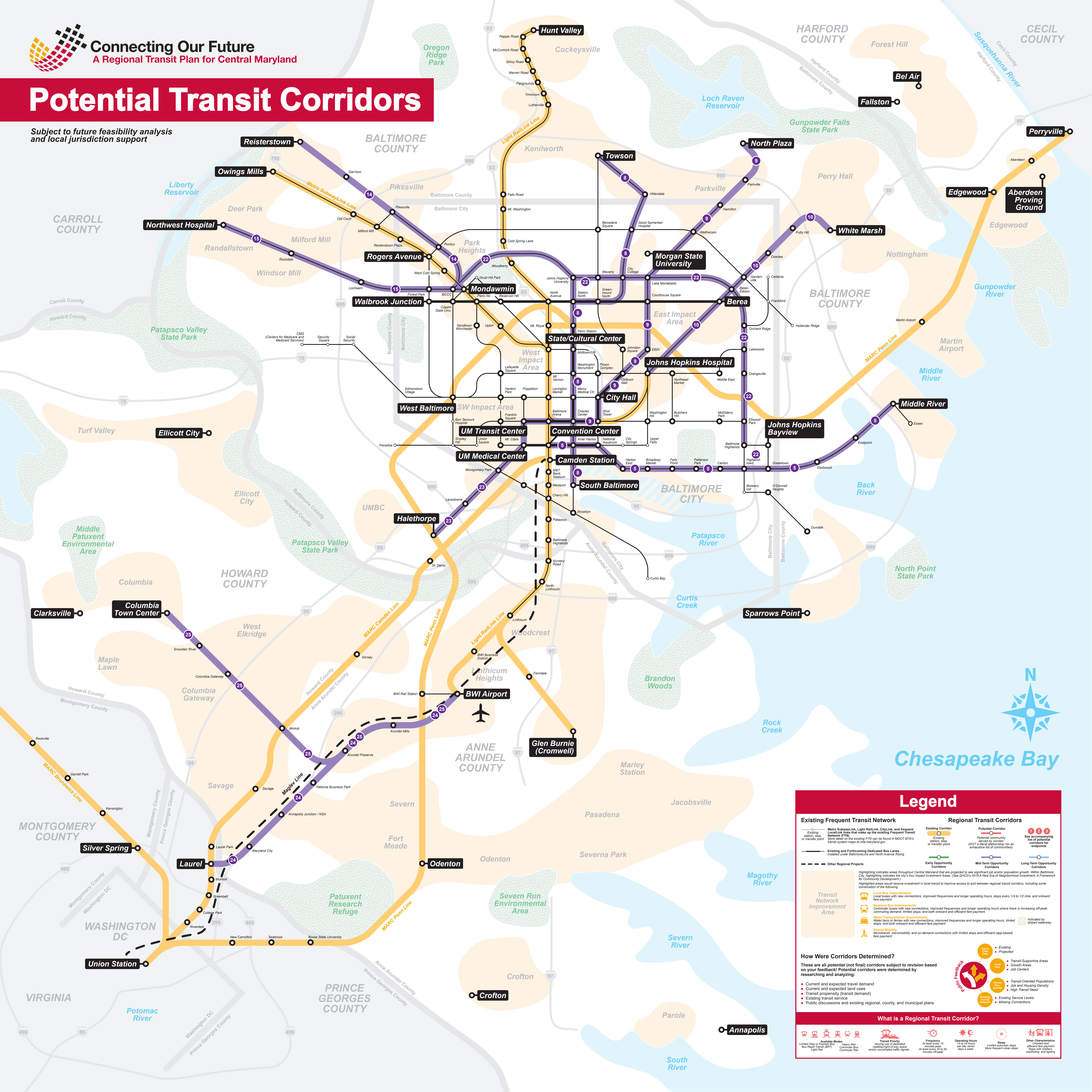
- Current and expected travel demand
- Current and expected land uses
- Transit propensity (transit demand)
- Existing transit service
- Public discussions and existing regional, county, and municipal plans

What is a Regional Transit Corridor?

Available Modes	Transit Priority	Frequency	Operating Hours	Stops	Other Characteristics
Limited stop or express bus	Heavy use of dedicated roadway/right-of-way space	At least every 15 minutes peak	14 to 24 hours per day seven days a week	Limited suburban stops	Off-board fare payment
Bus Rapid Transit (BRT)	At least every 20 to 30 minutes off-peak			More frequent urban stops	Stop with shelters, wayfinding, and lighting



**Subject to future feasibility analysis
and local jurisdiction support**



Legend

Existing Frequent Transit Network

Existing station, stop, or transfer point

Metro SubwayLink, Light RailLink, CityLink, and frequent LocalLink lines that make up the existing Frequent Transit Network (FTN)
More detail on the existing FTN can be found in MDOT MTA's transit system maps at mta.maryland.gov

Existing and Forthcoming Dedicated Bus Lanes
Installed under BaltimoreLink and North Avenue Rising

Regional Transit Corridors


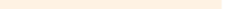





Existing Corridor

Existing station, stop, or transfer point

Potential Corridor

Potential community served by corridor
(NOT a literal station/stop nor an exhaustive list of communities)

1 2 3
See accompanying list of potential corridors for endpoints










- 
Highlighting indicates areas throughout Central Maryland that are projected to see significant job and/or population growth. Within Baltimore City, highlighting indicates the city's four impact investment areas. (See CHDC's 2018 'A New Era of Neighborhood Investment: A Framework for Community Development'.)
- 
Highlighter areas would receive investment in local transit to improve access to and between regional transit corridors, including some combination of the following:
 -  **Local Bus Improvements**
 Local buses with new connections, improved frequencies and longer operating hours, stops every 1/4 to 1/2 mile, and onboard fare payment
 -  **Regional Bus Improvements**
 Commuter buses with new connections, improved frequencies and longer operating hours where there is increasing off-peak commuting demand, limited stops, and both onboard and offboard fare payment
 -  **Water Transit Improvements**
 Water taxis or ferries with new connections, improved frequencies and longer operating hours, limited stops, and both onboard and offboard fare payment
 -  **Shared Mobility**
 Microtransit, microbility, and on-demand connections with limited stops and offboard (app-based) fare payment
-  **Indicated by striped roadway**

How Were Corridors Determined?

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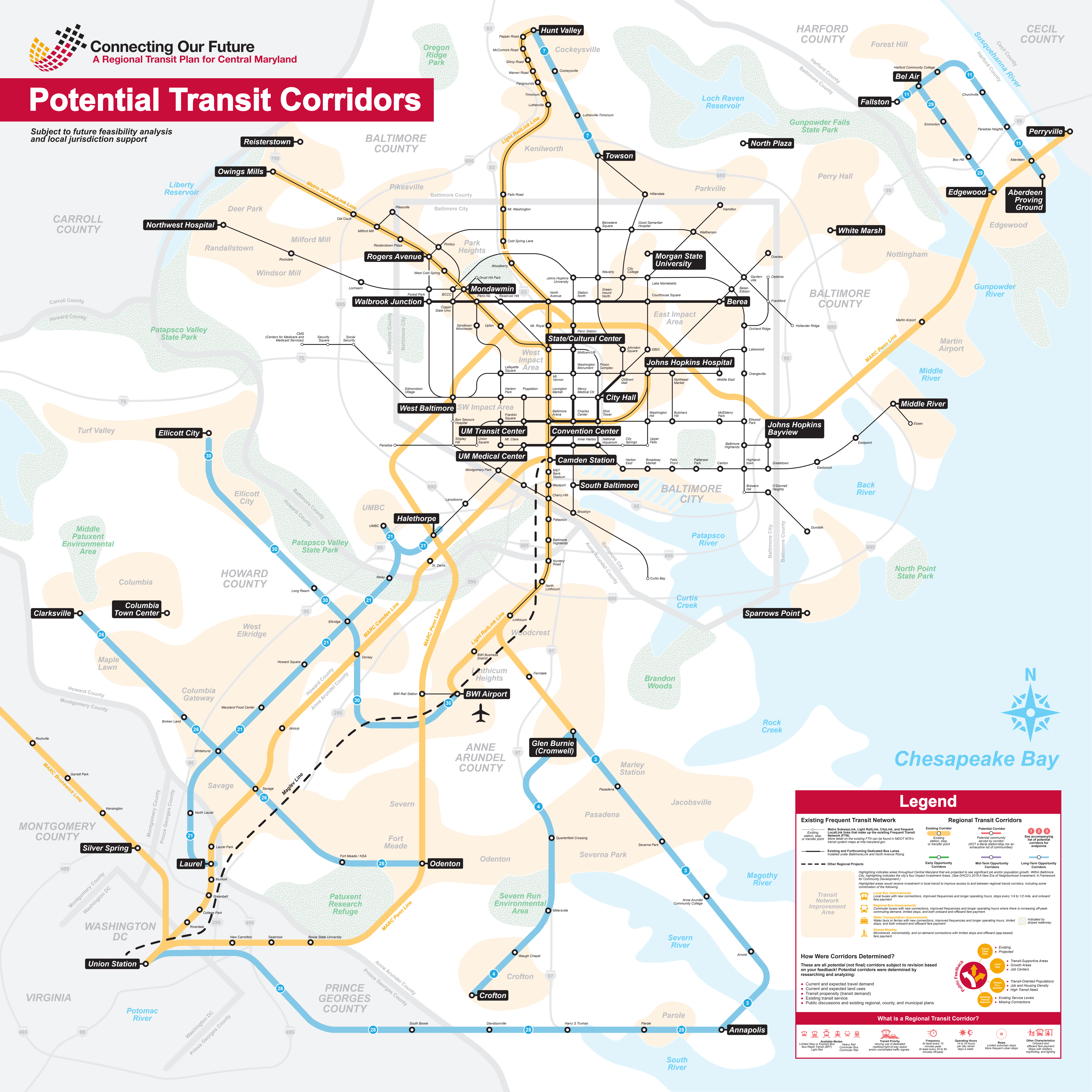
- Current and expected travel demand
- Current and expected land uses
- Transit propensity (transit demand)
- Existing transit service
- Public discussions and existing regional, county, and municipal plans

What is a Regional Transit Corridor?

- |     |  |  |  |  |  |
|---|--|--|---|---|---|
| Available Modes
Limited Stop or Express Bus
Bus Rapid Transit (BRT)
Light Rail
Commuter Rail | Transit Priority
Varying use of dedicated roadway/night-of-way space
and/or coordinated traffic signals | Frequency
At least every 15 minutes peak
At least every 30 to 60 minutes off-peak | Operating Hours
14 to 24 hours per day
seven days a week | Stops
Limited suburban stops
More frequent urban stops | Other Characteristics
Offboard fare payment
Stops with shelter |

Potential Transit Corridors

Subject to future feasibility analysis
and local jurisdiction support



Legend

Existing Frequent Transit Network

- Existing station, stop, or transfer point
- Existing Frequent Transit Network (FTN) lines that make up the existing Frequent Transit Network (FTN)
- Existing and forthcoming dedicated bus lanes installed under BaltimoreLink and North Avenue Rising
- Other Regional Projects

Regional Transit Corridors

- Existing Corridor
- Potential Corridor
- Early Opportunity Corridors
- Mid-Term Opportunity Corridors
- Long-Term Opportunity Corridors

Transit Network Improvement Area

- Local Bus Improvements
- Regional Bus Improvements
- Water Transportation Improvements
- Shared Mobility

How Were Corridors Determined?

These are all *potential* (not final) corridors subject to revision based on your feedback! Potential corridors were determined by researching and analyzing:

- Current and expected travel demand
- Current and expected land uses
- Transit proximity (transit demand)
- Existing transit service
- Public discussions and existing regional, county, and municipal plans

What is a Regional Transit Corridor?

Other Characteristics

- Off-board fare payment
- Stop with shelter, wayfinding, and lighting

Potential Transit Corridors

What is a Regional Transit Corridor?



Available Modes
Limited Stop or Express Bus
Bus Rapid Transit (BRT)
Light Rail
Heavy Rail
Commuter Bus
Commuter Rail



Transit Priority
Varying use of dedicated
roadway/right-of-way space
and/or coordinated traffic signals



Frequency
At least every 15 minutes peak
At least every 20 to 60 minutes off-peak



Operating Hours
14 to 24 hours
per day seven
days a week



Stops
Limited suburban stops
More frequent urban stops



Other Characteristics
Onboard and offboard fare payment
Stops with shelters, wayfinding, and lighting

Potential Regional Transit Corridors:

- 1 Morgan State Univ. to South Baltimore
via Johns Hopkins Univ. and Penn Station
- 2 Glen Burnie to South Baltimore
via Brooklyn Park and the Centre at Glen Burnie
- 3 Glen Burnie to Annapolis
via Pasadena and Severna Park
- 4 Glen Burnie to Crofton
via Millersville
- 5 Convention Center to Middle River
via Harbor East and Canton
- 6 Towson to UM Transit Center
via Belvedere Square and Waverly
- 7 Towson to Hunt Valley
via Lutherville-Timonium and Cockeysville
- 8 Towson to South Baltimore
via Hillendale and Penn Station
- 9 North Plaza to UM Transit Center
via Hamilton and Courthouse Square
- 10 White Marsh to Johns Hopkins Hosp.
via Overlea and Berea
- 11 Fallston to Aberdeen Proving Ground
via Belair, Churchville, and Aberdeen
- 12 Mondawmin to South Baltimore
via UM Medical Ctr. and Greyhound/Horseshoe
- 13 Rogers Avenue to City Hall
via Walbrook Junction
- 14 Mondawmin to Reisterstown
via Pimlico and Pikesville
- 15 Mondawmin to Northwest Hospital
via Lochearn and Rockdale
- 16 Ellicott City to Convention Center
via Catonsville, West Baltimore, and Inner Harbor
- 17 West Baltimore to Hopkins Bayview
via Charles Center and Washington Hill
- 18 Sparrows Point to Hopkins Bayview
via Dundalk
- 19 State Center to Hopkins Bayview
via Johns Hopkins Hospital and Orangeville
- 20 Walbrook Junction to Berea
via Coppin State University and Station North
- 21 Laurel to Halethorpe
via Elkridge and the Maryland Food Center
- 22 Mondawmin to Hopkins Bayview
via Johns Hopkins University and Orangeville
- 23 Halethorpe to UM Transit Center
via UMBC and CCBC Catonsville
- 24 BWI Airport to Laurel
via Arundel Mills and Annapolis Junction
- 25 BWI Airport to Columbia Towncenter
via Arundel Mills, Jessup, and Snowden River
- 26 Odenton to Clarksville
via Fort Meade, Savage, and Broken Land
- 27 Ellicott City to Silver Spring
via Columbia Mall and Burtonsville
- 28 Annapolis to Union Station
via Parole and Davidsonville
- 29 Bel Air to Edgewood
via Emmorton and Box Hill
- 30 Ellicott City to BWI Airport
via Elkridge and Dorsey

Other Transit Network Improvements:



Local Bus Improvements

Local buses with new connections, improved frequencies and longer operating hours, stops every 1/4 to 1/2 mile, and onboard fare payment



Regional Bus Improvements

Commuter buses with new connections, improved frequencies and longer operating hours where there is increasing off-peak commuting demand, limited stops, and both onboard and offboard fare payment



Water Transportation Improvements

Water taxis or ferries with new connections, improved frequencies and longer operating hours, limited stops, and both onboard and offboard fare payment



Shared Mobility

Microtransit, micromobility, and on-demand connections with limited stops and offboard (app-based) fare payment