

MAJOR TRANSPORTATION MILESTONES IN THE BALTIMORE REGION SINCE 1940

This report documents recent transportation milestones in the Baltimore region in the modern (post-1940) period. It includes a summary of transportation planning activities, and major physical and service changes to the transportation modes that serve the region.

The purpose of this document is to provide a concise chronological reference to assist the public in understanding the how the region's current transportation system was developed.

This chronology is based on documents of the Maryland Department of Transportation, State Highway Administration, Maryland Transit Administration, and other public agencies. It is also based on information from newspapers, periodicals, and other records of the period, including electronic sources. This document does not include all changes to the region's transportation system such as highway widenings, realignments, and other incremental changes.

This report uses month and year dates to designate the opening of transportation facilities and start of transportation services to avoid confusion regarding dates of opening ceremonies and start of active public use.

Report any additions or corrections to Mary Logan at the Regional Information Center (410-732-9570, fax 410-732-9488, or mlogan@baltometro.org). Please provide source references for additions and changes to this document. The report was prepared on December 1, 2005.

TRANSPORTATION PLANNING MILESTONES IN THE BALTIMORE REGION SINCE 1940

The following is a summary of transportation planning activities on which the construction of major highway and other transportation facilities in the Baltimore region was based.

Pre-1940 - Prior to the Interstate Highway System in 1956, local and state transportation planning focused primarily on handling north-south through traffic in existing highway corridors that passed through Baltimore City. The only exception to this prevailing planning strategy was a 1937 proposal known as the Seaboard Freeway which would have extended from Harford County through northern Baltimore County to Carroll County and beyond, and thus completely bypassing Baltimore City. The Maryland State Planning Commission proposed this northern bypass in a November 1937 document entitled "Baltimore-Washington-Annapolis Area Study."

1942 - Engineering consultants proposed two cross-town routes to accommodate through traffic in Baltimore City - one a tunnel under Franklin Street, and the other a highway along Pratt Street.

1943 - The Baltimore City Planning Commission completed a transportation plan which contained two major through traffic routes which were similar to proposals recommended in 1942.

1944 - Baltimore City hired Robert Moses, a New York consultant, to modify the 1943 Planning Commission plan.

1945 - Mayor Theodore McKeldin directed City Engineer Nathan Smith to prepare a new transportation study. The "Smith Report" was the City's first transportation plan to propose an expressway concept for the city. This plan established the basic framework for future freeway planning in the region.

1946 - The Maryland State Roads Commission completed the "Childs Report" which included transportation proposals from the 1945 Smith Report.

1947 - Governor William Preston Lane, Jr. released the "1947 Maryland Highway Program" which included major proposed limited access expressways in the Baltimore and Washington regions. The Maryland General Assembly passed the "Expressway Act of 1947" which authorized the construction of the Baltimore-Washington Expressway (later MD 295), Harrisburg Expressway (US 111 / later I-83), and Washington National Pike (later I-270).

1949 - The Baltimore City Planning Commission completed another transportation plan which was similar to the 1945 Smith Report.

1953 - The Maryland State Roads Commission developed a "12-Year Highway Construction Program" which included the Northeast Expressway (later I-95).

1956 - The Federal Aid Highway Act of 1956 (Interstate Highway Act) provided federal funds for the construction of freeways that were part of the National Interstate System. Baltimore's proposed Interstate Highway System incorporated many proposals from the 1945 Smith Report. Substantial public controversy developed, and the 1956 plan never gained full acceptance.

1959 - The Baltimore Regional Planning Council (BRPC), an informal organization created by the Maryland State Planning Commission in 1956, published a study entitled "A Look at the Future". This study included a number of proposed major transportation facilities which would be needed to meet travel demand in the region by 1980.

1960 - Baltimore City developed a modified Interstate Highway plan known as the "10-D System" that was more sensitive to environmental concerns.

1962 - The 10-D System was adopted by Baltimore City and right-of-way acquisition began. Following public hearings, the 10-D System was further modified.

1964 - The era of proposed freeways in the Baltimore region reached its peak in April 1964 when the "Baltimore Metropolitan Area Transportation Study" (BMATS) was released. The 1964 BMATS study proposed numerous freeways to meet future regional travel demand.

1967 - The Regional Planning Council (RPC) (an independent state planning agency created in 1963) published the "1967 Suggested General Development Plan / Baltimore Region."

1968 - While environmental and social factors had been previously considered in freeway planning, it was not until major parts of the urban Interstate Highway System were implemented that their adverse impacts on the environmental and social structure of cities were recognized. To address environmental issues raised by public opposition to the 10-D System, Baltimore City adopted a planning technique which included public participation in the planning process.

1969 - Modifications to the 10-D System were presented to the Mayor and the Maryland State Roads Commission in October 1968. In December 1968, the Mayor recommended a modified freeway plan known as the "3-A System." The 3-A System was adopted in January 1969.

1972 - The "1972 General Development Plan" was adopted by the RPC.

1977 - The "1977 General Development Plan" was adopted by the RPC. Transportation proposals in the 1977 plan clearly indicated that a major change in planning policy had occurred - from satisfying future travel demand in a direct manner to a more adaptive approach that sought to balance transportation needs with other community objectives. This plan deleted a number of major highway proposals which had appeared in previous regional plans.

1982 - The "1982 General Development Plan" was adopted by the RPC.

1986 - The "1986 General Development Plan" was adopted by the RPC.

1993 - The Baltimore Regional Transportation Board (BRTB) adopted the first "Baltimore Regional Long Range Transportation Plan" which was based on the principles and requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). This and subsequent plans were prepared for the BRTB by the Baltimore Metropolitan Council, a private non-profit regional planning

agency created in 1992 by the Maryland General Assembly as the successor to the RPC.

1998 - The BRTB adopted the second “Baltimore Regional Long Range Transportation Plan” which was based to the principles and requirements of the 1998 Transportation Equity Act for the 21st Century (TEA-21).

2001 - The BRTB adopted the third “Baltimore Regional Long Range Transportation Plan” which was based on the principles and requirements of the 1998 TEA-21.

2004 - The BRTB adopted the fourth Baltimore Regional Long Range Transportation Plan known as “Transportation 2030” which was based on the principles and requirements of the 1998 TEA-21.

TRANSPORTATION FACILITY AND SERVICE MILESTONES IN THE BALTIMORE REGION SINCE 1940

The following is a summary of the opening of major transportation facilities and services in the Baltimore region since 1940.

August 1940 - Opening of US 40 / Susquehanna River Bridge (Thomas J. Hatem Memorial Bridge). This bridge served as a major northern gateway to the Baltimore region.

December 1940 - Opening of US 301 / Potomac River Bridge (Governor Harry W. Nice Memorial Bridge). This bridge served as a major southern gateway to the Baltimore region.

November 1941 - Opening of Baltimore Municipal Airport on Broening Highway in Baltimore City. Commercial airlines used this airport until June 1950 when it was replaced by the new Friendship International Airport. In 1950, the name of the airport was changed to Harbor Field. The airport continued to serve general aviation and the Air National Guard in the 1950s. After being purchased by the Maryland Port Authority in 1959, the airport was permanently closed in December 1960. Today the old airport site is the Dundalk Marine Terminal.

1941 - Opening of US 40 East / Pulaski Highway (New Philadelphia Road) in Baltimore County and Harford County. In 1929-1930, MD 7 / Old Philadelphia Road was widened. Further improvements to MD 7 were planned in the early 1930s by the Maryland State Roads Commission. However, the federal government objected and required construction of an all new replacement roadway on a different alignment. Construction of this new roadway began in 1934. The new roadway known as Pulaski Highway was partially opened in 1938, and was completely opened to traffic in 1941. Construction of the I-95 /

Northeast Expressway was expedited to relieve congestion on Pulaski Highway which by the late 1950s had become the most heavily traveled road in the state. The decision to build the Northeast Expressway as a toll facility brought much needed congestion relief to Pulaski Highway a decade before it would have occurred if the expressway had been built with Interstate Highway funds.

1941-1945 - The enactment of the Defense Highway Act in November 1941 terminated all highway construction in the Baltimore region and elsewhere except for projects that provided access to defense plants and military installations. During World War 2, several defense access roadways were built in the region including Martin Boulevard, Eastern Avenue Extension, dualization of North Point Boulevard, and roadway improvement in the vicinity of Sparrows Point, Fairfield Shipyards, Edgewood Arsenal, and Aberdeen Proving Grounds. Construction of these wartime improvements (and all postwar roadways) was expedited by a change in the Maryland Constitution in November 1942 which gave the state the ability to use the power of eminent domain (condemnation) to build roadway and other public projects.

January 1949 - Opening of US 1 Relocated / Southwestern Boulevard in Baltimore City and Baltimore County from Wilkens Avenue along the Pennsylvania RR to Washington Boulevard. This was the first major new highway project completed in the Baltimore region after the end of World War 2.

June 1950 - Opening of Friendship International Airport. Its name was changed to Baltimore/Washington International Airport in November 1973, and subsequently changed to Baltimore/Washington International Thurgood Marshall Airport in October 2005.

1950 - Opening of MD 46 / Friendship International Airport Access Road from MD 295 / Baltimore-Washington Parkway, and MD 175 / Annapolis Road to the airport terminal. Initial access to the airport was from MD 2 and US 301 via Belle Grove Road.

July 1952 - Opening of the first US 50 - US 301 / Chesapeake Bay Bridge (Governor William Preston Lane, Jr. Memorial Bridge).

October 1954 - Opening of MD 295 / Baltimore-Washington Parkway from Baltimore to Washington in Baltimore City, Anne Arundel County, and Prince George's County. Planning for this parkway was begun in 1924 by Governor Harry W. Nice. This roadway was opened in the following sections. December 1950 from the Baltimore City line (Hollins Ferry Road) to the MD 46 access road to Friendship International Airport. Summer 1951 from the Baltimore City line (Hollins Ferry Road) to downtown Baltimore (Russell Street). 1952 from MD 46 / Airport Access Road to MD 175 / Annapolis Rd / Jessup Rd. October 1954 from MD 175 / Annapolis Road / Jessup Road to New York Avenue in the District of Columbia.

November 1957 - Opening of I-895 / Patapsco River Tunnel (Baltimore Harbor Tunnel) in Baltimore City.

November 1957 - Opening of I-895 / Harbor Tunnel Thruway in Baltimore City, Anne Arundel, Baltimore County, and Howard County. This roadway was opened as a toll facility in November 1957 from US 1 in Elkridge via the Harbor Tunnel to US 40 / Pulaski Highway. The Thruway (later I-895) formed the southern section of the “interim” Baltimore Beltway. The Harbor Tunnel Thruway also included a roadway link which extends south from the main section of the Thruway to US 301 and MD 2 / Governor Ritchie Highway north of Ordinance Road. In October 1961, the Thruway was extended from north of Erdman Avenue and US 40 to the Baltimore City line. In 1973-1974, a further extension of the Thruway was opened from US 1 in Elkridge north to I-95.

1960 - Opening of US 111 / I-83 / Harrisburg Expressway from the Baltimore Beltway in Baltimore County to the Pennsylvania state line. This roadway was opened in the following sections. December 1955 from the initial section of the Baltimore Beltway to Belfast Road. This section was completed in 1950, but was not opened for five years (1955) because the connecting section of Baltimore Beltway was not complete. 1956 from Belfast Road to Mt. Carmel Road. 1957 from Mt. Carmel Road to north of Hereford. 1959 from north of Parkton to the Pennsylvania state line. This roadway in Pennsylvania was opened in 1959 to York. 1960 from Hereford to north of Parkton. The entirety of the Harrisburg Expressway was not designated as I-83 until 1963 after the northern part of the Baltimore Beltway, and portions of the Jones Falls Expressway into Baltimore City were completed.

July 1962 and March 1977 - Opening of I-695 / Baltimore Beltway in Baltimore County, and Anne Arundel County. The Baltimore Beltway was opened in two major stages. A 42 mile “interim” Baltimore Beltway was opened in July 1962. This “interim” Beltway was formed by northern sections of I-695 and the Harbor Tunnel Thruway (later I-895). It took over six years to complete the “interim” Beltway. The full 52 mile Baltimore Beltway (I-695) was opened in March 1977. The full Beltway was opened in fifteen segments over a 21 year period. The Beltway was opened in the following sections. December 1955 from Falls Road - Joppa Road to the Harrisburg Expressway. June 1956 from the Harrisburg Expressway to York Road. 1957 from the Glen Burnie Bypass (then US 301; later I-97) to Nursery Road. November 1957 from US 1 in Elkridge via the Harbor Tunnel Thruway to Pulaski Highway (US 40 East). December 1958 from York Road to Loch Raven Boulevard. December 1958 from Nursery Road to US 40 West / Baltimore National Pike. 1958 from Old Philadelphia Road to Pulaski Highway. December 1960 from MD 2 / Governor Ritchie Highway to the Glen Burnie Bypass (then US 301; later I-97). October 1961 from Belair Road to Old Philadelphia Road. July 1962 from Loch Raven Boulevard to Belair Road. July 1962 from US 40 West / Baltimore National Pike to Falls Road and Joppa Road.

1972 from Pulaski Highway to Southeastern Boulevard. Early 1973 from Southeastern Boulevard to Cove Road. August 1973 from Cove Road to North Point Boulevard. 1973 from MD 10 / Arundel Expressway to MD 2 / Governor Ritchie Highway. March 1977 from North Point Boulevard to MD 10 / Arundel Expressway which included the Patapsco River Bridge (Francis Scott Key Memorial Bridge).

September 1963 - Opening of MD 23 / East-West Highway in Harford County. This seven mile long highway, which bypasses Bel Air, Forest Hill, and Jarrettsville, was the first and only segment of a proposed outer circumferential highway around Baltimore to be built. It was first proposed in 1937 and was known at that time as the Seaboard Freeway. As originally planned, it would have extended from Aberdeen across Harford, Baltimore, and Carroll Counties to Westminster and Hagerstown. This section of MD 23 was built in a 300 foot right-of-way with controlled access. The proposed outer circumferential highway of which MD 23 was a part was shown on local and regional plans from 1959-1977. At the time it was opened, Baltimore County opposed the western extension of MD 23. The existing two lanes which are offset in the right-of-way would have been converted into the eastbound lanes of an expanded MD 23 if it had been extended.

November 1963 - Opening of I-95 / Northeast Expressway / John F. Kennedy Memorial Highway in Baltimore County, Harford County, and Cecil County. This roadway was opened in the following sections. October 1961 from Baltimore City line to I-695 / Baltimore Beltway. At the same time, a short connecting section of I-895 was opened from the Baltimore City line to Erdman Avenue and US 40. 1962-1963 from the Baltimore Beltway to White Marsh Boulevard (non-toll portion). November 1963 from White Marsh Boulevard to the Delaware state line (toll portion) where it connected with the Delaware Turnpike. This roadway was dedicated by President John F. Kennedy one week before he was assassinated. The roadway was renamed the John F. Kennedy Memorial Highway in April 1964. In 1960, the state authorized the construction of this roadway as a toll facility to speed up its completion. As originally planned in 1953, the roadway would not have been completed until 1966. If federal Interstate Highway funds had been used, the roadway would not have been completed until the 1970s. Two service plazas (Maryland House and Chesapeake House) were opened on this roadway in 1963 and 1975, respectively.

1964 - Opening of the Dundalk Marine Terminal which was the first facility in the Port of Baltimore capable of handling containerized cargo. In March 1959, the Maryland Port Authority purchased the old Baltimore Municipal Airport / Harbor Field, and began rebuilding it as a modern port facility.

1969 - Opening of I-70N (formerly US 40) from the Baltimore Beltway to Frederick in Baltimore County, Howard County, and Frederick County. From the Baltimore Beltway to Frederick, I-70N closely follows the alignment of the

Baltimore National Pike which was originally conceived in 1805 as part of the nation's first turnpike system. In the pre-Interstate Highway era, the roadway was designated as US 40. I-70N from Frederick through much of Howard County was an existing arterial highway that was upgraded to Interstate Highway standards. From just west of Pine Orchard to inside the Baltimore Beltway, I-70N was built on an all-new alignment. This roadway was opened in the following sections. 1967 from the Baltimore Beltway to St. Johns Lane. 1969 from St. Johns Lane to US 40 west of Pine Orchard. 1969 from the Baltimore Beltway to Cooks Lane at the Baltimore City line. 1972 I-70N / US 40 became the designation of what had been US 40 from west of Pine Orchard. September 1985 opening of Cooks Lane park-&-ride lot at the east end of I-70N inside the Baltimore Beltway. Construction of I-70N in Baltimore City was delayed and ultimately stopped by public opposition and litigation.

July 1971 - Opening of I-95 from the Baltimore Beltway to the Capital Beltway in Baltimore County, Howard County, and Prince George's County. This roadway was originally scheduled to be opened in November 1970, but construction delays in the vicinity of the Baltimore Beltway delayed the planned opening.

June 1973 - Opening of second US 50 - US 301 / Chesapeake Bay Bridge (Governor William Preston Lane, Jr. Memorial Bridge).

August 1974 - Opening of MD 46 / Metropolitan Boulevard in Baltimore County from Francis Avenue to Washington Boulevard (US 1). This roadway later became part of I-195 in June 1990.

1974 - Start of State of Maryland financial assistance to continue the commuter rail services operated by the Baltimore & Ohio RR in the Baltimore and Washington regions. In 1975 and 1976, the state entered into formal operating agreements with both the B&O RR and Conrail to continue commuter rail service.

July 1975 - Purchase of Glenn L. Martin Airport by the State of Maryland. This airport now serves as the state's principal general aviation facility and as a reliever airport for the Baltimore/Washington International Airport.

November 1976 - Opening of a park-&-ride lot on Providence Road in Baltimore County (first new park-&-ride lot in Maryland).

March 1977 - Opening of the Patapsco River Bridge (Francis Scott Key Memorial Bridge) on I-695 / Baltimore Beltway.

1978 - Start of Mobility lift-equipped van service by MTA to serve non-ambulatory elderly and disabled individuals.

October 1980 - Opening of the BWI Amtrak rail station (later MARC commuter rail station). BWI became the first airport in the United States to have a rail station on airport grounds.

November 1981 - Opening of I-395 from I-95 to Russell Street in Baltimore City. Martin Luther King Boulevard, a non-limited access, divided arterial roadway, extends from the north end of I-395 to Howard Street at the State Center.

1982 - Start of Mobility taxicab service by MTA to serve ambulatory elderly and disabled individuals.

July 1983 - Start of expanded commuter rail service in Maryland when the State of Maryland restored the "Chesapeake" passenger train service which was discontinued by Amtrak.

January 1984 - Renaming of commuter rail service in the Baltimore and Washington regions. Commuter rail service in Maryland was designated as MARC (Maryland Rail Commuter) to improve name recognition and upgrade the image of existing service.

November 1984 - Opening of MD 32 Relocated / Patuxent Freeway between Dorsey Run Road and I-95 in Howard County.

1984 - Opening of the Northern Central RR (NCR) Trail in Baltimore County. This trail opened in the following sections. 1984 from Ashland to Monkton. 1989 from Monkton to the Pennsylvania state line. This bicycle / pedestrian trail was one of the first rails-to-trails conversions in the United States. The former Penn Central RR right-of-way which was converted into this trail was acquired by the State of Maryland in 1980. At the Pennsylvania state line, the trail connects with the York Heritage Trail which continues to the City of York. The Pennsylvania extension of the NCR Trail was completed in August 1999.

Mid-1980s - Opening of I-83 / Jones Falls Expressway (JFX) in Baltimore City and Baltimore County. This roadway was opened in the following sections. May 1959 from 29th Street to North Avenue. December 1961 from Falls Road to Charles Street. November 1962 from Falls Road to the Baltimore Beltway. After 1962, JFX traffic exited into Biddle Street and the Fallsway at Guilford Avenue at its southern end. 1973 from Biddle Street to Centre Street. 1978 from Centre Street to Gay Street. Mid-1980s from Gay Street to Fayette Street. Delays in completing the southern end of the JFX were caused by public opposition and litigation.

1985 - Opening of multiple park-&-ride lots throughout the Baltimore region. The following park-&-ride lots were opened during 1985. Hammonds Ferry Road at I-695, MD 2 at MD 258, and MD 4 at MD 258 in Anne Arundel County. I-83 at MD 137, I-83 at MD 439, and I-83 at Middletown Road in Baltimore County. MD 851 at MD 32, MD 32 at Circle Drive, and MD 27 west of MD 30 in Carroll County. MD 152 north of MD 147, MD 24 at US 1 Hickory Bypass, and MD 152 south of US 1 in Harford County. US 29 at MD 216, I-70 at MD 32, MD 32 at Broken Land

Parkway, and I-70N at MD 94 in Howard County. These regional park-&-ride lots were built to meet the 1987 air quality compliance requirement established by a 1977 amendment to the federal Clean Air Act of 1970.

1985 - Start of the first Transportation Management Agency (TMA) in the Baltimore region. It was originally known as the Greater BWI Commuter Assistance Center, and was renamed to the Greater BWI Commuter Transportation Center in 1988. The name was subsequently changed to the BWI Business Partnership in 1993. Two additional TMAs were subsequently opened to serve other parts of the region.

November 1985 - Opening of I-95 / Patapsco River Tunnel (Fort McHenry Tunnel) in Baltimore City.

November 1985 - Opening of I-95 from I-695 in Baltimore County east through the Fort McHenry Tunnel to I-95 at the east Baltimore City line. This roadway was opened in the following sections. 1973 from I-695 in Baltimore County to Caton Avenue in Baltimore City. February 1978 from Caton Avenue to Russell Street. September 1979 / April 1980 from Russell Street to Hanover Street. August 1981 from Hanover Street to Key Highway. March 1982 from O'Donnell Street to Keith Avenue, and Keith Avenue to Vail Street and Broening Highway. September 1982 from Clinton Street to O'Donnell Street (I-895 Interchange). November 1983 from Key Highway to Andre Street. November 1985 from Andre Street to Clinton Street. This section included the Fort McHenry Tunnel, and from O'Donnell Street (I-895 interchange) east to the Baltimore City line.

January 1986 - Start of the Suburban Transit Program bus service by MTA in Baltimore County, Harford County, and Howard County.

October 1986 - Opening of I-795 / Northwest Expressway from the Baltimore Beltway to north of Reisterstown in Baltimore County. This roadway was opened in the following sections. November 1985 from the Baltimore Beltway to Owings Mills Boulevard. July 1986 from Owings Mills Boulevard to Franklin Boulevard. October 1986 from Franklin Boulevard to MD 140 / Westminster Pike and to MD 30 / Hanover Pike. Portions of the alignment of I-795 inside and outside the Baltimore Beltway are also used for the Metro subway line.

November 1987 - Opening of MD 24 Relocated / Vietnam Veterans Memorial Highway in Harford County. This roadway extends from the Bel Air (US 1) Bypass to I-95 and US 40, and replaced existing MD 24 / MD 924 / Emmorton Road.

April 1988 - Start of Maryland Private Commuter Bus Program service by MTA in Anne Arundel County, Howard County, and the City of Annapolis.

October 1988 - Opening of MD 10 / Arundel Expressway in Anne Arundel County. This roadway was opened in the following sections. December 1972

from I-695 / Baltimore Beltway to MD 710 / Ordinance Road. October 1977 from MD 710 / Ordinance Road to MD 270 / Furnace Branch Road. March 1978 from MD 270 / Furnace Branch Road to MD 648 / Old Annapolis Boulevard. October 1988 from MD 648 / Old Annapolis Boulevard to MD 100 and MD 177 / Mountain Road.

January 1990 - Opening of MD 702 Extended / Southeast Boulevard in Baltimore County from MD 150 / Eastern Boulevard to Pottery Farm Road and Back River Neck Road.

June 1990 - Opened I-195 from I-95 to the Baltimore/Washington International Airport in Anne Arundel County, Baltimore County, and Howard County. The original segment of this roadway was opened in 1950 as MD 46 / Friendship International Airport Access Road from MD 295 / Baltimore-Washington Parkway, and MD 175 / Annapolis Road to the airport terminal. This roadway was opened in the following sections. August 1974 from near I-95 to US 1 / Washington Boulevard, May 1988 from I-895 / Harbor Tunnel Thruway to MD 295 / Baltimore-Washington Parkway. June 1990 from I-95 to I-895 / Harbor Tunnel Thruway.

1990 - Opening of Seagirt Marine Terminal at the Port of Baltimore. Adjacent to terminal is the Intermodal Container Transfer Facility operated by CSX Transportation.

May 1991 - Start of MARC Commuter Rail service from Baltimore Penn Station to Perryville in Baltimore County, Harford County, and Cecil County. Trains serve peak direction commuters. Later limited reverse flow service was provided.

Spring 1992 - Opening of MD 665 / Aris Allen Boulevard / Patuxent Boulevard Relocated in Anne Arundel County and the City of Annapolis.

November 1992 - Opening of MD 32 from MD 175 to I-97 in Anne Arundel County.

Late 1992 - Start of Amtrak testing of high speed rail passenger equipment in Northeast Corridor through Baltimore City using Swedish X-2000, and German InterCityExpress (ICE) trains.

January 1993 - Opening of MD 43 / White Marsh Boulevard from I-695 to I-95 in Baltimore County.

June 1993 - Start of MD 2 Bus Signal Preemption System from MD 100 to US 50 in Anne Arundel County.

October 1993 - Opening of Warren Road Extension from Beaver Dam Road to I-83 in Baltimore County. This project included a park-&-ride lot that later became the Warren Road Light Rail station.

October 1993 - Opening of Lisbon Roundabout at MD 144 and MD 94 in Howard County (1st roundabout in Maryland). This roundabout was originally opened as a temporary pilot project in April 1993.

December 1994 - Opening of rebuilt US 50 (upgraded to Interstate Highway standards) in Anne Arundel County and Prince George's County.

1994 / 1995 - I-97 / Glen Burnie Bypass from US 50 west of Annapolis to I-695 / Baltimore Beltway in Anne Arundel County. In June 1979, plans were announced for constructing I-97 between Baltimore and Annapolis along the MD 3 / MD 32, and MD 178 corridor. This roadway was opened in the following sections. December 1987 from MD 32 to US 50. April 1989 from Millersville Road via MD 3 to MD 178 at Dorrs Corner. After the opening of these two I-97 sections, subsequent opening dates can not be identified because of the extensive temporary openings, lane shifts, and reconstruction of existing roadways in the I-97 corridor. Converting existing highways in this corridor into a limited access roadway required complex construction phasing. Phased construction projects were finally completed in the 1994 / 1995 period.

May 1995 - Opening of the Metro subway line in Baltimore City and Baltimore County. This rail transit facility was opened in the following sections. November 1983 from Charles Center to Reisterstown Plaza. July 1987 from Reisterstown Plaza to Owings Mills. May 1995 from Charles Center to Johns Hopkins Hospital.

August 1995 - Opening of the Maryland CHART Center. This facility is the state's Intelligent Transportation System (ITS) headquarters which coordinates the activities of state transportation and law enforcement agencies in the areas of traffic surveillance, incident response, and traveler information. CHART is now the acronym for Coordinated Highway Action Response Team.

September 1995 - Opening of the Penn Station parking deck for Amtrak and MARC passengers.

July 1996 - Opening of the Dorsey Road commuter rail station on the MARC Camden Line.

1996 - Start of new MTA regulations to provide greater flexibility for passengers to carry bicycles on Central Light Rail and Metro subway trains. Later, folding bicycles that fit into carrying cases were permitted to be carried on MARC commuter rail trains.

December 1997 - Opening of the Central Light Rail system in Baltimore City, Anne Arundel County, and Baltimore County. This system was opened in the following sections. May 1992 from Timonium to Camden Yards. Limited service for Oriole baseball games began in April 1992. August 1992 from Camden Yards to Patapsco Avenue. April 1993 from Patapsco Avenue to Linthicum. June 1993 from Linthicum to Cromwell / Glen Burnie. September 1997 from Timonium to Hunt Valley. December 1997 from Amtrak Penn Station to BWI International Airport. The latter section of line was opened in conjunction of the opening of the new William Donald Schaefer International Terminal at BWI International Airport.

February 1998 - Opening of Towson Roundabout at MD 45 and MD 146 / Joppa Road in Baltimore County (1st urban roundabout in Maryland).

September 1998 - Opening of Hamburg Street light rail station to serve special events at the new Ravens football stadium. This station was opened for daily service in July 2005.

April 1998 - Start of MTA articulated bus service.

November 1998 - Opening of MD 100 in Anne Arundel County and Howard County. This roadway was opened in the following sections. November 1970 from MD 177 / Mountain Road in Sharonville to MD 2 / Governor Ritchie Highway. September 1994 from US 29 to MD 104. November 1996 from I-95 to MD 295, and from MD 295 to I-97. November 1998 from MD 104 to I-95.

May 1999 - Opening of the BWI Hiker / Biker Trail in Anne Arundel County. This trail was opened in the following sections. July 1994 initial phase was opened. 1995 second phase was opened. May 1999 final phase was opened.

December 2000 - Start of Amtrak Acela Express high speed rail passenger service from Washington to Boston.

December 2000 - Start of the Hampden Shuttlebug neighborhood shuttle bus service in Baltimore City. In December 2001, a second Baltimore City neighborhood shuttle bus route, the Mondawmin Metro Shuttlebug, was placed in service.

September 2001 - Reopening of Metro subway service on Sundays. This service was suspended in January 1993.

September 2001 - Twelve modern roundabouts on state maintained roadways in the Baltimore region are in operation as of this date. There are additional roundabouts in operation on roadways maintained by local governments.

2001 / 2002 - Start of regular service of MARC bi-level passenger cars.

August 2002 - Start of use of bicycle racks on MTA buses.

July 2004 - Opening of a temporary intercity bus terminal on Haines Street in the Carroll Camden Industrial Park in Baltimore City. This facility replaced the old Greyhound bus station on Fayette Street in downtown Baltimore. Earlier plans to build a new intercity bus terminal near the Amtrak Penn Station were abandoned. A permanent intercity bus terminal at Russell and Bayard Streets is expected to be completed in about 2007.

December 2004 - Reopening of Central Light Rail lines from downtown Baltimore to the Cromwell / Glen Burnie, and BWI Light Rail stations following completion of the double tracking project.

December 2004 - Designation of South Locust Point Terminal as the new passenger cruise ship terminal for the Port of Baltimore. Previously, cruise ships docked at the Dundalk Marine Terminal.

December 2005 - Reopening of Central Light Rail line north of North Avenue following completion of double track construction. Interim shuttle bus service was provided to accommodate Light Rail riders during the construction period which began in January 2005.