

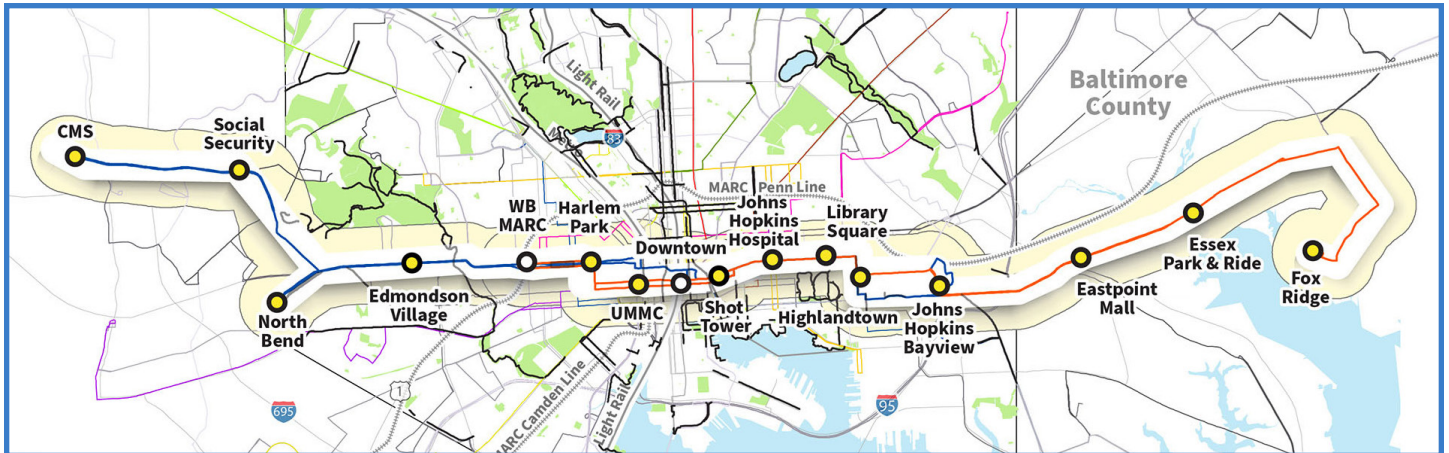
Project Details

1. Who is leading the RAISE Transit Priority Project (RAISE Project)?

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transit Priority Project – or RAISE Project for short – is a collaborative effort between the Maryland Transit Administration (MTA) and the Baltimore City Department of Transportation (BCDOT) with the assistance of other agencies such as the State Highway Administration (SHA) and Baltimore County.

2. Where are the RAISE Project limits?

The RAISE Project spans from the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County through Baltimore City, including Downtown, to the Fox Ridge community in eastern Baltimore County. The RAISE Project will focus on two of the highest-ridership routes in the MTA transit system - the CityLink Blue and CityLink Orange.



3. What improvements are a part of the RAISE Project?

The RAISE Project improves the reliability, speed, safety, and accessibility of transit by including the following elements:

- **Dedicated Bus Lanes (DBLs), Bus Bulbs and a Queue Jump** on select congested segments along the CityLink Blue & CityLink Orange bus routes:
 - Full-time DBL along Edmondson Avenue from Cooks Lane to North Woodington Road and from North Hilton Street to North Rosedale Street
 - Peak period DBL along Edmondson Avenue from North Woodington Road to North Hilton Street and from North Rosedale Street to North Longwood Street
 - Full-time DBL along West Franklin Street from North Longwood Street to North Warwick Avenue
 - Full-time DBL along Fayette Street from President Street to North Central Avenue (westbound only) (the queue jump is located within this segment)
 - Bus bulbs from North Central Avenue to North Highland Avenue





- **Transit Signal Priority (TSP)** at up to 55 traffic lights along the corridor to prioritize bus movements
- **Bus stop upgrades** at over 120 locations - ADA-compliant features trash cans & pedestrian lighting
- **Signage upgrades** at high-transfer activity 'hubs' - wayfinding and real-time arrival information
- **Pedestrian & bicycle safety improvements** - trees, lighting, curb extensions, sidewalks & new crosswalks
- **Bicycle connection** between Downtown Baltimore and West Baltimore MARC rail station

4. What Improvements are included for pedestrians and people with mobility challenges?

This Project emphasizes improving the safety of pedestrians and people with mobility challenges by addressing infrastructure gaps, missing links, and barriers to access that disproportionately impact those who do not have alternative means of transportation. The RAISE Project will improve ADA access to over 120 bus stops to allow individuals with disabilities to access transit and sidewalks that are currently inaccessible. These improvements will be focused in areas with the highest crash rates, which are disproportionately in communities with higher poverty rates.

5. Does the RAISE Grant add additional service along the project corridor?

No. But if the buses can be more reliable and travel faster, they can make more trips in a given amount of time.

6. What is the RAISE Project schedule?

PROJECT SCHEDULE:



Work will occur in phases along the corridor.

Check the project website or sign up for updates to stay informed about construction near you.

7. How much does the RAISE Project cost and where is funding coming from?

The \$50 million project is funded by a \$22 million grant from the United States Department of Transportation's (USDOT) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, as well as a \$18 million investment from the Maryland Department of Transportation and \$10 million from the Baltimore City Department of Transportation. Visit mta.maryland.gov/articles/566 for more information.

8. Will any property impact or displacements be required for the RAISE Project?

The project does not include any residential or commercial displacements. Potential impacts are limited to existing bus stops, curb ramps, and sidewalks, the majority of which are located within State, City, or County right-of-way.

9. What environmental reviews have occurred for the RAISE Project?

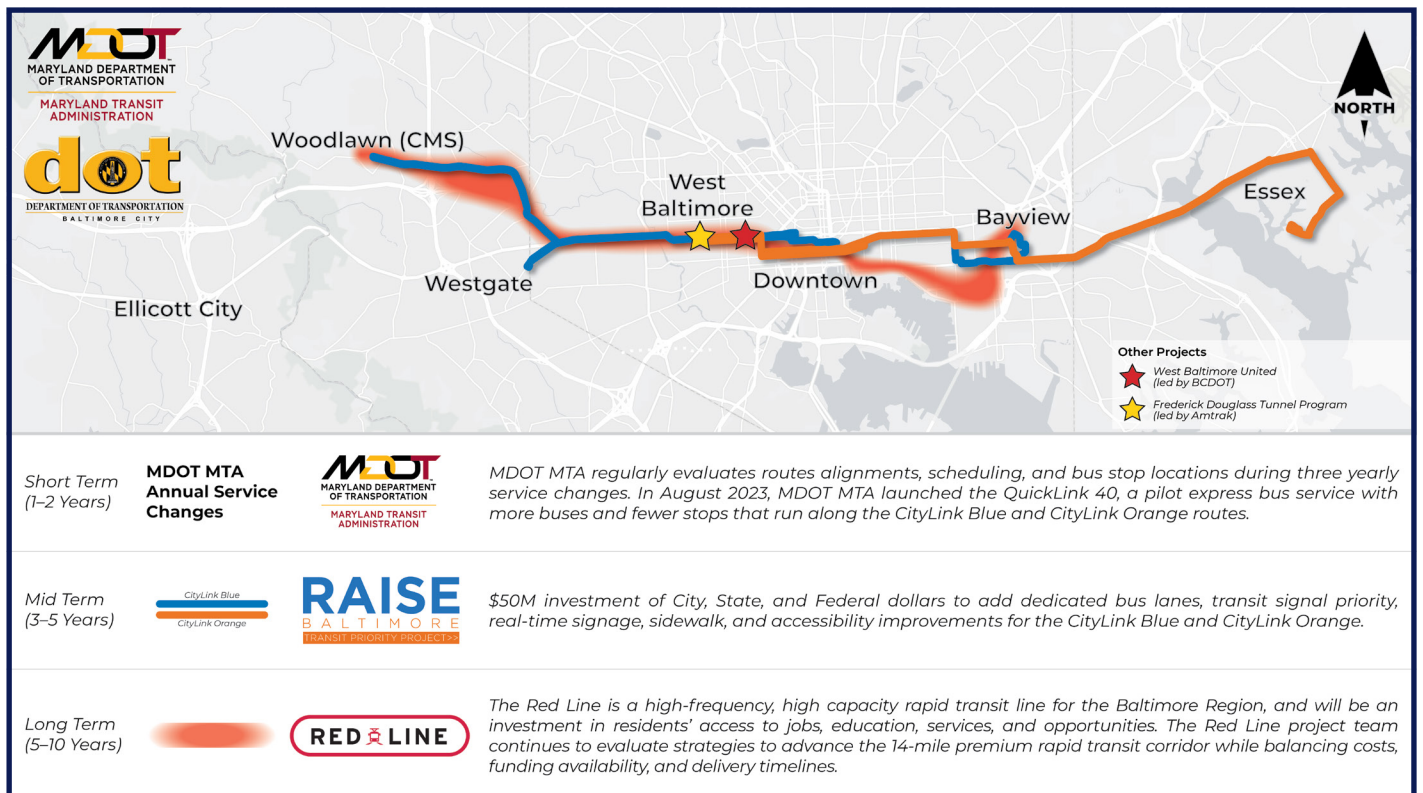
MTA evaluated the potential environmental impacts of the RAISE Project through the National Environmental Policy Act (NEPA) process and determined that impacts would be minimal. The project received approval as a Categorical Exclusion (CE), confirming that no significant environmental impacts are anticipated. The approved NEPA documentation supports advancement of the project into final design and implementation.

Project History

1. How is the RAISE Project different from the Red Line?

The RAISE project will improve existing transit services sooner along the CityLink Blue and CityLink Orange routes through the addition of dedicated bus lanes, bus bulbs, a queue jump, transit signal priority, and bus stop amenities. The Red Line is a high-frequency, high capacity rapid transit line for the Baltimore region. The RAISE project is funded for construction starting in the Summer of 2026. The Red Line project team continues to evaluate strategies to advance the 14-mile premium rapid transit corridor while balancing costs, funding availability, and delivery timelines.

While the Red Line is a longer term investment in a high capacity rapid transit line, the RAISE Project will improve existing transit service along the CityLink Blue and CityLink Orange routes through the additional of dedicated bus lanes, bus bulbs, a queue jump, transit signal priority, and bus stop amenities. The RAISE Project construction starts during the summer of 2026.



Public Comment, Equity & Accessibility

1. How may I become more involved in the RAISE Project?

- **On-going feedback** is encouraged throughout the life of the RAISE Project. You may:
 - Visit the project website at RAISEBaltimore.com to learn more about the project and upcoming public meetings, submit a [comment form](#) and view interactive web mapping

FAQs

RAISE
BALTIMORE
TRANSIT PRIORITY PROJECT>>

- Email the project team at info@RAISEBaltimore.com
- Join the project mailing list by sending a request to info@RAISEBaltimore.com or by completing a [comment form](#).



INVITE US TO YOUR COMMUNITY MEETINGS!



410-767-9099



info@RAISEBaltimore.com

2. What if I cannot attend a Virtual Public Meeting or in-person Open House for the RAISE Project?

Don't worry if you cannot attend a meeting. All information presented at our public meetings is available on this project webpage for viewing, and the project team can be reached at any time using the contact information provided.

3. How can I ask a question or provide comments about construction for the RAISE Project?

You may provide comments via email to info@RAISEBaltimore.com or by completing a [comment form](#).

You may comment directly within interactive mapping developed for this project:

[RAISE Baltimore Transit Priority Project Comment Map](#)

- Featured within this map are the locations of existing CityLink Blue and CityLink Orange Line bus stops, pedestrian facilities, transit signal priority areas, and proposed and existing dedicated bus lanes, bus bulbs and queue jumps.
- Comments and concerns can be expressed using the "Comments and Concerns" pushpin icon.
- If there's a location where you'd like to comment, please add it to the map by following these steps:
 1. Select the "Comments and Concerns" icon from the menu bar on the right
 2. Click on the map where you want to add the feature
 3. Fill in the pop-up with any additional comments that you may have
 4. Click Create to finalize the addition



Title VI & Accessibility

1. Who do I contact if I need special accommodations under the Americans with Disabilities Act or require language translation services?

If you have any questions or need assistance, please contact the MTA Transit Information Contact Center – 410-539-5000; 866-743-3682; TTY 410-539-3497; MD Relay users dial 7-1-1. Or, MTA Office of Equal Opportunity Compliance Programs (EOCP) -- ADA/Title VI Coordinator at (410) 767-3944, email address: MTAEqualAccess@mta.maryland.gov, or, Bart Plano at bplano@mta.maryland.gov.

Transit Basics

1. How are Dedicated Bus Lanes (DBLs) being evaluated?

Dedicated bus lanes will be evaluated by their ability to improve the following metrics:

- Travel Time Reliability - The consistency of travel time from day to day and at various times of the day.
- Travel Delay - Anything which interferes with bus travel including traffic congestion, crashes, or operational failure. Travel delay is the main source of poor travel time reliability.

2. Who may use Dedicated Bus Lanes (DBLs)?

Only buses, emergency vehicles, school buses and bicycles are permitted to travel in the bus only lanes (full-time and peak-period). Other vehicles are permitted to enter a bus lane in order to make a right turn at the next intersection. For full-time DBLs, other vehicles may enter a bus lane to access parallel parking spots next to the bus lane. For peak-period DBLs, vehicles are allowed to park in the bus only lane outside of peak periods which can include overnight and weekends.

3. How will Dedicated Bus Lanes (DBLs) be enforced?

Baltimore City Transportation Enforcement Officers, the Baltimore Police Department, and MTA Police handle violation enforcement. Parking or stopping in a bus lane may result in a \$250 fine, and driving in the bus lane may result in a fine up to \$500.

4. What changes can be expected along the RAISE corridor from the proposed improvements?

Creating dedicated bus lanes, bus bulbs and a queue jump along the RAISE corridor will have an impact on the movement of automobiles; however, several benefits will also be created for the many residents that depend on transit to access jobs, education, and recreational activities. The dedicated bus lanes will improve travel times and transit reliability for two of the highest ridership routes in our system and will overall be beneficial to the transportation network. The proposed improvements will result in removal of some parking spaces and slight changes in traffic operations. Peak-period DBLs are proposed in some areas, which will use existing parking restrictions and maintain residential parking.

5. Is this considered a Bus Rapid Transit (BRT) project?

No. The RAISE Baltimore's project purpose is to provide enhancements to the exiting CityLink Blue and CityLink Orange bus routes; whereas a BRT project would include additional service, upgraded stations, dedicated guideway and the potential for new branded vehicles.



6. How can I find out where the proposed improvements are located?

You can see proposed improvement locations by viewing mapping at the project website: RAISEBaltimore.com, attend a public meeting, or talk with a project team member at a pop-up meeting along the RAISE corridor.

You may also request a virtual or in-person community meeting with the project team by sending an email to info@RAISEBaltimore.com or by submitting a comment on the [project website](#).

GLOSSARY

The **Americans with Disabilities Act (ADA)** of 1990 prohibits discrimination and ensures equal opportunity and access for persons with disabilities. This act works to ensure nondiscriminatory transportation in support of its mission to enhance the social and economic quality of life for all Americans.

Complete Streets - Complete Streets will be designed to address safety, be accessible, improve mobility, ensure equity, and reflect Baltimore's unique communities, while prioritizing the movement of the streets' most vulnerable users. Baltimore's citywide modal hierarchy—recommended by the Complete Streets Advisory Committee and endorsed by Baltimore City Department of Transportation—is prioritized as:

1. Walking
2. Cycling / Public Transit / Micromobility
3. Taxi / Commercial Transit / Shared Vehicles
4. Single Occupant Automobiles

[Complete Streets Manual _ March 2021](#)

FAQs

Curb Extensions (Bus Bulbs) are widened sidewalks that, when built at bus stops, expand the bus boarding area into the travel lane. By allowing buses to stop within the travel lane, buses avoid having to wait to re-enter traffic after stopping, creating travel time savings for bus riders. Curb extensions also improve pedestrian safety by shortening the crossing distance at intersections and physically and visually narrowing the roadway to slow vehicular speeds.

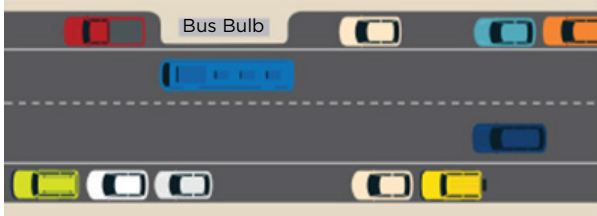
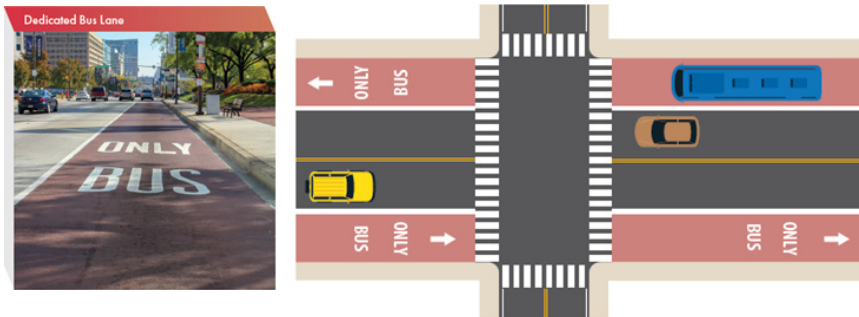


Photo: MDOT MTA Transit Priority Toolkit

Dedicated Bus Lanes (DBL) convert existing travel or parking lanes in each direction to a bus-only lane using striping, markings, red paint and signage. Red paint emphasizes that the lane is for transit only and deters drivers from using the lane, thus reducing the amount of time that buses are slowed by traffic congestion. DBLs would also allow safe shared use with bicycles.



Photos: MDOT MTA Transit Priority Toolkit

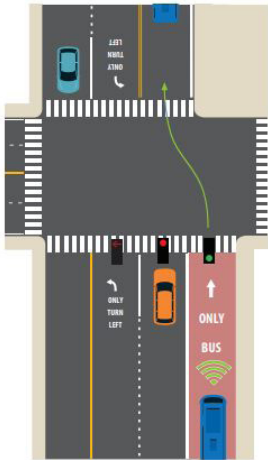
Far Side Bus Stop - When a bus stop is placed on the far side of an intersection, the bus moves through the intersection then pulls over to the bus stop. Generally, “far side” bus stops are preferred since they’ve been shown to reduce stop time and increase safety for motorists, pedestrians, and cyclists.



Photos: MDOT MTA Transit Priority Toolkit

FAQs

Queue Jumps are a short section of transit only lane prior to the intersection. “Right turn except bus” signage and a bus only traffic signal are typically used to allow buses to jump in front of the queue and proceed through the intersection ahead of the adjacent vehicles. As the bus approaches the intersection it receives a green light, while the general traffic lanes wait at the red light. The gap created on the far side of the intersection allows the bus to merge into the travel lane seamlessly.

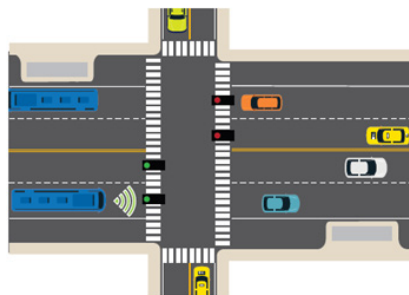
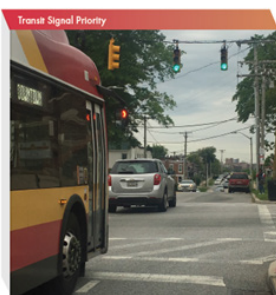


Photos: MDOT MTA Transit Priority Toolkit

Real-time Information Signs (RTIS) are digital signs that display route destinations, frequencies, and estimated arrival times for buses, pulling data from several information technology systems to provide valuable information for bus riders. Buses in MTA's system are equipped with GPS systems to report real-time data, which is shared through a mobile app and real-time signs at several transit hubs.

Transit-Oriented Development (TOD) is a type of urban development that maximizes the amount of residential, business and leisure space within walking distance of public transport. It promotes a symbiotic relationship between dense, compact urban form and public transit use.

Transit Signal Priority (TSP) is a technology that adjusts the traffic signal timing when transit vehicles are present to allow them to more quickly travel through the intersection. This technology can significantly reduce bus delay, which improves travel time and reliability for transit riders. MTA has implemented TSP at over 60 intersections in the MTA system and a previous analysis showed that run times along certain segments implementing TSP improved by as much as 20% during peak period.



Photos: MDOT MTA Transit Priority Toolkit