Morgan State Univ. to South Baltimore Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR O	VERVIEW
ENDPOINTS	Morgan St	ate Univ Port Covington	Cold Spring Lane 6 8 Morgan State University
COUNTIES & CITIES SERVED		Baltimore City	Druid Hill Park Johns Hopkins University Lake Montebello
ACTIVITY CENTERS & POINTS OF INTEREST	College, Waverly North, Penn S Monument, Me	University, Lake Montebello, City y, Johns Hopkins University, Station Station, Midtown/UB, Washington rcy Medical Center, Charles Center arbor, Federal Hill, South Baltimore	North Reservoir Hill North Avenue Station Reservoir Hill North Courthouse Square Courthouse Square East Impact Area 10 Penn Station Iltural Center Mictown/UB Square Mictown/UB Washington Monument Prison Complex Square Johnston Square Johnston Square Johnston Square Johnston Square Johnston Square Mictown/UB Washington Monument Prison Complex Square Johnston Square Johnston Square Johnston Square Johnston Square Johnston Square Mictown/UB Mictown/UB Prison Complex Square Johnston Square Johnston Square Johnston Square Johnston Square Johnston Square Mictown/UB
APPROXIMATE LENGTH		7 miles	12 Harlem Poppleton Park Poppleton Middle East Market Market Middle East Market Middle East Market Market Middle East Market Middle East Market Market Middle East Market Market Middle East Market Market Middle East Market Middle East Market Market Middle East Market Middle East Market Middle East Market Middle East M
TOTAL EXISTING	POPULATION	80,829 people	Pact Area 16 17 Baltimore Charles Canter Tower H. Washington Butchers McElderry H. Square 17 6 9 9 17
WITHIN 1/2 MILE JOBS 1		119,284 jobs	Transit Center Union Mt. Clare Square O-12-0-16 Square O-12-0-16 Square City Springs City Springs Figure Springs Malional Aquarium Springs Figure Sp
TOTAL PROJECTED	POPULATION	102,817 people	edical Center - Can en Station Harbor Brog East Mari Station 1 M&T Station 1
WITHIN 1/2 MILE (2045)	JOBS	207,966 jobs	Westport South Baltimore Greyhound/ Horseshoe Cherry Hill Cherry Hill



CORRIDOR 1: Morgan State Univ. to South Baltimore

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



CORRIDOR 1: Morgan State Univ. to South Baltimore

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	•	•			•

= Meets Conditions

= Meets Conditions but Needs Improvement



Glen Burnie to South Baltimore

Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR C	VERVIEW
ENDPOINTS	Glen B	urnie Port Covington	Montgomery Park 12 M&T Bank Stadium 8 South Baltimore BALTIMORE
COUNTIES & CITIES SERVED	Anne Arun	del County, Baltimore City	Lansdowne Cherry Hill CITY 12 Brooklyn Palapsco
ACTIVITY CENTERS & POINTS OF INTEREST		, Brooklyn, Brooklyn Park, Centre at Glen Haven, Cromwell Light Rail	North Linhicum S95 Curtis Bay Curtis Creek
APPROXIMATE LENGTH		7 miles	Centre at Glen Burnie
TOTAL EXISTING	POPULATION	27,933 people	BWI Business District Linthicum Heights Ferndale Glen Haven
WITHIN 1/2 MILE	JOBS	12,837 jobs	BWI Airport
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	41,458 people	Glen Burnie
(2045)	JOBS	30,713 jobs	ANNE ARUNDEL (Cromwell) COUNTY Glen Burnle (Cromwell) Marley Station



CORRIDOR 2: Glen Burnie to South Baltimore

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



CORRIDOR 2: Glen Burnie to South Baltimore

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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.

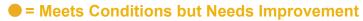
Due to the relatively small and shallow commercial lots in some areas, redevelopment may be challenging. For this reason, a comprehensive corridor study would be helpful to identify potential locations to concentrate redevelopment and increased land use density. Improving the density and quality of pedestrian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





Glen Burnie to AnnapolisSubject to future feasibility analysis and local jurisdiction support

		CORRIDOR (OVERVIEW
ENDPOINTS	Glen	Burnie Annapolis	Rock Creek
COUNTIES & CITIES SERVED	Anı	ne Arundel County	Glen Burnie (Cromwell) 3 Marley Station
ACTIVITY CENTERS & POINTS OF INTEREST		Rail, Pasadena, Severna Park, Anne nunity College, Arnold, Annapolis	Pasadena Jacobsville Pasadena Quarterfield Crossing Severna Park
APPROXIMATE LENGTH		17 miles	Severn Run Environmental Area Millerville
TOTAL EXISTING	POPULATION	42,367 people	Severn River
WITHIN 1/2 MILE	JOBS	27,592 jobs	Arnold Q
TOTAL PROJECTED	POPULATION	47,177 people	Parole
WITHIN 1/2 MILE (2045)	JOBS	43,585 jobs	widson/ Parole (28) •- Annapolis



CORRIDOR 3: Glen Burnie to Annapolis

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



CORRIDOR 3: Glen Burnie to Annapolis

TRANSIT READINESS: OVERALL

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

= Meets Conditions

= Meets Conditions but Needs Improvement

TRANSIT READINESS SUMMARY

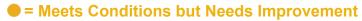
This corridor connects Annapolis to the Cromwell Light RailLink Station; it also has the potential to serve Anne Arundel Community College, though this destination would either require a slightly circuitous transit path or connection using micromobility from the campus to a central transit stop. This 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	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	•		•	•	





Glen Burnie to Crofton

Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR O	OVERVIEW	
ENDPOINTS	Gle	en Burnie Crofton	Arundel Mills	
COUNTIES & CITIES SERVED	An	ne Arundel County	ANNE ARUNDEL (Cromwell) COUNTY Glen Burnie (Cromwell) Marley Station	
ACTIVITY CENTERS & POINTS OF INTEREST	Cromwell Light Rail, Baltimore Washington Medical Center, Quarterfield Crossing, Millersville, Waugh Chapel, Crofton			Jaco
APPROXIMATE LENGTH		15 miles	Severn Run	Y
TOTAL EXISTING	POPULATION	44,729 people	Environmental Area Milersville	Commi
WITHIN 1/2 MILE	JOBS	16,411 jobs	Waugh Chapel	eve Rive
TOTAL PROJECTED	POPULATION	50,720 people	[©] An _{inter} Co _{lli} Grofton	waha Day
WITHIN 1/2 MILE (2045)	JOBS	27,069 jobs	Crofton Crofton	Parole



CORRIDOR 4: Glen Burnie to Crofton

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



CORRIDOR 4: Glen Burnie to Crofton

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	COMFORT	PROGRAMS & INCENTIVES
Node 1: Cromwell Light Rail					
Node 2: Baltimore Washington Medical Center					
Node 3: Quarterfield Crossing					
Node 4: Millersville					
Node 5: Waugh Chapel			•		
Node 6: Crofton			•		





Convention Center to Middle River

Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR (OVERVIEW
ENDPOINTS	Convent	ion Center Middle River	Morgan State University Weretry Weretry Worder Worder Worder Worder Nottingham
COUNTIES & CITIES SERVED	Baltimo	re County, Baltimore City	John Fermin Committee Country Continues Space Country
ACTIVITY CENTERS & POINTS OF INTEREST	Acquarium, Ha Point, Patters	n Center, Inner Harbor, National arbor East, Broadway Market, Fells son Park, Canton, Highlandtown, astwood, Eastpoint, Essex, Middle River	State/Cultural Center
APPROXIMATE LENGTH	11 miles		Camden Statio. Mater Booksway Pair Pair Paperson Genetics Greated Gre
TOTAL EXISTING	POPULATION	82,361 people	Patapsco Platinon 2 Patapsco River
WITHIN 1/2 MILE	JOBS	111,847 jobs	Rosely Breedyn Pass Courtin Bay
TOTAL PROJECTED	POPULATION	92,864 people	Curtis Crock Sparrows Point Curto at Gien Burnie
WITHIN 1/2 MILE (2045)	JOBS	194,191 jobs	



CORRIDOR 5: Convention Center to Middle River

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	5
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	39
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	34%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	10,407 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $1/2$ mile of corridor	7,663 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	18%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	37%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	32%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	20%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	11%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	12%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	18,069 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	76%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	81%



CORRIDOR 5: Convention Center to Middle River

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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 Acquarium			•		•
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



Towson to UM Transit Center

Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR O	VERVIEW		
ENDPOINTS	Towso	on UM Transit Center	Kenilworth Towson		
COUNTIES & CITIES SERVED	Baltimor	re County, Baltimore City	e County Falls Road B Hillendale Parkville		
ACTIVITY CENTERS & POINTS OF INTEREST	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		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		Belvedere Square Good Samaritan Hospital Waltherson Waltherson Waltherson Waverly O'Druid Hill Park Johns Hopkins University Waverly Waverly Waverly City College Lake Montebello Green Green Green Green Green
APPROXIMATE LENGTH			20 Berea 1 3 6 East Impact		
TOTAL EXISTING	POPULATION	106,102 people	Sandtown-Winchester Upton Mt. Royal Penn Station State/Cultural Ce. '97 Mchown/UB Square Johnston Square		
WITHIN 1/2 MILE	JOBS	131,752 jobs	Lafayette Area 19 Washington Complex 6 9 M. Vernon 1 8 Oldtown		
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	113,661 people	Harlem Poppleton Merket Medical Cit. Medical		
(2045)	JOBS	230,094 jobs	Bon Secours Square 6 6 6 6 17 UM Transit Center Convention Center Shipley Union Mt. Clare Inner Harbor National City Square Source Fells		



CORRIDOR 6: Towson to UM Transit Center

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	2
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	55
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	63%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	14,803 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $1/2$ mile of corridor	11,921 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	20%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	61%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	39%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	34%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	10%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	12%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	25,852 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	84%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	66%



CORRIDOR 6: Towson to UM Transit Center

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	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

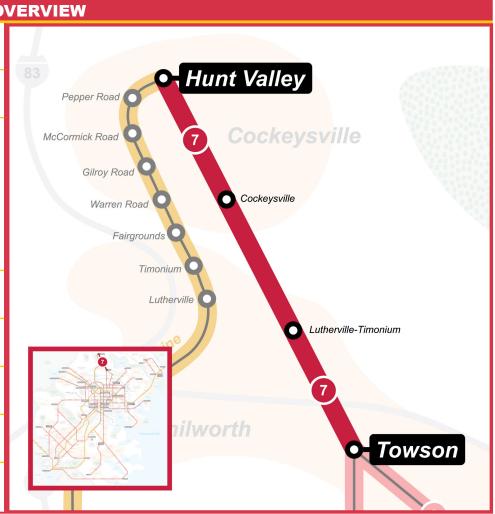




Towson to Hunt Valley

Subject to future feasibility analysis and local jurisdiction support

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





CORRIDOR 7: Towson to Hunt Valley

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	2
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	6
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	21%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	7,102 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $1/2$ mile of corridor	3,426 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	17%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	30%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	19%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	10%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	16%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	9%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	9,827 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	50%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	9%



CORRIDOR 7: Towson to Hunt Valley

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	COMFORT	PROGRAMS & INCENTIVES
Node 1: Towson Town Center					
Node 2: Lutherville/Timonium					
Node 3: Cockeysville					
Node 4: Hunt Valley					





Towson to South Baltimore

Subject to future feasibility analysis and local jurisdiction support

	CORRIDOR OVERVIEW					
ENDPOINTS	Tow	son Port Covington	Kenilworth Towson			
COUNTIES & CITIES SERVED	Baltimo	re County, Baltimore City	83 805 Partiville Parkville Allendale			
ACTIVITY CENTERS & POINTS OF INTEREST	Hospital, City (North, Penn Sta	Center, Hillendale, Good Samaritan College, Greenmount North, Station Ition, Mercy Medical Center, Charles o, Inner Harbor, South Baltimore	Punto City M. Washington Balanders Good Samantan Hoogstal Putry I Printico Park Cold Spring Lane Hoogstal Woodberry Done Hipstria Cold Spring Lane Acronia Mondawnin North North			
APPROXIMATE LENGTH		13 miles	Sandtown- Upton Mt. Royal Penn Station State/: Iftural Center West EBDI Area 10 Orchard Ridge Orchard Ridge Area Orchard Ridge Lakewood Lakewood			
TOTAL EXISTING	POPULATION	125,774 people	Machington Reposition Resident Poppleton Resident Residen			
WITHIN 1/2 MILE	JOBS	137,159 jobs	Tore SW Impact Area 10 17 Ballmore Area 10 17 Ballmore Area 10 17 Ballmore Conter Conv niion Center Conv niion Center			
TOTAL PROJECTED	POPULATION	147,599 people	The spile of the s			
WITHIN 1/2 MILE (2045)	JOBS	242,280 jobs	Montgomery Park 12 MET Blank Stadum Westport Churry Hill Lanadowne COTTY			



CORRIDOR 8: Towson to South Baltimore

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	3
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	51
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	51%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	10,177 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $1/2$ mile of corridor	9,332 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	19%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	67%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	34%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	27%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	12%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	12%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	17,977 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	81%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	73%



CORRIDOR 8: Towson to South Baltimore

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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.

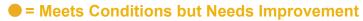


CORRIDOR 8: Towson to South Baltimore

TRANSIT READINESS: BY CORRIDOR

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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





North Plaza to UM Transit Center

Subject to future feasibility analysis and local jurisdiction support

	CORRIDOR OVERVIEW						
ENDPOINTS	North P	laza UM Transit Center	Light RailLink Lill Kenilworth North Plaza				
COUNTIES & CITIES SERVED	Baltimo	re County, Baltimore City	Towson 9				
ACTIVITY CENTERS & POINTS OF INTEREST	Hamilton-Laura Montebello, C Developmen Mall, City Hall,	opping Center, Parkville Main Street, aville Main Street, Waltherson, Lake ourthouse Square, East Baltimore t Initiative (EBDI) area, Old Town Shot Tower, Charles Center Metro, na, University of Maryland Medical Center	a County Parkville Parkville Hillendale Parkville Hamilton Flamilton Good Samantan Flamilton Good Samantan Flamilton Flamilton Putt Cold Spring Lane Heights Good Samantan Flamilton Putt College Woodberry Overfea Lake Montebello Lake Montebello Balant Courthouse Square Balant Counthouse Square Counthouse Square Counthouse Square				
APPROXIMATE LENGTH	11 miles		20 East Impact Sandown- Upton Mt. Royal Pena Station Area 10 Orchard Ridge Holl				
TOTAL EXISTING	POPULATION	92,424 people	State/Cultural Center West Impact Lahyette Area 19 State/Cultural Center Addition/UB Square Square Johnston Johnston Johnston Johnston Johnston Johnston Johnston Johnston				
WITHIN 1/2 MILE	JOBS	105,804 jobs	Square Square Octoon Male Octoon Market Mark				
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	97,767 people	Bon Stocours Bon Stocours Bon Stocours Bon Stocours Center Square Stocours Convention Center				
(2045)	JOBS	188,079 jobs	Square (12) (16) (5) Inner Harbor Malional City Canton City				



CORRIDOR 9: North Plaza to UM Transit Center

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



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





White Marsh to Johns Hopkins Hospital Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR (OVERVIEW
ENDPOINTS	White Mars	h Johns Hopkins Hospital	Parkville Parkville 95
COUNTIES & CITIES SERVED	Baltimo	re County, Baltimore City	Good Samaritan Hospital
ACTIVITY CENTERS & POINTS OF INTEREST		all, Putty Hill, Overlea, Gardenville, n, Berea, Johns Hopkins Hospital	Morgan State University City College Lake Montebello Courthouse Square A Waltherson Overlea University Courthouse Square Dutty Hill White Marsh Overlea University Edison Erankford BALTIMORE COUNTY
APPROXIMATE LENGTH		10 miles	9 East Impact Area 10 Orchard Ridge Hollander Ridge 695
TOTAL EXISTING	POPULATION	74,811 people	Johnston Square Johns Hopkins Hospital Johns Hopkins Hospital
WITHIN 1/2 MILE	JOBS	39,035 jobs	19 Orangeville Northeast Market Middle East
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	79,848 people	fall Washington Butchers McElderry Park Hill Park Park Park Park Park Park Park
(2045)	JOBS	53,293 jobs	City Upper Fells Baltimore Highlands 19



CORRIDOR 10: White Marsh to Johns Hopkins Hospital

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	2
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	22
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	25%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	3,788 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $rac{1}{2}$ mile of corridor	7,259 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	23%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	71%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	39%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	26%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	11%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	12%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	5,171 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	80%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	58%



CORRIDOR 10: White Marsh to Johns Hopkins Hospital

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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.

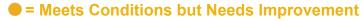


CORRIDOR 10: White Marsh to Johns Hopkins Hospital

TRANSIT READINESS: BY CORRIDOR

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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		•	•	•	•







Fallston to Aberdeen Proving Ground

Subject to future feasibility analysis and local jurisdiction support

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





CORRIDOR 11: Fallston to Aberdeen Proving Ground

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



CORRIDOR 11: Fallston to Aberdeen Proving Ground

TRANSIT READINESS: OVERALL

= Meets Conditions but Needs Improvement

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

TRANSIT READINESS SUMMARY

= Meets Conditions

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.

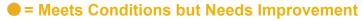
This corridor faces the major transit readiness challenge of low densities of residents and jobs within the corridor's reasonable "catchment" area, except near its ends. Serving this corridor well with transit will require either significant land use change over time or the development of a very limited-stop 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	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					





Mondawmin to South Baltimore

Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR C	OVERVIEW
ENDPOINTS	Monda	wmin Port Covington	Forest Park BCCC Druid Hill Park Johns Hopkins University University Avenue North
COUNTIES & CITIES SERVED		Baltimore City	Penn-North Reservoir Hill Avenue North North Ction State Univ. 13 State Univ.
ACTIVITY CENTERS & POINTS OF INTEREST	Winchester, Lafa Square, Mt. Cla	n Metro, Penn-North, Sandtown- ayette Square, Harlem Park, Franklin Ire, UM Medical Center, Greyhound/ e, Cherry Hill, South Baltimore	Lafayette Area 19 Washington Monument Complex 6 9 Lafayette Area 19 Washington Monument Complex 19 Washington Monument Prison Complex 19 Washington Monument Prison Complex 19 Lexington Mercy Medical Ctr. Washington Monument Prison Complex 19 Lexington Market Medical Ctr.
APPROXIMATE LENGTH	7 miles		/est Baltimore SW Impact Franklin Square Bon Secours 13 16 17 Franklin Square 14 Baltimore Arena Charles Center Tower Tower Tower
TOTAL EXISTING	POPULATION	53,890 people	UM Transi Center Mt. Clare Mt. Clare UM Medical Center Um Medic
WITHIN 1/2 MILE	JOBS	17,005 jobs	lical Cente • Camden Station Harbor East
TOTAL PROJECTED WITHIN 1/2 MILE (2045)	POPULATION	56,812 people	12 M&T Bank Stadium Westport South Baltimore
	JOBS	33,115 jobs	Greyhound/ Horseshoe Cherry Hill 12 Brooklyn



CORRIDOR 12: Mondawmin to South Baltimore

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



CORRIDOR 12: Mondawmin to South Baltimore

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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.

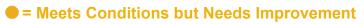


CORRIDOR 12: Mondawmin to South Baltimore

TRANSIT READINESS: BY CORRIDOR

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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





Rogers Avenue to City Hall Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR O	VERVIEW
ENDPOINTS	Roge	ers Avenue City Hall	Milford Mal Pimilco Park Cold Spring Lane
COUNTIES & CITIES SERVED		Baltimore City	Rogers Avenue 6 14 22 Woodberry City
ACTIVITY CENTERS & POINTS OF INTEREST	Junction, We	ue Metro, Forest Park, Walbrook st Baltimore MARC, Harlem Park, ington Market Metro, Mercy Medical Center, City Hall	Doughtill Park Doughtill Park Johns Hopkins University Univer
APPROXIMATE LENGTH		8 miles	Lafayette Area Lafayette Area Square Mt. Vamon Square Mest Poppleton Park West Baltimore Baltimore Park 13 (13) (13) (14) (15) (15) (16) (16) (17) (18) (18) (19) (19) (20) (20) (20) (3) (10) (11) (12) (13) (13) (14) (15) (15) (16) (17) (18) (18) (19) (20)
TOTAL EXISTING	POPULATION	81,959 people	West Baltimore SW Impact Area 16 17 Frankin Square 17
WITHIN 1/2 MILE	JOBS	100,484 jobs	Paradise O UM Transit Center Shipley Union Mt. Clare Square O 12 0 16
TOTAL PROJECTED	POPULATION	85,748 people	UM Medical Center Montgomery Park 12
WITHIN 1/2 MILE (2045)	JOBS	171,503 jobs	Lansdowne Lansdowne 12 95



CORRIDOR 13: Rogers Avenue to City Hall

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	4
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	56
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	55%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	12,791 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $rac{1}{2}$ mile of corridor	10,433 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	22%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	89%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	54%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	40%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	14%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	17%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	21,832 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	88%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	95%



CORRIDOR 13: Rogers Avenue to City Hall

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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.

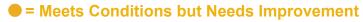


CORRIDOR 13: Rogers Avenue to City Hall

TRANSIT READINESS: BY CORRIDOR

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	•		•	•	







Mondawmin to Reisterstown

Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR C	OVERVIEW
ENDPOINTS	Monda	awmin Reisterstown	Carroll County
COUNTIES & CITIES SERVED	Baltimor	e County, Baltimore City	Eathron
ACTIVITY CENTERS & POINTS OF INTEREST	Reisterstown, G	arrison, Pimlico, Mondawmin Metro	Reisterstown 795 gs Mills Garrison Pikesville Pikesville Pikesville Pikesville Pikesville Baltimore County Mt. Wa
APPROXIMATE LENGTH		10 miles	Milford Mill Reisterstown Plaza Pimilco Park Heights Rockdale Rockdale Rockdale Rockdale Rockdale
TOTAL EXISTING	POPULATION	69,913 people	Windsor Mill West Cold Spring O Druid Hill Park
WITHIN 1/2 MILE	JOBS	33,516 jobs	Locheam 15 Forest Park BCCC Walbrook Junction Cappin State Univ. 12
TOTAL PROJECTED	POPULATION	62,815 people	Social Security Social Security
WITHIN 1/2 MILE (2045)	JOBS	41,133 jobs	Lafayette Square



CORRIDOR 14: Mondawmin to Reisterstown

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



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	COMFORT	PROGRAMS & INCENTIVES
Node 1: Reisterstown					
Node 2: Garrison	•				
Node 3: Pimlico			•		
Node 4: Mondawmin Metro	•			•	



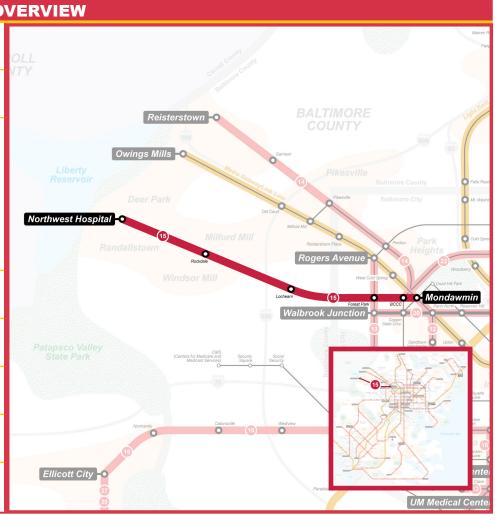




Mondawmin to Northwest Hospital

Subject to future feasibility analysis and local jurisdiction support

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







CORRIDOR 15: Mondawmin to Northwest Hospital

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	1
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	18
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	19%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	1,476 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $rac{1}{2}$ mile of corridor	6,543 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	22%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	95%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	34%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	19%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	17%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	15%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	1,935 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	81%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	81%



CORRIDOR 15: Mondawmin to Northwest Hospital

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	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	•		•	•	•





Ellicott City to Convention Center Subject to future feasibility analysis and local jurisdiction support

	CORRIDOR OVERVIEW						
ENDPOINTS	Ellicott (City Convention Center	Liberty Reservoir Deer Park Pikesville Pikesville Baltimore County Pikesville Pikesv				
COUNTIES & CITIES SERVED	Baltimore Co	ounty, Baltimore City, Howard County	Vorthwest Hospital Milford Mill Randallstown Resident Report Avenue April Park Holpits Rogers Avenue The Cost Spring Law Holpits Rogers Avenue The Cost Spring Law Rockey The Cost Spring Law The Cost Spring Law				
ACTIVITY CENTERS & POINTS OF INTEREST	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		Patapsco Valley State Park Commonly Co				
APPROXIMATE LENGTH	12 miles		Ellicott City - UM Medical Center UM Medical Center UM Medical Center UM Medical Center Convention Cente				
TOTAL EXISTING	POPULATION	90,759 people	Ellicott City UMBC				
WITHIN 1/2 MILE	JOBS	73,655 jobs	Patapsco Valley State Park				
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	92,195 people	Colonta Crossery L. HOWARD COUNTY Long Plant 10 10 10 10 10 10 10 10 10 10 10 10 10				
(2045)	JOBS	126,831 jobs	West Elkridge Brooks Flave B				



CORRIDOR 16: Ellicott City to Convention Center

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	6
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	36
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	32%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	6,060 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $1/2$ mile of corridor	7,468 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	20%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	77%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	43%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	31%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	13%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	15%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	10,436 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	77%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	48%



CORRIDOR 16: Ellicott City to Convention Center

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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.

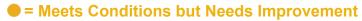


CORRIDOR 16: Ellicott City to Convention Center

TRANSIT READINESS: BY CORRIDOR

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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





West Baltimore to Hopkins Bayview Subject to future feasibility analysis and local jurisdiction support

	CORRIDOR OVERVIEW							
ENDPOINTS	West Balt	timore Hopkins Bayview	Pitersite Ballimore City M. Watergoo Hamilton Gode Samerton Sparre Gode					
COUNTIES & CITIES SERVED		Baltimore City	Printice Part Part Part Part Part Part Part Part					
ACTIVITY CENTERS & POINTS OF INTEREST	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		Total final State Countries of State Countries					
APPROXIMATE LENGTH	6 miles		UM Transit Center Super Linear Machine UM Medical Center Convention Center Manual Super Super Linear Machine UM Medical Center Camden Station More reader Camden Station More reader More read					
TOTAL EXISTING	POPULATION	85,153 people	Waster of South Baltimore BALTIMORE Graymore Charry Mark Palage of					
WITHIN 1/2 MILE	JOBS	128,205 jobs	O Designer O Paragraphics O Designer Paragraphics O De					
TOTAL PROJECTED	POPULATION	93,682 people	Curis flay					
WITHIN 1/2 MILE (2045)	JOBS	213,500 jobs	Centre et Gien Burne P DOS Business 27 2					



CORRIDOR 17: West Baltimore to Hopkins Bayview

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	4
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	51
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	67%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	20,123 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $1/2$ mile of corridor	13,366 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	21%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	72%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	51%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	42%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	10%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	15%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	33,511 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	93%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	98%



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.

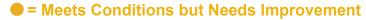


CORRIDOR 17: West Baltimore to Hopkins Bayview

TRANSIT READINESS: BY CORRIDOR

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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





Sparrows Point to Hopkins BayviewSubject to future feasibility analysis and local jurisdiction support

Back

		CORRIDOR (OVERVIEW
ENDPOINTS	Sparrows Po	oint Hopkins Bayview	Johns Hopkins
COUNTIES & CITIES SERVED	Baltimore (County, Baltimore City	timore hlands 0-19-0
ACTIVITY CENTERS & POINTS OF INTEREST		Greektown, O'Donnell Heights, ws Point, Trade Point Atlantic	Brewers Hill Heights O'Donnell Heights
APPROXIMATE LENGTH		6 miles	Dundalk
TOTAL EXISTING	POPULATION	27,763 people	Baltimore City
WITHIN 1/2 MILE	JOBS	10,785 jobs	
TOTAL PROJECTED WITHIN 1/2 MILE (2045)	POPULATION	29,530 people	18
	JOBS	21,654 jobs	Sparrows Point



CORRIDOR 18: Sparrows Point to Hopkins Bayview

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



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 moderatedensity residential neighborhoods in Dundalk and other portions of Baltimore City's southeast edge with connected street and sidewalk grids.

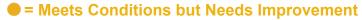
Serving industrial job centers is a transit readiness challenge due to the generally limited pedestrian and transit vehicle access to these sites. Coordination with these employers is important to enabling effective transit service, either to accomplish site and policy changes to allow and encourage 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	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	•				•





CORRIDOR 19

State Center to Hopkins Bayview Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR C	VERVIEW
ENDPOINTS	State Ce	enter Hopkins Bayview	Johns Hopkins University Lake Montebello Lake Montebello Belair Edison BAL
COUNTIES & CITIES SERVED		Baltimore City	20 • Berea 1 8 6 East Impact Area
ACTIVITY CENTERS & POINTS OF INTEREST	Complex, Johns Middle East, Or	, Washington Monument, Prison Hopkins Hospital, Northeast Market, rangeville, Ellwood Park, Baltimore lands, Hopkins Bayview	Mt. Varnon 1 3 Coldrown Johns Hopkins Market
APPROXIMATE LENGTH		5 miles	Convention Center Upper Fells Ballimore Highlands (19)
TOTAL EXISTING	POPULATION	83,146 people	Camden Station Harbor East Broadway Fells Patterson Park Canton M&T 1 8 Market 1 8 Greeklown twood
WITHIN 1/2 MILE	JOBS	91,699 jobs	• Westport • South Baltimore Cherry Hill (12)
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	97,118 people	Patapsco Patapsco
(2045)	JOBS	137,315 jobs	Baltimore 2 River River Nursery Road



CORRIDOR 19: State Center to Hopkins Bayview

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	3
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	37
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	67%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	17,373 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $1/2$ mile of corridor	15,753 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	21%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	67%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	45%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	41%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	10%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	14%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	26,015 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	95%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	99%



CORRIDOR 19: State Center to Hopkins Bayview

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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

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				•	







CORRIDOR 20

Walbrook Junction to Berea

Subject to future feasibility analysis and local jurisdiction support

	CORRIDOR OVERVIEW						
ENDPOINTS	Walbr	rook Junction Berea	Loch Raven Reservoir				
COUNTIES & CITIES SERVED		Baltimore City	BALTIMORE COUNTY Kenilworth Towson				
ACTIVITY CENTERS & POINTS OF INTEREST	North Metro, F	cion, Coppin State University, Penn- Reservoir Hill, North Avenue Light rth, Greenmount North, Courthouse Square, Berea	Pikesville Baltimore County Pale Road All Worders Road Fales Road Parkville Parkville Park Road Spring Law Road Spring L				
APPROXIMATE LENGTH		5 miles	Same UNW Same U				
TOTAL EXISTING	POPULATION	65,944 people	West Latingtine Area Southern Process of Johns Hopkins Hospital Management Compiles (1) Latingtine Area Southern Area (2) Latingtine Area (2) Lati				
WITHIN 1/2 MILE	JOBS	15,257 jobs	West Baltimore SW Impact Area to transit Center UM Transit Center Convention Center				
TOTAL PROJECTED	POPULATION	67,155 people	Paradas O Union Fallow Conter				
WITHIN 1/2 MILE (2045)	JOBS	23,995 jobs	Completed Constitution of Cons				



CORRIDOR 20: Walbrook Junction to Berea

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



CORRIDOR 20: Walbrook Junction to Berea

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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

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	•		•	•	







Laurel to Halethorpe Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR (OVERVIEW
ENDPOINTS	La	aurel Halethorpe	Centre Park • UMBC UMBC UMBC UMBC UMBC
COUNTIES & CITIES SERVED	Baltimore	e County, Howard County	Patapsco Valley State Park
ACTIVITY CENTERS & POINTS OF INTEREST		RC, UMBC, Relay, Elkridge, Howard nd Food Center, Whitehurst, North Laurel, Laurel	Tolumbia Columbia Conter Tolumbia Columbia Columbia
APPROXIMATE LENGTH		13 miles	Columbia Gateway Maryland Food Center Maryland Food Center Broken Land Broken Land
TOTAL EXISTING	POPULATION	28,762 people	Whitehurst Arundel Preserve
WITHIN 1/2 MILE	JOBS	23,325 jobs	Savage Savage National Business Park
TOTAL PROJECTED	POPULATION	40,496 people	Annapolis Junction / NSA
WITHIN 1/2 MILE (2045)	JOBS	41,061 jobs	Laurel Fark Maryland City Fort Meader / NSA Q24 Q24 Q24



CORRIDOR 21: Laurel to Halethorpe

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



CORRIDOR 21: Laurel to Halethorpe

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	•	•	•		







CORRIDOR 22

Mondawmin to Hopkins Bayview Subject to future feasibility analysis and local jurisdiction support

	CORRIDOR OVERVIEW						
ENDPOINTS	Monday	vmin Hopkins Bayview	Itimore City At: Washington Balvedare Square Good Samantan Hospital				
COUNTIES & CITIES SERVED		Baltimore City	Park Heights Cold Spring Lane Woodberry Mongan State University Overlea				
ACTIVITY CENTERS & POINTS OF INTEREST	College, Johns College, Lake M Orchard Ridg	Metro, Baltimore City Community s Hopkins University, Waverly, City ontebello, Belair-Edison Main Street, e, Lakewood, Orangeville, Elwood ore Highlands, Hopkins Bayview	Action Region Condense Region				
APPROXIMATE LENGTH		11 miles	10 to				
TOTAL EXISTING	POPULATION	107,421 people	Shelay Union M. Clare Square 12 10 5 Inner Harbor National City Square Fails Baltimore Highlands 22 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
WITHIN 1/2 MILE	JOBS	38,190 jobs	Abadian State Stat				
TOTAL PROJECTED	POPULATION	111,722 people	Patagood Pat				
WITHIN 1/2 MILE (2045)	JOBS	55,442 jobs	North Control Bay				



CORRIDOR 22: Mondawmin to Hopkins Bayview

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



CORRIDOR 22: Mondawmin to Hopkins Bayview

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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



CORRIDOR 23

Halethorpe to UM Transit Center Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR (VERVIEW
ENDPOINTS	Haletho	rpe UM Transit Center	Bon Secours Franklin Square
COUNTIES & CITIES SERVED		Baltimore City	UM Transit Center
ACTIVITY CENTERS & POINTS OF INTEREST	POINTS OF University of Maryland Medical Center, UM Transit		Shipley Union Square Mt. Clare Mt. Clare Mt. Clare Mt. Clare Montgomery Park Montgomery Park 12
APPROXIMATE LENGTH		6 miles	Greyhound/ Horseshoe
TOTAL EXISTING	POPULATION	29,708 people	Lansdowne
WITHIN 1/2 MILE JOBS 56,227 jobs		56,227 jobs	Halethorpe 23
TOTAL PROJECTED	POPULATION	32,195 people	
WITHIN 1/2 MILE (2045)	JOBS	83,001 jobs	21



CORRIDOR 23: Halethorpe to UM Transit Center

EVALUATION Measure	QUESTION ADDRESSED	REPORTED AS	RESULT
GAP	Does this corridor address a current or future transit gap?	yes/no	YES
EXISTING PLANS	Is the corridor in existing plans?	yes/no	YES
IMPROVE SERVICE	Does the corridor improve existing service?	count of routes which could be improved	1
TRANSFER POTENTIAL	How many transit routes can you transfer to?	count of intersecting transit routes	21
SUPPORTIVE LAND USE	Is land use transit supportive?	% of corridor with transit supportive land use	20%
EXISTING JOBS	How many existing jobs are accessible to the corridor?	total jobs per mile within ½ mile of corridor	9,849 jobs/mi
POPULATION ACCESS	Number of residents accessible to the corridor?	total population per mile within $rac{1}{2}$ mile of corridor	5,204 people/mi
LONG WORK COMMUTES	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes	16%
MINORITY ACCESS	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white or Hispanic	52%
LOW-INCOME ACCESS	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the Federal poverty line	46%
ZERO CAR ACCESS	Percentage of zero car ownership within the corridor?	% of households with access to corridor that have no cars	32%
SENIOR ACCESS	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors	10%
DISABLED ACCESS	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability	15%
FUTURE JOBS	How many future jobs are accessible to the corridor?	total projected jobs (2045) per mile within ½ mile of corridor	14,538 jobs/mi
SUPPORTIVE ZONING	Is zoning transit supportive?	% of corridor with transit supportive zoning	73%
GROWTH AREA	Is the corridor within a growth area?	% of corridor in State Incentive Program Area	75%



CORRIDOR 23: Halethorpe to UM Transit Center

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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

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	•	•	•	•	





BWI Airport to LaurelSubject to future feasibility analysis and local jurisdiction support

		CORRIDOR O	VERVIEW
ENDPOINTS	В\	WI Airport Laurel	Snowden River Dorney
COUNTIES & CITIES SERVED	An	ne Arundel County	Columbia Gateway Columb
ACTIVITY CENTERS & POINTS OF INTEREST	National Busines	and City, Annapolis Junction/NSA, ss Park, Arundel Mills/Maryland Live Casino, BWI Airport	Gateway Maryland Food Center Devi Fast Station Arundei Mills Devi Fast Station Devi
APPROXIMATE LENGTH		13 miles	North Laurel Annapolis Junction / NSA
TOTAL EXISTING	POPULATION	18,231 people	Laurel O Laurel Park Maryland City Fort Meade / NSA Case Case Case Case Case Case Case Case
WITHIN 1/2 MILE	JOBS	25,008 jobs	O Muirkirk O Greenbelt Patuxent Gevo
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	20,513 people	College Park Priverdate Research Refuge Priverdate Research Refuge New Carrollon Seatrook Bowe State University
(2045)	JOBS	48,628 jobs	Chapel



CORRIDOR 24: BWI Airport to Laurel

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



CORRIDOR 24: BWI Airport to Laurel

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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	•		•		





BWI Airport to Columbia Town Ccenter Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR (OVERVIEW
ENDPOINTS	BWI Airpor	rt Columbia Town Center	Ellicott City UMBC Centre Park Centre Park
COUNTIES & CITIES SERVED	Anne Aruno	del County, Howard County	ntal Patapsco Valley State Park 95 Dens
ACTIVITY CENTERS & POINTS OF INTEREST	Gateway Busir Jessup MARC,	Center, Snowden River, Columbia ness Park, Maryland Food Center, , Arundel Preserve, Arundel Mills/ d Live Casino, BWI Airport	Columbia Columbia Columbia Columbia Town Center Sometien Reserve Showthen Reserve Maple Lawn Columbia Gateway Columbia Gateway Agentic Physics Lawn Columbia Gateway BMI Airport BMI Airport BMI Airport
APPROXIMATE LENGTH		15 miles	Maryland Food Center 295 Broken Land 25 Assaup Acades Mits
TOTAL EXISTING	POPULATION	29,507 people	ANNE ARUNDEL Savage Savage Annois Preserve Anne ARUNDEL COUNTY
WITHIN 1/2 MILE	JOBS	40,016 jobs	White Call White Call Annapole Auricon / NSA Annapole Auricon / NSA
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	35,489 people	r Spring - Laurel Fun Maryland City Laurel - 2
(2045)	JOBS	71,491 jobs	Sever Research Research Patry A



CORRIDOR 25: BWI Airport to Columbia Town Ccenter

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



CORRIDOR 25: BWI Airport to Columbia Town Ccenter

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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 disbursed 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

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					

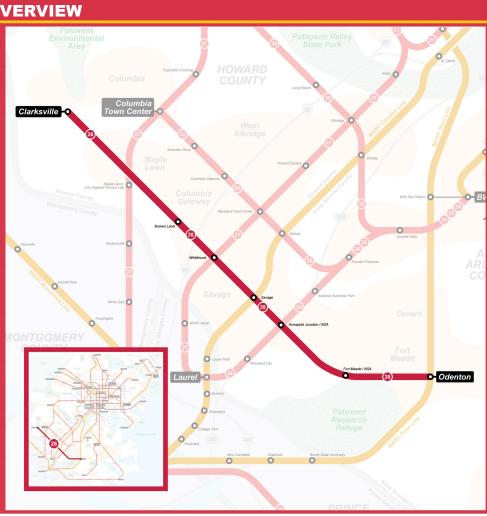




Odenton to Clarksville

Subject to future feasibility analysis and local jurisdiction support

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







CORRIDOR 26: Odenton to Clarksville

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



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

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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					

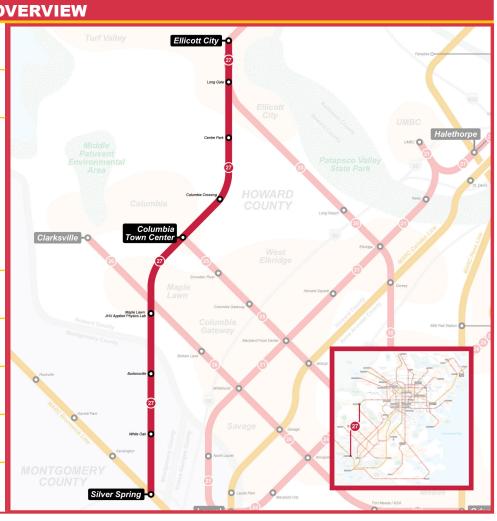




CORRIDOR 27

Ellicott City to Silver Spring Subject to future feasibility analysis and local jurisdiction support

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







CORRIDOR 27: Ellicott City to Silver Spring

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



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

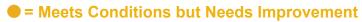
TRANSIT READINESS SUMMARY

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

NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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			•	•	





Annapolis to Union Station Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR (OVERVIEW
ENDPOINTS	Anna	polis Union Station	West Baltimore SV Impact are to the first and the first are to the first and the first are to the first are
COUNTIES & CITIES SERVED	Anne Arundel County		Um transit Contor Convention Contornation Control Contornation Contorn
ACTIVITY CENTERS & POINTS OF INTEREST		ole, Harry S. Truman, Davidsonville, th Bowie, Union Station	Final Committee of the
APPROXIMATE LENGTH		12 miles	ANNE ARUNDEL COUNTY Savings
TOTAL EXISTING	POPULATION	21,227 people	Silver Spring
WITHIN 1/2 MILE	JOBS	31,811 jobs	WASHINGTON Was before the part of the par
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	21,928 people	Union Station 6 PRINCE GEORGES COUNTY Potomac Crofton Crofton Crofton
(2045)	JOBS	47,319 jobs	to the transition of the trans



CORRIDOR 28: Annapolis to Union Station

EVALUATION RESULTS

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



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

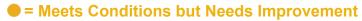
This corridor connects downtown Annapolis through Parole to Union Station. Annapolis and Parole are rich with jobs, retail and services, including Arundel Medical Center, and dense residential and mixed-use neighborhoods. Annapolis Transit serves much of the area today connecting places well beyond the 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

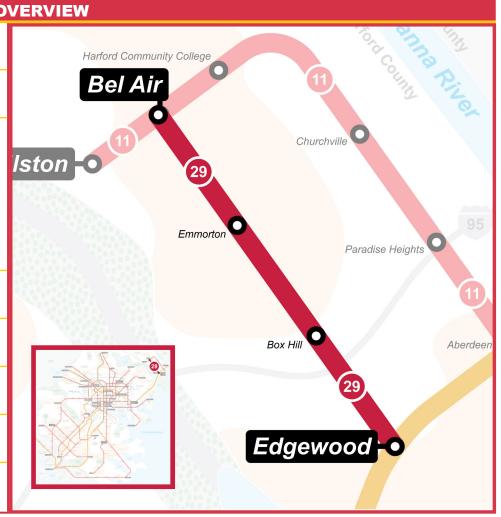
NODE	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	COMFORT	PROGRAMS & INCENTIVES
Node 1: Annapolis					
Node 2: Parole	•				
Node 3: Harry S. Truman	•				
Node 4: Davidsonville			•		
Node 5: South Bowie			•		
Node 6: Union Station	•	•	•	•	





Bel Air to EdgewoodSubject to future feasibility analysis and local jurisdiction support

		CORRIDOR O	VE			
ENDPOINTS	В	el Air Edgewood				
COUNTIES & CITIES SERVED		Harford County				
ACTIVITY CENTERS & POINTS OF INTEREST	Downtown Bel	Air, Emmorton, Box Hill, Edgewood	Is			
APPROXIMATE LENGTH		9 miles	/			
TOTAL EXISTING	POPULATION	28,500 people				
WITHIN 1/2 MILE	JOBS	13,289 jobs				
TOTAL PROJECTED	POPULATION	30,205 people				
WITHIN 1/2 MILE (2045)	JOBS	28,972 jobs				





CORRIDOR 29: Bel Air to Edgewood

EVALUATION RESULTS

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



CORRIDOR 29: Bel Air to Edgewood

TRANSIT READINESS: OVERALL

CORRIDOR	DESTINATIONS ALONG PATH	DENSITY OF USES	CONNECTED	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					





Ellicott City to BWI Airport Subject to future feasibility analysis and local jurisdiction support

		CORRIDOR	OVERVIEW
ENDPOINTS	Ellico	tt City BWI Airport	Normandy Catonsville Westview Edmondson 13 12 Harter Plant Park West Baltimore SW Impact Area
COUNTIES & CITIES SERVED	Anne Arunc	lel County, Howard County	Ellicott City - Panadue O Panad
ACTIVITY CENTERS & POINTS OF INTEREST	Dorsey MARC,	ong Gate, Long Reach, Elkridge, Arundel Mills Mall/Maryland LIVE Casino, BWI Airport	Long Gate Long Gate Long Gate Lansdowne Lansdowne Lansdowne Lansdowne Lansdowne Lansdowne Lansdowne St. Berts St. Berts St. B
APPROXIMATE LENGTH		14 miles	Columbia Crossing HOWARD COUNTY Long Reach 2 205
TOTAL EXISTING	POPULATION	32,340 people	Eleridge • Ling Control of the Contr
WITHIN 1/2 MILE	JOBS	31,133 jobs	May Lav Dorsey Howard Square O Dorsey Linthicum Heights
TOTAL PROJECTED WITHIN 1/2 MILE	POPULATION	36,528 people	BWI Rail Station O BWI Airport
(2045)	JOBS	52,881 jobs	Annual Mils ANNE



CORRIDOR 30: Ellicott City to BWI Airport

EVALUATION RESULTS

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



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 Elkridge to the Dorsey MARC Station and Arundel Mills to BWI Airport Area. Downtown Ellicott City and a small area of Elkridge 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	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	•				

