



## Green Line (Baltimore)

### **General Description:**

The Green Line is a proposed four-mile corridor extending from the Johns Hopkins Metro Station to northeastern Baltimore City in the vicinity of Morgan State University/Good Samaritan Hospital.

The Green Line would provide service connecting to Baltimore's existing transit system – Metro Subway, Light Rail and MARC lines. Enhanced access to the Johns Hopkins Hospital, the proposed East Baltimore Biotechnology Park near Madison Square, and support for established city neighborhoods would be provided.

The southern portion of the study area consists primarily of dense residential and institutional land use, while the northern portion consists primarily of medium-density residential areas and institutional uses.

Alternative modes being considered include Bus Rapid Transit (BRT), Metro subway and Enhanced Bus Service. The No-Build option is also being considered.

### **Effects of Solution:**

The goals of the Green Line are to:

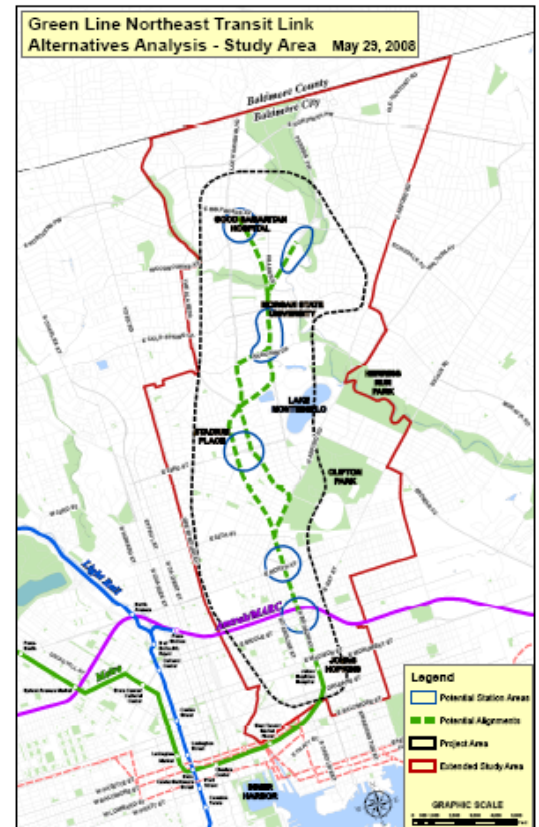
- Improve mobility, accessibility and transit ridership;
- Optimize return on public investment;
- Improve efficiency of transit operations;
- Support community revitalization and economic growth; and
- Enhance environmental quality.

### **Costs/Financial Information:**

See page 2 for financial information.

### **Additional Resources:**

- Baltimore Green Line  
[www.baltimoregreenline.com](http://www.baltimoregreenline.com)



## Transit Options Under Consideration

	Heavy Rail Transit	Light Rail Transit	Modern Streetcar	Dedicated Lane Bus Rapid Transit	Enhanced Bus
Examples:	New York San Francisco Washington, DC Metro Green Line	Portland Denver Central Light Rail	Portland Seattle Charles St. Concept	Pittsburgh LA Orange Line Boston Silver Line Red Line Option	Arlington Pike Ride Metro Extra QuickBus 40
Projected Costs per Mile:	\$50-\$250 Million	\$20-\$60 Million	\$10-\$25 Million	\$4-\$40 Million	\$1-\$2 Million
Typical Dwelling Units/Acre:	12	9	9	10-12	3-10
Average Speed	18-35 MPH	20-26 MPH	3-10 MPH	8-12 MPH	15-19 MPH
Distance Between Stations:	Urban Core ≤ 1 Mile, Periphery 1-2 Miles	Urban Core < 1 Mile, Periphery 1-2 Miles	0.25 Miles	0.25-1 Mile	Limited stops along normal bus routes
Service Frequency: Peak & Off Peak	5-10 Minutes 10-15 Minutes	5-15 Minutes 15-30 Minutes	5-15 Minutes 15 Minutes	5-15 Minutes 15-30 Minutes	5-15 Minutes 15-30 Minutes
Alignment:	Separate right-of-way, Grade-separated	Aligned center or side of street corridor OR separate right-of-way	In street with traffic, no grade separation	HOV lanes OR separated right-of-way in median OR along curb	In street with traffic