

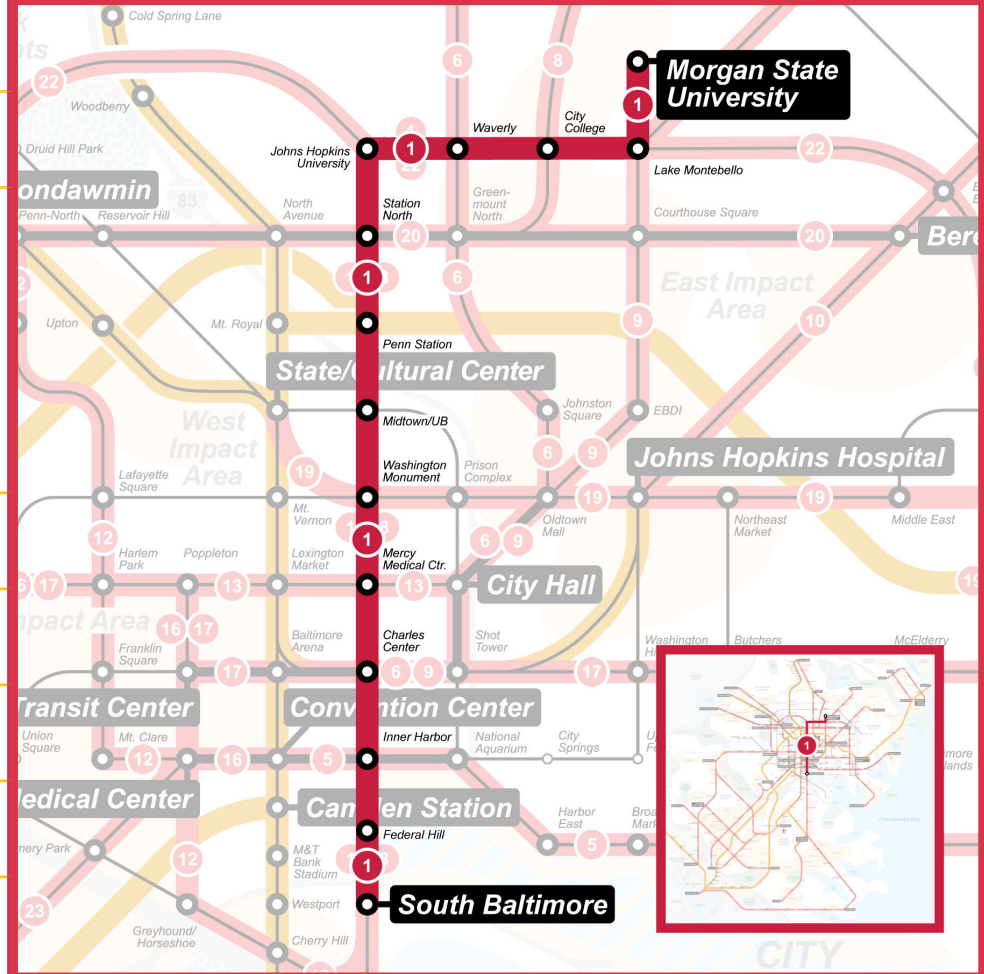
# CORRIDOR 1

## Morgan State Univ. to South Baltimore

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Morgan State Univ. -- Port Covington	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Morgan State University, Lake Montebello, City College, Waverly, Johns Hopkins University, Station North, Penn Station, Midtown/UB, Washington Monument, Mercy Medical Center, Charles Center Metro, Inner Harbor, Federal Hill, South Baltimore	
<b>APPROXIMATE LENGTH</b>	7 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	80,829 people
	<b>JOBS</b>	119,284 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	102,817 people
	<b>JOBS</b>	207,966 jobs



# CORRIDOR 1: Morgan State Univ. to South Baltimore

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>5</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>46</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>50%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>16,612 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>11,257 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>18%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>60%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>35%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>32%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>10%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>11%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>28,963 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>85%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>93%</b>

## CORRIDOR 1: Morgan State Univ. to South Baltimore

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 1: Morgan State Univ. to South Baltimore	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

The length of this corridor is within Baltimore City, and serves medium- to high-density residential, commercial, and mixed land uses; the land use densities are moderately or highly transit-supportive from end to end. It also directly serves two major universities (Morgan State University and Johns Hopkins University), several schools, and dense mixed use neighborhoods in the City's core from Charles Village through Station North, Mount Vernon, the Inner Harbor, and Federal Hill. The corridor terminates in South Baltimore, and could serve future development at Port Covington.

This corridor is extremely transit-ready with transit-supportive densities of residents and jobs, connected to the corridor by pleasant, walkable street networks – with some room for improvement at the site level. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets especially through Downtown Baltimore.

# CORRIDOR 1: Morgan State Univ. to South Baltimore

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Morgan State University	●	●	●	●	
Node 2: Lake Montebello	●	●	●	●	
Node 3: City College	●	●	●	●	
Node 4: Waverly	●	●	●	●	
Node 5: Johns Hopkins University	●	●	●	●	
Node 6: Station North	●	●	●	●	
Node 7: Penn Station	●	●	●	●	
Node 8: Midtown/UB	●	●	●	●	
Node 9: Washington Monument	●	●	●	●	
Node 10: Mercy Medical Center	●	●	●		
Node 11: Charles Center Metro	●	●	●	●	
Node 12: Inner Harbor	●	●	●	●	
Node 13: Federal Hill	●	●	●	●	
Node 14: South Baltimore	●	●			●

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Subject to future feasibility analysis and local jurisdiction support



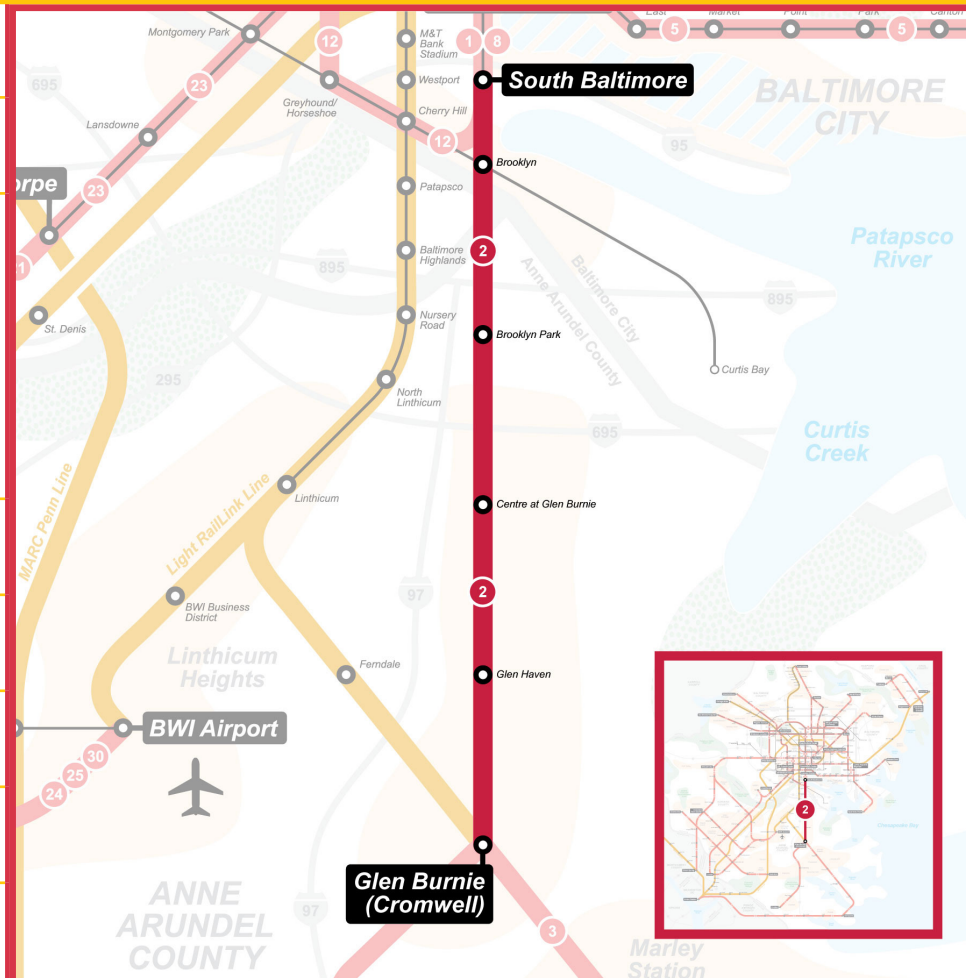
## CORRIDOR 2

## Glen Burnie to South Baltimore

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Glen Burnie -- Port Covington	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	South Baltimore, Brooklyn, Brooklyn Park, Centre at Glen Burnie, Glen Haven, Cromwell Light Rail	
<b>APPROXIMATE LENGTH</b>	7 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	27,933 people
	<b>JOBS</b>	12,837 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	41,458 people
	<b>JOBS</b>	30,713 jobs



## CORRIDOR 2: Glen Burnie to South Baltimore

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>7</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>8%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,741 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>3,789 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>17%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>45%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>35%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>17%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>12%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>14%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>4,166 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>79%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>66%</b>

## CORRIDOR 2: Glen Burnie to South Baltimore

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 2: Glen Burnie to South Baltimore	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects southwest Baltimore City neighborhoods and Medstar Harbor Hospital through Brooklyn to Glen Burnie and the Cromwell Light RailLink Station in Anne Arundel County. The northern end of the corridor, in South Baltimore, connects to dense jobs and services as well as Harbor Hospital's institutional campus. It also serves medium-density residential neighborhoods in Baltimore City and North Anne Arundel County. These areas are generally transit-ready with connected street grids. Further south, approaching and just beyond the Beltway, this corridor would primarily serve suburban strip commercial destinations. These areas are important destinations both because of the retail and service jobs that they encompass, and the goods and services those employers provide. Transit readiness challenges include the medium-to-low density of jobs and residents spread along the length of the corridor, and the relatively uniform land use meaning that potential transit productivity is concentrated during certain portions of the day, and other times lack "eyes on the street" to help promote pedestrian comfort. Additionally, the disconnected street and path network in relation to the corridor limits the number of areas and neighborhoods that could easily walk to a transit service.

Due to the relatively small and shallow commercial lots in some areas, redevelopment may be challenging. For this reason, a comprehensive corridor study would be helpful to identify potential locations to concentrate redevelopment and increased land use density. Improving the density and quality of pedestrian facilities along and connecting to the corridor over time will also be important.

## CORRIDOR 2: Glen Burnie to South Baltimore

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: South Baltimore	●	●			●
Node 2: Brooklyn	●	●	●	●	
Node 3: Brooklyn Park	●	●	●	●	
Node 4: Centre at Glen Burnie	●	●			
Node 5: Glen Haven	●	●			
Node 6: Cromwell Light Rail	●	●			

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Subject to future feasibility analysis and local jurisdiction support

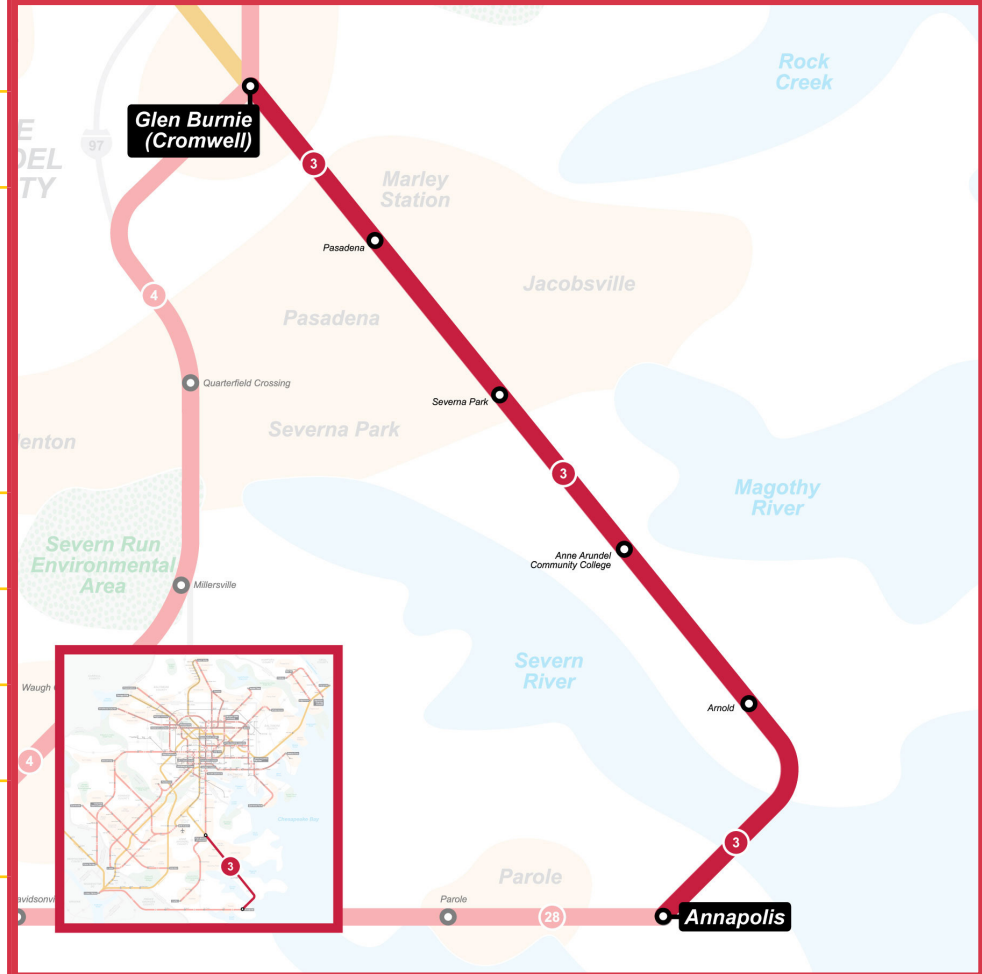
## CORRIDOR 3

## Glen Burnie to Annapolis

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Glen Burnie -- Annapolis	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Cromwell Light Rail, Pasadena, Severna Park, Anne Arundel Community College, Arnold, Annapolis	
<b>APPROXIMATE LENGTH</b>	17 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	42,367 people
	<b>JOBS</b>	27,592 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	47,177 people
	<b>JOBS</b>	43,585 jobs



## CORRIDOR 3: Glen Burnie to Annapolis

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>3</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>15</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>6%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,637 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>2,513 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>19%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>23%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>17%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>8%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>14%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>10%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>2,585 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>46%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>23%</b>



## CORRIDOR 3: Glen Burnie to Annapolis

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 3: Glen Burnie to Annapolis		●			●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects Annapolis to the Cromwell Light RailLink Station; it also has the potential to serve Anne Arundel Community College, though this destination would either require a slightly circuitous transit path or connection using micromobility from the campus to a central transit stop. This corridor faces the major transit readiness challenge of low densities of residents and jobs within the corridor's reasonable "catchment" area, except at its ends, and at Anne Arundel Community College. Serving this corridor well with transit will require either significant land use change or the development of a very limited-stop service, possibly made efficient using transit priority treatments. Pedestrian-focused transit readiness improvements could then be focused near the corridor's limited stops.

## CORRIDOR 3: Glen Burnie to Annapolis

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Cromwell Light Rail	●		●		
Node 2: Pasadena	●		●		
Node 3: Severna Park			●		
Node 4: Anne Arundel Community College		●	●	●	
Node 5: Arnold	●		●		
Node 6: Annapolis	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

## CORRIDOR 4

## Glen Burnie to Crofton

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Glen Burnie -- Crofton	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Cromwell Light Rail, Baltimore Washington Medical Center, Quarterfield Crossing, Millersville, Waugh Chapel, Crofton	
<b>APPROXIMATE LENGTH</b>	15 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	44,729 people
	<b>JOBS</b>	16,411 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	50,720 people
	<b>JOBS</b>	27,069 jobs



## CORRIDOR 4: Glen Burnie to Crofton

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>5</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>12%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,114 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>3,038 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>22%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>42%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>19%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>5%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>10%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>8%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>1,838 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>55%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>24%</b>

## CORRIDOR 4: Glen Burnie to Crofton

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 4: Glen Burnie to Crofton					






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects Glen Burnie, and the Cromwell Light RailLink Station to Crofton – both destinations have moderately transit-supportive densities, and contain disconnected suburban housing and strip commercial. This corridor faces the major transit readiness challenge of low densities of residents and jobs within the corridor’s reasonable “catchment” area, except near its ends. Serving this corridor well with transit will require either significant land use change or the development of a very limited-stop service, possibly made efficient using transit priority treatments. Pedestrian-focused transit readiness improvements could then be focused near the corridor’s limited stops.

## CORRIDOR 4: Glen Burnie to Crofton

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
<b>Node 1: Cromwell Light Rail</b>	●	●	●	●	
<b>Node 2: Baltimore Washington Medical Center</b>		●	●	●	
<b>Node 3: Quarterfield Crossing</b>		●	●	●	
<b>Node 4: Millersville</b>		●	●	●	
<b>Node 5: Waugh Chapel</b>		●	●	●	
<b>Node 6: Crofton</b>		●	●	●	

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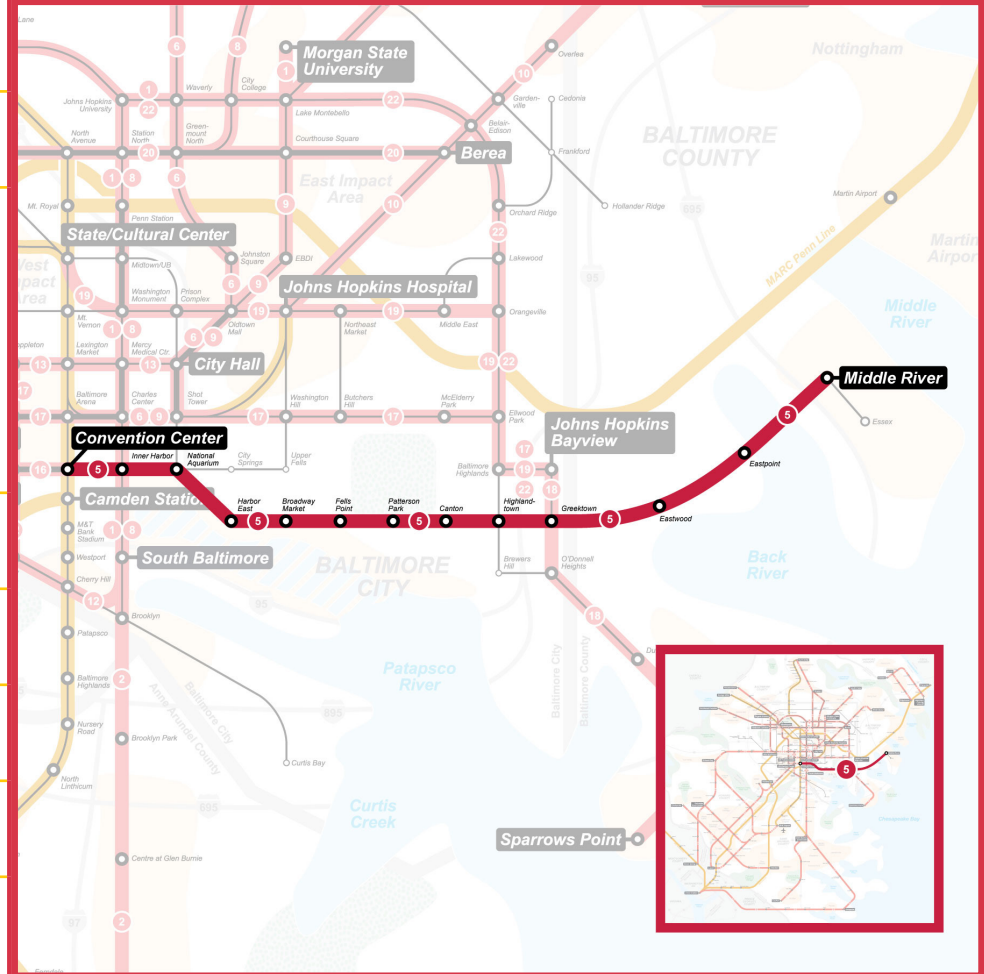
## CORRIDOR 5

## Convention Center to Middle River

*Subject to future feasibility analysis and local jurisdiction support*

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Convention Center -- Middle River	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Convention Center, Inner Harbor, National Aquarium, Harbor East, Broadway Market, Fells Point, Patterson Park, Canton, Highlandtown, Greektown, Eastwood, Eastpoint, Essex, Middle River	
<b>APPROXIMATE LENGTH</b>	11 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	82,361 people
	<b>JOBS</b>	111,847 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	92,864 people
	<b>JOBS</b>	194,191 jobs



## CORRIDOR 5: Convention Center to Middle River

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>5</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>39</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>34%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>10,407 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>7,663 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>18%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>37%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>32%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>20%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>11%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>12%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>18,069 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>76%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>81%</b>

## CORRIDOR 5: Convention Center to Middle River

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 5: Convention Center to Middle River	●	●	●	●	●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects the high density Downtown and Southeast portions of Baltimore City to Essex and Middle River in Baltimore County. The majority of the corridor's length has the potential attract considerable numbers of transit riders, and sits within the City's highly connected grid of streets and sidewalks; in these segments, the primary transit challenges will be related to assuring efficient surface transit operation in congested roadway conditions. Towards the east end of the corridor, service would need to serve disconnected suburban housing, strip commercial and big box commercial land uses. In these areas, addressing transit readiness challenges will require the provision of more connected streets and pedestrian facilities to link nearby residential areas beyond the commercial center parking lots. Incentives for concentrated locations of denser infill development could generate more transit demand, and support high-amenity transit stops in the strip commercial zones. Implementing design guidelines to turn the orientation of the buildings toward the street if/as big box parcels redevelop can also improve the pedestrian environment.

## CORRIDOR 5: Convention Center to Middle River

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Convention Center	●	●	●	●	●
Node 2: Inner Harbor	●	●	●	●	●
Node 3: National Aquarium	●	●	●	●	●
Node 4: Harbor East	●	●	●	●	●
Node 5: Broadway Market	●	●	●	●	
Node 6: Fells Point	●	●	●	●	
Node 7: Patterson Park	●	●	●	●	
Node 8: Canton	●	●	●	●	
Node 9: Highlandtown	●	●	●		
Node 10: Greektown	●	●	●		
Node 11: Eastwood	●				
Node 12: Eastpoint					
Node 13: Essex	●		●	●	
Node 14: Middle River					

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

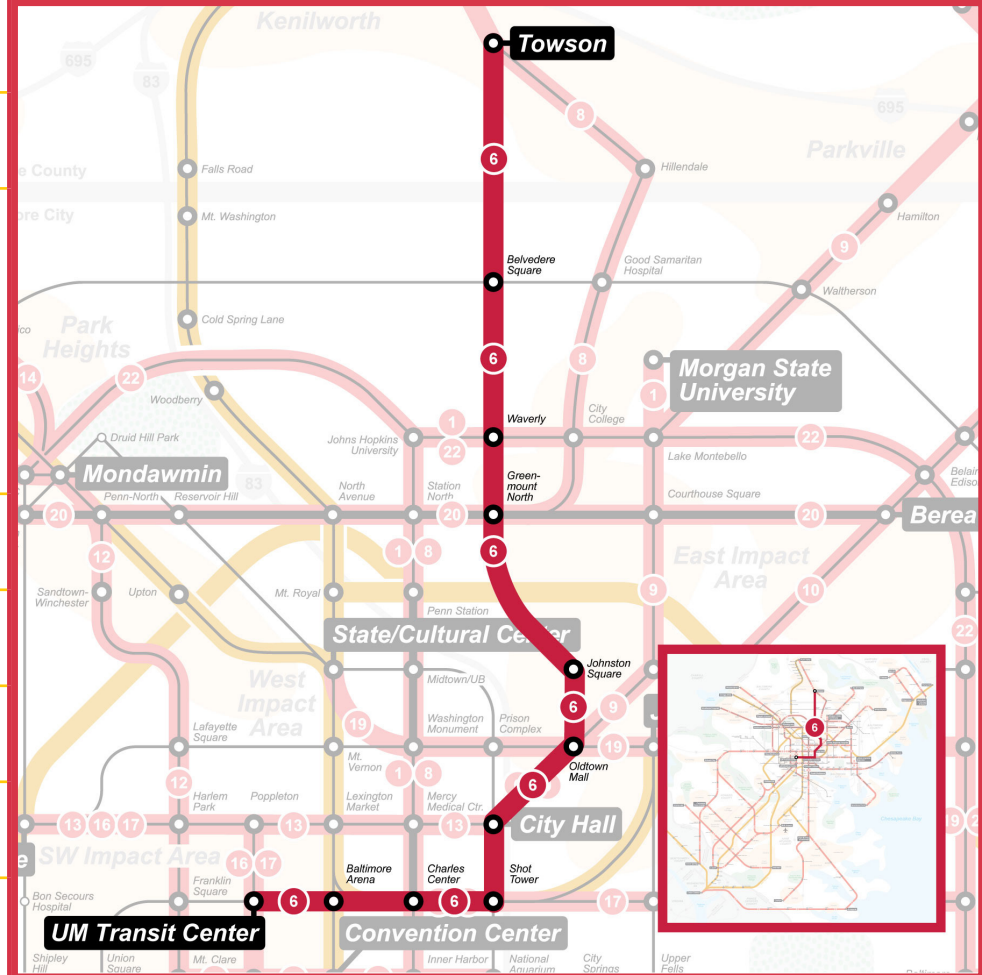
## CORRIDOR 6

## Towson to UM Transit Center

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Towson -- UM Transit Center	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Towson Town Center, Towson University, Belvedere Square, Waverly Main Street, Greenmount North, Johnson Square, City Hall, Charles Center Metro, Baltimore Arena, University of Maryland Medical Center	
<b>APPROXIMATE LENGTH</b>	9 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	106,102 people
	<b>JOBS</b>	131,752 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	113,661 people
	<b>JOBS</b>	230,094 jobs



## CORRIDOR 6: Towson to UM Transit Center

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>55</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>63%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>14,803 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>11,921 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>20%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>61%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>39%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>34%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>10%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>12%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>25,852 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>84%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>66%</b>



## CORRIDOR 6: Towson to UM Transit Center

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 6: Towson to UM Transit Center	●	●	●	●	●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects the dense commercial and mixed land uses of Towson Town Center to Towson University, medium density residential neighborhoods, and Baltimore City's core neighborhoods and Downtown. This corridor is likely to be very productive in terms of transit ridership, and suitable for frequent fixed route service. It has transit-supportive densities of residents and jobs, connected to the corridor by walkable street networks – with some room for improvement at the site level, and the possibility for greater path and sidewalk connectivity in the Baltimore County neighborhoods south of Towson. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets and roads, and providing sufficient transit stop and pedestrian amenities in its highest-demand portions.

## CORRIDOR 6: Towson to UM Transit Center

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Towson Town Center	●	●	●	●	
Node 2: Towson University	●	●	●	●	
Node 3: Belvedere Square	●		●	●	
Node 4: Waverly Main Street	●	●	●	●	
Node 5: Greenmount North	●		●	●	
Node 6: Johnson Square	●	●	●	●	
Node 7: City Hall	●	●	●	●	
Node 8: Charles Center Metro	●	●	●	●	
Node 9: Baltimore Arena	●	●	●	●	
Node 10: University of Maryland Medical Center	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

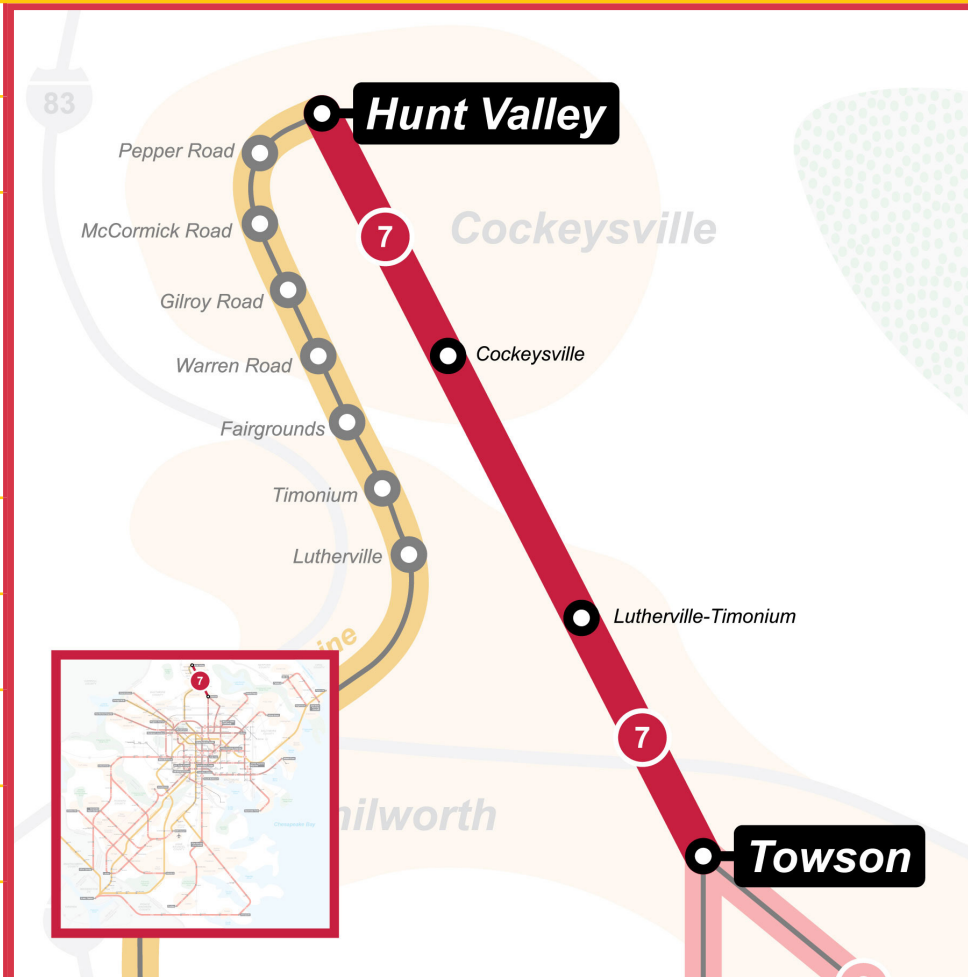
## CORRIDOR 7

## Towson to Hunt Valley

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Towson -- Hunt Valley	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Towson Town Center, Lutherville/Timonium, Cockeysville, Hunt Valley	
<b>APPROXIMATE LENGTH</b>	7 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	24,530 people
	<b>JOBS</b>	50,855 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	25,624 people
	<b>JOBS</b>	70,367 jobs



# CORRIDOR 7: Towson to Hunt Valley

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>6</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>21%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>7,102 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>3,426 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>17%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>30%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>19%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>10%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>16%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>9%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>9,827 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>50%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>9%</b>

## CORRIDOR 7: Towson to Hunt Valley

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 7: Towson to Hunt Valley	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects the dense commercial and mixed land uses of Towson Town Center to the Hunt Valley Light RailLink Station, passing primarily through suburban strip commercial areas. With the exception of Towson Town Center, the length of this corridor's land uses are of moderately-transit-supportive densities. These areas are important destinations both because of the retail and service jobs that they house, and the goods and services those employers provide. Transit readiness challenges include the medium-to-low density of jobs and residents spread along the length of the corridor, and the relatively uniform land use meaning that potential transit productivity is concentrated during certain portions of the day, and other times lack "eyes on the street" to help promote pedestrian comfort. The somewhat-disconnected street and path network in relation to the corridor limits the number of areas and neighborhoods that could easily walk to a transit service.

A comprehensive corridor study would be helpful to identify potential location to incentivize redevelopment and increased land use density; this possibility is aided by the relatively large commercial lots in some areas, which could support major redevelopment projects, as well as the nearby rail transit assets. Improving the density and quality of pedestrian facilities along and connecting to the corridor over time will also be important, as will design guidelines that orient the buildings and landscaping on changing parcels toward the street and the area's LightRailLink stops. Driveway consolidation and other access management measures could play a role in improving on-roadway transit operations.

## CORRIDOR 7: Towson to Hunt Valley

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
<b>Node 1: Towson Town Center</b>	●	●	●	●	
<b>Node 2: Lutherville/Timonium</b>	●	●	●		
<b>Node 3: Cockeysville</b>	●	●	●		
<b>Node 4: Hunt Valley</b>	●	●	●		

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● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

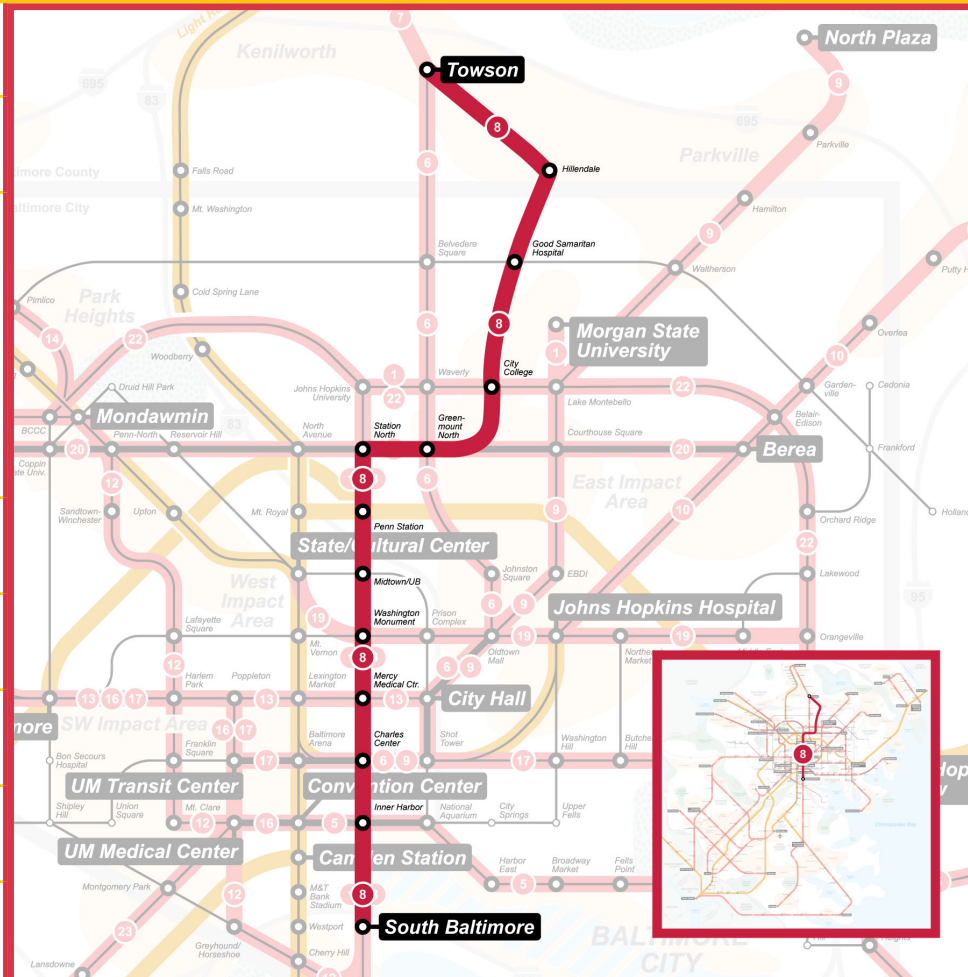
## CORRIDOR 8

## Towson to South Baltimore

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Towson -- Port Covington	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Towson Town Center, Hillendale, Good Samaritan Hospital, City College, Greenmount North, Station North, Penn Station, Mercy Medical Center, Charles Center Metro, Inner Harbor, South Baltimore	
<b>APPROXIMATE LENGTH</b>	13 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	125,774 people
	<b>JOBS</b>	137,159 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	147,599 people
	<b>JOBS</b>	242,280 jobs



**Connecting Our Future**  
A Regional Transit Plan for Central Maryland



## CORRIDOR 8: Towson to South Baltimore

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>3</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>51</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>51%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>10,177 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>9,332 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>19%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>67%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>34%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>27%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>12%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>12%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>17,977 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>81%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>73%</b>

## CORRIDOR 8: Towson to South Baltimore

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 8: Towson to South Baltimore	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects the dense commercial and mixed land uses between Towson Town Center and Hillendale to medium density residential neighborhoods, and Baltimore City's core neighborhoods, including Downtown and South Baltimore.

This corridor is extremely transit-ready in terms of having transit-supportive densities of residents and jobs, connected to the corridor by pleasant, walkable street networks – with some room for improvement at the site level. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets and roads.

## CORRIDOR 8: Towson to South Baltimore

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Towson Town Center	●	●	●	●	
Node 2: Hillendale	●	●	●	●	
Node 3: Good Samaritan Hospital	●	●	●	●	
Node 4: City College	●		●	●	
Node 5: Greenmount North	●		●	●	
Node 6: Station North	●	●	●	●	
Node 7: Penn Station	●	●	●	●	
Node 8: Mercy Medical Center	●	●	●		
Node 9: Charles Center Metro	●	●	●	●	
Node 10: Inner Harbor	●	●	●	●	
Node 11: South Baltimore	●				●

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

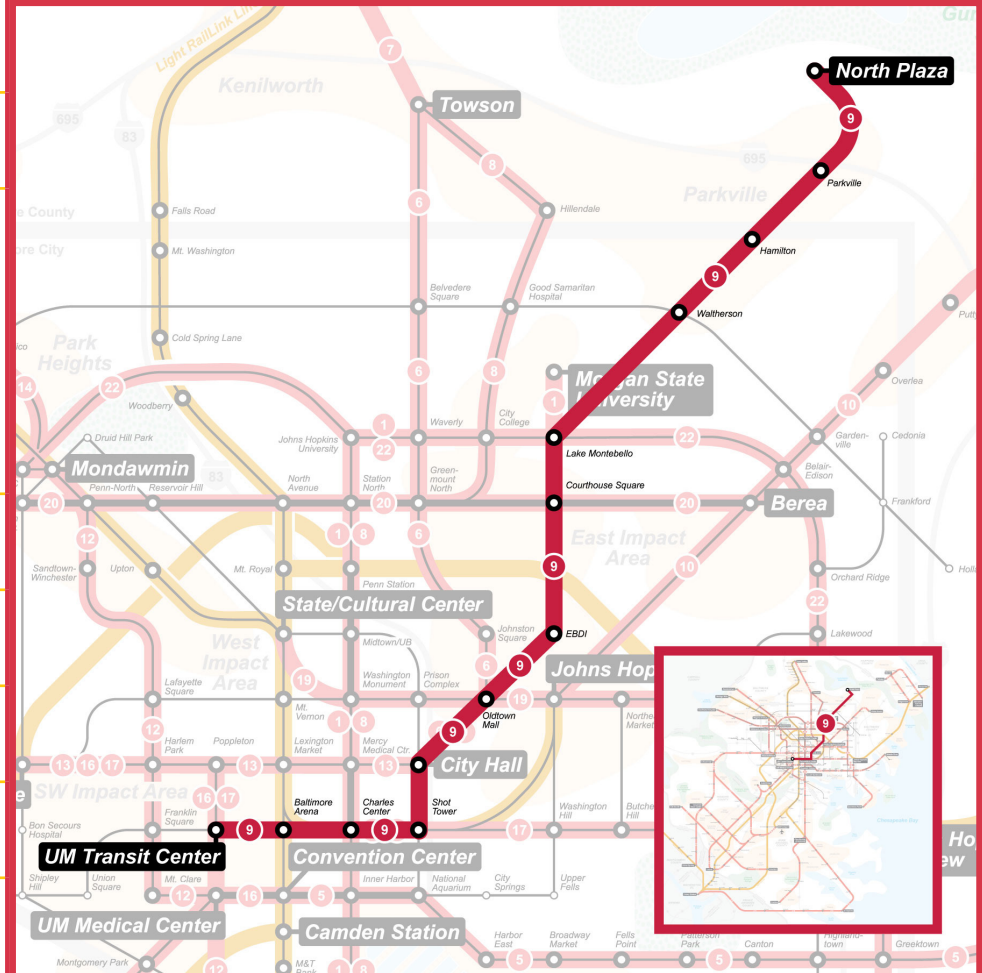
## CORRIDOR 9

## North Plaza to UM Transit Center

*Subject to future feasibility analysis and local jurisdiction support*

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	North Plaza -- UM Transit Center	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	North Plaza Shopping Center, Parkville Main Street, Hamilton-Lauraville Main Street, Waltherson, Lake Montebello, Courthouse Square, East Baltimore Development Initiative (EBDI) area, Old Town Mall, City Hall, Shot Tower, Charles Center Metro, Baltimore Arena, University of Maryland Medical Center	
<b>APPROXIMATE LENGTH</b>	11 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	92,424 people
	<b>JOBS</b>	105,804 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	97,767 people
	<b>JOBS</b>	188,079 jobs



## CORRIDOR 9: North Plaza to UM Transit Center

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>52</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>35%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>9,640 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>8,421 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>19%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>64%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>38%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>29%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>12%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>13%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>17,136 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>85%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>78%</b>

## CORRIDOR 9: North Plaza to UM Transit Center

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 9: North Plaza to UM Transit Center	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects the single use big box commercial at North Plaza to Downtown Baltimore City and the UM Transit Center; it passes through suburban strip commercial near its north end, then medium-density urban residential neighborhoods in Baltimore County and City with well-connected street and path networks, followed by denser and more mixed-use urban neighborhoods as it approaches Downtown.

Most of this corridor is transit-ready in terms of its nearby densities of people and jobs, and connected to these potential riders with an intact street and sidewalk grid, with some exceptions at the site level. In these medium density urban residential neighborhoods, incentives and/or zoning adjustments could be used to encourage denser development near important transit stops. In the case of both the big box and suburban strip commercial sites, enhanced design guidelines could be used to add pedestrian amenities and reorient buildings to create a more connected and comfortable pedestrian environment if/as sites redevelop or change. In some segments, a challenge this corridor could face is maintaining efficient surface transit operation on congested streets and roads; this can be addressed using transit priority treatments on the roadway, where feasible.

## CORRIDOR 9: North Plaza to UM Transit Center

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: North Plaza Shopping Center	●	●			
Node 2: Parkville Main Street	●	●	●	●	
Node 3: Hamilton-Lauraville Main Street	●	●	●	●	
Node 4: Waltherson		●	●	●	
Node 5: Lake Montebello	●	●	●	●	
Node 6: Courthouse Square	●	●	●	●	
Node 7: East Baltimore Development Initiative (EBDI) area		●	●	●	●
Node 8: Old Town Mall	●	●	●		
Node 9: City Hall	●	●	●	●	
Node 10: Shot Tower		●	●		
Node 11: Charles Center Metro	●	●	●	●	
Node 12: Baltimore Arena	●	●	●	●	
Node 13: University of Maryland Medical Center	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support



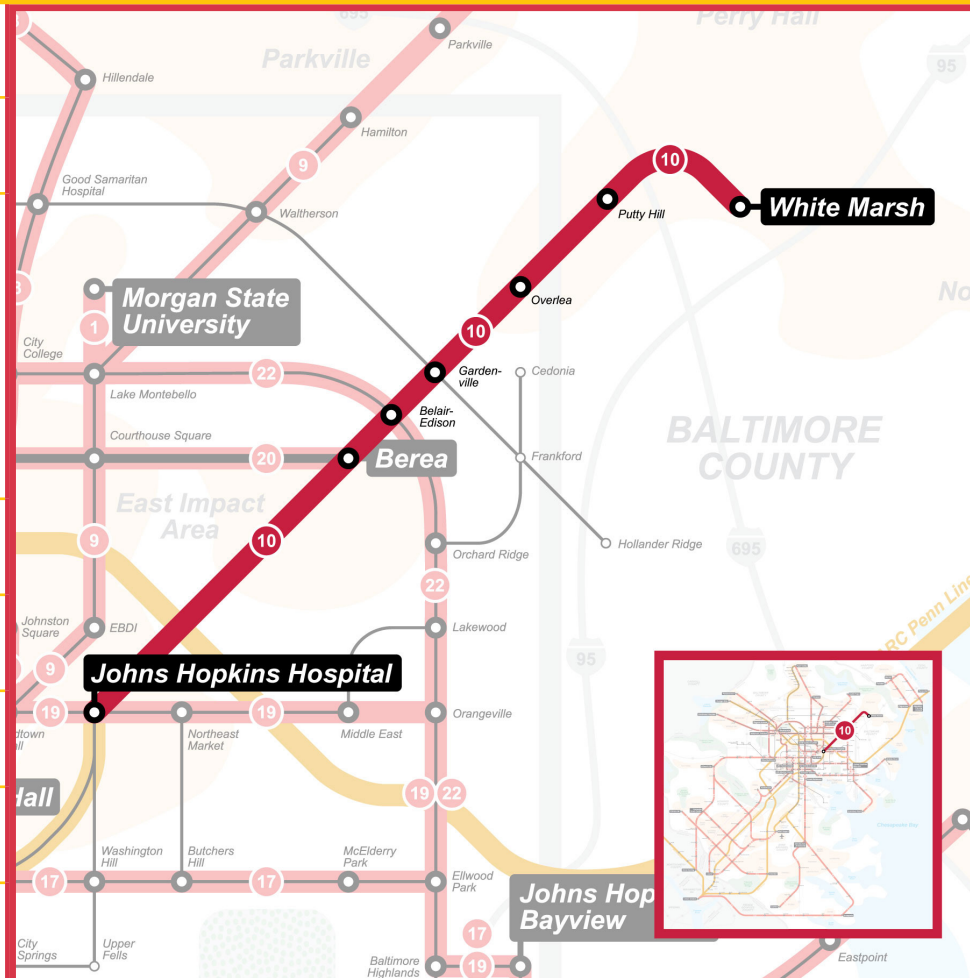
## CORRIDOR 10

# White Marsh to Johns Hopkins Hospital

*Subject to future feasibility analysis and local jurisdiction support*

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	White Marsh -- Johns Hopkins Hospital	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	White Marsh Mall, Putty Hill, Overlea, Gardenville, Belair-Edison, Berea, Johns Hopkins Hospital	
<b>APPROXIMATE LENGTH</b>	10 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	74,811 people
	<b>JOBS</b>	39,035 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	79,848 people
	<b>JOBS</b>	53,293 jobs



# CORRIDOR 10: White Marsh to Johns Hopkins Hospital

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>22</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>25%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>3,788 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>7,259 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>23%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>71%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>39%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>26%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>11%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>12%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>5,171 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>80%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>58%</b>

## CORRIDOR 10: White Marsh to Johns Hopkins Hospital

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 10: White Marsh to Johns Hopkins Hospital	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects the suburban single use center at White Marsh with disconnected, lower-density suburban residential areas as well as moderate-density residential and mixed-use urban neighborhoods in Northeast Baltimore City and adjoining Baltimore County. Denser urban residential neighborhoods to the urban campus of the Johns Hopkins Medical Institutions and ultimately the Johns Hopkins Hospital Metro SubwayLink station are also served. The densities of jobs and population around this corridor are moderately transit supportive except for the higher densities in Belair Edison and at its southern terminus near the hospital.

The transit readiness challenges at and near White Marsh Mall include the large parking lots surrounding the ultimate destination. This can be somewhat mitigated by providing a direct and efficient transit path to the “front door” of the destination, accompanied by a comfortable and robust transit stop at which to wait. Ultimately, as parcels in this area change, there are opportunities to introduce housing to commercial zones, better orient buildings toward the streets, and to guide design that improves the pedestrian environment, placing large parking lots behind the area’s most important destinations. The medium-density, disconnected suburban residential neighborhoods between White Marsh Mall and Overlea are physically near the corridor, and have the potential to produce transit demand, but the lack of connected street and path network poses difficulties; improvements and reconnections of the pedestrian network could be focused, over time, to connect these areas to important transit stops. Starting in Overlea and continuing through Northeast Baltimore City, the corridor passes through well-connected urban neighborhoods – these areas are largely transit-ready in terms of pedestrian comfort and connectivity, with some exceptions at the site/parcel level. There may be the potential to strategically increase density in commercial areas with strong markets, to increase business activity and create more significant neighborhood-serving retail centers. In some segments, a challenge this corridor could face is maintaining efficient surface transit operation on congested streets and roads; this can be addressed using transit priority treatments on the roadway, where feasible.

## CORRIDOR 10: White Marsh to Johns Hopkins Hospital

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: White Marsh Mall	●	●	●		
Node 2: Putty Hill	●	●	●		
Node 3: Overlea	●	●	●		
Node 4: Gardenville	●	●	●	●	
Node 5: Belair-Edison	●	●	●	●	
Node 6: Berea	●	●	●	●	
Node 7: Johns Hopkins Hospital	●	●	●	●	●

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

# CORRIDOR 11

## Fallston to Aberdeen Proving Ground

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Fallston -- Aberdeen Proving Ground	
<b>COUNTIES &amp; CITIES SERVED</b>	Harford County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Fallston, Downtown Bel Air, Harford Community College, Churchville, Paradise Heights, Aberdeen MARC, Aberdeen Proving Ground	
<b>APPROXIMATE LENGTH</b>	16 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	21,877 people
	<b>JOBS</b>	18,959 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	25,517 people
	<b>JOBS</b>	24,326 jobs



# CORRIDOR 11: Fallston to Aberdeen Proving Ground

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>7</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>2%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,210 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>1,397 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>25%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>23%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>20%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>7%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>15%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>10%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>1,553 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>46%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>21%</b>



## CORRIDOR 11: Fallston to Aberdeen Proving Ground

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 11: Fallston to Aberdeen Proving Ground	●		●		●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY






This corridor connects Fallston, through Bel Air and Harford Community College, to Aberdeen and its MARC station, and ultimately Aberdeen Proving Ground (APG). The moderately-transit-supportive densities of population and jobs in Bel Air, Aberdeen, and APG are the densest sections of the corridor. Bel Air has the most connected street and path network; all other areas of the corridor will face difficulties in connecting pedestrians to a transit service.

This corridor faces the major transit readiness challenge of low densities of residents and jobs within the corridor's reasonable "catchment" area, except near its ends. Serving this corridor well with transit will require either significant land use change over time or the development of a very limited-stop service, possibly made efficient using transit priority treatments. Pedestrian-focused transit readiness improvements could then be concentrated near the corridor's limited stops. Pedestrian access to/across APG is very limited, as is transit's ability to serve the "front doors" of destinations on the installation. Successfully serving APG will require close collaboration to assure either shuttle connections from the transit stop to the site's secure destinations. Additional access points to better serve the site, and a strengthened pedestrian and bike network between the transit stop and destinations within the perimeter would also improve transit access.



## CORRIDOR 11: Fallston to Aberdeen Proving Ground

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Fallston		●			
Node 2: Downtown Bel Air	●	●	●	●	
Node 3: Harford Community College		●			
Node 4: Churchville	●	●			
Node 5: Paradise Heights	●	●	●		
Node 6: Aberdeen MARC		●	●	●	
Node 7: Aberdeen Proving Ground	●	●			

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

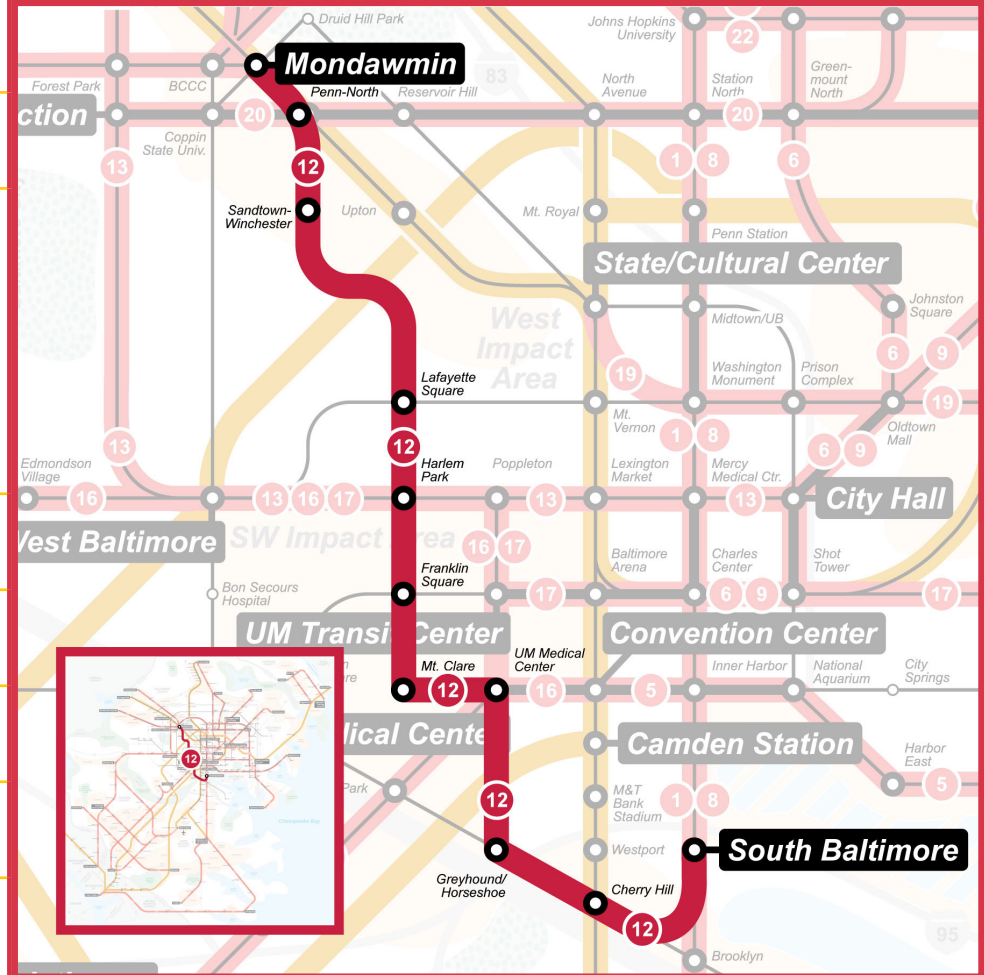
# CORRIDOR 12

## Mondawmin to South Baltimore

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Mondawmin -- Port Covington	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Mondawmin Metro, Penn-North, Sandtown-Winchester, Lafayette Square, Harlem Park, Franklin Square, Mt. Clare, UM Medical Center, Greyhound/Horseshoe, Cherry Hill, South Baltimore	
<b>APPROXIMATE LENGTH</b>	7 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	53,890 people
	<b>JOBS</b>	17,005 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	56,812 people
	<b>JOBS</b>	33,115 jobs



## CORRIDOR 12: Mondawmin to South Baltimore

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>1</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>35</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>35%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>2,303 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>7,299 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>23%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>91%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>60%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>45%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>11%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>17%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>4,485 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>82%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>100%</b>

## CORRIDOR 12: Mondawmin to South Baltimore

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 12: Mondawmin to South Baltimore	●	●	●	●	●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects the important transit hub and dense mixed-use neighborhood at Mondawmin to South Baltimore, passing through several dense urban residential and mixed-use neighborhoods in West Baltimore, the West Baltimore MARC station and the Cherry Hill Light RailLink station. This corridor is very transit-ready with mostly transit-supportive densities of residents and jobs, connected to the corridor by walkable street networks – with some room for improvement at the site level. With thoughtful incentives and other programs, increased density and mix of land uses could potentially be achieved near the major transit transfer points and hubs along this corridor. Leveraging station areas with non-profit and developer public-private partnerships can increase station area activity to increase ridership, neighborhood stability/desirability and market demand for future private investment.

## CORRIDOR 12: Mondawmin to South Baltimore

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Mondawmin Metro	●		●	●	●
Node 2: Penn-North	●	●	●	●	●
Node 3: Sandtown-Winchester		●	●	●	
Node 4: Lafayette Square			●	●	
Node 5: Harlem Park		●	●	●	
Node 6: Franklin Square			●	●	
Node 7: Mt. Clare	●	●	●	●	
Node 8: UM Medical Center		●	●	●	
Node 9: Greyhound/Horseshoe			●		●
Node 10: Cherry Hill	●				
Node 11: South Baltimore	●				●

● = Meets Conditions

● = Meets Conditions but Needs Improvement

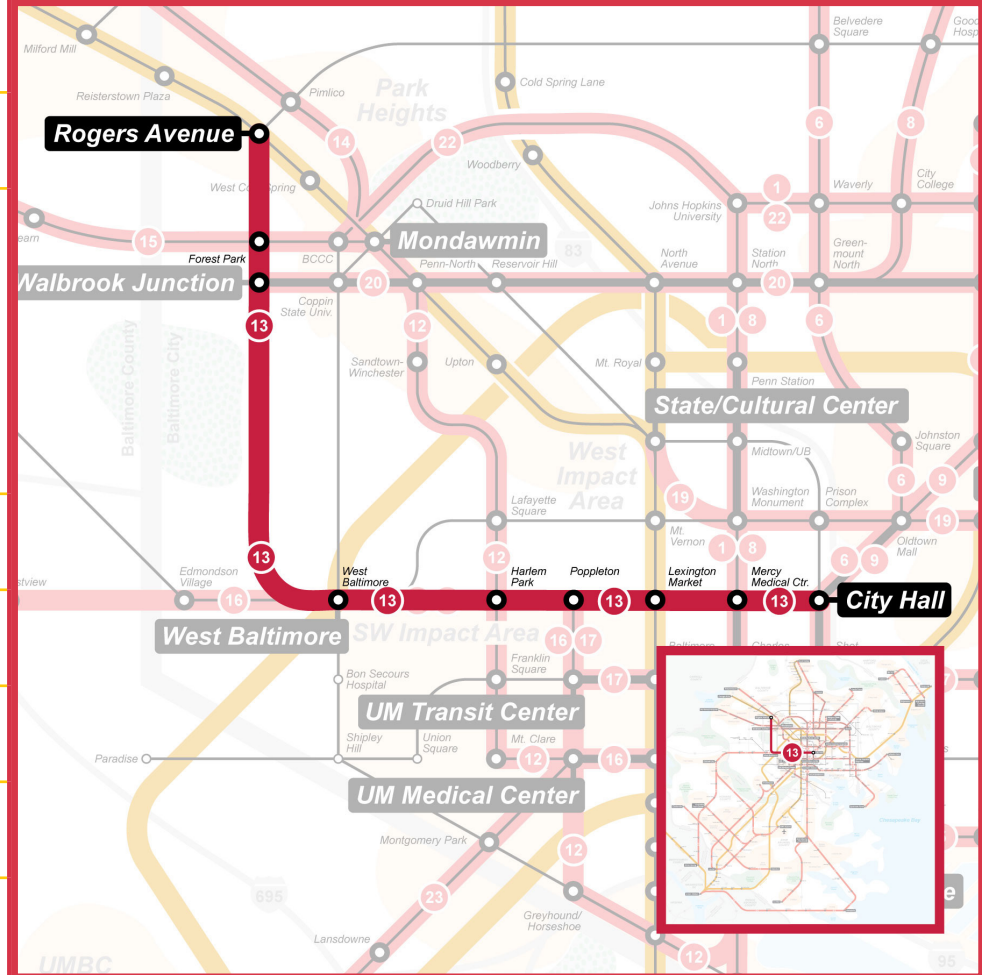
Subject to future feasibility analysis and local jurisdiction support

# CORRIDOR 13

## Rogers Avenue to City Hall

Subject to future feasibility analysis and local jurisdiction support

CORRIDOR OVERVIEW		
ENDPOINTS	Rogers Avenue -- City Hall	
COUNTIES & CITIES SERVED	Baltimore City	
ACTIVITY CENTERS & POINTS OF INTEREST	Rogers Avenue Metro, Forest Park, Walbrook Junction, West Baltimore MARC, Harlem Park, Poppleton, Lexington Market Metro, Mercy Medical Center, City Hall	
APPROXIMATE LENGTH	8 miles	
TOTAL EXISTING WITHIN 1/2 MILE	POPULATION	81,959 people
	JOBS	100,484 jobs
TOTAL PROJECTED WITHIN 1/2 MILE (2045)	POPULATION	85,748 people
	JOBS	171,503 jobs





## CORRIDOR 13: Rogers Avenue to City Hall

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>4</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>56</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>55%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>12,791 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>10,433 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>22%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>89%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>54%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>40%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>14%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>17%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>21,832 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>88%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>95%</b>



## CORRIDOR 13: Rogers Avenue to City Hall

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 13: Rogers Avenue to City Hall	●	●	●	●	●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects the Rogers Avenue Metro SubwayLink station to City Hall, passing through several dense urban residential and mixed use neighborhoods in West Baltimore, connecting to the West Baltimore MARC station, the possible transit hub at Lexington Market, and Mercy Medical Center. This corridor is very transit-ready with mostly transit-supportive densities of residents and jobs, connected to the corridor by walkable street networks – with some room for improvement at the site level. With thoughtful incentives and other programs, an increased density and mix of land uses could potentially be achieved near the major transit transfer points and hubs along this corridor. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets especially through Downtown Baltimore.

## CORRIDOR 13: Rogers Avenue to City Hall

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Rogers Avenue Metro	●	●			
Node 2: Forest Park	●	●	●	●	
Node 3: Walbrook Junction	●	●	●	●	
Node 4: West Baltimore MARC	●	●	●		●
Node 5: Harlem Park		●	●	●	
Node 6: Poppleton		●	●		
Node 7: Lexington Market Metro		●	●	●	●
Node 8: Mercy Medical Center		●	●	●	
Node 9: City Hall	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

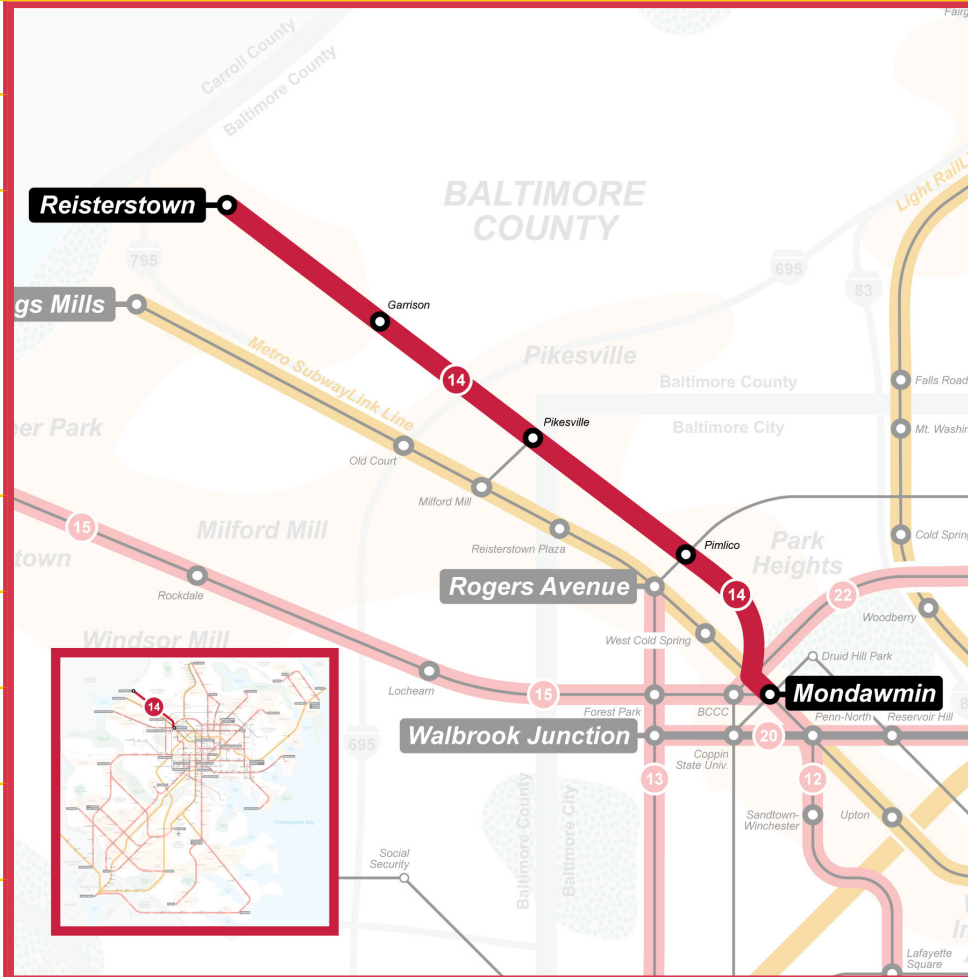
# CORRIDOR 14

## Mondawmin to Reisterstown

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

ENDPOINTS	Mondawmin -- Reisterstown	
COUNTIES & CITIES SERVED	Baltimore County, Baltimore City	
ACTIVITY CENTERS & POINTS OF INTEREST	Reisterstown, Garrison, Pimlico, Mondawmin Metro	
APPROXIMATE LENGTH	10 miles	
TOTAL EXISTING WITHIN 1/2 MILE	POPULATION	69,913 people
	JOBS	33,516 jobs
TOTAL PROJECTED WITHIN 1/2 MILE (2045)	POPULATION	62,815 people
	JOBS	41,133 jobs



## CORRIDOR 14: Mondawmin to Reisterstown

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>1</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>22</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>35%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>3,346 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>6,980 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>24%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>79%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>46%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>29%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>16%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>15%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>4,107 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>61%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>68%</b>

## CORRIDOR 14: Mondawmin to Reisterstown

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 14: Mondawmin to Reisterstown	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects the big box commercial and mostly-automotive suburban strip commercial near Owings Mills to the important transit hub and dense mixed-use neighborhood at Mondawmin. The corridor passes through moderate-density residential neighborhoods north of the beltway with somewhat disconnected street and path networks. It also passes through moderate- and high-density urban neighborhoods south of the beltway and in northeast Baltimore City.

This corridor is challenged by its somewhat moderate densities for most of its length, and the lack of pedestrian connectivity where there are larger commercial parcels. Incentives for concentrated locations of denser infill development could generate more transit demand, and support high-amenity transit stops in the strip commercial zones. Increased path and street connectivity north of the beltway could help connect potential riders from these residential neighborhoods to a transit service. In some segments, a challenge this corridor could face is maintaining efficient surface transit operation on congested streets and roads; this can be addressed using transit priority treatments on the roadway, where feasible.

## CORRIDOR 14: Mondawmin to Reisterstown

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Reisterstown	●	●	●	●	
Node 2: Garrison	●	●	●	●	
Node 3: Pimlico		●	●	●	
Node 4: Mondawmin Metro	●	●	●	●	●

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

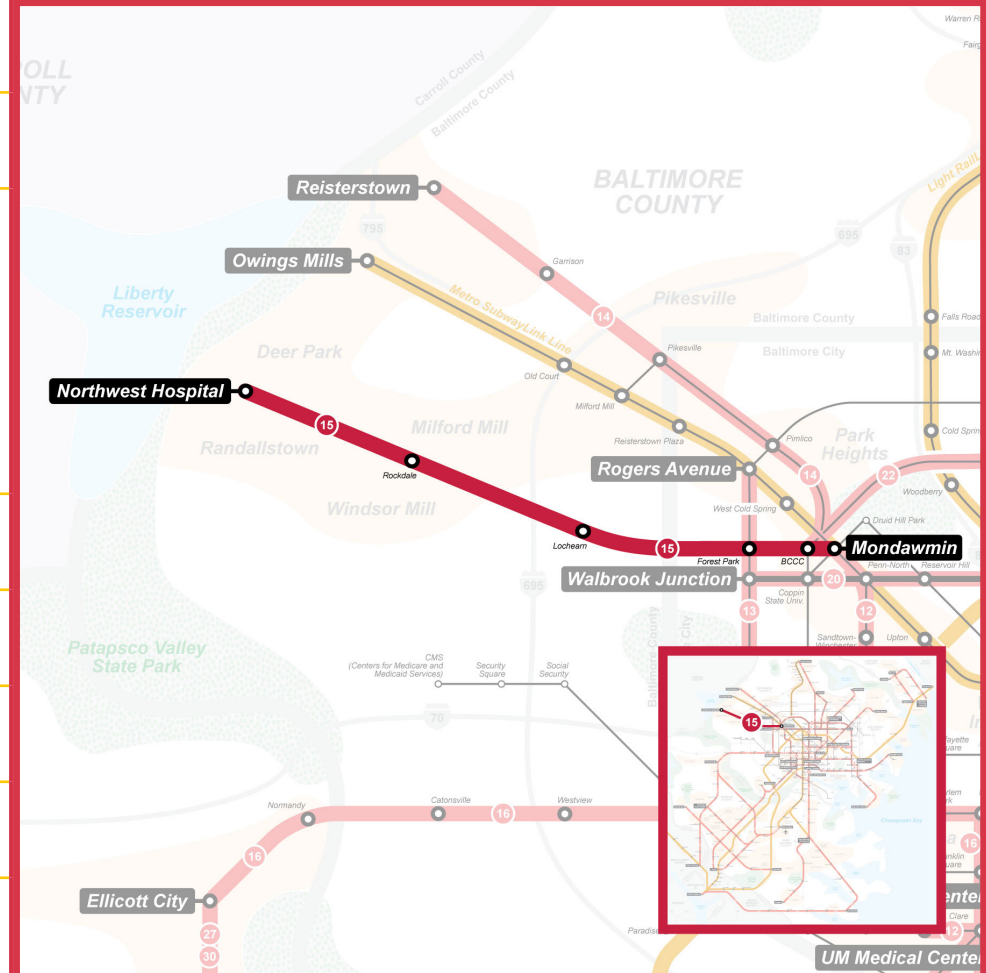
# CORRIDOR 15

## Mondawmin to Northwest Hospital

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Mondawmin -- Northwest Hospital	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Northwest Hospital, Rockdale, Lochearn, Forest Park, Baltimore City Community College, Mondawmin Metro	
<b>APPROXIMATE LENGTH</b>	8 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	54,362 people
	<b>JOBS</b>	12,265 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	53,465 people
	<b>JOBS</b>	16,075 jobs





## CORRIDOR 15: Mondawmin to Northwest Hospital

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>1</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>18</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>19%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,476 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>6,543 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>22%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>95%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>34%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>19%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>17%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>15%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>1,935 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>81%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>81%</b>

## CORRIDOR 15: Mondawmin to Northwest Hospital

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 15: Mondawmin to Northwest Hospital	●	●	●	●	






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects the low- and moderate-density residential neighborhoods in and around Randallstown to the multifamily residential developments at Brentbrook and ultimately the important transit hub and dense mixed-use neighborhood at Mondawmin. The residential neighborhoods north of the Beltway have less connected street and path networks. Increased path and street connectivity north of the beltway could help connect potential riders from these residential neighborhoods to a transit service. In some segments, a challenge this corridor could face is maintaining efficient surface transit operation on congested streets and roads; this can be addressed using transit priority treatments on the roadway, where feasible.

## CORRIDOR 15: Mondawmin to Northwest Hospital

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Northwest Hospital	●	●	●	●	
Node 2: Rockdale	●	●	●	●	
Node 3: Lochearn	●	●	●	●	
Node 4: Forest Park	●	●	●	●	
Node 5: Baltimore City Community College		●	●	●	
Node 6: Mondawmin Metro	●	●	●	●	●

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

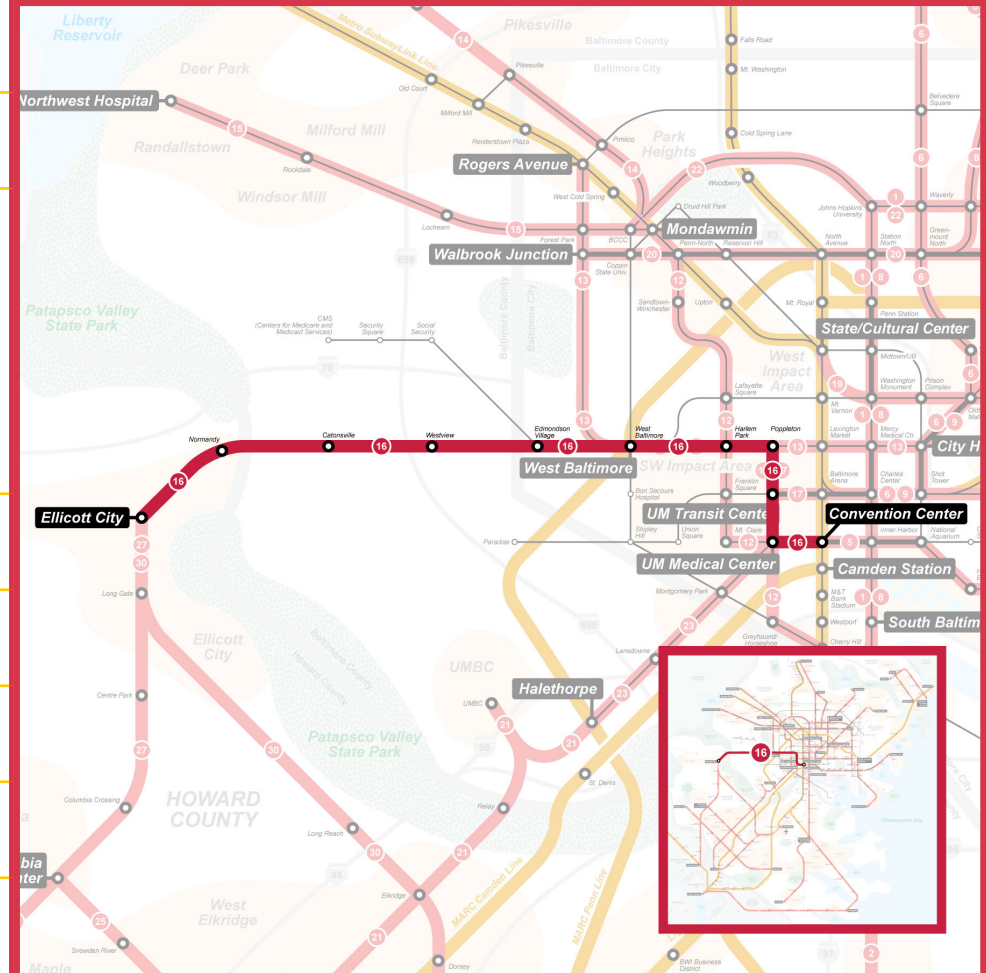
# CORRIDOR 16

## Ellicott City to Convention Center

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Ellicott City -- Convention Center	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City, Howard County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Ellicott City, Normandy, Catonsville, Westview, Edmondson Village, West Baltimore MARC, Harlem Park, Poppleton, University of Maryland Bio Park, University of Maryland Medical Center, Convention Center	
<b>APPROXIMATE LENGTH</b>	12 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	90,759 people
	<b>JOBS</b>	73,655 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	92,195 people
	<b>JOBS</b>	126,831 jobs



# CORRIDOR 16: Ellicott City to Convention Center

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>6</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>36</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>32%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>6,060 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>7,468 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>20%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>77%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>43%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>31%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>13%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>15%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>10,436 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>77%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>48%</b>

## CORRIDOR 16: Ellicott City to Convention Center

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 16: Ellicott City to Convention Center	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects Ellicott City to the West Baltimore MARC station and ultimately the Convention Center, passing through suburban strip commercial and disconnected residential neighborhoods west of the Beltway, and through denser residential and mixed-use neighborhoods with more complete street and path networks near and into West Baltimore.

The main transit readiness challenges this corridor could face are the lack of convenient and comfortable pedestrian networks along commercial frontages, through large retail sites to neighborhoods beyond, particularly in its western portions. The ability to maintain efficient surface transit operation in some of the corridor's denser and more congested portions could be addressed through dedicated space for transit or using transit priority treatments on the roadway, where feasible.

## CORRIDOR 16: Ellicott City to Convention Center

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Ellicott City	●	●			
Node 2: Normandy	●	●			
Node 3: Catonsville	●	●			
Node 4: Westview	●	●			
Node 5: Edmondson Village	●	●	●	●	
Node 6: West Baltimore MARC	●	●	●		
Node 7: Harlem Park	●	●	●	●	
Node 8: Poppleton	●	●	●		
Node 9: University of Maryland Bio Park	●	●	●	●	
Node 10: University of Maryland Medical Center	●	●	●	●	
Node 11: Convention Center	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support



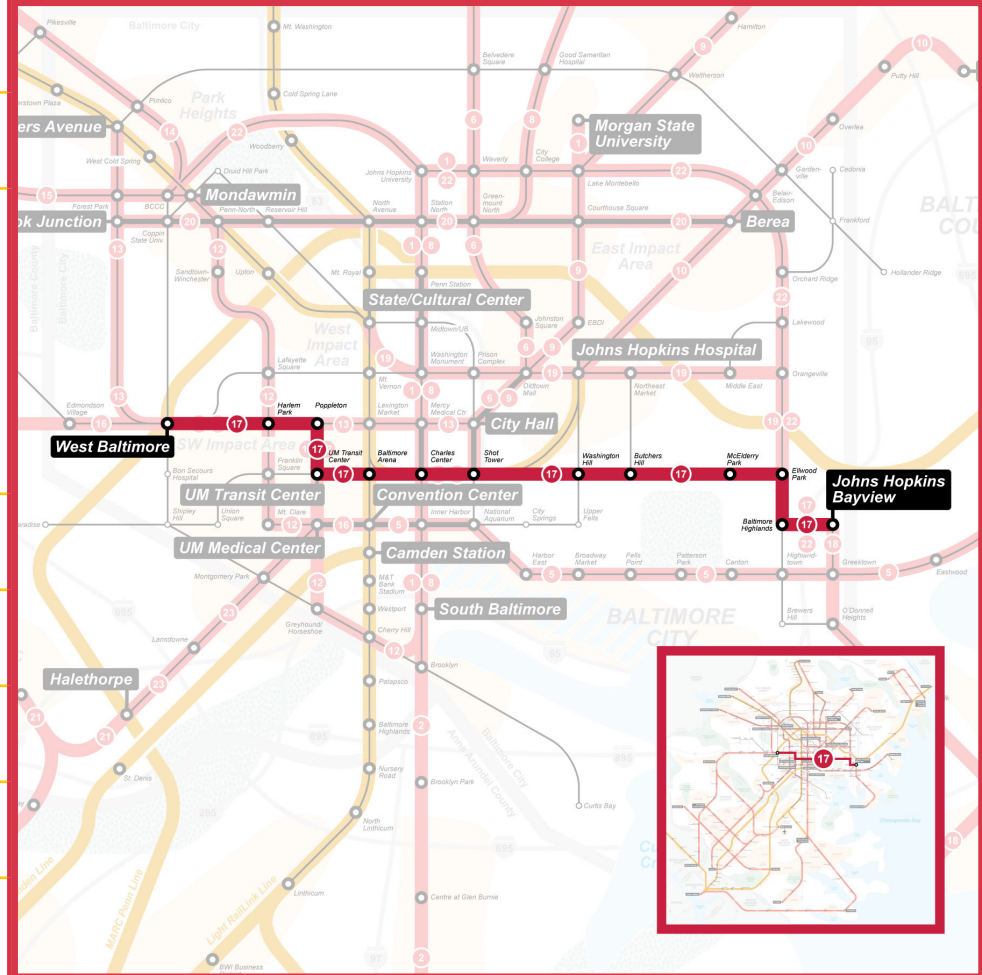
# CORRIDOR 17

## West Baltimore to Hopkins Bayview

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	West Baltimore -- Hopkins Bayview	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	West Baltimore MARC, Harlem Park, Poppleton, University of Maryland Medical Center, Baltimore Arena, Charles Center Metro, Shot Tower, Washington Hill, Butchers Hill, McElderry Park, Ellwood Park, Baltimore Highlands, Hopkins Bayview	
<b>APPROXIMATE LENGTH</b>	6 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	85,153 people
	<b>JOBS</b>	128,205 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	93,682 people
	<b>JOBS</b>	213,500 jobs



# CORRIDOR 17: West Baltimore to Hopkins Bayview

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>4</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>51</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>67%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>20,123 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>13,366 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>21%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>72%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>51%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>42%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>10%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>15%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>33,511 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>93%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>98%</b>

## CORRIDOR 17: West Baltimore to Hopkins Bayview

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 17: West Baltimore to Hopkins Bayview	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

The length of this corridor is within Baltimore City, and connects the West Baltimore MARC station to Johns Hopkins Bayview, through Downtown Baltimore, and other dense urban neighborhoods that are either residential or mixed-use. The land use densities are moderately or highly transit-supportive from end to end.

This corridor is extremely transit-ready with transit-supportive densities of residents and jobs, connected to the corridor by pleasant, walkable street networks – with some room for improvement at the site level. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets especially through Downtown Baltimore.

## CORRIDOR 17: West Baltimore to Hopkins Bayview

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: West Baltimore MARC	●	●	●		
Node 2: Harlem Park		●	●	●	
Node 3: Poppleton		●	●		
Node 4: University of Maryland Medical Center	●	●	●	●	
Node 5: Baltimore Arena	●	●	●	●	
Node 6: Charles Center Metro	●	●	●	●	
Node 7: Shot Tower	●	●	●		
Node 8: Washington Hill	●	●	●	●	
Node 9: Butchers Hill	●	●	●	●	
Node 10: McElderry Park	●	●	●	●	
Node 11: Ellwood Park	●	●	●	●	
Node 12: Baltimore Highlands	●	●		●	
Node 13: Hopkins Bayview	●			●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

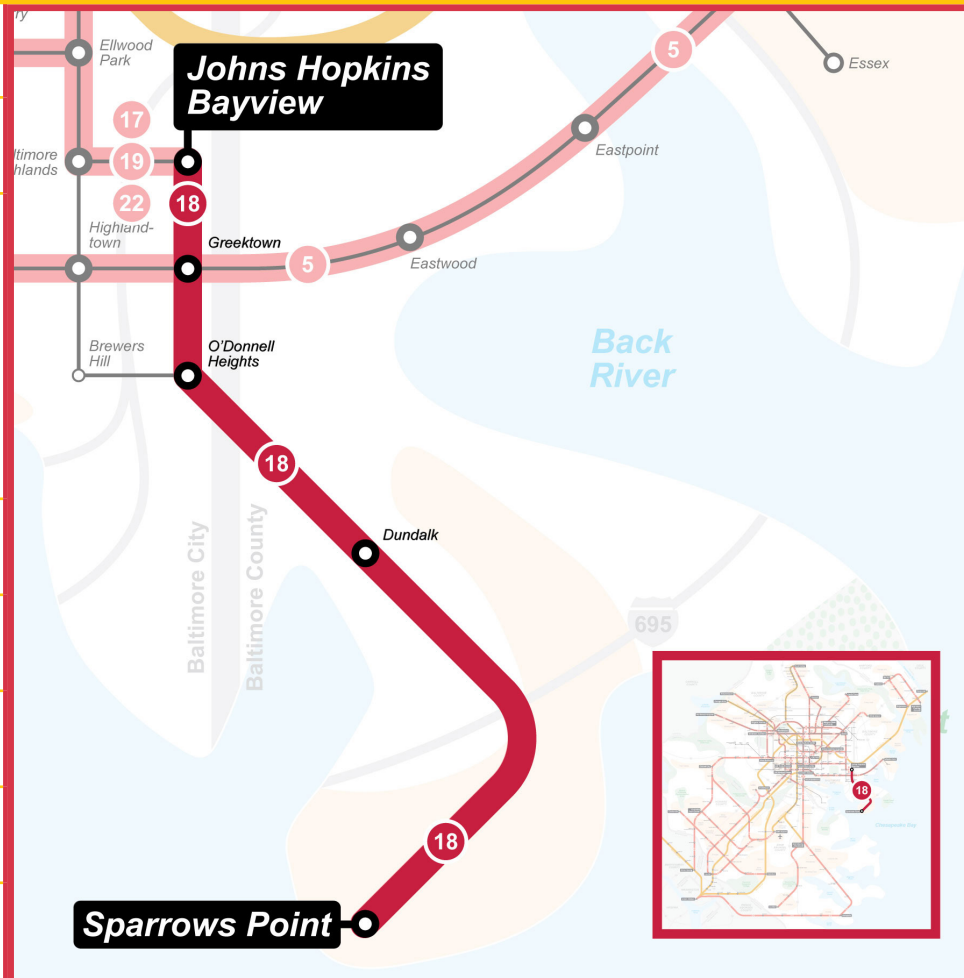
## CORRIDOR 18

## Sparrows Point to Hopkins Bayview

*Subject to future feasibility analysis and local jurisdiction support*

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Sparrows Point -- Hopkins Bayview	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Hopkins Bayview, Greektown, O'Donnell Heights, Dundalk, Sparrows Point, Trade Point Atlantic	
<b>APPROXIMATE LENGTH</b>	6 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	27,763 people
	<b>JOBS</b>	10,785 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	29,530 people
	<b>JOBS</b>	21,654 jobs



**Connecting Our Future**  
A Regional Transit Plan for Central Maryland

## CORRIDOR 18: Sparrows Point to Hopkins Bayview

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>11</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>21%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,719 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>4,424 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>18%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>31%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>43%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>20%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>16%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>18%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,450 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>73%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>91%</b>

## CORRIDOR 18: Sparrows Point to Hopkins Bayview

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 18: Sparrows Point to Hopkins Bayview	●	●	●		●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects the industrial land uses and employment centers of Sparrows Point to Johns Hopkins Bayview, through moderate-density residential neighborhoods in Dundalk and other portions of Baltimore City's southeast edge with connected street and sidewalk grids. Serving industrial job centers is a transit readiness challenge due to the generally limited pedestrian and transit vehicle access to these sites. Coordination with these employers is important to enabling effective transit service, either to accomplish site and policy changes to allow and encourage transit access, or shuttle and pathway connections from well-placed transit stop on a public street to the destination's "front door."



## CORRIDOR 18: Sparrows Point to Hopkins Bayview

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Hopkins Bayview,	●	●		●	
Node 2: Greektown	●	●	●	●	
Node 3: O'Donnell Heights		●		●	
Node 4: Dundalk	●	●	●	●	
Node 5: Sparrows Point	●	●		●	●
Node 6: Trade Point Atlantic	●	●		●	●

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

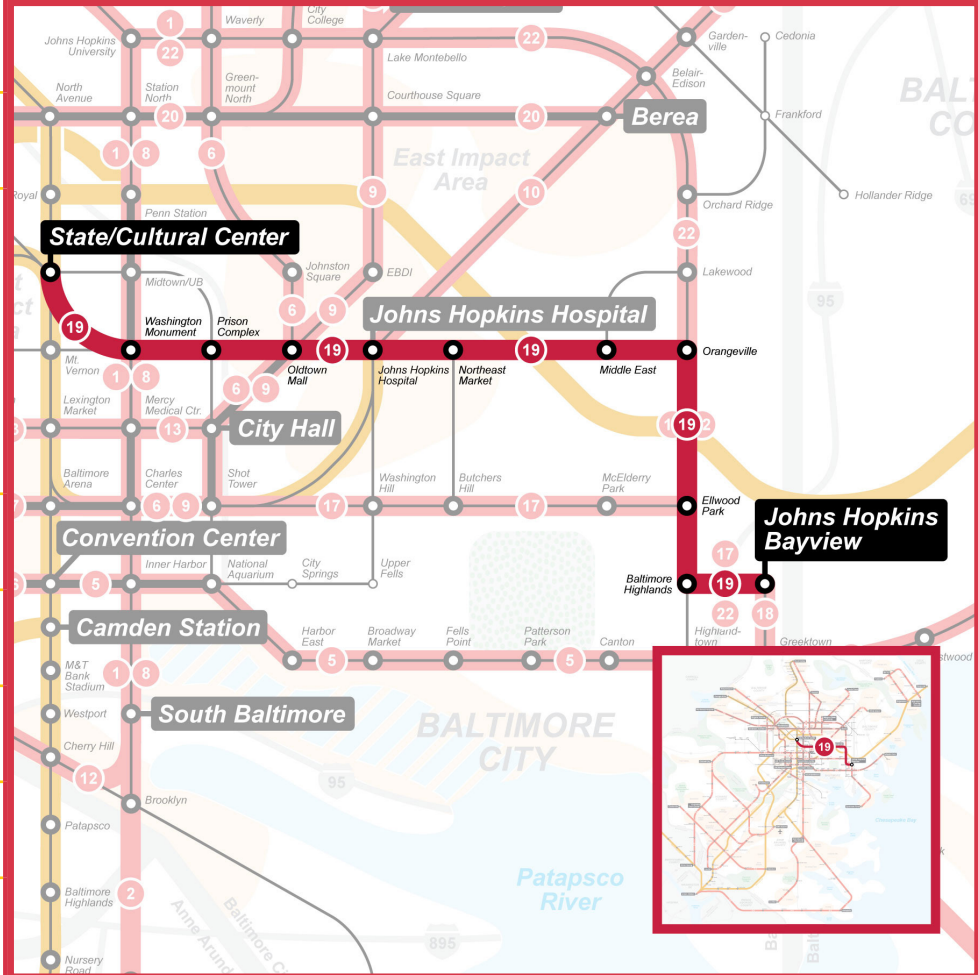
# CORRIDOR 19

## State Center to Hopkins Bayview

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	State Center -- Hopkins Bayview	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	State Center, Washington Monument, Prison Complex, Johns Hopkins Hospital, Northeast Market, Middle East, Orangeville, Ellwood Park, Baltimore Highlands, Hopkins Bayview	
<b>APPROXIMATE LENGTH</b>	5 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	83,146 people
	<b>JOBS</b>	91,699 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	97,118 people
	<b>JOBS</b>	137,315 jobs



# CORRIDOR 19: State Center to Hopkins Bayview

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>3</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>37</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>67%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>17,373 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>15,753 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>21%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>67%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>45%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>41%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>10%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>14%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>26,015 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>95%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>99%</b>

## CORRIDOR 19: State Center to Hopkins Bayview

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 19: State Center to Hopkins Bayview	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement




### TRANSIT READINESS SUMMARY

The length of this corridor is within Baltimore City, and connects the State Center Metro SubwayLink Station to Johns Hopkins Bayview, through Mount Vernon, Middle East, Highlandtown, and other dense urban neighborhoods that are either residential or mixed-use. The land use densities are moderately or highly transit-supportive from end to end.

This corridor is fully transit-ready with transit-supportive densities of residents and jobs, connected to the corridor by walkable street networks – with some room for improvement at the site level. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets especially during peak hours. Focus on optimizing development opportunities on these sites that have existing major rail investment will increase the contribution of this corridor as key network link.

## CORRIDOR 19: State Center to Hopkins Bayview

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: State Center,	●	●	●		●
Node 2: Washington Monument	●	●	●	●	
Node 3: Prison Complex	●	●	●		
Node 4: Johns Hopkins Hospital	●	●	●	●	
Node 5: Northeast Market	●	●	●	●	
Node 6: Middle East	●	●	●	●	
Node 7: Orangeville					
Node 8: Baltimore Highlands	●	●		●	
Node 9: Hopkins Bayview				●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

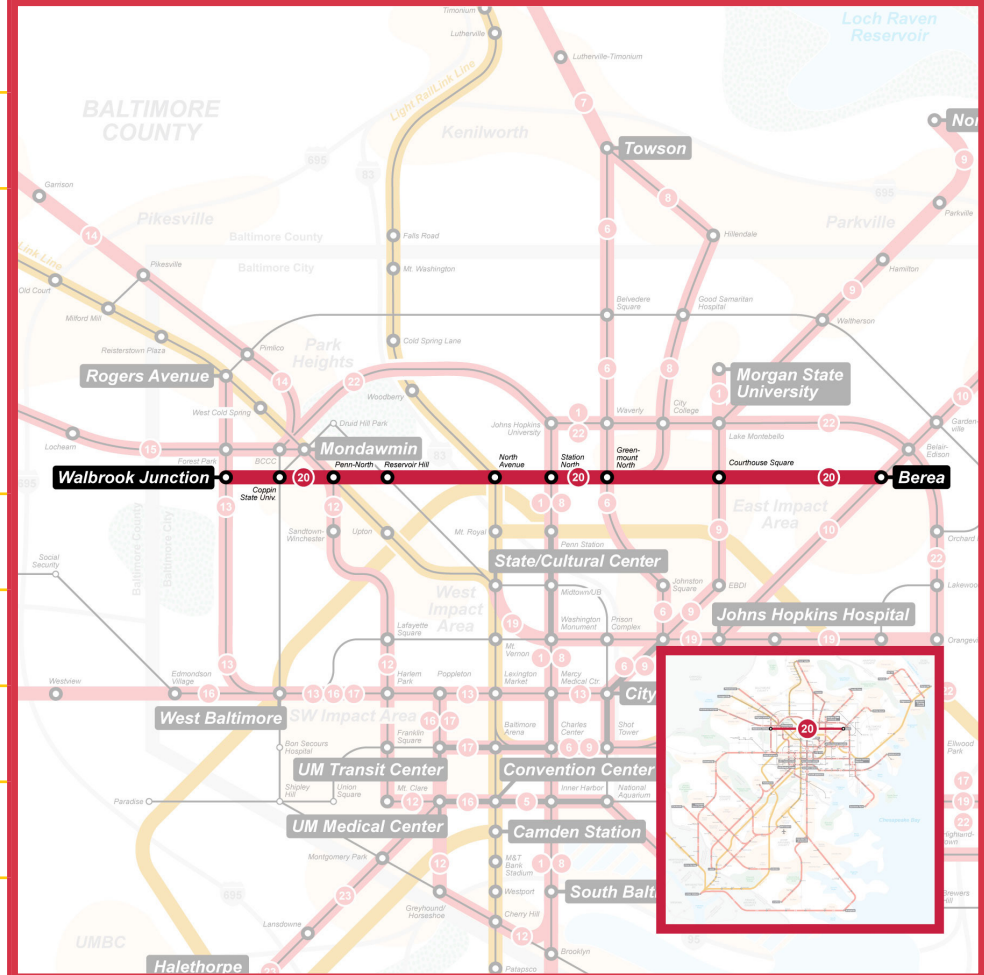
# CORRIDOR 20

## Walbrook Junction to Berea

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Walbrook Junction -- Berea	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Walbrook Junction, Coppin State University, Penn-North Metro, Reservoir Hill, North Avenue Light Rail, Station North, Greenmount North, Courthouse Square, Berea	
<b>APPROXIMATE LENGTH</b>	5 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	65,944 people
	<b>JOBS</b>	15,257 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	67,155 people
	<b>JOBS</b>	23,995 jobs





## CORRIDOR 20: Walbrook Junction to Berea

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>1</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>29</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>58%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>3,262 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>14,099 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>23%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>89%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>54%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>46%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>12%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>17%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>5,130 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>85%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>100%</b>



## CORRIDOR 20: Walbrook Junction to Berea

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 20: Walbrook Junction to Berea	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

The length of this corridor is within Baltimore City, connecting Walbrook and Rosemont in the west to Berea in the east, serving a prominent east-west path toward the north end of Baltimore City's dense central neighborhoods. It has the potential to connect major transit stops or stations at the Penn North Metro SubwayLink Station, the North Avenue Light RailLink Station and the CityLink Red at Greenmount Avenue.

This corridor is extremely transit-ready with transit-supportive densities of residents and jobs, connected to the corridor by walkable street networks – with some room for improvement at the site level. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets especially during peak hours. Focusing on optimizing development opportunities on sites that have existing major rail investment could increase the contribution of this corridor as key network link.

## CORRIDOR 20: Walbrook Junction to Berea

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Walbrook Junction	●		●	●	
Node 2: Coppin State University	●	●	●	●	
Node 3: Penn-North Metro	●	●	●	●	
Node 4: Reservoir Hill		●	●	●	
Node 5: North Avenue Light Rail	●	●			
Node 6: Station North	●	●	●	●	
Node 7: Greenmount North	●		●	●	
Node 8: Courthouse Square	●	●	●	●	
Node 9: Berea	●		●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

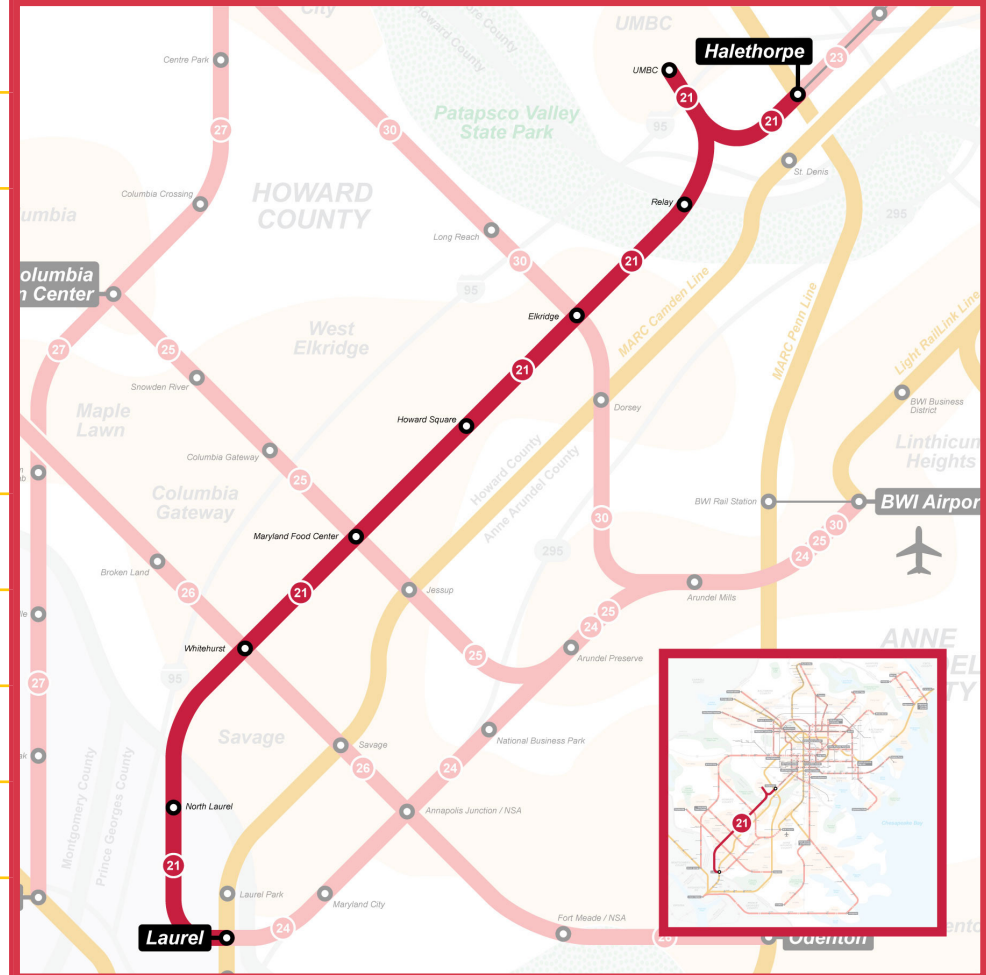
# CORRIDOR 21

## Laurel to Halethorpe

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Laurel -- Halethorpe	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore County, Howard County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Halethorpe MARC, UMBC, Relay, Elkridge, Howard Square, Maryland Food Center, Whitehurst, North Laurel, Laurel	
<b>APPROXIMATE LENGTH</b>	13 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	28,762 people
	<b>JOBS</b>	23,325 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	40,496 people
	<b>JOBS</b>	41,061 jobs



## CORRIDOR 21: Laurel to Halethorpe

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>9</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>1%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,803 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>2,223 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>20%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>50%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>20%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>4%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>7%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>6%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,174 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>58%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>28%</b>

## CORRIDOR 21: Laurel to Halethorpe

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 21: Laurel to Halethorpe	●	●			

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor connects the Halethorpe MARC Station to Laurel MARC Station and downtown, also serving the University of Maryland Baltimore County, and passing primarily through moderate-density residential, industrial, and strip commercial uses with limited pedestrian connectivity, until reaching the slightly denser, better-connected residential neighborhoods in Laurel. This corridor is challenged by its somewhat moderate densities for most of its length, and the lack of pedestrian connectivity where there are larger commercial and industrial parcels; industrial parcels, in particular, tend to be uncomfortable pedestrian environments and their operators typically do not encourage or allow walking across these areas.

Incentives for concentrated locations of denser infill development could generate more transit demand and support high-amenity transit stops in the strip commercial and industrial zones. Thoughtful reconnections and enhancement of the pedestrian network, over time, concentrating on chosen locations for transit stops, and microtransit that circulates among the industrial destinations could increase the number of potential riders who could walk to access transit service. Focus on optimizing development opportunities on sites that have existing major rail investment will increase the potential of existing service to provide more efficient parking, real estate development that is transit oriented, and a higher value community investment.

## CORRIDOR 21: Laurel to Halethorpe

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Halethorpe MARC	●	●	●		
Node 2: UMBC		●	●		●
Node 3: Relay		●	●		
Node 4: Elkridge	●	●	●		●
Node 5: Howard Square	●	●	●		
Node 6: Maryland Food Center	●	●	●		
Node 7: Whitehurst		●	●		
Node 8: North Laurel	●	●	●		
Node 9: Laurel	●	●	●		

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

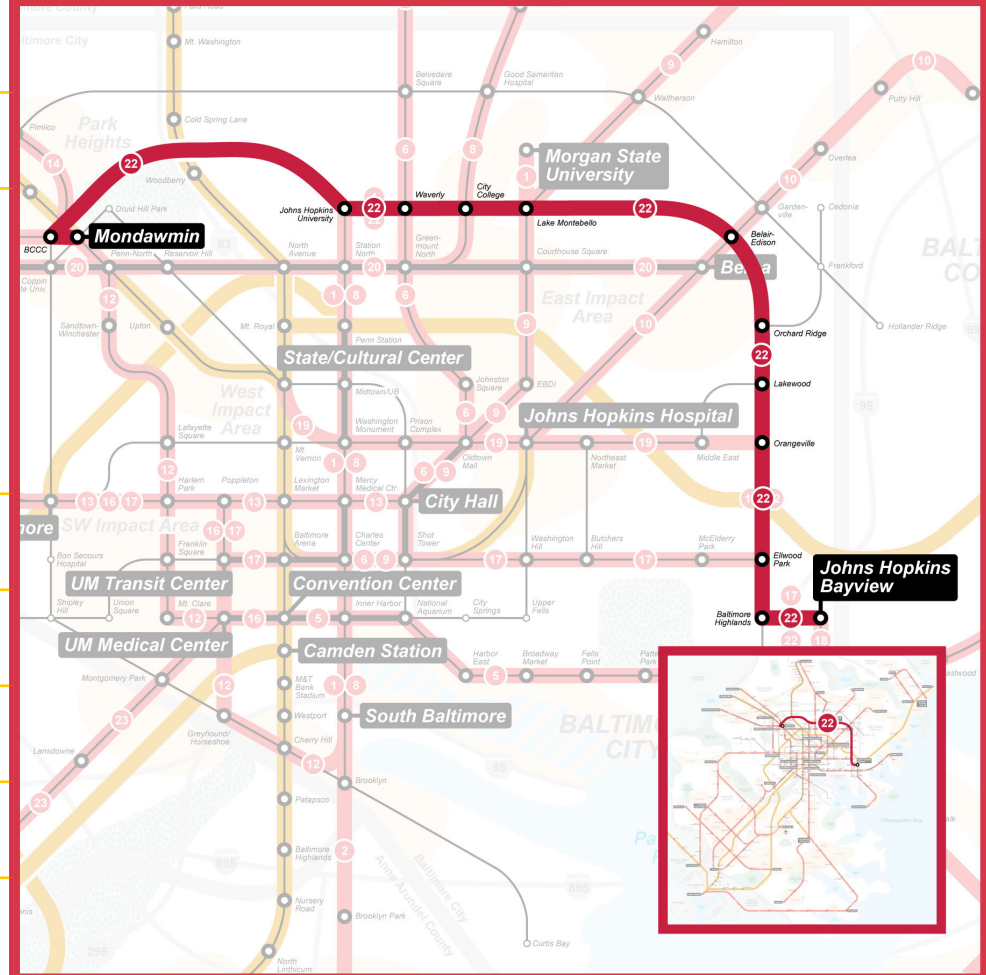
# CORRIDOR 22

## Mondawmin to Hopkins Bayview

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Mondawmin -- Hopkins Bayview	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Mondawmin Metro, Baltimore City Community College, Johns Hopkins University, Waverly, City College, Lake Montebello, Belair-Edison Main Street, Orchard Ridge, Lakewood, Orangeville, Elwood Park, Baltimore Highlands, Hopkins Bayview	
<b>APPROXIMATE LENGTH</b>	11 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	107,421 people
	<b>JOBS</b>	38,190 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	111,722 people
	<b>JOBS</b>	55,442 jobs





## CORRIDOR 22: Mondawmin to Hopkins Bayview

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>1</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>37</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>49%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>3,630 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>10,210 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>21%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>66%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>42%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>30%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>12%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>12%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>5,269 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>77%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>87%</b>

## CORRIDOR 22: Mondawmin to Hopkins Bayview

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 22: Mondawmin to Hopkins Bayview	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement






### TRANSIT READINESS SUMMARY

This corridor is within Baltimore City for its length and connects the important transit hub and dense mixed-use neighborhood at Mondawmin to Johns Hopkins Bayview, passing through both moderate- and high-density residential and mixed-use neighborhoods in North Central Baltimore and East Baltimore. It also serves Johns Hopkins University.

This corridor is extremely transit-ready with transit-supportive densities of residents and jobs for nearly its entire length, connected to the corridor by walkable street networks – with some room for improvement at the site level. One challenge this corridor could face is maintaining efficient surface transit operation on congested streets especially during peak hours. Additionally, care will have to be taken to locate transit stops on the Johns Hopkins University campus to allow both efficient service and access to the campus destinations. Focus on optimizing development opportunities on these sites that have existing major rail investment will increase the contribution of this corridor as key network link.

## CORRIDOR 22: Mondawmin to Hopkins Bayview

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Mondawmin Metro	●	●	●	●	●
Node 2: Baltimore City Community College	●	●	●	●	
Node 3: Johns Hopkins University	●	●	●	●	
Node 4: Waverly	●	●	●	●	
Node 5: City College	●	●	●	●	
Node 6: Lake Montebello	●	●	●	●	
Node 7: Belair-Edison Main Street	●	●	●	●	
Node 8: Orchard Ridge		●	●	●	
Node 9: Lakewood	●	●	●	●	
Node 10: Orangeville		●	●	●	
Node 11: Elwood Park	●	●	●	●	
Node 12: Baltimore Highlands	●	●	●	●	
Node 13: Hopkins Bayview	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

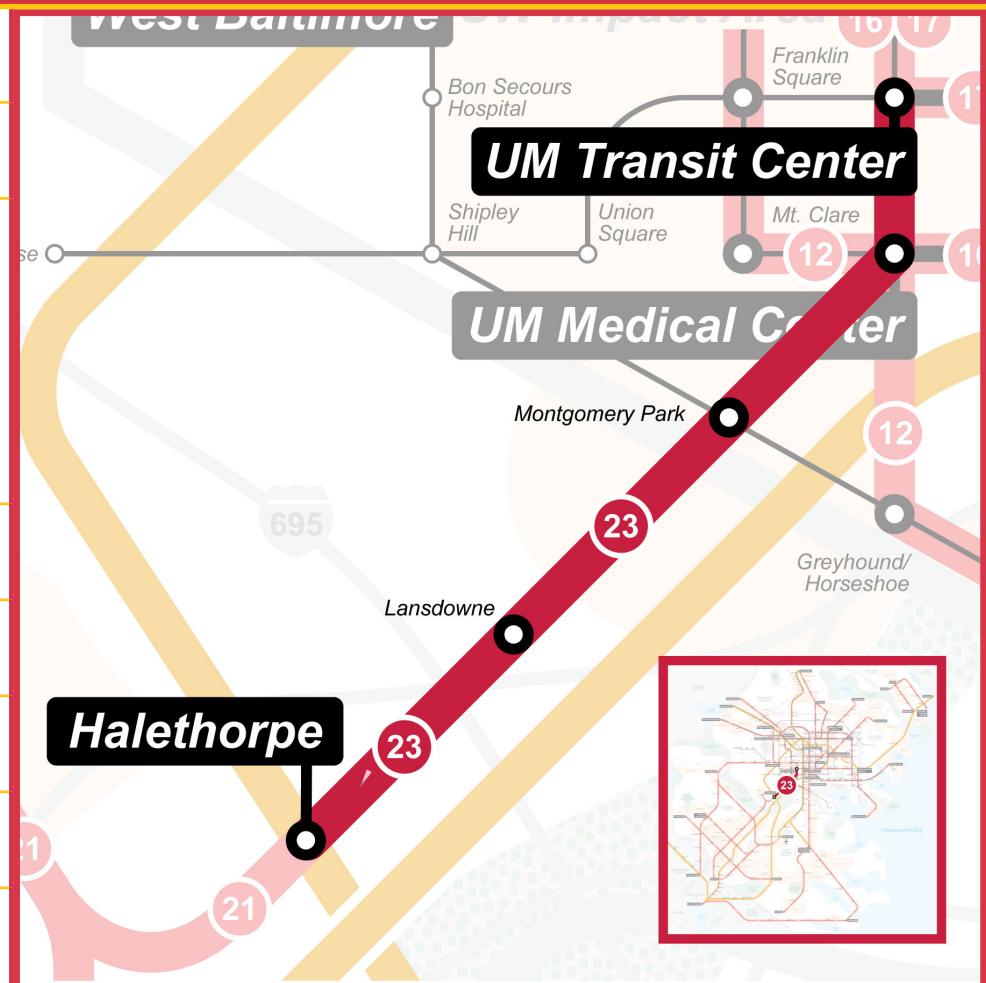
## CORRIDOR 23

## Halethorpe to UM Transit Center

*Subject to future feasibility analysis and local jurisdiction support*

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Halethorpe -- UM Transit Center	
<b>COUNTIES &amp; CITIES SERVED</b>	Baltimore City	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Halethorpe MARC, Landsdowne, Montgomery Park, University of Maryland Medical Center, UM Transit Center	
<b>APPROXIMATE LENGTH</b>	6 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	29,708 people
	<b>JOBS</b>	56,227 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	32,195 people
	<b>JOBS</b>	83,001 jobs



## CORRIDOR 23: Halethorpe to UM Transit Center

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>1</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>21</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>20%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>9,849 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>5,204 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>16%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>52%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>46%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>32%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>10%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>15%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>14,538 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>73%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>75%</b>

## CORRIDOR 23: Halethorpe to UM Transit Center

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 23: Halethorpe to UM Transit Center	●	●	●		●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement

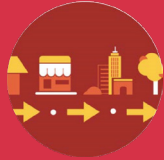




### TRANSIT READINESS SUMMARY

This corridor connects the University of Maryland Medical Center to the Halethorpe MARC Station, passing through moderate-density residential and mixed-use neighborhoods in Southwest Baltimore City and disconnected suburban residential neighborhoods and suburban big box commercial areas in Baltimore County. The portions of this corridor in Baltimore City are transit ready in terms of their density and their connected street and sidewalk networks. The portions in Baltimore County are more challenged by their lower densities, their less-connected street and path network and the large areas of surface parking.

Incentives for concentrated locations of denser infill development could generate more transit demand, and support high-amenity transit stops in the commercial zones. Increased path and street connectivity between nearby residential developments and the corridor could help connect potential riders to a transit service. In some segments, a challenge this corridor could face is maintaining efficient surface transit operation on congested streets and roads; this can be addressed using transit priority treatments on the roadway, where feasible.

## CORRIDOR 23: Halethorpe to UM Transit Center

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Halethorpe MARC	●	●	●		
Node 2: Landsdowne		●	●		
Node 3: Montgomery Park	●	●	●		
Node 4: University of Maryland Medical Center	●	●	●	●	
Node 5: UM Transit Center	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support



# CORRIDOR 24

## BWI Airport to Laurel

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	BWI Airport -- Laurel	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Laurel, Maryland City, Annapolis Junction/NSA, National Business Park, Arundel Mills/Maryland Live Casino, BWI Airport	
<b>APPROXIMATE LENGTH</b>	13 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	18,231 people
	<b>JOBS</b>	25,008 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	20,513 people
	<b>JOBS</b>	48,628 jobs



## CORRIDOR 24: BWI Airport to Laurel

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>3</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>7</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>4%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,952 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>1,423 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>26%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>60%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>13%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>1%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>7%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>6%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,795 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>60%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>1%</b>

## CORRIDOR 24: BWI Airport to Laurel

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 24: BWI Airport to Laurel	●	●			●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects downtown Laurel and Laurel MARC through Maryland City, Jessup MARC and NSA (Fort Meade), the National Business Park, Arundel Mills to BWI Airport. Downtown Laurel and major redevelopment underway and planned around the Laurel Racetrack makes this area generally transit-ready. Increasing comfortable, inviting pedestrian connections to medium-density neighborhoods just beyond strip commercial located along much of the route will offer a transit option for residents to reach the rich array of jobs, shopping and services in the corridor. NSA and the National Business Park employment centers have separate access points from major roads requiring coordination to make transit access to the sprawling job sites convenient for workers. Arundel Mills and the Maryland LIVE Casino have transit supportive densities but lack the design and site layout conditions and network to be comfortable and inviting for pedestrian access to stops. The Airport and BWI business zones will continue to attract workers making Transportation Management Associations like the BWI Business Partnership important to enabling design and marketing supportive of transit options for workers and visitors.

## CORRIDOR 24: BWI Airport to Laurel

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Laurel	●	●	●		
Node 2: Maryland City	●	●	●		
Node 3: Annapolis Junction/NSA	●	●	●		
Node 4: National Business Park	●	●	●		
Node 5: Arundel Mills/Maryland Live Casino	●	●	●		
Node 6: BWI Airport	●	●	●		

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

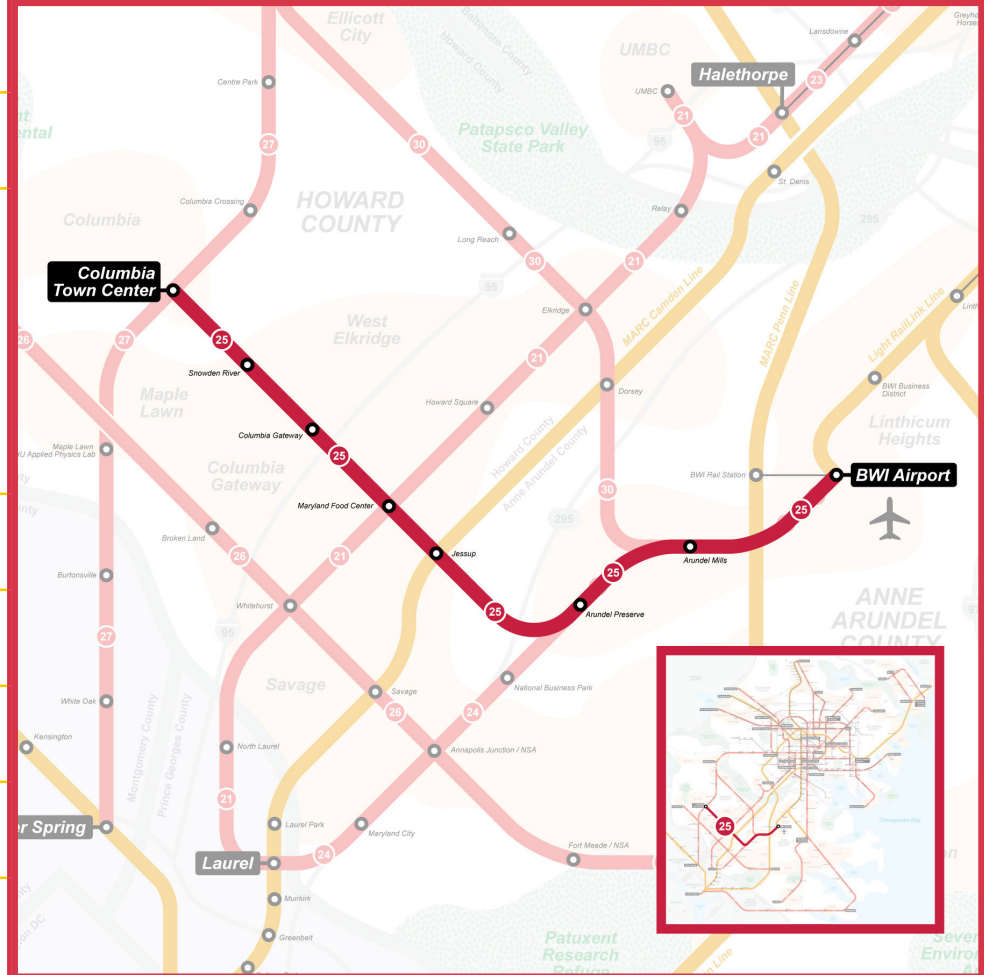
# CORRIDOR 25

## BWI Airport to Columbia Town Center

*Subject to future feasibility analysis and local jurisdiction support*

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	BWI Airport -- Columbia Town Center	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County, Howard County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Columbia Town Center, Snowden River, Columbia Gateway Business Park, Maryland Food Center, Jessup MARC, Arundel Preserve, Arundel Mills/ Maryland Live Casino, BWI Airport	
<b>APPROXIMATE LENGTH</b>	15 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	29,507 people
	<b>JOBS</b>	40,016 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	35,489 people
	<b>JOBS</b>	71,491 jobs



# CORRIDOR 25: BWI Airport to Columbia Town Ccenter

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>6</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>17</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>4%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>2,636 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>1,944 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>24%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>58%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>14%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>5%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>11%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>7%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>4,710 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>62%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>6%</b>

## CORRIDOR 25: BWI Airport to Columbia Town Ccenter

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 25: BWI Airport to Columbia Town Ccenter	●	●	●	●	●

● = Meets Conditions    ● = Meets Conditions but Needs Improvement

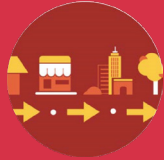




### TRANSIT READINESS SUMMARY

This corridor connects Columbia Town Center through the Maryland Food Center, Jessup MARC station and Arundel Mills Town Center to the BWI Airport area. While the corridor connects major regional job centers, shopping, and entertainment destinations, it also passes through rural areas and disconnected suburban neighborhoods not directly linked to one another or to the corridor's major roads, including MD 175 and BW Parkway. Local bus and circulator service and emerging microtransit linking dispersed riders to mixed-use and commercial centers accessed easily by transit will be required to support the operating investment envisioned. Networks of walkable streets, connections to bicycle path networks and mixed use, street-oriented development guidance is planned and being constructed as part of Columbia's Town Center but will also be important in the corridor's other destination centers. Transportation Management Associations, such as the BWI Business Partnership will also help to enable design and marketing supportive of transit options for workers and visitors.



## CORRIDOR 25: BWI Airport to Columbia Town Ccenter

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Columbia Town Center		●	●		●
Node 2: Snowden River	●	●	●		
Node 3: Columbia Gateway Business Park	●	●	●		
Node 4: Maryland Food Center	●	●	●		
Node 5: Jessup MARC	●	●	●		
Node 6: Arundel Preserve	●	●	●		
Node 7: Arundel Mills/Maryland Live Casino	●	●	●		
Node 8: BWI Airport		●	●		

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

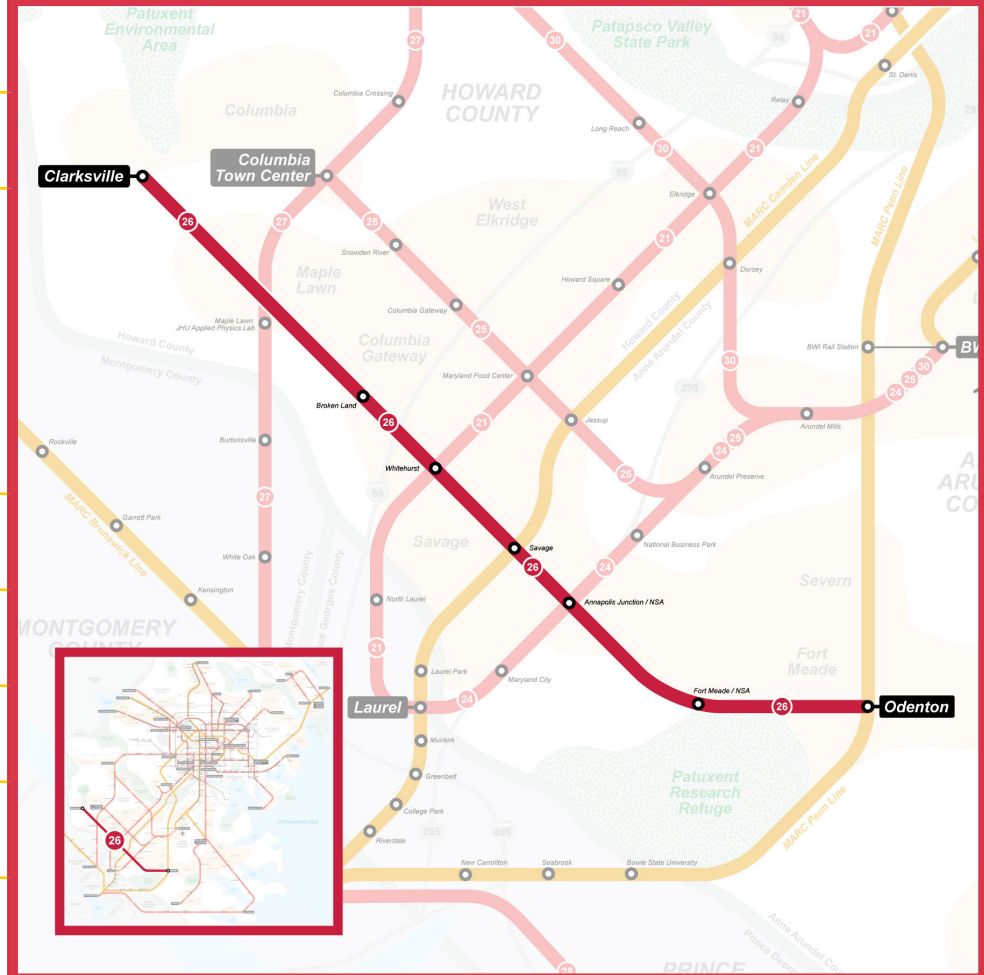
# CORRIDOR 26

## Odenton to Clarksville

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Odenton -- Clarksville	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County, Howard County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Clarksville, Broken Land, Whitehurst, Savage MARC, Annapolis Junction/NSA, Fort Meade, Odenton MARC	
<b>APPROXIMATE LENGTH</b>	17 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	29,719 people
	<b>JOBS</b>	47,357 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	31,974 people
	<b>JOBS</b>	50,936 jobs



## CORRIDOR 26: Odenton to Clarksville

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>16</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>1%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>2,851 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>1,789 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>24%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>45%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>12%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>3%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>8%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>6%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,066 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>48%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>45%</b>

## CORRIDOR 26: Odenton to Clarksville

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 26: Odenton to Clarksville	●	●			●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects Odenton MARC Station through Fort Meade, NSA, the Savage MARC station, and the Broken Land area of Columbia to Clarksville. Fort Meade and NSA employment centers have separate secure access from major roads requiring coordination to make transit access to the sprawling job sites convenient for workers. While Odenton MARC Station is developing with dense housing, most residential areas along the corridor are built in disconnected suburban patterns with some distance to major roads. Accessing the origins of work trips will require establishment of new network connections with local bus routes, shuttles, and possibly microtransit services to reach corridor stops. These transit stops should be placed in locations that focus density and mixed use near existing commercial and retail centers.

## CORRIDOR 26: Odenton to Clarksville

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Clarksville		●	●		
Node 2: Broken Land		●	●		
Node 3: Whitehurst		●	●		
Node 4: Savage MARC		●	●		
Node 5: Annapolis Junction/NSA		●	●		
Node 6: Fort Meade		●	●		
Node 7: Odenton MARC		●	●		

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

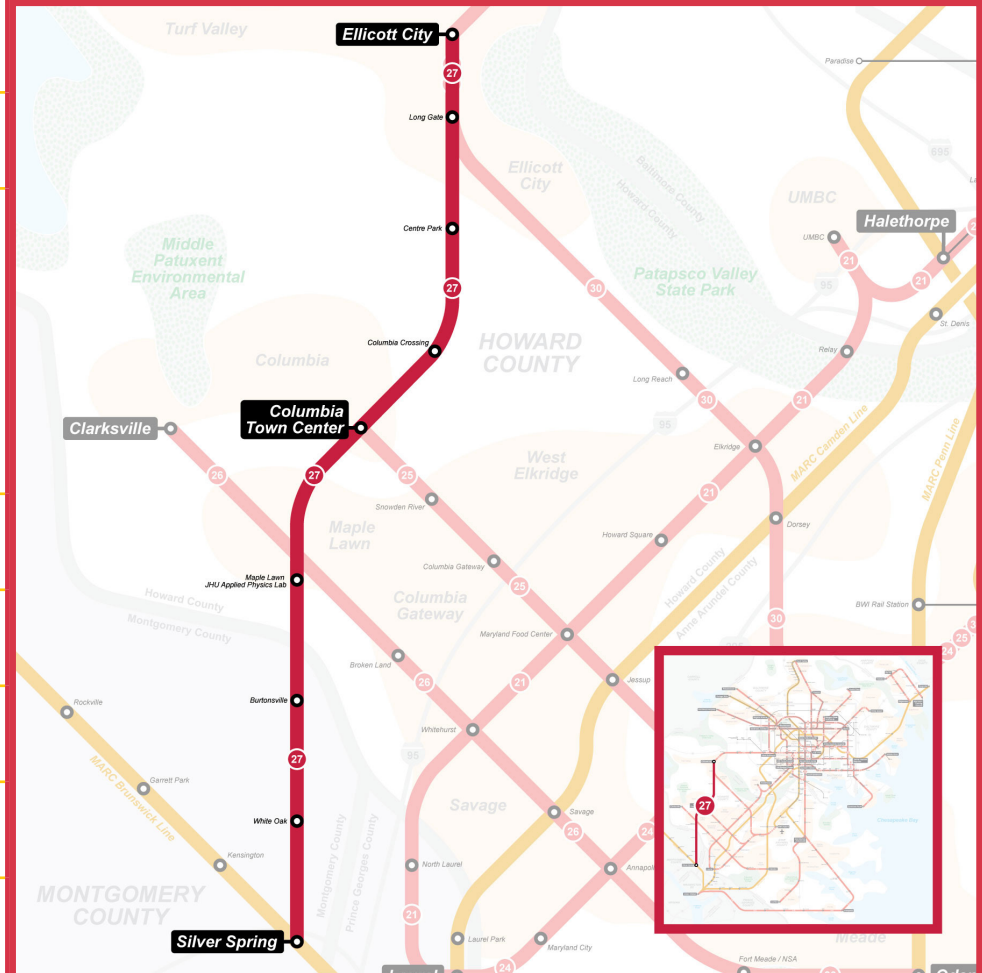
# CORRIDOR 27

## Ellicott City to Silver Spring

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Ellicott City -- Silver Spring	
<b>COUNTIES &amp; CITIES SERVED</b>	Howard County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Ellicott City, Long Gate, Centre Park, Columbia Crossing, Columbia Town Center, Maple Lawn/Johns Hopkins Applied Physics Lab, White Oak, Downtown Silver Spring	
<b>APPROXIMATE LENGTH</b>	12 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	31,291 people
	<b>JOBS</b>	19,369 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	43,355 people
	<b>JOBS</b>	44,041 jobs



## CORRIDOR 27: Ellicott City to Silver Spring

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>6</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>12</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>7%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,619 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>2,615 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>25%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>47%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>16%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>6%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>12%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>8%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,681 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>85%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>0%</b>



## CORRIDOR 27: Ellicott City to Silver Spring

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 27: Ellicott City to Silver Spring	●	●	●		●

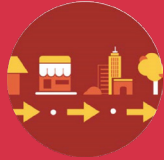




● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects Ellicott City through Columbia Town Center and the Johns Hopkins Applied Physics Lab to Downtown Silver Spring potentially using infrastructure of Montgomery County's BRT. Historic Ellicott City and downtown Columbia have walkable networks of streets with increasingly dense mixed use. Transit readiness in other locations along this largely suburban corridor through Howard County can be improved with planning to encourage infill development that will help to add density, land use diversity and more local street connections where stops or stations are envisioned.

## CORRIDOR 27: Ellicott City to Silver Spring

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Ellicott City	●	●			
Node 2: Long Gate	●	●			
Node 3: Centre Park	●	●			
Node 4: Columbia Crossing	●	●			
Node 5: Columbia Town Center	●	●			
Node 6: Maple Lawn/Johns Hopkins Applied Physics Lab	●	●			
Node 7: White Oak	●	●			
Node 8: Downtown Silver Spring	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

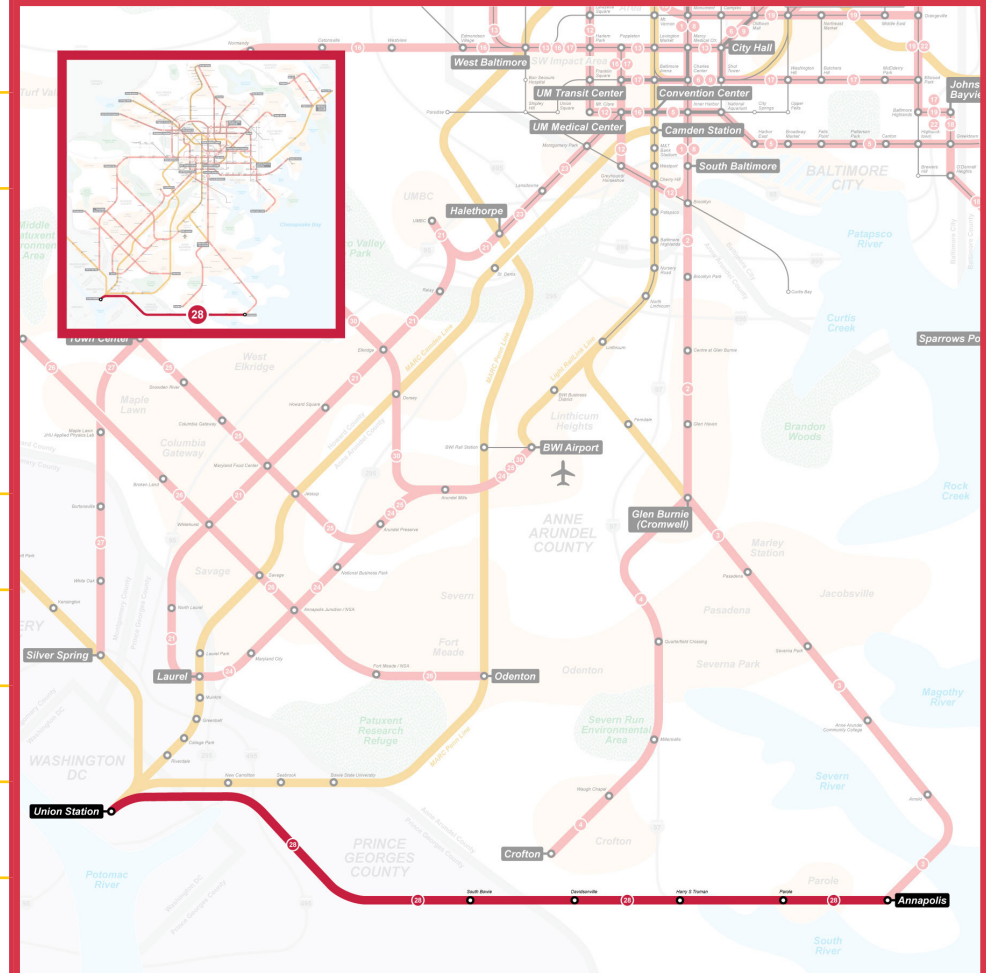
# CORRIDOR 28

## Annapolis to Union Station

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Annapolis -- Union Station	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Annapolis, Parole, Harry S. Truman, Davidsonville, South Bowie, Union Station	
<b>APPROXIMATE LENGTH</b>	12 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	21,227 people
	<b>JOBS</b>	31,811 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	21,928 people
	<b>JOBS</b>	47,319 jobs



## CORRIDOR 28: Annapolis to Union Station

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>5</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>14</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>12%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>2,575 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>1,719 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>19%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>27%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>19%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>8%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>16%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>8%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,831 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>34%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>8%</b>

## CORRIDOR 28: Annapolis to Union Station

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 28: Annapolis to Union Station	●	●	●		●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects downtown Annapolis through Parole to Union Station. Annapolis and Parole are rich with jobs, retail and services, including Arundel Medical Center, and dense residential and mixed-use neighborhoods. Annapolis Transit serves much of the area today connecting places well beyond the corridor to the future Parole area transit center, a likely key node on this corridor. For many miles beyond Parole the corridor is rural with only modest concentrations of development in Anne Arundel County. Continuing to support new streets and crossing connections from suburban scale developments in Parole will improve that area's transit readiness. However, a viable premium transit corridor to Washington, DC will require considerable focus on establishing concentrations of density designed with connected street networks at appropriate locations not currently supported by zoning.

## CORRIDOR 28: Annapolis to Union Station

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Annapolis	●	●	●	●	
Node 2: Parole	●	●	●		
Node 3: Harry S. Truman	●		●		
Node 4: Davidsonville			●		
Node 5: South Bowie			●		
Node 6: Union Station	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

## CORRIDOR 29

## Bel Air to Edgewood

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Bel Air -- Edgewood	
<b>COUNTIES &amp; CITIES SERVED</b>	Harford County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Downtown Bel Air, Emmorton, Box Hill, Edgewood	
<b>APPROXIMATE LENGTH</b>	9 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	28,500 people
	<b>JOBS</b>	13,289 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	30,205 people
	<b>JOBS</b>	28,972 jobs





## CORRIDOR 29: Bel Air to Edgewood

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>2</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>3</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>0%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>1,459 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>3,129 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>29%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>25%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>21%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>6%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>13%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>10%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,181 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>75%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>28%</b>

## CORRIDOR 29: Bel Air to Edgewood

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 29: Bel Air to Edgewood	●	●			






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This corridor connects Downtown Bel Air to Edgewood MARC Station. Bel Air has the most connected street and path network and Edgewood, which is largely low density residential, has a good network of connected streets. Other areas along the corridor include suburban commercial, residential as well as an industrial center between I95 and US 40. These areas will face difficulties connecting pedestrians to a transit service without more comfortable pedestrian networks and increased densities around areas envisioned for stops or stations.

## CORRIDOR 29: Bel Air to Edgewood

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Downtown Bel Air	●	●	●	●	
Node 2: Emmorton	●	●	●	●	
Node 3: Box Hill	●	●	●	●	
Node 4: Edgewood	●	●	●	●	

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support

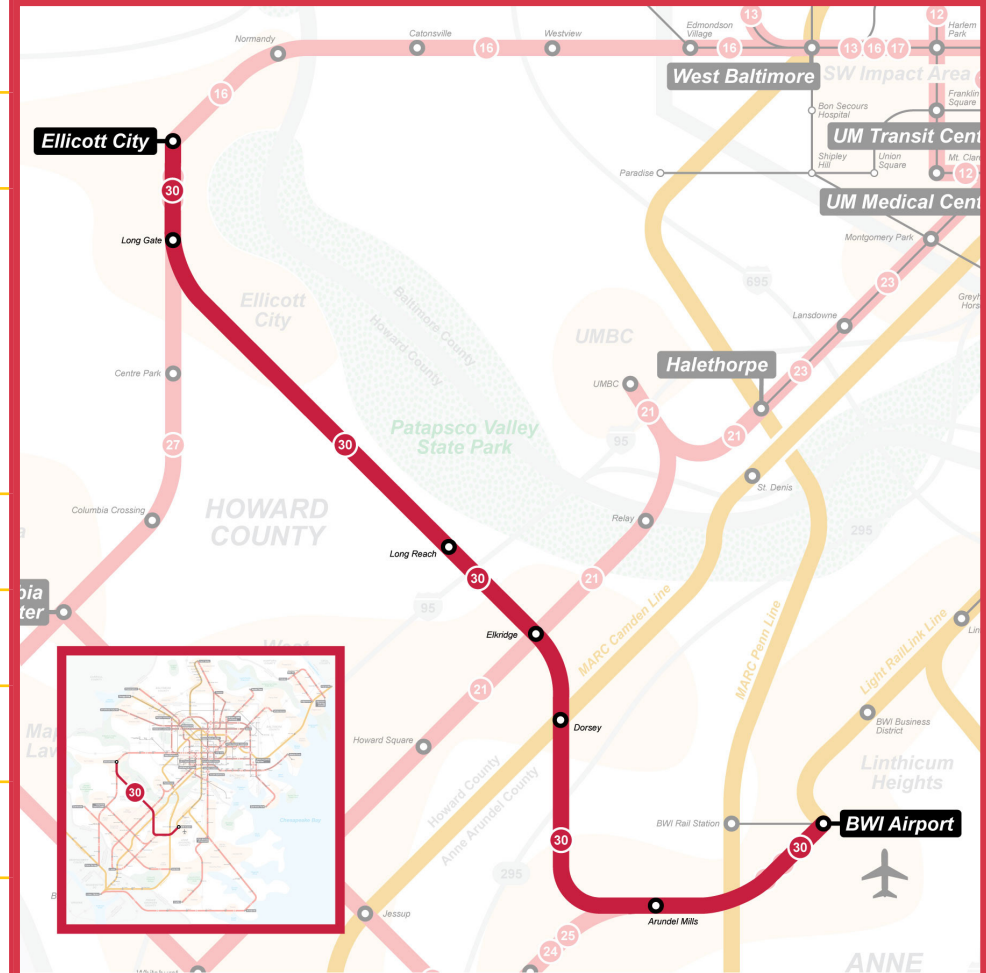
# CORRIDOR 30

## Ellicott City to BWI Airport

Subject to future feasibility analysis and local jurisdiction support

### CORRIDOR OVERVIEW

<b>ENDPOINTS</b>	Ellicott City -- BWI Airport	
<b>COUNTIES &amp; CITIES SERVED</b>	Anne Arundel County, Howard County	
<b>ACTIVITY CENTERS &amp; POINTS OF INTEREST</b>	Ellicott City, Long Gate, Long Reach, Elkridge, Dorsey MARC, Arundel Mills Mall/Maryland LIVE Casino, BWI Airport	
<b>APPROXIMATE LENGTH</b>	14 miles	
<b>TOTAL EXISTING WITHIN 1/2 MILE</b>	<b>POPULATION</b>	32,340 people
	<b>JOBS</b>	31,133 jobs
<b>TOTAL PROJECTED WITHIN 1/2 MILE (2045)</b>	<b>POPULATION</b>	36,528 people
	<b>JOBS</b>	52,881 jobs



## CORRIDOR 30: Ellicott City to BWI Airport

## EVALUATION RESULTS

EVALUATION MEASURE	QUESTION ADDRESSED	REPORTED AS	RESULT
<b>GAP</b>	Does this corridor address a current or future transit gap?	yes/no	<b>YES</b>
<b>EXISTING PLANS</b>	Is the corridor in existing plans?	yes/no	<b>YES</b>
<b>IMPROVE SERVICE</b>	Does the corridor improve existing service?	count of routes which could be improved	<b>1</b>
<b>TRANSFER POTENTIAL</b>	How many transit routes can you transfer to?	count of intersecting transit routes	<b>14</b>
<b>SUPPORTIVE LAND USE</b>	Is land use transit supportive?	% of corridor with transit supportive land use	<b>3%</b>
<b>EXISTING JOBS</b>	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	<b>2,163 jobs/mi</b>
<b>POPULATION ACCESS</b>	Number of residents accessible to the corridor?	total population per mile within ½ mile of corridor	<b>2,247 people/mi</b>
<b>LONG WORK COMMUTES</b>	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	<b>21%</b>
<b>MINORITY ACCESS</b>	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	<b>50%</b>
<b>LOW-INCOME ACCESS</b>	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	<b>14%</b>
<b>ZERO CAR ACCESS</b>	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	<b>3%</b>
<b>SENIOR ACCESS</b>	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	<b>9%</b>
<b>DISABLED ACCESS</b>	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	<b>6%</b>
<b>FUTURE JOBS</b>	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	<b>3,674 jobs/mi</b>
<b>SUPPORTIVE ZONING</b>	Is zoning transit supportive?	% of corridor with transit supportive zoning	<b>80%</b>
<b>GROWTH AREA</b>	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	<b>2%</b>

## CORRIDOR 30: Ellicott City to BWI Airport

## TRANSIT READINESS: OVERALL

CORRIDOR	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Corridor 30: Ellicott City to BWI Airport	●	●			●






● = Meets Conditions    ● = Meets Conditions but Needs Improvement

### TRANSIT READINESS SUMMARY

This Corridor connects Ellicott City in the Normandy/US 40 area through eastern Columbia and Elkrige to the Dorsey MARC Station and Arundel Mills to BWI Airport Area. Downtown Ellicott City and a small area of Elkrige are considered transit ready with connected streets and densities sufficient to warrant a transit investment. The Long Gate area and Columbia neighborhoods will require deviation from main roads to reach suburban scale neighborhoods and commercial centers. Arundel Mills and the Maryland LIVE Casino have transit supportive densities but lack the environmental conditions and network comfortable and are not inviting for pedestrian access to stops. The Airport and BWI business zones will continue to attract workers making Transportation Management Associations like the BWI Business Partnership important to enabling design and marketing supportive of transit options for workers and visitors.

## CORRIDOR 30: Ellicott City to BWI Airport

## TRANSIT READINESS: BY CORRIDOR

NODE	 DESTINATIONS ALONG PATH	 DENSITY OF USES	 CONNECTED NETWORK	 COMFORT	 PROGRAMS & INCENTIVES
Node 1: Ellicott City	●	●			
Node 2: Long Gate	●	●			
Node 3: Long Reach	●	●			
Node 4: Elkridge	●	●			●
Node 5: Dorsey MARC	●	●			
Node 6: Arundel Mills Mall/Maryland LIVE Casino	●	●			
Node 7: BWI Airport	●	●			

● = Meets Conditions

● = Meets Conditions but Needs Improvement

Subject to future feasibility analysis and local jurisdiction support