

A detailed list of pedestrian and bicycle improvement recommendations for each station is provided with the Station Profiles. The table of Recommended Improvements provides the type and location of the improvement, a brief description of the recommendation and an estimated quantity or length for cost estimating purposes. The total costs for each station are also summarized in the table.

PROJECT DATABASE

An ESRI file geodatabase was created for the project. All data is referenced to the NAD 83 Maryland State plane Feet coordinate system.

Recommended improvements are stored as point locations in the geodatabase format. In the database, each improvement type is stored as a separate feature class with attributes. The data stored in this database was utilized to create the recommendation maps.

The following feature classes are stored in the geodatabase:

- Bike_lane_path_improvement – Bike lane or bike path improvement.
- BikeStorageRack_missing – location
- BikeStorageRack_present – Location of bike rack or bicycle storage facility based upon field observation.
- Crosswalk_faded_not_visible - Location of faded or deficient crosswalk marking.
- Crosswalk_missing – Potential recommended new crosswalk location.
- CurbRamp_missing – Location of missing crosswalk.
- DesireLine_present – Location of observed desire line.
- Directional_signing_station_missing – Observed location of deficient or missing station signing.
- Lighting_missing_along_roadway - Observed location of deficient roadway lighting.
- Lighting_missing_at_bus_stop - Observed location of deficient bus stop lighting.
- Lighting_missing_at_intersection - Observed location of deficient intersection lighting.
- Parallel_drainage_grates_present – Location of parallel drainage grates.
- PedCrossingSigns_missing – Observed location of deficient or missing pedestrian crossing signing.
- Pedestrian_crossing_missing – Observed location of missing pedestrian crossing.
- Shoulder_improvement – Shoulder improvement location.
- Sidewalk_damaged – Location of damaged or deficient sidewalk segment.
- Sidewalk_segment_missing – Location of missing sidewalk segment.
- Wide_lane_improvement – Wide lane improvement location.
- Pedestrian_traffic_accidents - Crash locations involving pedestrians
- Bicycle_traffic_accidents - Crash locations involving bicycles

RAIL LINE: Metro

STATION PROFILE: Owings Mills

CHARACTER:

The station is a terminal station on the Metro line and is situated in the area known as the Owings Mills Town Center. The Owings Mills Mall was the first successful retail center to be constructed in the growth area following the completion of I-795 and the Metro rail system in 1986. The mall flourished initially but over time lost major upscale retailers. The Owings Mills Mall has access to a robust consumer market; however, it currently lacks the proper mix of uses and physical appeal of newer shopping alternatives. In 2006, residential redevelopment on a portion of the parking lot infused new life into the mall. The planned Metro Centre at Owings Mills offers an opportunity to complement and enhance the Owings Mills Mall with a main street mixed-use transit oriented development concept. The design is planned to integrate a mix of residential, office, retail, restaurants, a new public library, a community college building, and a year-round public gathering space. This is intended to create a pedestrian-friendly live, work, and play environment that would encourage the use of public transportation and existing infrastructure. Also located nearby are the corporate campuses and employment centers that comprise this County designated growth area. The station area has easy access to I-795 which connects to the Baltimore Beltway.

LAND USE CONTEXT:

The Owings Mills station is located in an area that is classified as Urban Center Land Use. Planned with a Metro Rail station and easy highway access, the area has been designated as a growth center since 1979. The station area is designated as a transit oriented development area (TOD) at the state and County level. The TOD project known as Metro Centre at Owings Mills is currently under construction. Initially, a parking structure was built for commuters to free up surface parking lots for development. The mixed use development will ultimately include residential, office, retail, restaurant and hotel properties as well as a new public library and community college building.

Year 2000 Population within 3 mile radius -	65,331
Weekday Station Ridership	4,551
Saturday Station Ridership:	1,742
Transit Connections:	MTA Routes 56, 59, and M17

PARKING:

A combination of surface and structured parking exists to provide 3,654 spaces. An occupancy rate of 61% was observed. (Temporary construction in the area may be affecting commuter usage.)

When the mixed-use development is complete the structured parking could be utilized by commuters as well as by visitors to and residents of the TOD.

VEHICLE CHARGING STATION

As a terminal station on the Metro line, this station could be a suitable location for an electric vehicle charging station. Commuters originating in Carroll County or other points north could access the station by electric car and take advantage of a charging station while parked.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment at the station is generally adequate for a suburban setting. A clear pedestrian path is marked and signed through the station parking lot. However, some streets in the vicinity of the station lack sidewalks and a pedestrian desire line is evident within the station. Costs for changing the pedestrian access within the station were not included since the TOD development on site will have a more pedestrian focus.

BICYCLING ENVIRONMENT:

There are 2 bike racks and 10 bike lockers at the station placed in a suitable location, but they are not fully utilized. The surrounding roads are generally wide enough to accommodate bicyclists however, there are no bicycle accommodations provided. The County has plans for providing bicycle accommodations in the area.

No off road trails were identified, but the County has intent to investigate provision of an off-road trail in the area.

2006-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	2
Number of Bicycle Crashes within 3 miles	17

HIGHLIGHTS FROM FINDINGS

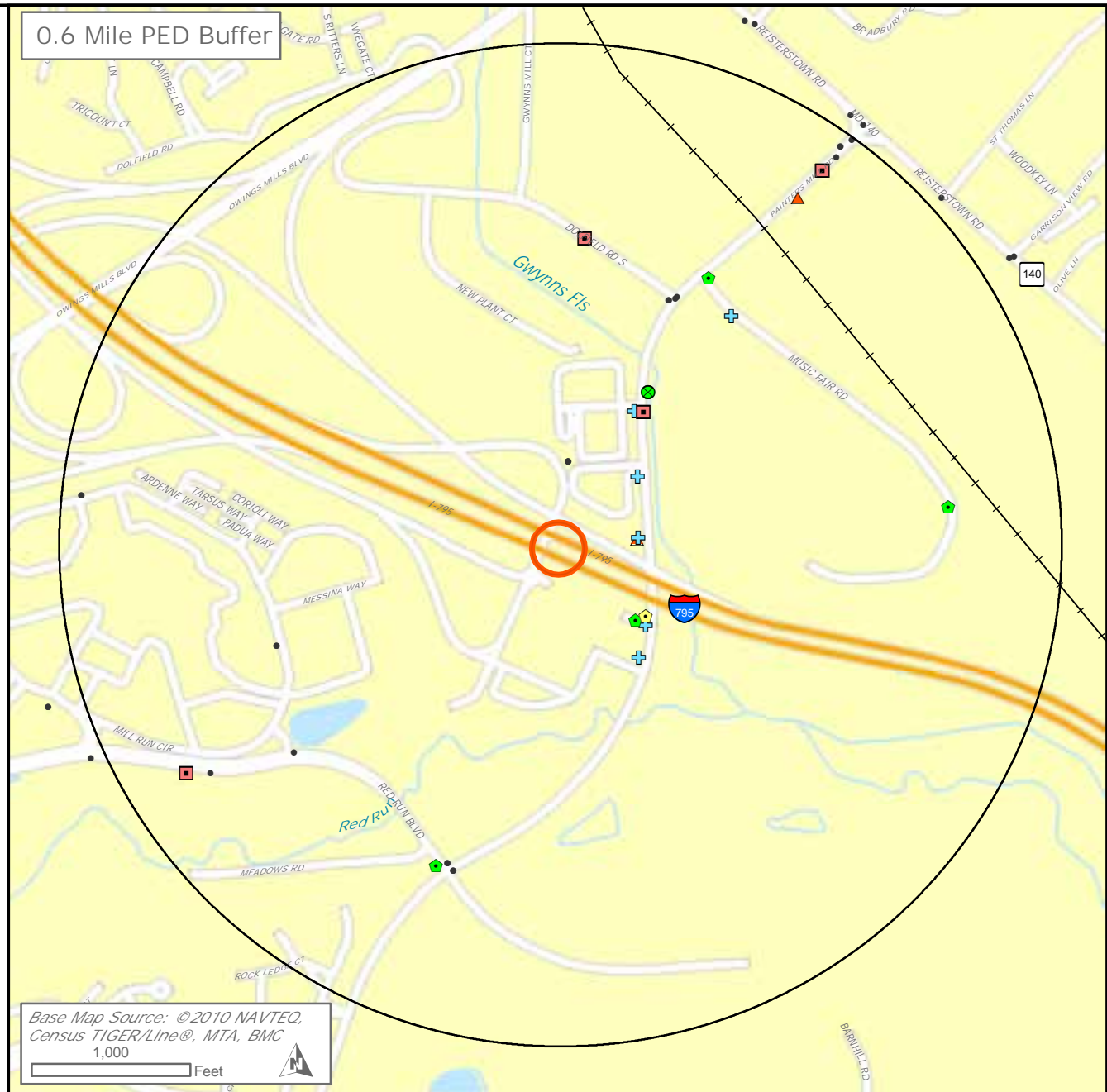
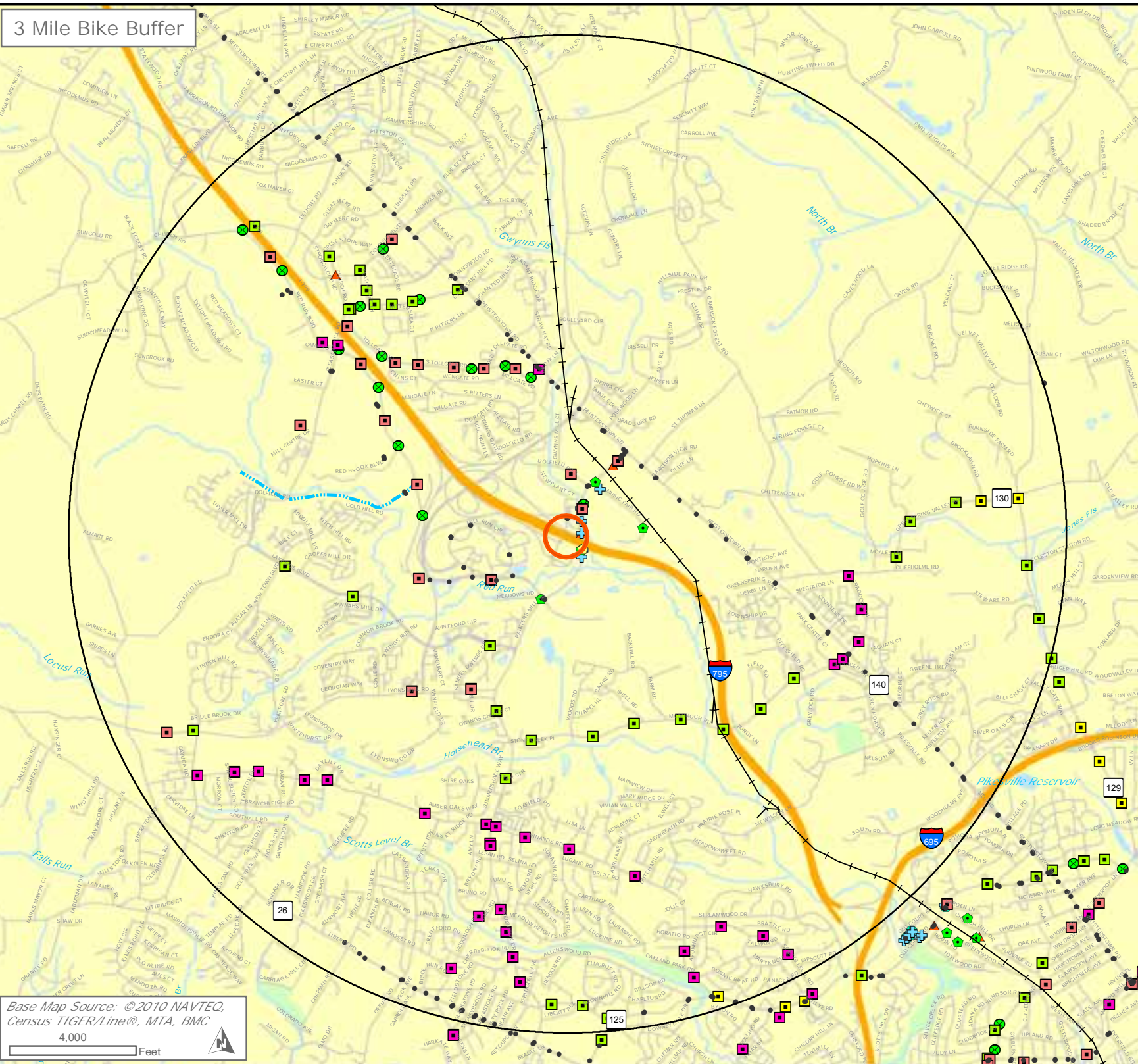
PEDESTRIAN

- Some sidewalks are deficient in the immediate station area which may be due to current construction in the vicinity. This will likely be remedied as the transit oriented development project proceeds.
- Sidewalks should be provided on Red Run Boulevard between Painters Mill and Owings Mills Boulevard which may help address safety.
- Crosswalks are missing or faded on Painters Mill Road at the station entrance.
- A new pedestrian signal is recommended on Painters Mill Road @ Music Fair Road.
- Improved street lighting is recommended for segments of Church Road, Owings Mills Boulevard and at the intersection of Painters Mill and Reisterstown Road.

BIKE

- Share the Road or bicycle route signage is needed for designated bicycle routes.
- Bicycle compatible drainage is needed along several roads. (Deer Park, Lyons Gate Drive, Church Road)
- To provide bicycle accommodations widening is likely needed along McDonogh Road, Church Road, Lyons Mill Road and Pleasant Hill Road. This may help address safety issues along McDonogh Road.
- Information on bicycle locker rental/usage should be posted at the station.

For more detailed information refer to the project database.



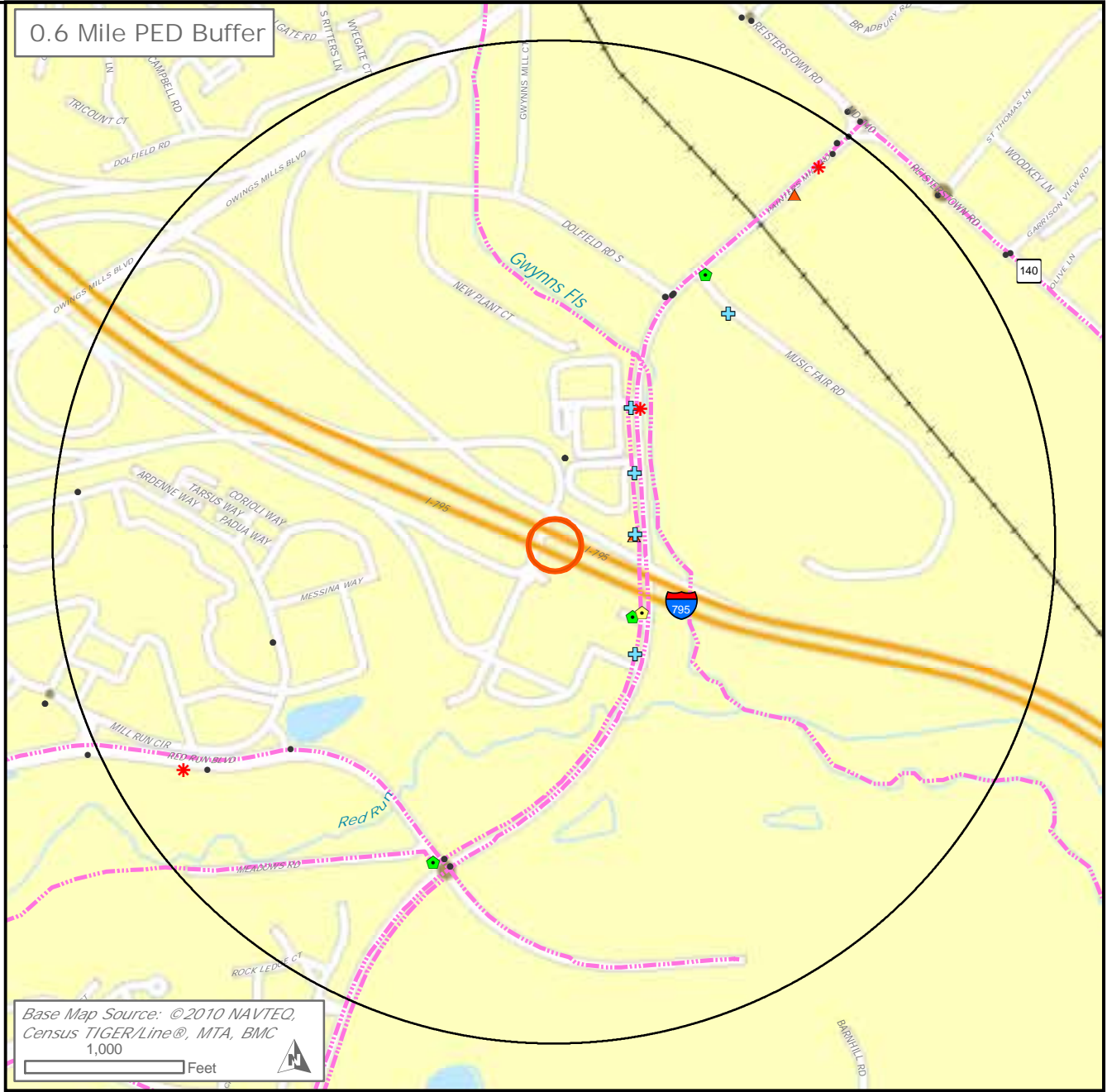
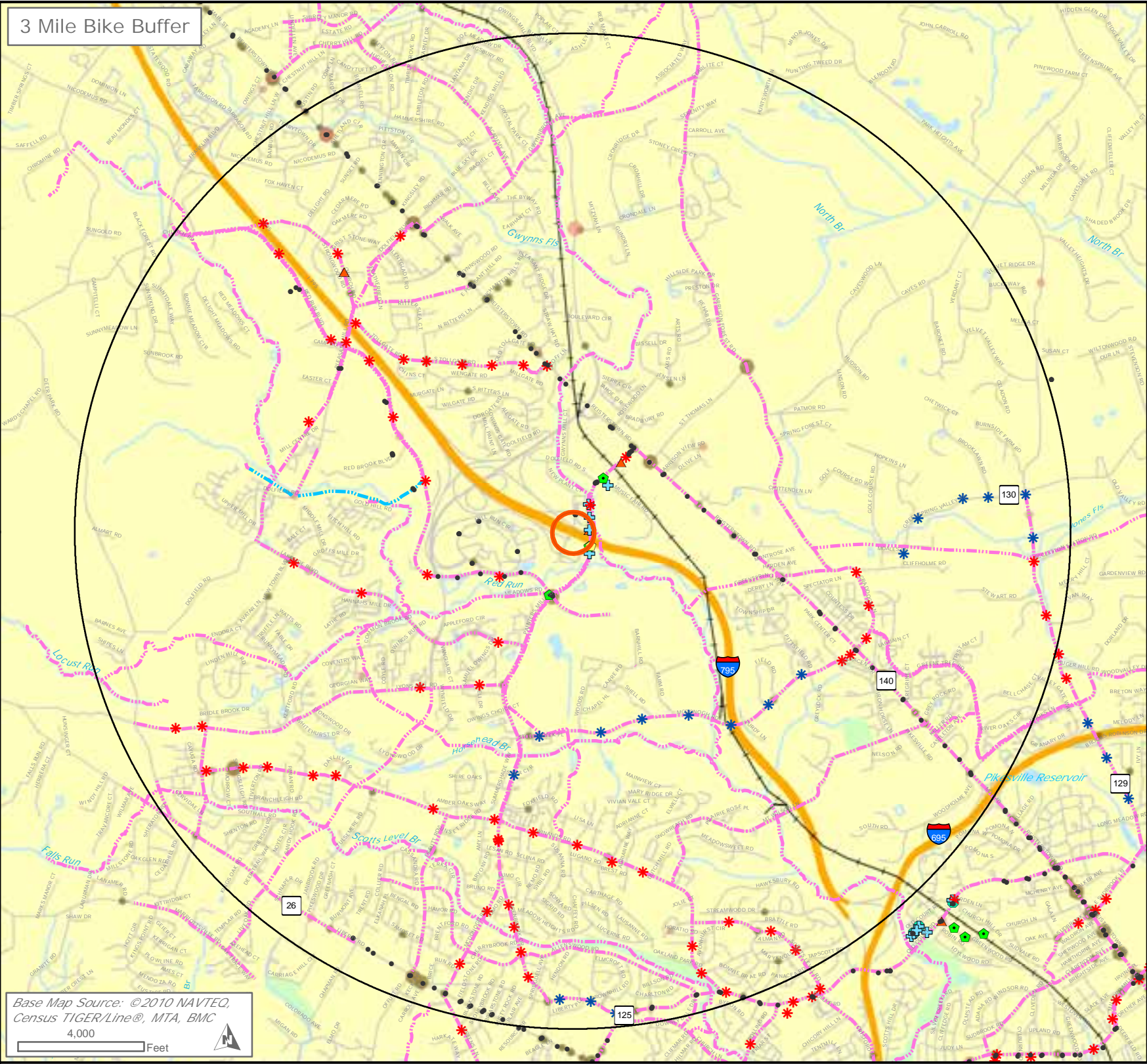
Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

Existing Conditions
Station: Owings Mills
Rail Line: Metro

Jun 20, 2011



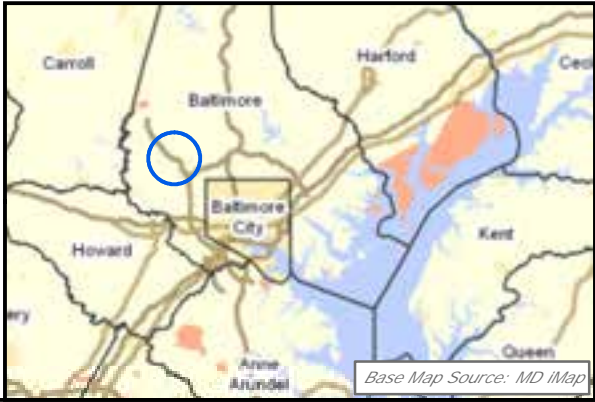


Recommended Improvements

Station: Owings Mills

Rail Line: Metro

Jun 20, 2011



Legend

- Train Station
- Bus Stop
- ✱ Bike Lane / Bike Path
- ✱ Shoulder
- ✱ Wide lane
- ✱ Directional Sign Improvement
- ✱ Repair Sidewalk
- ✱ Add Sidewalk Segment
- ✱ Crosswalk Improvement
- ✱ Add Curb Ramp
- ✱ Desire Line Present
- ▲ Lighting Improvement
- Pedestrian Crossing Improvement
- Proposed Bicycle Route
- Existing Bicycle Route
- Rail Line

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

OWINGS MILLS - METRO

Station No. 1

Owings Mills Metro

Baltimore County

5018 Painters Mill Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		MUSIC FAIR ROAD	PAINTERS MILL ROAD	TO CUL-DE-SAC	COUNTY	INSTALL 3700'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PAINTERS MILL ROAD	AT OWINGS MILLS STATION GARAGE	TO PAINTERS MILL ROAD	COUNTY	INSTALL 5'X120' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		RED RUN BOULEVARD	PAINTERS MILL ROAD	OWINGS MILLS BOULEVARD	COUNTY	INSTALL 3900'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		PAINTERS MILL ROAD	GARAGE	TRAIN STATION PARKING LOT	COUNTY	REPLACE 100'X4' OF SIDEWALK UNDER THE BRIDGE	
	LIGHTING AT INTERSECTION	CHURCH ROAD AND CEDAMERE CIR/STONE GARDEN COURT				COUNTY	INSTALL 1-LIUMINAIRE ON THE UTILITY POLE	
	LIGHTING AT INTERSECTION	OWINGS MILLS BOULEVARD AND ENT. TO PARKING GARAGE				COUNTY	INSTALL 2- LIGHT POLES AT THIS LOCATION	
	LIGHTING AT INTERSECTION	PAINTERS MILL ROAD AND REISTERSTOWN ROAD				COUNTY	INSTALL 3- LIGHT POLES AT THIS LOCATION	
	LIGHTING ALONG ROADWAY		PAINTERS MILL ROAD			COUNTY	INSTALL ONE LIGHT POLE AT THE ENTRANCE TO OWINGS MILLS STATION	
	LIGHTING ALONG ROADWAY	CHURCH ROAD AND STONE GARDEN/CEDARMERE CIR.	CHURCH ROAD			COUNTY	INSTALL 2-LIGHT POLES AT CHURCH RD. AND STONE GARDEN/CEDAR MERE CIR	
	CROSSWALK MISSING		196 PAINTERS MILL ROAD			COUNTY	INSTALL 200' XWALK AND 2 PED SIGNALS	
	CROSSWALK MISSING		MUSIC FAIR ROAD			COUNTY	INTERSECTION RECONSTRUCTION TO INSTALL PED SIGNALS	
	CROSSWALK MISSING		PAINTERS MILL ROAD STATION'S PARKING ENTRANCE			COUNTY	INSTALL 550' XWALK 30' S.B.	
	CROSSWALK MISSING		PAINTERS MILL ROAD STATION'S PARKING N ENTRANCE			COUNTY	INSTALL 500' XWALK, 30' S.B.	
	CROSSWALK MISSING		PAINTERS MILL ROAD STATION'S PARKING S ENTRANCE			COUNTY	INSTALL 300' XWALK 25' S.B.	
BIKE	WIDE LANE		CHURCH ROAD	CEDARMERE ROAD	PLEASANT HILL ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.467803
	WIDE LANE		CHURCH ROAD	RED RUN BOULEVARD	CEDARMERE ROAD	COUNTY	ROUTE, WIDENING	0.465909
	WIDE LANE		CRADDOCKS LANE	REISTERSTOWN ROAD	GREENSPRING VALLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.145833
	WIDE LANE		CRADDOCKS LANE	REISTERSTOWN ROAD	GREENSPRING VALLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.145833
	WIDE LANE		DOLFIELD BOULEVARD	MILLPOND COURT	REISTERSTOWN ROAD	COUNTY	ROUTE, DRAINAGE	0.265152
	WIDE LANE		LAKESIDE BOULEVARD	DOLFIELD BOULEVARD	PAINTERS MILL ROAD	COUNTY	ROUTE, SIGNING	1.835227
	WIDE LANE		LYONS MILL ROAD	DEER PARK ROAD	MARRIOTSVILLE ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.216856
	WIDE LANE		LYONS MILL ROAD	LYONS GATE DRIVE	MANOR FORGE WAY	COUNTY	ROUTE, WIDENING, SIGNING	0.235795
	WIDE LANE		LYONS MILL ROAD	OWINGS MILLS BOULEVARD	PAINTERS MILL ROAD	COUNTY	ROUTE, SIGNING, DRAINAGE	0.422348
	WIDE LANE		MCDONOGH ROAD	PITTSFIELD ROAD	REISTERSTOWN ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.160985
	WIDE LANE		PAINTERS MILL ROAD	RED RUN BOULEVARD	REISTERSTOWN ROAD	COUNTY	ROUTE, DRAINAGE	0.552083
	WIDE LANE		PLEASANT HILL ROAD	CHURCH ROAD	REISTERSTOWN ROAD	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.120265
	WIDE LANE		PLEASANT HILL ROAD	LAKESIDE BOULEVARD	RED RUN BOULEVARD	COUNTY	ROUTE, WIDENING, SIGNING	1.311553
	WIDE LANE		PLEASANT HILL ROAD	RED RUN BOULEVARD	TOLLGATE ROAD	COUNTY	ROUTE, RESTRIPING, SIGNING	0.166667
	WIDE LANE		RED RUN BOULEVARD	CHURCH ROAD	PAINTERS MILL ROAD	COUNTY	ROUTE, SIGNING, MARKING, DRAINAGE	0.484848
	WIDE LANE		SOUTH TOLLGATE ROAD	LASTGATE ROAD	REISTERSTOWN ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.083333
	WIDE LANE		SOUTH TOLLGATE ROAD	PLEASANT HILL ROAD	LASTGATE ROAD	COUNTY	ROUTE, DRAINAGE	0.201705

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	SHOULDER		GREENSPRING VALLEY ROAD	CLIFFHOLME ROAD	PARK HEIGHTS AVENUE	STATE	ROUTE, SIGNING	0.250947
	SHOULDER		MCDONOGH ROAD	I-795 (OVERPASS)	PITTSFIELD ROAD	COUNTY	ROUTE, SIGNING	0.186553
	SHOULDER		MCDONOGH ROAD	PAINTERS MILL ROAD	I-795 (OVERPASS)	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.331439
	SHOULDER		MCDONOGH ROAD	WINANDS ROAD	PAINTERS MILL ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.535038
	SHOULDER		PARK HEIGHTS AVENUE	GREENSPRING VALLEY ROAD	ECCLESTON STATION ROAD	STATE	ROUTE, SIGNING	0.203598

Total Cost Station (\$) \$14,281,385	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$0		
	Baltimore City	\$0	State Roads/Stations	\$27,300
	Baltimore County	\$14,281,385	County Roads	\$14,254,090
	Harford County	\$0	City Roads	\$0
	Howard County	\$0		
	Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: Milford Mill

CHARACTER:

The area falls within the Community Conservation area of Baltimore County, within the Urban Rural Demarcation Line where public services are provided. Community Conservation Areas generally consist of lower to moderate density suburban residential neighborhoods. The preservation and stability of these communities is of paramount importance. The Milford Mill area is generally built out at a suburban scale.

LAND USE CONTEXT:

The surrounding area is built out predominately as an older, moderate density residential community. There are some commercial activities on nearby land across the rail line to the east. This area is not designated as a TOD.

Year 2000 Population within 3 mile radius -	136,646
Weekday Station Ridership	1,936
Saturday Station Ridership:	835
Transit Connections:	MTA Route 54

PARKING:

Surface lots provide 1,065 spaces.
An occupancy rate of 63% was observed.. There are no apparent shared parking opportunities.

VEHICLE CHARGING STATION

Since this station has a large commuter parking lot, it could be a suitable location for an electric vehicle charging station. Commuters originating Baltimore County’s northwestern communities could access the station by electric car and take advantage of a charging station while parked.

PEDESTRIAN ENVIRONMENT:

The station is situated in a low lying area. Metro and freight rail lines create a physical barrier between the station and communities to the east. Customers coming from the east (Pikesville business district) must use the Milford Mill Road bridge to reach the station. The bridge has sidewalks. There are good sidewalk connections to the communities situated to the west and north of the station. The pedestrian conditions are generally adequate but there is evidence of needed maintenance/repairs.

BICYCLING ENVIRONMENT:

There are 2 bike racks and 10 bike lockers at the station, located in visible area of the parking lot. The lockers are not well utilized. There are no designated bike facilities or share the road signs in the area.

The County has plans for providing bicycle accommodations along Milford Mill Road. No off-road trails were observed, but the County intends to provide of an off-road trail in the area.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	12
Number of Bicycle Crashes within 3 miles	4

HIGHLIGHTS FROM FINDINGS

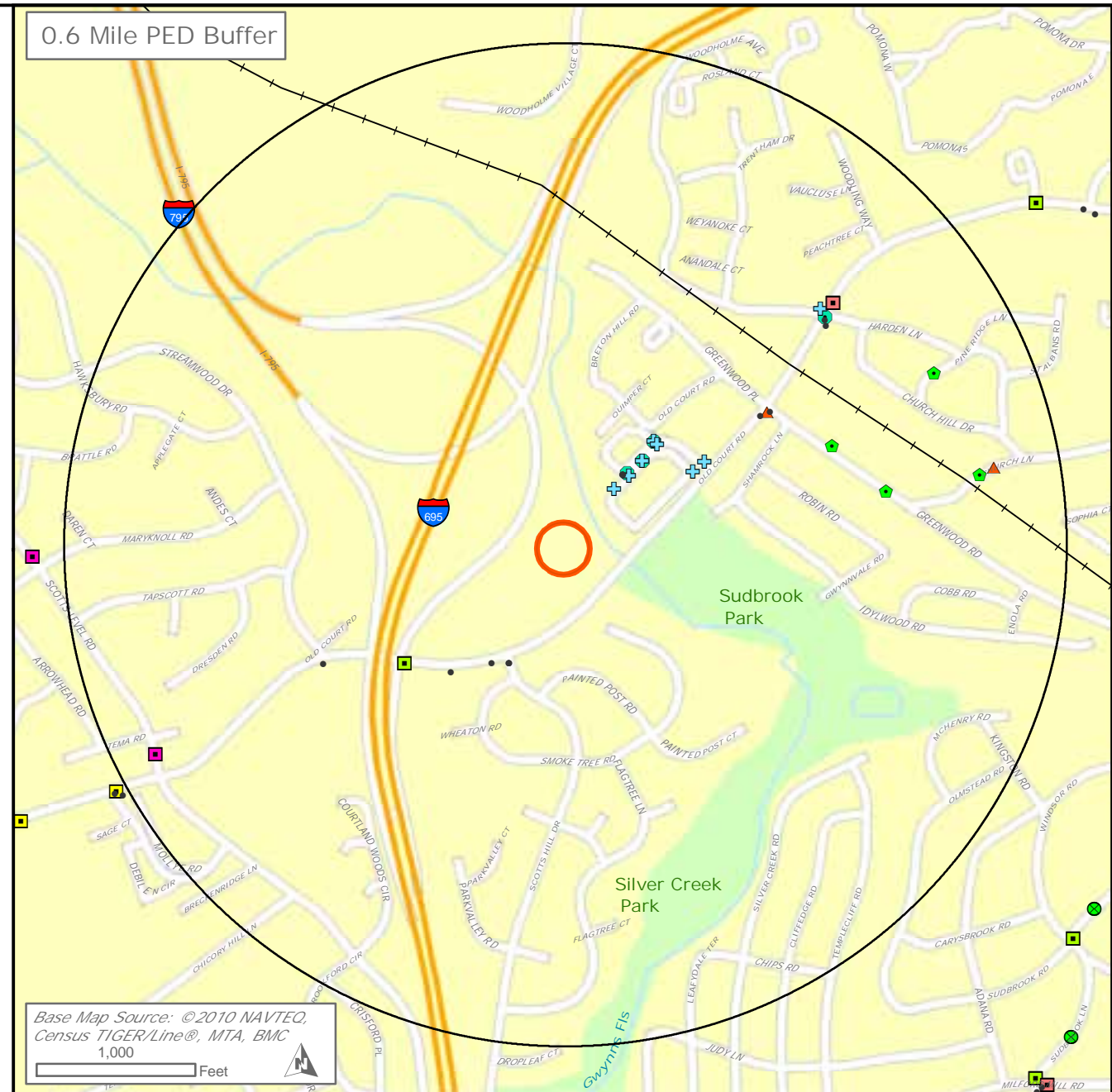
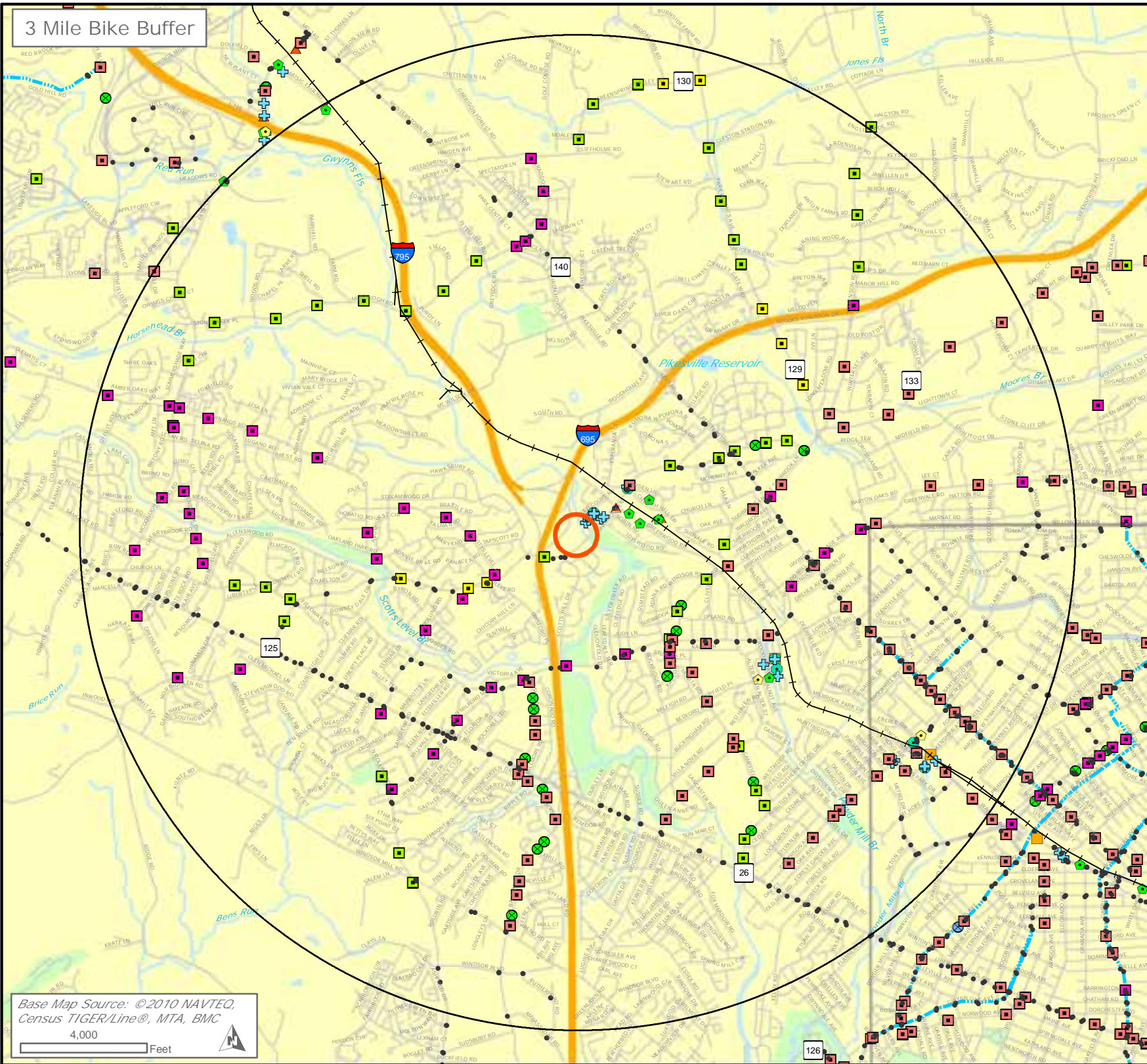
PEDESTRIAN DEFICIENCIES

- At the station a faded crosswalk should be replaced and some curb ramps are needed.
- Street lighting is not provided and is recommended for the bus stop located at the intersection of Greenwood Road and Old Court Road.

BIKE ROUTE DEFICIENCIES

- To provide a usable bike shoulder on Essex Road some widening, drainage improvements and share the road signage are recommended. Widening is likely needed to provide a wide outside lane on East Sudbrook Lane and Campfield Road.
- To provide wide outside lanes on Milford Mill and several other roads (North Rolling Road, Lord Baltimore Drive, Slade Ave, and Reisterstown Road) signage, marking and some drainage improvements are recommended.

For more detailed information refer to the project database.



Legend

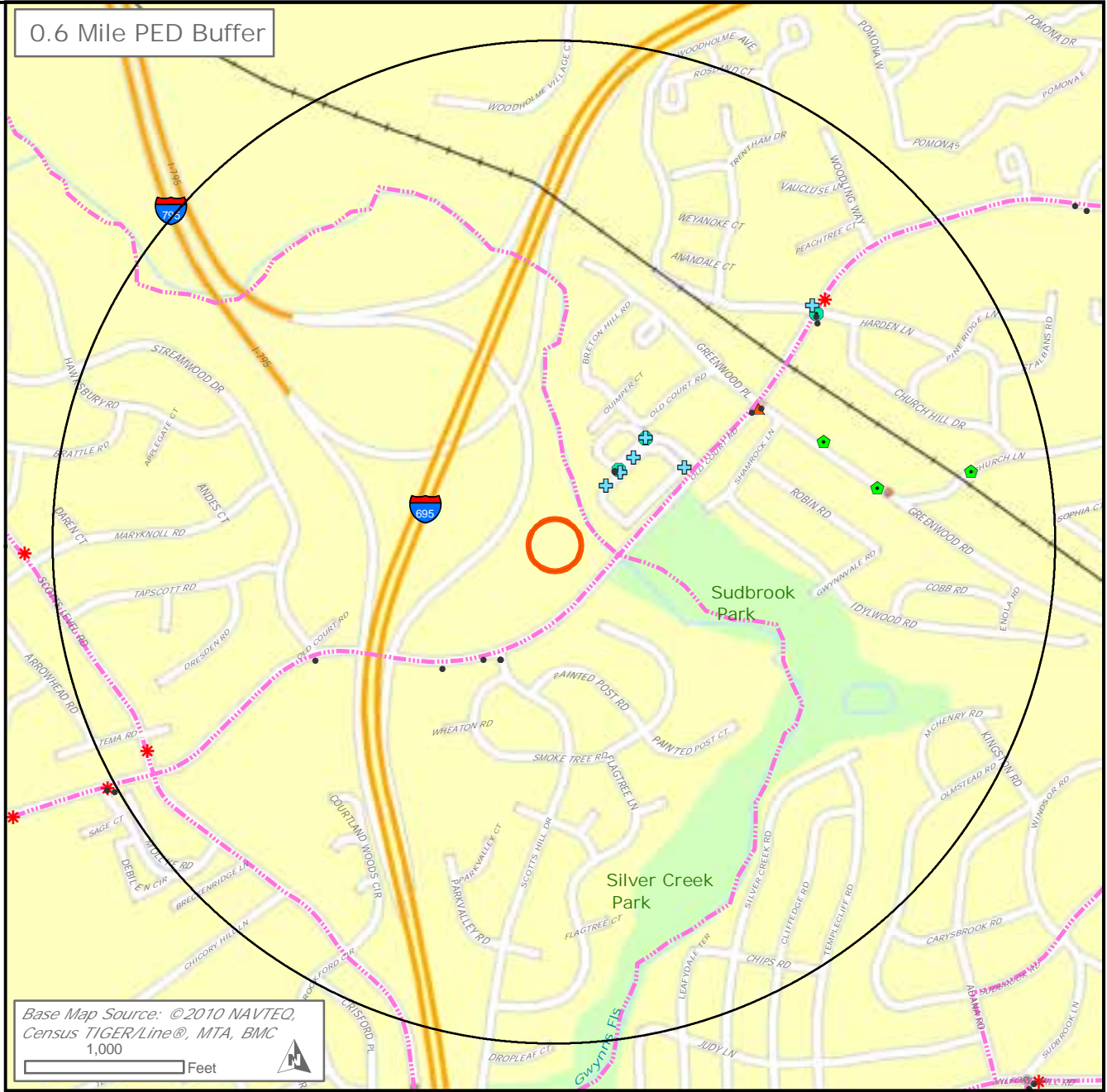
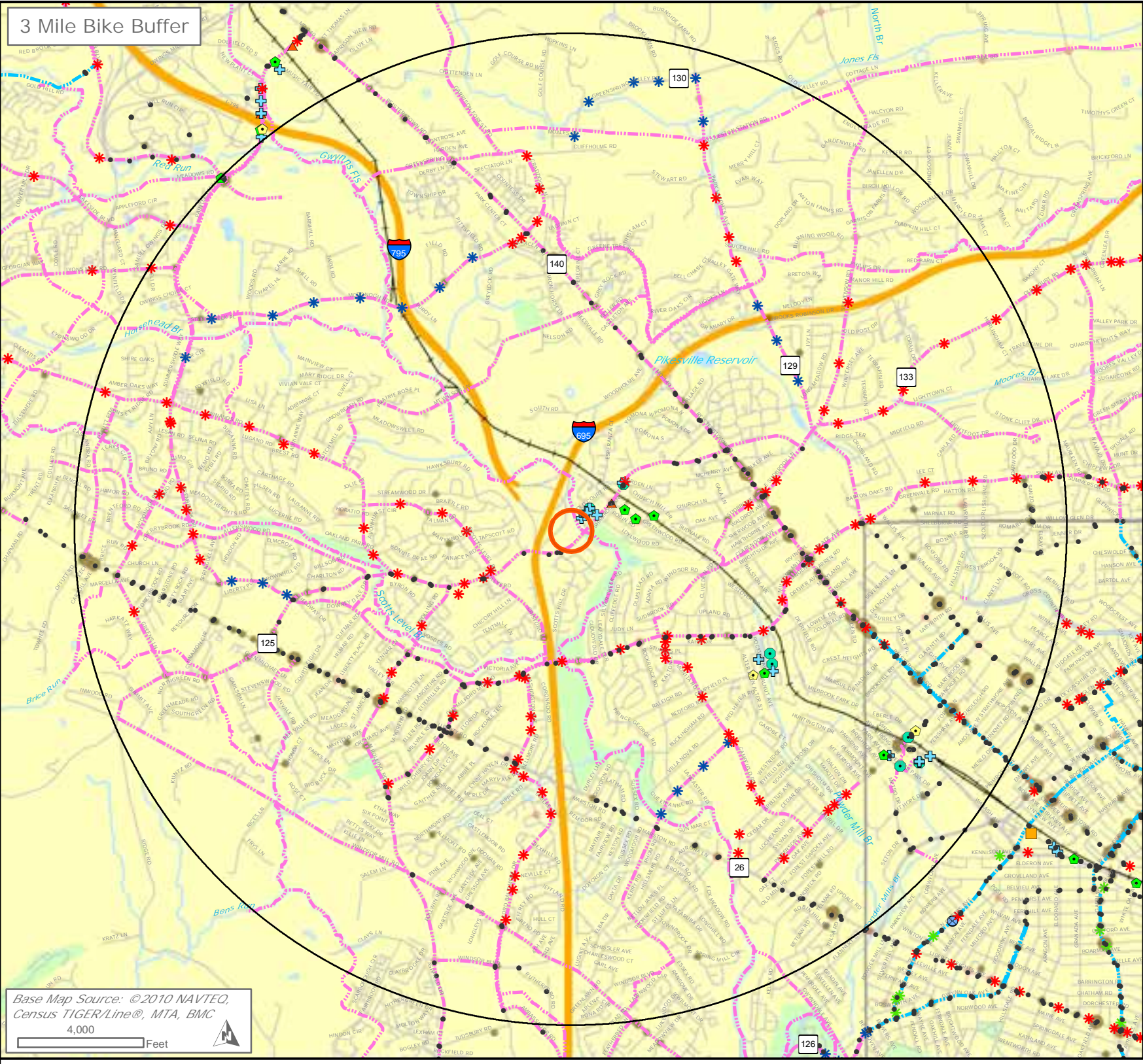
- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- ⊗ Directional Signing at Station Missing
- Bike Signing Missing
- ◆ Sidewalk Damaged
- ◆ Sidewalk Segment Missing
- + Crosswalk Deficient
- Curb Ramp Missing
- ★ Desire Line Present
- ▲ Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- +— Rail Line
- +— Existing Bicycle Route

Existing Conditions

Station: Old Court
Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: Old Court
Rail Line: Metro

Jun 20, 2011



Legend

Train Station

Bus Stop

Bike Lane / Bike Path

Shoulder

Wide lane

Directional Sign Improvement

Repair Sidewalk

Add Sidewalk Segment

Crosswalk Improvement

Add Curb Ramp

Desire Line Present

Lighting Improvement

Pedestrian Crossing Improvement

Proposed Bicycle Route

Existing Bicycle Route

Rail Line

Bicycle Traffic Incidents

1

2

3 - 4

Pedestrian Traffic Incidents

1

2 - 9

10 - 69

RECOMMENDED IMPROVEMENTS

OLD COURT - METRO

Station No. 2

Old Court Metro		Baltimore County		4300 Old Court Road				
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		CHURCH LN	GREENWOOD ROAD	CHURCH HILL DRIVE	COUNTY	INSTALL 1000'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		GREENWOOD ROAD	1322 GREENWOOD ROAD	ENOLA ROAD	COUNTY	INSTALL 1100'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		GREENWOOD ROAD	OLD COURT ROAD	CHURCH LANE	COUNTY	INSTALL 1500'X5' OF MISSING SIDEWALK	
	LIGHTING AT BUS STOP	GREENWOOD ROAD AND OLD COURT ROAD	GREENWOOD ROAD			COUNTY	INSTALL LIGHTING AT BUS STOP	
	CURB RAMP MISSING	OLD COURT RD. AND WOODHOLME AVE./HARDEN LN				COUNTY	INSTALL 4-CURB RAMPS AT THIS LOCATION	
	CURB RAMP MISSING	OLD COURT STATION PARKING LOT				STATE	INSTALL 1-CURB RAMP AT THE HANDICAP PARKING	
	CURB RAMP MISSING						INSTALL 2 CURB RAMPS	
	CROSSWALK MISSING		AT OLD COURT STATION			STATE	INSTALL CROSSWALK-60' OF P.M.	
	CROSSWALK MISSING	OLD COURT ROAD AND ENTRANCE TO OLD COURT STATION	OLD COURT ROAD			COUNTY	INSTALL CROSSWALK-200' OF P.M.,2-CURB RAMPS	
	CROSSWALK MISSING	OLD COURT ROAD/WOODHOLME AVE/HARDEN LN.				COUNTY	INSTALL 700'XWALK 50' SB ON E & W LEG	
	CROSSWALK MISSING	OLD COURT STATION ENTRANCE ROAD TO THE PARKING LOT	ENTRANCE ROAD TO THE STATION PARKING LOT			STATE	INSTALL CROSSWALK-220' OF P.M., 2-PED X-ING SIGNS	
BIKE	WIDE LANE		BRENBROOK DRIVE	MCDONOGH ROAD	CHURCH LANE	COUNTY	ROUTE, SIGNING, MARKING	0.213068
	WIDE LANE		GREENS LANE	LIBERTY ROAD	OLD COURT ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.659091
	WIDE LANE		MCDONOGH ROAD	BRENBROOK DRIVE	WINANDS ROAD	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.160985
	WIDE LANE		MCDONOGH ROAD	LIBERTY ROAD	BRENBROOK DRIVE	COUNTY	ROUTE, SIGNING, MARKING	0.405303
	WIDE LANE		NORTH ROLLING ROAD	LIBERTY ROAD	OLD COURT ROAD	COUNTY	ROUTE, SIGNING	0.208333
	WIDE LANE		OLD COURT ROAD	CHURCH LANE	SCOTTS LANE	COUNTY	ROUTE, SIGNING	0.418561
	WIDE LANE		OLD COURT ROAD	SCOTTS LANE	STEVENSON ROAD	COUNTY	ROUTE, DRAINAGE	2.380682
	WIDE LANE		OLD COURT ROAD	STEVENSON ROAD	FALLS ROAD	STATE	ROUTE, WIDENING, SIGNING	0.268939
	WIDE LANE		PARK HEIGHTS AVENUE	ECCLESTON STATION ROAD	HOOKS LANE	STATE	ROUTE, WIDENING, SIGNING	0.232955
	WIDE LANE		SCOTTS LEVEL ROAD	WINANDS ROAD	OLD COURT ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.246212
	WIDE LANE		STEVENSON ROAD	OLD COURT ROAD	PHILIPS DRIVE	COUNTY	ROUTE, SIGNING, MARKING	0.323864
	WIDE LANE		STEVENSON ROAD				ROUTE, SIGNING, MARKING, DRAINAGE	0.323864
	WIDE LANE		STEVENSON ROAD	PHILIPS DRIVE	BIKE BUFFER	COUNTY	ROUTE, SIGNING, MARKING	0.284091
	WIDE LANE		WINANDS ROAD	DEER PARK ROAD	OLD COURT ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.286932
	SHOULDER		CHURCH LANE	BRENBROOK DRIVE	LIBERTY PLAZA	COUNTY	ROUTE, SIGNING	0.154356
	SHOULDER		CHURCH LANE				ROUTE, WIDENING	0.154356
	SHOULDER		PARK HEIGHTS AVENUE	GREENSPRING VALLEY ROAD	ECCLESTON STATION ROAD	STATE	ROUTE, SIGNING	0.203598
	SHOULDER		PARK HEIGHTS AVENUE	HOOKS LANE	OLD COURT ROAD	STATE	ROUTE, SIGNING	0.317235
			Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility			

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
		\$9,203,940	Anne Arundel County	\$0	State Roads/Stations			
			Baltimore City	\$0				
			Baltimore County	\$9,203,940				
			Harford County	\$0				
			Howard County	\$0				
			Prince George's County	\$0				
					County Roads	\$6,595,005		
					City Roads	\$0		

RAIL LINE: Metro

STATION PROFILE: Milford Mill

CHARACTER:

The area falls within the Community Conservation area of Baltimore County, within the Urban Rural Demarcation Line where public services are provided. Community Conservation Areas generally consist of lower to moderate density suburban residential neighborhoods. The preservation and stability of these communities is of paramount importance. The Milford Mill area is generally built out at a suburban scale.

LAND USE CONTEXT:

The surrounding area is built out predominately as an older, moderate density residential community. There are some commercial activities on nearby land across the rail line to the east. This area is not designated as a TOD.

Year 2000 Population within 3 mile radius -	136,646
Weekday Station Ridership	1,936
Saturday Station Ridership:	835
Transit Connections:	MTA Route 54

PARKING:

Surface lots provide 1,300 spaces.
An occupancy rate of 100% was observed on the south lot. An occupancy rate of 50% was observed on the north lot. There are no apparent shared parking opportunities.

VEHICLE CHARGING STATION

Since this station has a large commuter parking lot, it could be a suitable location for an electric vehicle charging station. Commuters originating Baltimore County’s northwestern communities could access the station by electric car and take advantage of a charging station while parked.

PEDESTRIAN ENVIRONMENT:

The station is situated in a low lying area. Metro and freight rail lines create a physical barrier between the station and communities to the east. Customers coming from the east (Pikesville business district) must use the Milford Mill Road bridge to reach the station. The bridge has sidewalks. There are good sidewalk connections to the communities situated to the west and north of the station. The pedestrian conditions are generally good but there is evidence of needed maintenance/repairs.

BICYCLING ENVIRONMENT:

There are 10 bike lockers at the station, located in visible area of the parking lot. The lockers are not well utilized. There are no designated bike facilities or share the road signs in the area.

The County has plans for providing bicycle accommodations along Milford Mill Road. No off-road trails were observed, but the County intends to provide of an off-road trail in the area.

ACCIDENT DATA WITHIN 3 MILE RADIUS:

Number of Pedestrian Accidents 2007-2009	43
Number of Bicycle Accidents 2007-2009	4

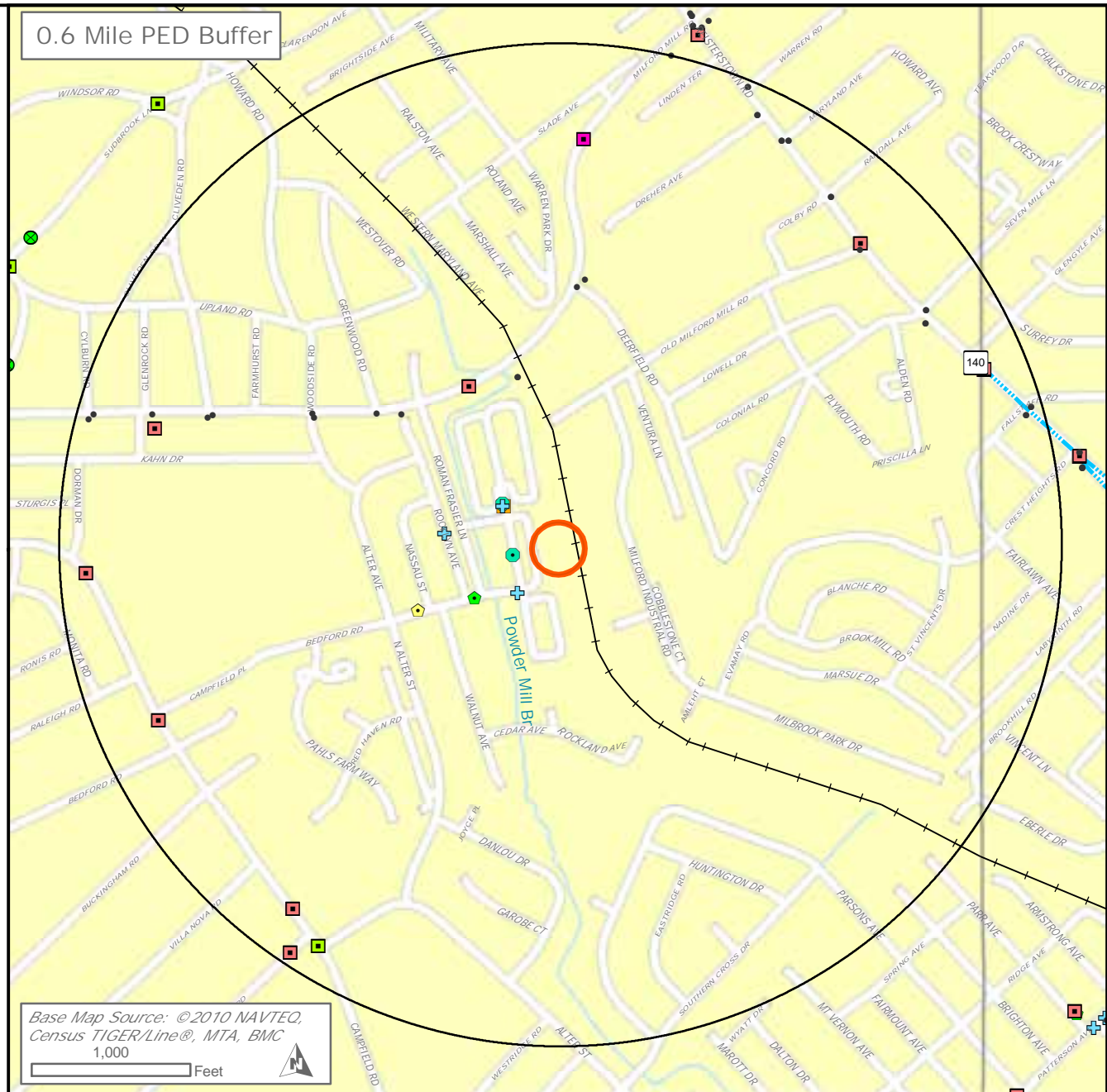
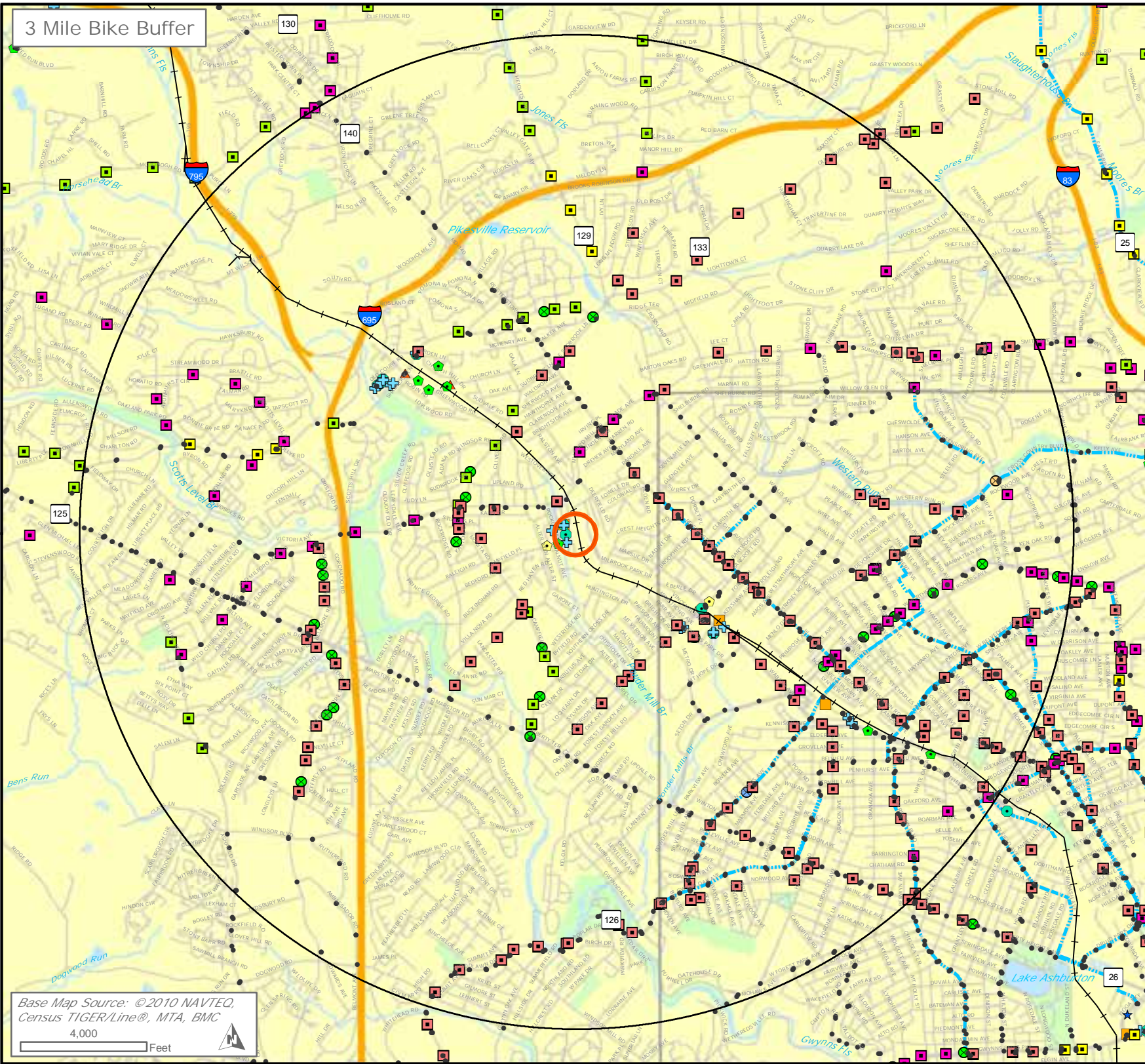
HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

- At the station a faded crosswalk should be replaced and some curb ramps are needed.
- Street lighting is not provided and is recommended for the bus stop located at the intersection of Greenwood Road and Old Court Road.

BIKE ROUTE DEFICIENCIES

- To provide a usable bike shoulder on Essex Road some widening, drainage improvements and share the road signage are recommended. Widening is likely needed to provide a wide outside lane on East Sudbrook Lane and Campfield Road.
- To provide wide outside lanes on Milford Mill and several other roads (North Rolling Road, Lord Baltimore Drive, Slade Ave, and Reisterstown Road) signage, marking and some drainage improvements are recommended.



Legend

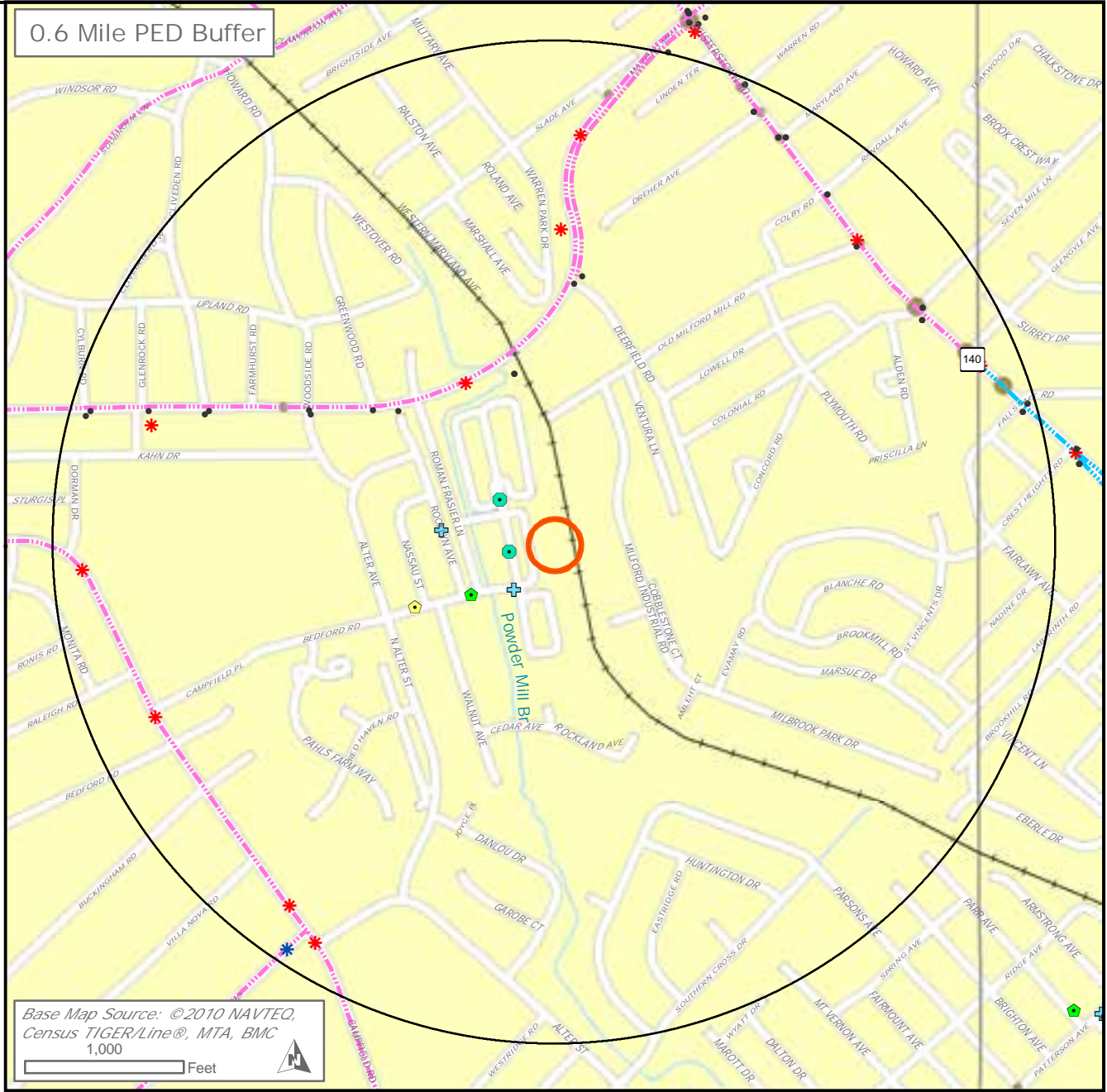
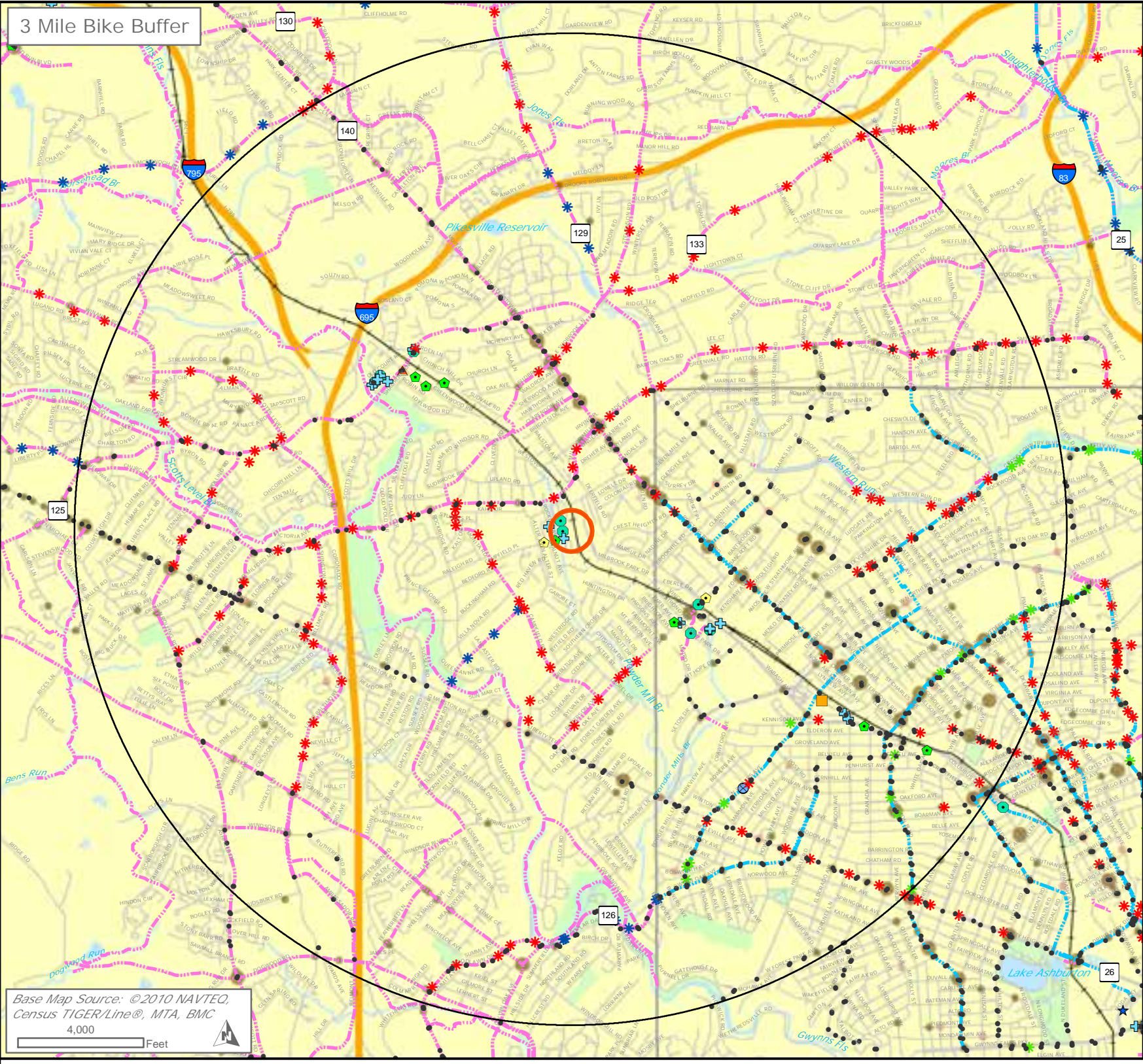
- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

Existing Conditions

Station: Milford Mill
Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: Milford Mill

Rail Line: Metro

Jun 20, 2011



Legend

Train Station

Bus Stop

Bike Lane / Bike Path

Shoulder

Wide lane

Directional Sign Improvement

Repair Sidewalk

Add Sidewalk Segment

Crosswalk Improvement

Add Curb Ramp

Desire Line Present

Lighting Improvement

Pedestrian Crossing Improvement

Proposed Bicycle Route

Existing Bicycle Route

Rail Line

Bicycle Traffic Incidents

1

2

3 - 4

Pedestrian Traffic Incidents

1

2 - 9

10 - 69

Base Map Source: MD IMap

RECOMMENDED IMPROVEMENTS

MILFORD MILL - METRO

Station No. 3

Milford Mill Metro		Baltimore County		4401 Milford Mill Road				
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		CAMPFIELD PL.	ROMAN FRASIER LN.	ALTER ST.	COUNTY	INSTALL 500'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		BEDFORD ROAD	CORNER OF BEDFORD ROAD AND	NASSAU ST.	COUNTY	REPLACE 140'X4' OF SIDEWALK	
	CURB RAMP MISSING	AT MILLFORD MILL STATION				STATE	INSTALL 2-CURB RAMPS, X-WALK-TOTAL OF 380' P.M. 2-PED XING SIGNS FROM NORTH PARKING TO STATION	
	CURB RAMP MISSING						INSTALL 3-CURB RAMP FROM THE SOUTH PARKING LOT TO THE STATION	
	CROSSWALK MISSING		ROCKLYN AVE. AT THE PATH			COUNTY	INSTALL 150' XWALK, 2-PED SIGNS,2-15' S.B.	
	CROSSWALK FADED	AT MILLFORD MILL STATION				STATE	REPAINT CROSSWALK AT MILFOR MILL STATION- TOTAL OF 300' OF P.M.	
BIKE	WIDE LANE		CAMPFIELD ROAD	ESSEX ROAD	LIBERTY ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.171402
	WIDE LANE		CAMPFIELD ROAD	SUDBROOK ROAD	ESSEX ROAD	COUNTY	ROUTE, DRAINAGE	0.21875
	WIDE LANE		CAMPFIELD ROAD	SUDBROOK ROAD	ESSEX ROAD	COUNTY	ROUTE, DRAINAGE	0.21875
	WIDE LANE		EAST SUDBROOK LANE	REISTERSTOWN ROAD	OLD COURT ROAD	COUNTY	ROUTE, DRAINAGE	0.378788
	WIDE LANE		EAST SUDBROOK LANE				ROUTE, SIGNING, MARKING	0.378788
	WIDE LANE		LORD BALTIMORE DRIVE	LIBERTY ROAD	WINDSOR MILL ROAD	COUNTY	ROUTE, DRAINAGE	0.167614
	WIDE LANE		LYNNE HAVEN DRIVE	WASHINGTON AVENUE	LORD BALTIMORE DRIVE	COUNTY	ROUTE, DRAINAGE	0.154356
	WIDE LANE		MILFORD MILL ROAD	DEERFIELD ROAD	REISTERSTOWN ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.1875
	WIDE LANE		MILFORD MILL ROAD	NORTH ROLLING ROAD	ROCKRIDGE ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.273674
	WIDE LANE		MILFORD MILL ROAD	ROCKRIDGE ROAD	DEERFIELD ROAD	COUNTY	ROUTE, DRAINAGE	0.3125
	WIDE LANE		NORTH ROLLING ROAD	LIBERTY ROAD	OLD COURT ROAD	COUNTY	ROUTE, SIGNING	0.208333
	WIDE LANE		REISTERSTOWN ROAD	COUNTY LINE	WEST NORTHERN PARKWAY	STATE	ROUTE, SIGNING, DRAINAGE	0.118371
	WIDE LANE		REISTERSTOWN ROAD	SLADE AVENUE	COUNTY LINE	STATE	ROUTE, SIGNING, DRAINAGE	0.263258
	WIDE LANE		SLADE AVENUE	PARK HEIGHTS AVENUE	SEVEN MILE LANE	COUNTY	ROUTE, DRAINAGE	0.338068
	WIDE LANE		SLADE AVENUE	REISTERSTOWN ROAD	PARK HEIGHTS AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.195076
	WIDE LANE		SMITH AVENUE	SEVEN MILE LANE	GREENSPRING AVENUE	COUNTY	ROUTE, DRAINAGE	0.257576
	WIDE LANE		SMITH AVENUE				ROUTE, SIGNING, MARKING	0.257576
	WIDE LANE		SUDBROOK LANE	GLENBACK AVENUE	REISTERSTOWN ROAD	COUNTY	ROUTE, WIDENING, RESTRIPIING, SIGNING, MARKING	0.257576
	WIDE LANE		SUDBROOK ROAD	CAMPFIELD ROAD	MILFORD MILL ROAD	COUNTY	ROUTE, DRAINAGE	0.051136
	WIDE LANE		SUDBROOK ROAD				ROUTE, SIGNING, MARKING	0.051136
	WIDE LANE		WASHINGTON AVENUE	LYNNE HAVEN DRIVE	MILFORD MILL ROAD	COUNTY	ROUTE, DRAINAGE	0.125947
	SHOULDER		ESSEX ROAD	LIBERTY ROAD	CAMPFIELD ROAD	COUNTY	ROUTE, WIDENING	0.178977

	Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
	\$4,898,065	Anne Arundel County	\$0	State Roads/Stations	\$87,180
		Baltimore City	\$9,530	County Roads	\$4,810,885
		Baltimore County	\$4,888,535	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: Reisterstown Plaza

CHARACTER:

The surrounding area is a mix of older moderate density residential, offices and retail uses. The MTA Police Department facility is located adjacent to the station and the MTA’s Northwest Bus Division is located immediately south of the station parking lot. There is a Baltimore City Transit Station Urban Renewal Area Plan (1981) which designates the type of land uses permitted ranging from residential, to office residential, neighborhood and community business and industrial. For a brief period, the Reisterstown Plaza Station served as a terminal station for Metro line as subsequent phases to Owings Mills were built.

LAND USE CONTEXT:

The immediate station area is planned for development and is now a state designated TOD where TOD principles will be applied.. Portions of the existing surface parking will be developed into federal offices for the Social Security Administration. A parking structure will also be built. When completed, the facility is anticipated to have more than 1,000 employees.

Year 2000 Population within 3 mile radius -	158,588
Weekday Station Ridership	2,429
Saturday Station Ridership:	1,241
Transit Connections:	MTA Routes 27, 58, 59, 60

PARKING:

There are currently 740 spaces provided in surface parking lots. A 34% occupancy rate was observed.. (When the station served as a terminus for the Metro line, the parking spaces were more fully utilized. After the Metro line was extended commuters shifted to other stations located more convenient to their communities.)

Existing parking areas at the station are included as parcels to be developed as a transit oriented development. Structured parking to be provided will be shared. The parking lots at the station were observed as in use for MTA police training activities, some equipment storage as well as for overflow parking for a nearby church.

VEHICLE CHARGING STATION

Since this station currently has a large amount of commuter parking, it could be a suitable location for an electric vehicle charging station. This situation may not remain once the TOD is completed. However, it may be more suitable for such a facility in the future since commuters or employees could use the charging station during the day and nearby residents could use it at night.

PEDESTRIAN ENVIRONMENT:

Pedestrian access within the station property is adequate On the east side of Wabash Ave a well designated pedestrian path through the driveway area is marked to connect the ADA parking area and station platform. The pedestrian access from south of the station is not adequate. There are no direct pedestrian connections into the station and pedestrians would need to walk on the road. On the north side of the station, recent sidewalk improvements are evident along Patterson Ave linking to nearby communities and surrounding businesses.

BICYCLING ENVIRONMENT:

There are bicycle lockers located conveniently at the station, but they have low utilization. Baltimore City plans for a bike lane along Reisterstown Road. No off road trails were observed.

2006-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	11
Number of Bicycle Crashes within 3 miles	3

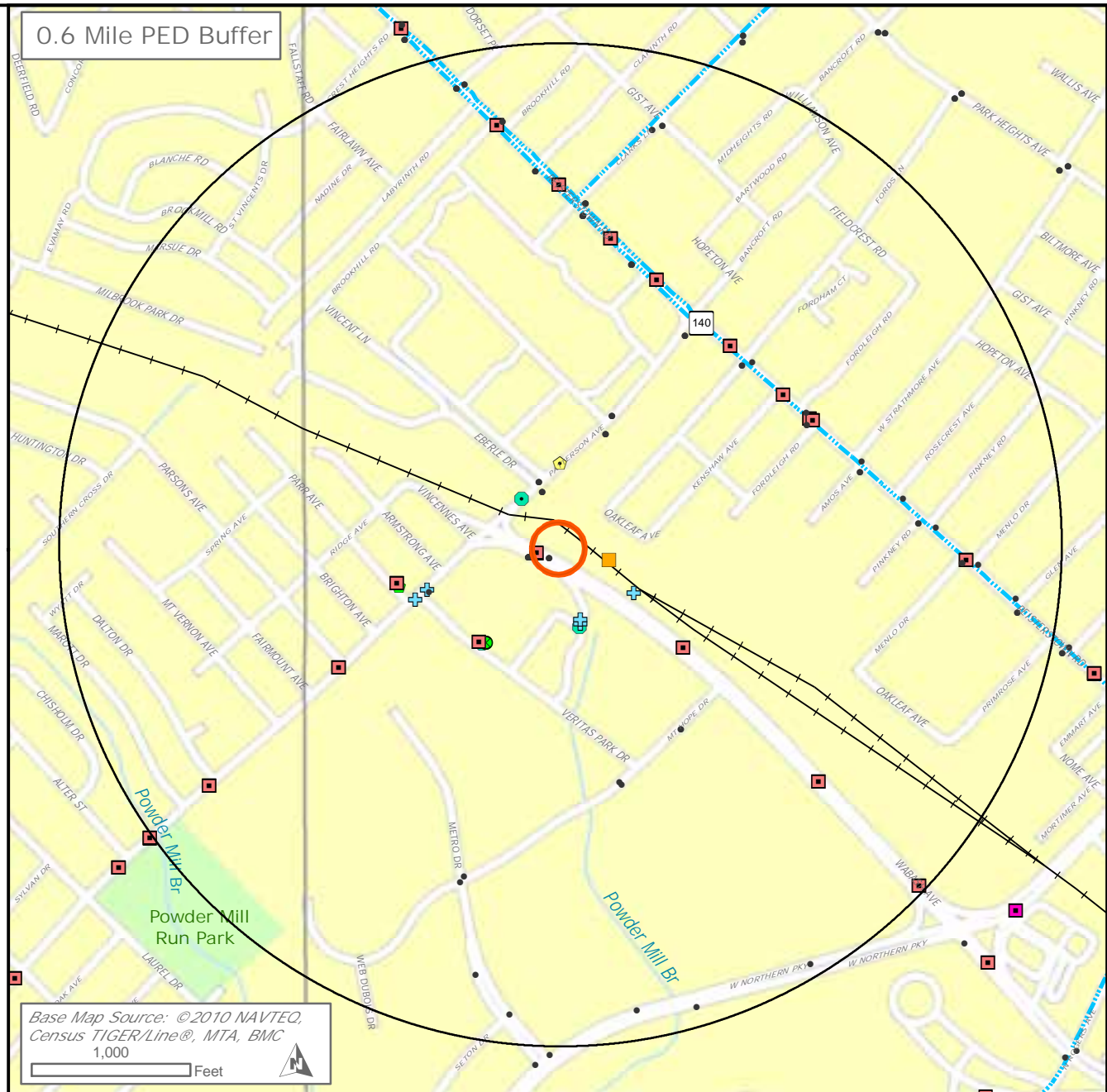
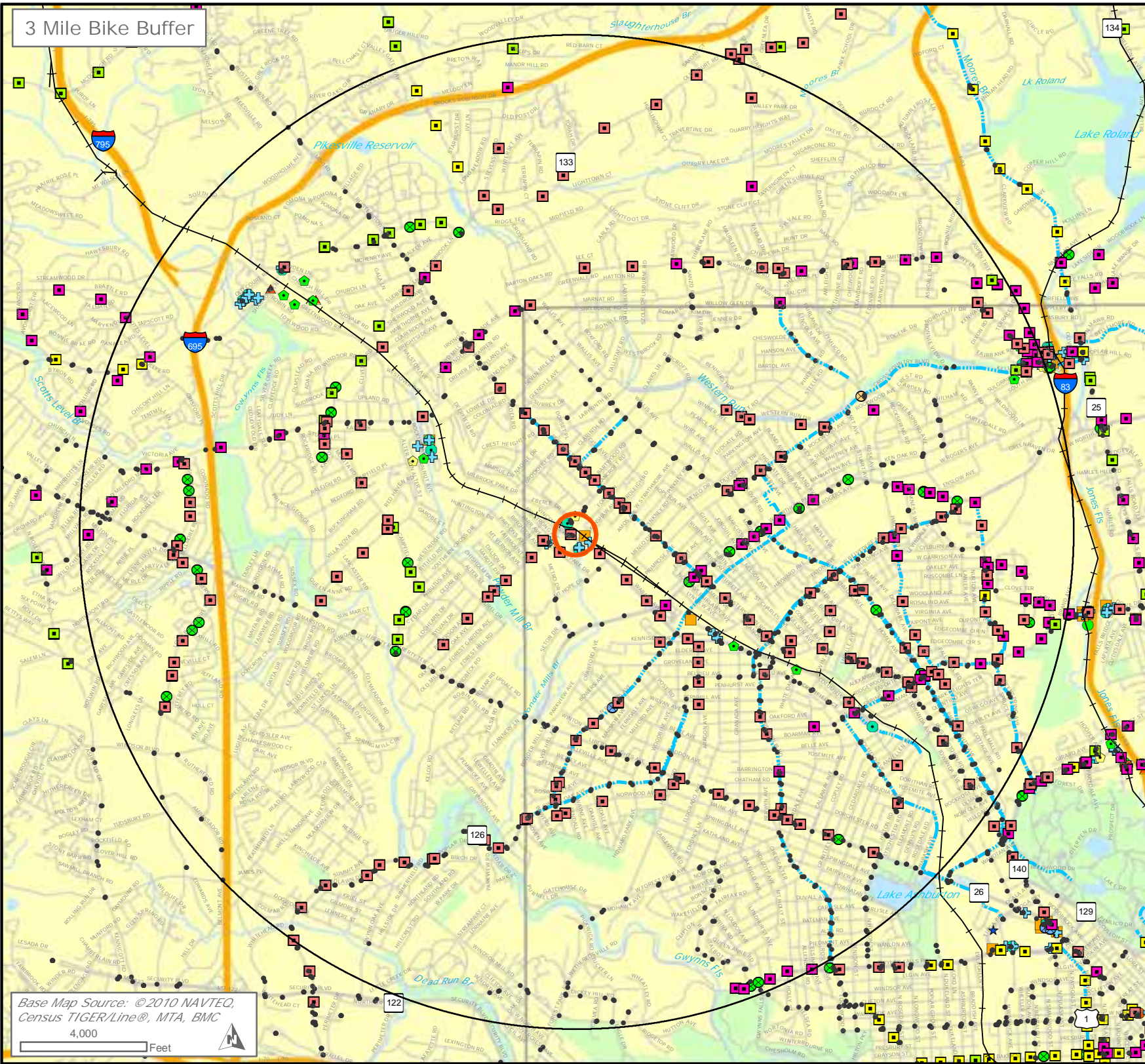
HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

- Sidewalks on Patterson Ave between Wabash and Reisterstown should be widened.
- A sidewalk is needed on Parr Ave.
- Crosswalks are missing or faded in some locations (Wabash Ave and station; Patterson and Vertis Park.)
- There are some missing curb ramps within the station site and at the intersection of Patterson and Eberle.

BIKE ROUTE DEFICIENCIES

- Better accommodation of bicyclists is needed on some surrounding streets. Drainage and Share the Road signs are recommended on Reisterstown Road and Patterson Ave to support wide outside lanes.
- Signage on how to rent bicycle lockers should be provided.



Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- ◆ Sidewalk Damaged
- ◆ Sidewalk Segment Missing
- ✚ Crosswalk Deficient
- Curb Ramp Missing
- ★ Desire Line Present
- ▲ Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

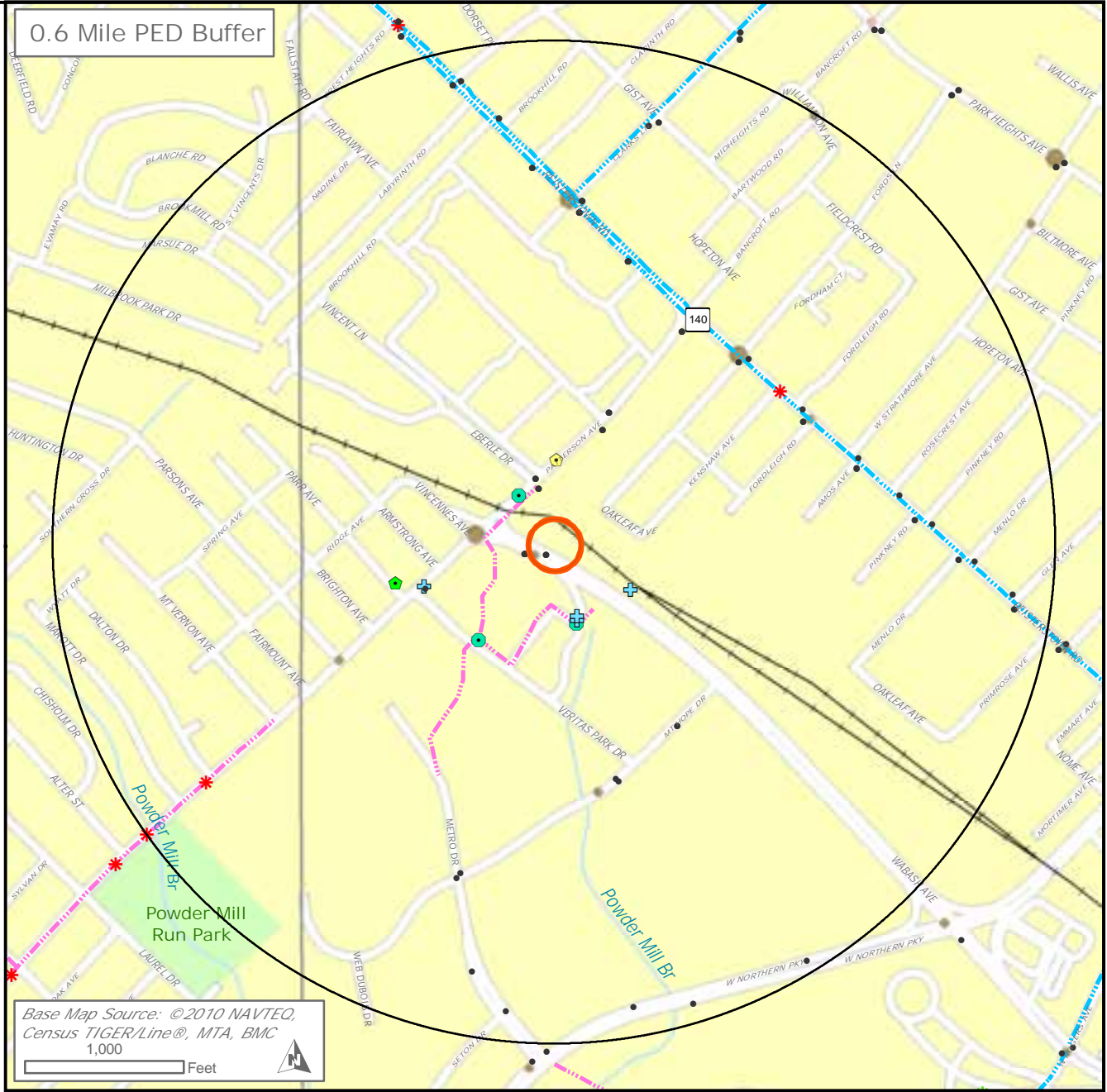
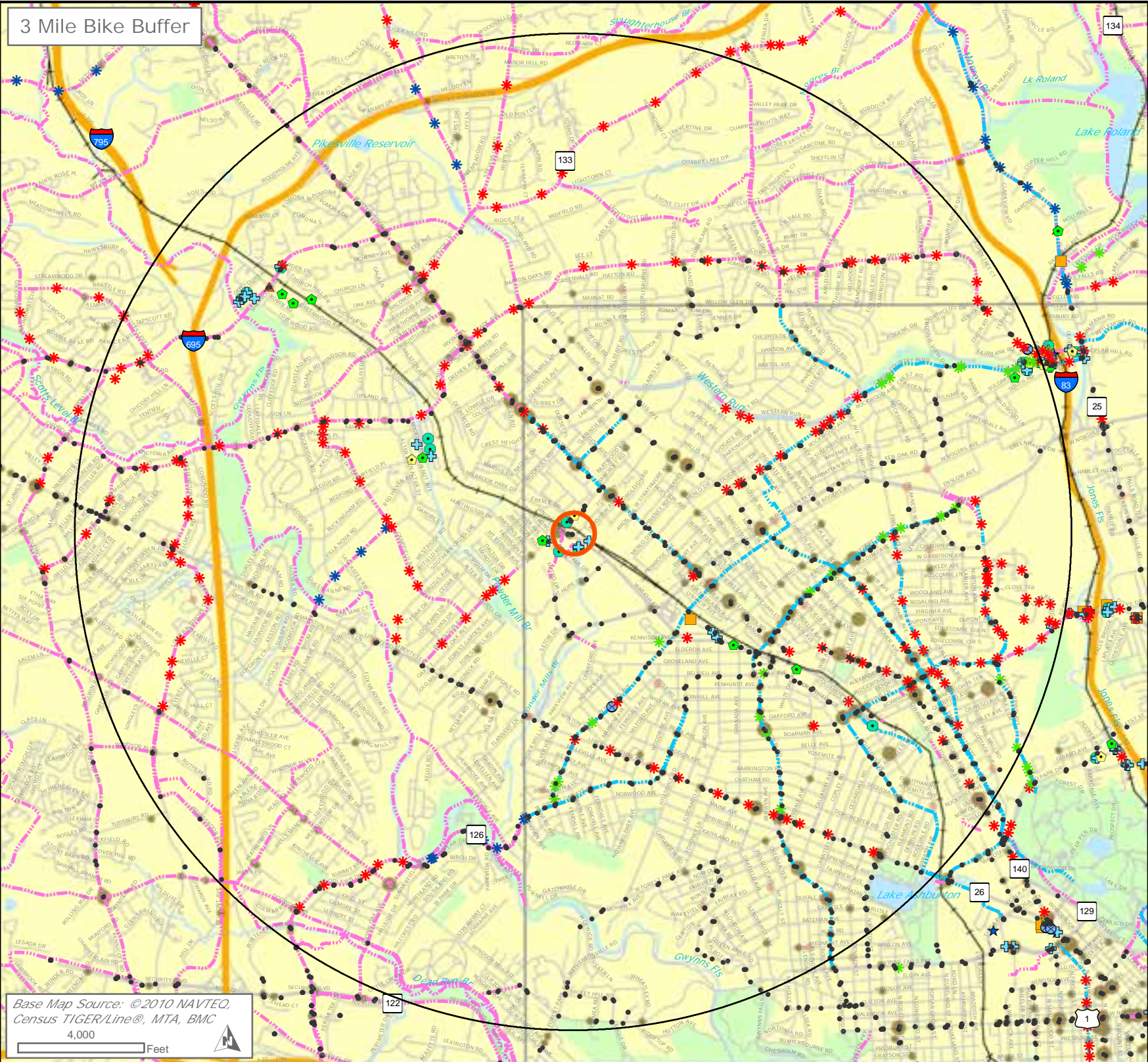
Existing Conditions

Station: Reisterstown Plaza

Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: Reisterstown Plaza

Rail Line: Metro

Jun 20, 2011



Legend

- Train Station
- Bus Stop
- * Bike Lane / Bike Path
- * Shoulder
- * Wide lane
- ⊗ Directional Sign Improvement
- ⬢ Repair Sidewalk
- ⬢ Add Sidewalk Segment
- ⊕ Crosswalk Improvement
- Add Curb Ramp
- ★ Desire Line Present
- ▲ Lighting Improvement
- ⬢ Pedestrian Crossing Improvement
- ⋯ Proposed Bicycle Route
- ⋯ Existing Bicycle Route
- ⋯ Rail Line

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

REISTERSTOWN PLAZA - METRO

Station No. 4

Reisterstown Plaza Metro		Baltimore City		6301 Wabash Avenue				
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		PARR AVE.	PATTERSON AVE.	TO THE END	CITY	INSTALL 1500'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		PATTERSON AVE.	WABASH AVE.	REISTERSTOWN ROAD	COUNTY	WIDEN 2500'X2' TO GRASS AREA ON BOTH SIDE OF ROAD	
	PEDESTRIAN CROSSING SIGNS MISSING		AT MONDAWNIN TRAIN STATION			STATE	INSTALL 2 PED XING SIGNS BETWEEN THE TWO PARKING	
	PEDESTRIAN CROSSING SIGNS MISSING		AT MONDAWNIN TRAIN STATION				INSTALL 2-PED SIGNS AT MONDAWNIN STN FROM PARKING TO PLATFORM	
	PEDESTRIAN CROSSING SIGNS MISSING		AT MONDAWNIN TRAIN STATION				INSTALL 2-PED SIGNS AT MONDAWNIN STN FROM REISTERSTOWN ROAD TO PLATFORM	
	CURB RAMP MISSING	ENTRACE TO REISTERSTOWN PLAZA STATION				CITY	INSTALL 2-CURB RAMPS AT THE ENTRANCE	
	CURB RAMP MISSING	PATERSON AVE. AND EBERLE DR.				CITY	INSTALL 2- CURB RAMPS ON PATTERSON AVE. FROM 4201 PATTERSON DR. TO REISTERSTOWN ROAD PLAZA	
	CURB RAMP MISSING	REISTERSTOWN PLAZA TRAIN STATION				STATE	INSTALL 2-CURB RAMP FROM STATION'S PARKING LOT TO STATION ENTRANCE	
	CROSSWALK MISSING	PATTERSON AVE. AND VERTIS PARK DR.				CITY	INSTALL CROSSWALKS, N&E LEGS-330' OF P.M.4 RAMPS	
	CROSSWALK MISSING	REISTERSTOWN PLAZA-FROM PARKING AND 2 PED X-ING				STATE	INSTALL CROSSWALK-70' OF P.M.,2-PED XING SIGNS	
	CROSSWALK MISSING	REISTERSTOWN PLAZA-RAMP FROM WABASH AVE.				STATE	INSTALL CROSSWALK-50' OF P.M., 2-PED XING SIGNS	
	CROSSWALK MISSING	WABASH AVE. RAMP TO REISTERSTOWN STATION	WABASH AVE.			STATE	INSTALL CROSSWALK-90' OF P.M., AND 2 PED. SIGNS	
BIKE	WIDE LANE		PATTERSON AVENUE	LIBERTY ROAD	COUNTY LINE	COUNTY	ROUTE, DRAINAGE	0.170455
			REISTERSTOWN ROAD	COUNTY LINE	WEST NORTHERN PARKWAY	STATE	ROUTE, SIGNING, DRAINAGE	0.118371
			REISTERSTOWN ROAD	COUNTY LINE	WEST NORTHERN PARKWAY	STATE	SIGNING, DRAINAGE	0.118371

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$629,690		Anne Arundel County	\$0	State Roads/Stations	\$65,175
		Baltimore City	\$419,430	County Roads	\$210,260
		Baltimore County	\$210,260	City Roads	\$354,255
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: Rogers Avenue

CHARACTER:

The surrounding area is predominately residential. There are industrial facilities, a shopping center and a cemetery nearby as well.

LAND USE CONTEXT:

The Rogers Avenue Station is located in an area of mixed land uses including Low Density Residential, Medium Density Residential, Industrial, Shopping Center and a Cemetery. MDOT’s Office of Real Estate has listed the state owned parking lot which is a 9 acre parcel, as available for a joint development opportunity. MDOT indicates that an offer is pending.

Year 2000 Population within 3 mile radius -	164,667
Weekday Station Ridership	3,165
Saturday Station Ridership:	1,774
Transit Connections:	MTA Routes: 27, 33, 44, 51, 67, 91, M6

PARKING:

There are 900 spaces provided in surface lots. A 29% occupancy rate was observed. The underutilized parking at the site could be developed if a joint development proposal is approved.

PEDESTRIAN ENVIRONMENT:

The pedestrian access around the station is generally adequate. There are sufficient connections to the residential communities surrounding the station. Sidewalks leading to the station as well as crosswalks are generally in good condition.

BICYCLING ENVIRONMENT:

There are 2bike racks and 10 bike lockers at the station but the lockers are underutilized. There are a few marked biked lanes and bike routes in the vicinity making for a generally good bicycling environment. No bike trails were observed in the area.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	21
Number of Bicycle Crashes within 3 miles	12

HIGHLIGHTS FROM FINDINGS

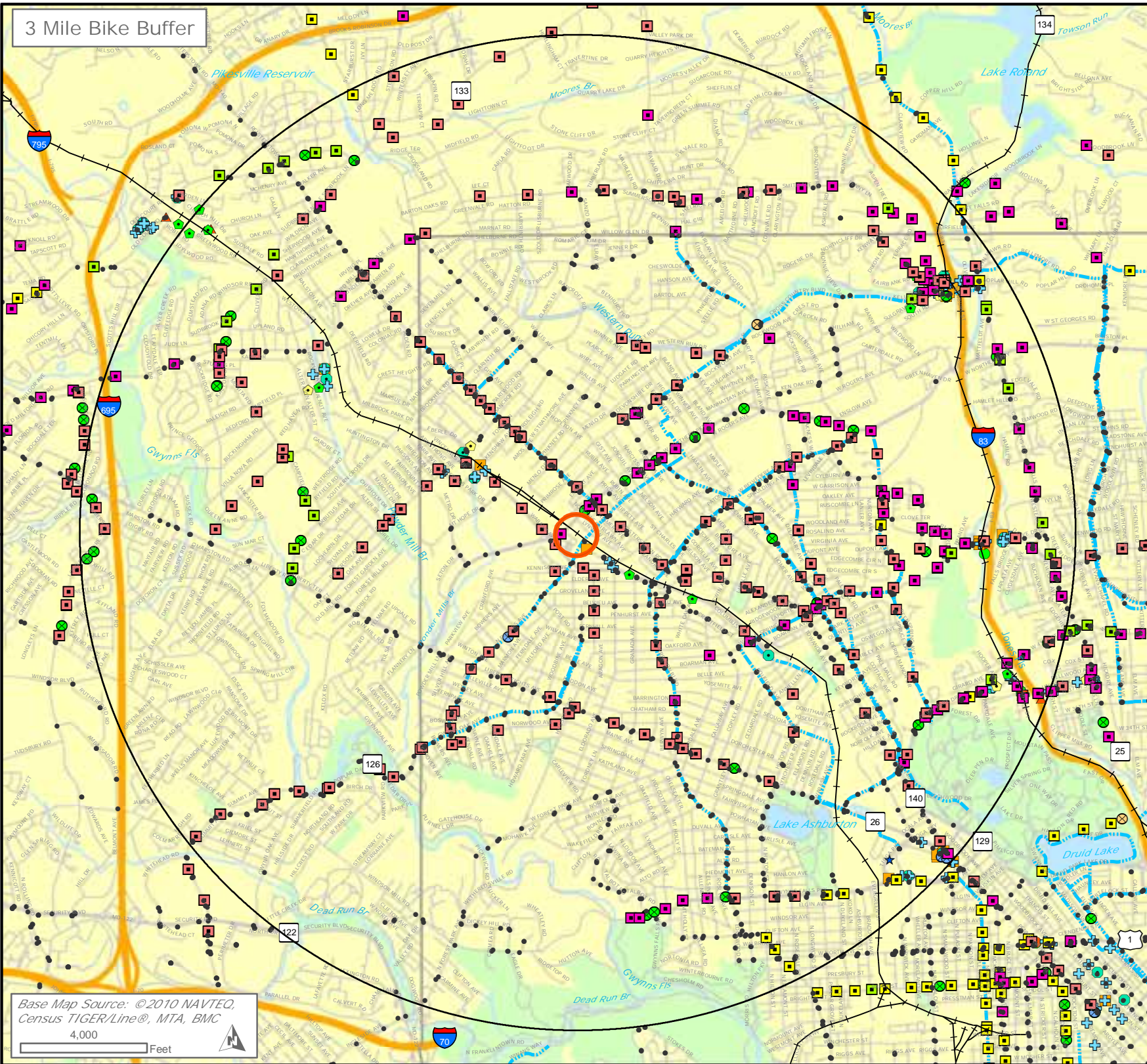
PEDESTRIAN DEFICIENCIES

- To address safety issues, a sidewalk should be provided on Wabash Ave from Eldorado to W Belvedere Ave.
- Faded crosswalks in the vicinity of the station should be replaced.
- Pedestrian crossing signs are recommended at the station entrance.
- There are some missing curb ramps within the station site and at the intersection of Patterson and Eberle.

BIKE ROUTE DEFICIENCIES

- For bike lanes on Kennison Ave and North Rogers Ave, bicycle signage and drainage improvements are needed.
- For shoulder use by bicyclists on Beethoven Ave and Gwyn Oak Ave signage and drainage improvements are recommended.
- For use of wide outside lane by bicyclists the following roads are recommended for Share the Road signage/markings and some need drainage improvements Glenn Ave, Liberty Heights Ave, Park Heights Ave, Wabash Ave, West Northern Parkway.
- Information on bicycle locker rental/usage should be posted at the station.

For more detailed information refer to the project database.



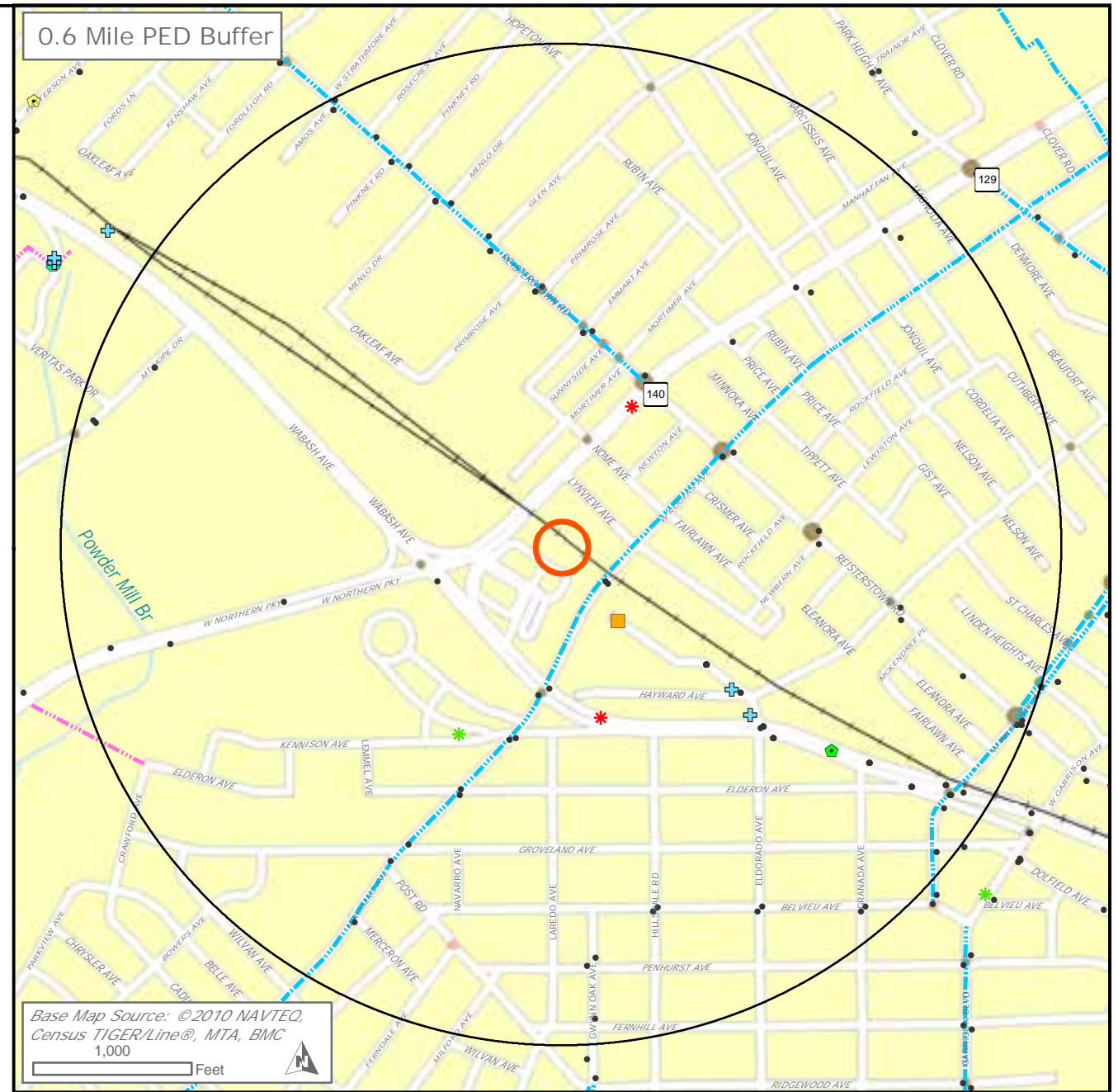
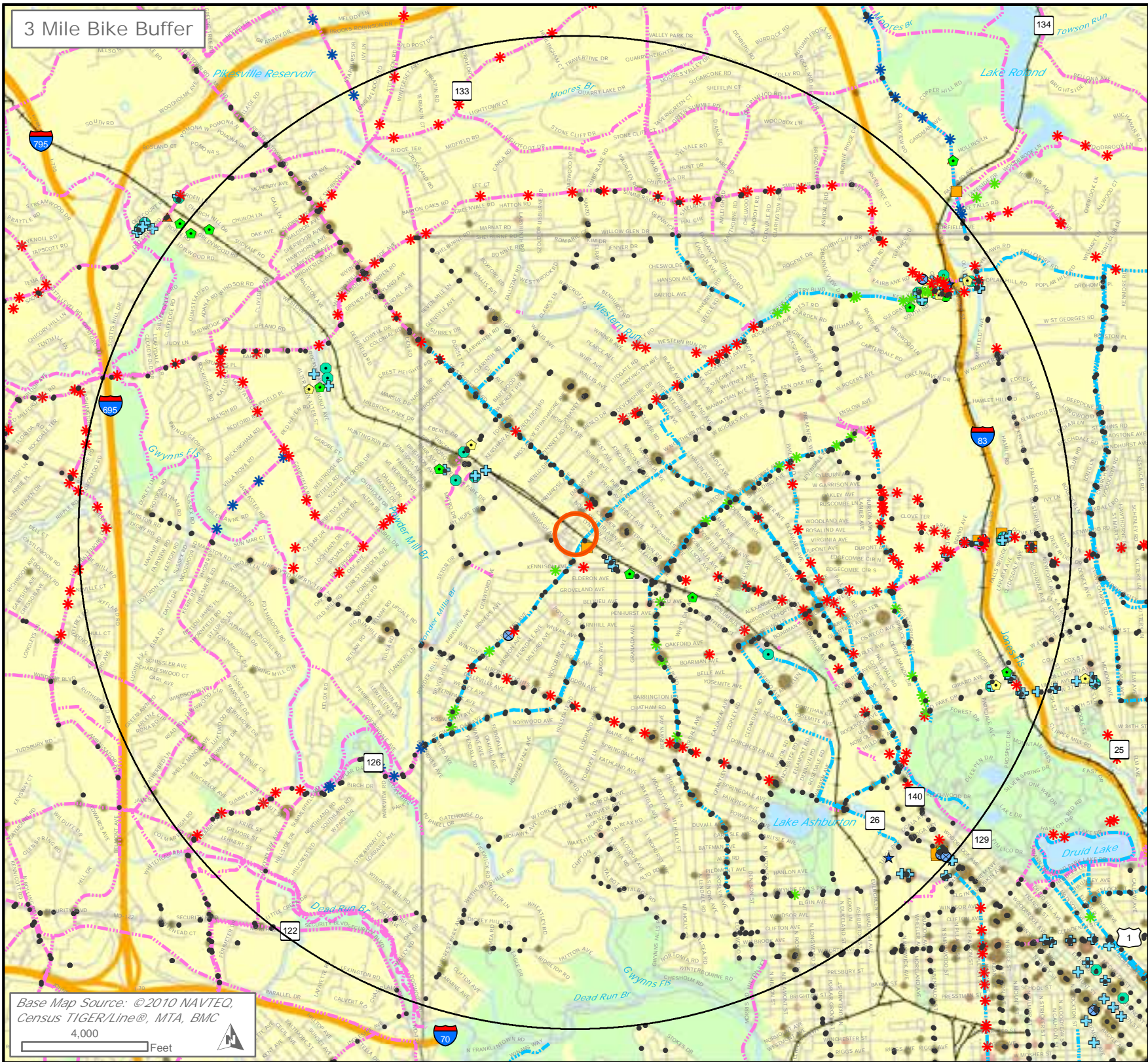
Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

Existing Conditions
Station: Rogers Ave
Rail Line: Metro

Jun 20, 2011

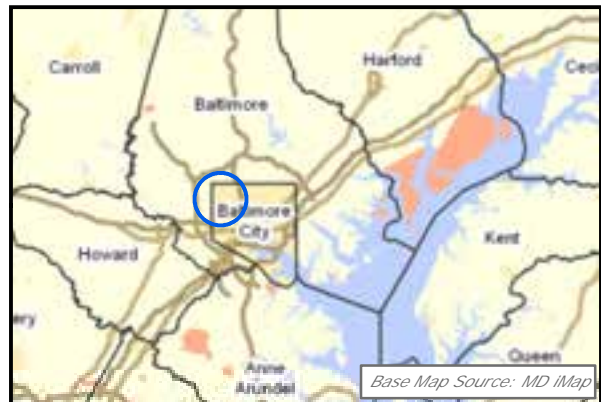




Recommended Improvements

Station: Rogers Ave
Rail Line: Metro

Jun 20, 2011



Legend

- Train Station
 - Bus Stop
 - Bike Lane / Bike Path
 - Shoulder
 - Wide lane
 - Directional Sign Improvement
 - Repair Sidewalk
 - Add Sidewalk Segment
 - Crosswalk Improvement
 - Add Curb Ramp
 - Desire Line Present
 - Lighting Improvement
 - Pedestrian Crossing Improvement
 - Proposed Bicycle Route
 - Existing Bicycle Route
 - Rail Line
- Bicycle Traffic Incidents**
- 1
 - 2
 - 3 - 4
- Pedestrian Traffic Incidents**
- 1
 - 2 - 9
 - 10 - 69

RECOMMENDED IMPROVEMENTS

ROGERS AVENUE - METRO

Station No. 5

Rogers Avenue Metro		Baltimore City		4300 Hayward Avenue				
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		WABASH AVE.	ELDORADO AVE.	W. BELVEDERE AVE.	CITY	INSTALL 1300'X5' OF SIDEWALK ON THE NORTHSIDE	
	PEDESTRIAN CROSSING SIGNS MISSING		AT ROGERS AVE. STATION			STATE	INSTALL 2-PED CROSSING SIGNS FROM PARKING TO PLATFORM AREA AT ROGERS AVE. STATION	
	DIRECTIONAL SIGNING STATION MISSING		N ROGERS AVE.			CITY	INSTALL A METRO SIGN TO DIRECT MOTORISTS TO THE TRAIN STATION	
	CROSSWALK FADED	HAYWARD AV. ENTRANCE TO ROGERS AVE. TRAIN STATION				CITY	REPAINT CROSSWALK ON THE E LEG -TOTAL OF 560' OF P.M.	
	CROSSWALK FADED	WABASH AVE. AND ENTRANCE TO ROGERS AVE. STATION				CITY	REPAINT CROSSWALKS ON S, E, AND W LEG-TOTAL OF 500' OF P.M.	
BIKE	WIDE LANE		GLEN AVENUE	DOVERDALE DRIVE	KEY AVENUE	CITY	ROUTE, SIGNING, MARKING, DRAINAGE	0.161932
	WIDE LANE		GLEN AVENUE	PARK HEIGHTS AVENUE	DOVERDALE DRIVE	CITY	ROUTE, SIGNING, MARKING	0.085227
	WIDE LANE		LIBERTY HEIGHTS AVENUE	NORTH ROGERS AVENUE	DRUID PARK DRIVE	STATE	ROUTE, DRAINAGE	0.215909
	WIDE LANE		NORTH ROGERS AVENUE	GWYNN OAK AVENUE	WABASH AVENUE	CITY	DRAINAGE	0.214015
	WIDE LANE		PARK HEIGHTS AVENUE	WEST STRATHMORE AVENUE	WEST COLD SPRING LANE	STATE	SIGNING, DRAINAGE	0.6875
	WIDE LANE		REISTERSTOWN ROAD	COUNTY LINE	WEST NORTHERN PARKWAY	STATE	SIGNING, DRAINAGE	0.118371
	WIDE LANE		REISTERSTOWN ROAD	WEST NORTHERN PARKWAY	WEST GARRISON AVENUE	STATE	SIGNING, DRAINAGE	0.167614
	WIDE LANE		WABASH AVENUE	NORTH ROGERS AVENUE	WEST COLD SPRING LANE	CITY	SIGNING, MARKING, DRAINAGE	0.605114
	WIDE LANE		WEST NORTHERN PARKWAY	WABASH AVENUE	REISTERSTOWN ROAD	CITY	ROUTE, SIGNING, MARKING	0.172348
	WIDE LANE		WOODLAWN DRIVE	DOGWOOD ROAD	GWYNN OAK AVENUE	COUNTY	ROUTE, SIGNING, MARKING, DRAINAGE	0.15625
	SHOULDER		BEETHOVEN AVENUE	WOODLAWN DRIVE	NORTH ROGERS AVENUE	STATE	RESTRIPING, DRAINAGE	0.107955
	SHOULDER		GWYNN OAK AVENUE	WOODLAWN DRIVE	NORTH ROGERS AVENUE	COUNTY	ROUTE, RESTRIPING, DRAINAGE	0.230114
	BIKE LANE		KENNISON AVENUE	BOWERS AVENUE	NORTH ROGERS AVENUE	CITY	ROUTE, SIGNING, DRAINAGE	0.357955
	BIKE LANE		NORTH ROGERS AVENUE	GWYNN OAK AVENUE	WABASH AVENUE	CITY	DRAINAGE	0.214015

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$9,203,940		Anne Arundel County	\$0		
		Baltimore City	\$0	State Roads/Stations	\$27,300
		Baltimore County	\$9,203,940	County Roads	\$6,595,005
		Harford County	\$0	City Roads	\$0
		Howard County	\$0		
		Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: West Cold Spring Lane

CHARACTER:

The surrounding area is predominately residential with commercial and industrial uses adjacent to the rail line and key roadways.

LAND USE CONTEXT:

The Cold Spring Station is located in an area that is a mix of land uses including Moderate Density Residential, Medium Density Residential, Industrial, Shopping Center and a Cemetery.

Year 2000 Population within 3 mile radius -	215,899
Weekday Station Ridership	3,165
Saturday Station Ridership:	1,177
Transit Connections:	MTA Routes 27, 33, 44, 51, 67, 91, M6

PARKING:

A surface lot provides 293 spaces. A 46% occupancy was observed.

VEHICLE CHARGING STATION

The available parking and residential nature of the area surrounding the station may make this a suitable location for a charging station. Commuters might charge their cars by day and residents could charge cars at night.

PEDESTRIAN ENVIRONMENT:

The pedestrian accommodations around the station are generally adequate. There are sufficient connections to the residential areas surrounding the station. Sidewalks leading to the station as well as crosswalks are generally in good condition.

BICYCLING ENVIRONMENT:

There are 2 bike racks and 10 bike lockers at the station but they are underutilized. There are a few marked biked lanes and bike routes in the vicinity making for an adequate bicycling environment. No off-road bike trails were observed in the area.

2007-2009 CRASH DATA

Number of Pedestrian Crashes within .6 miles	38
Number of Bicycle Crashes within 3 miles	10

HIGHLIGHTS FROM FINDINGS

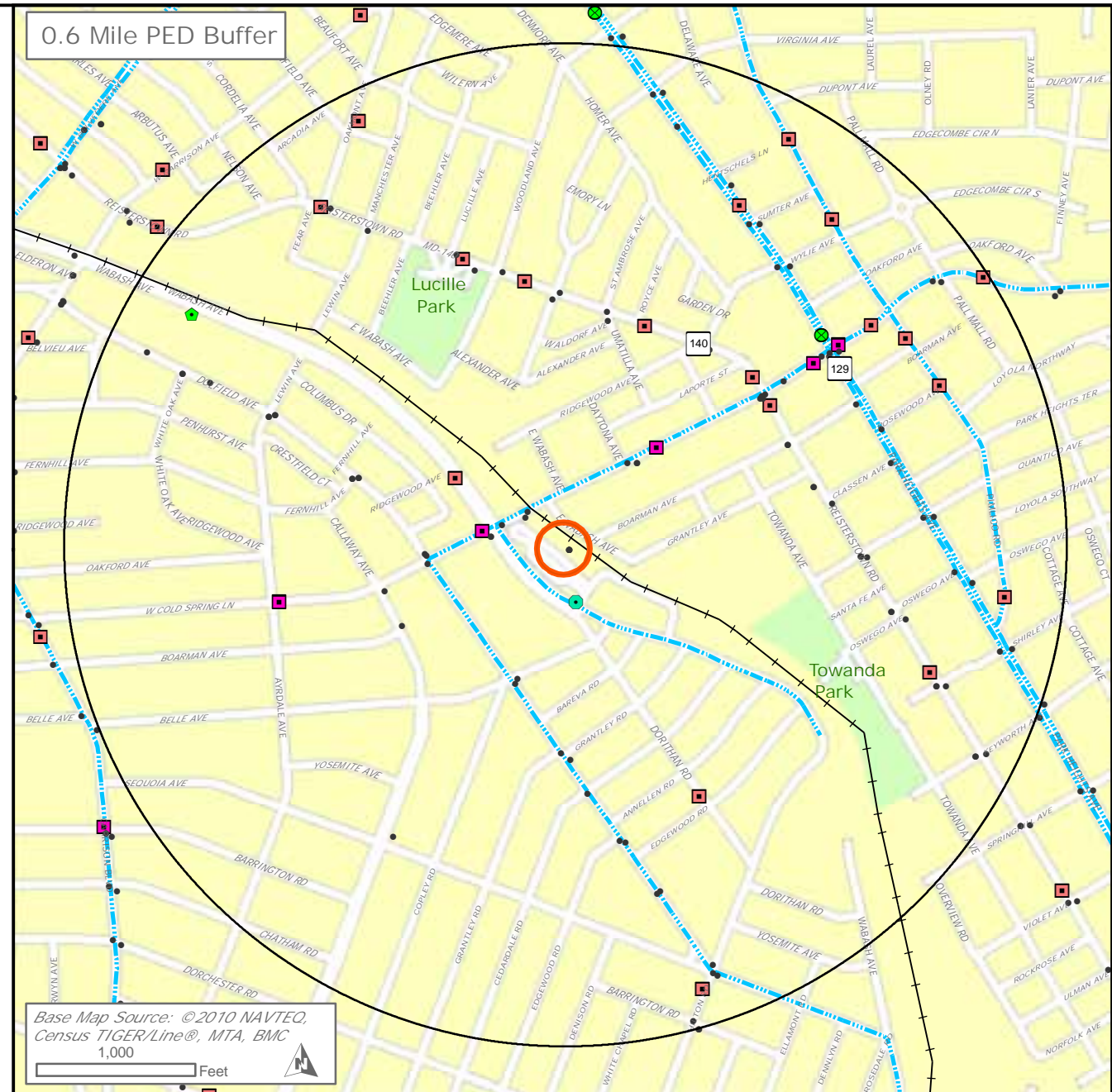
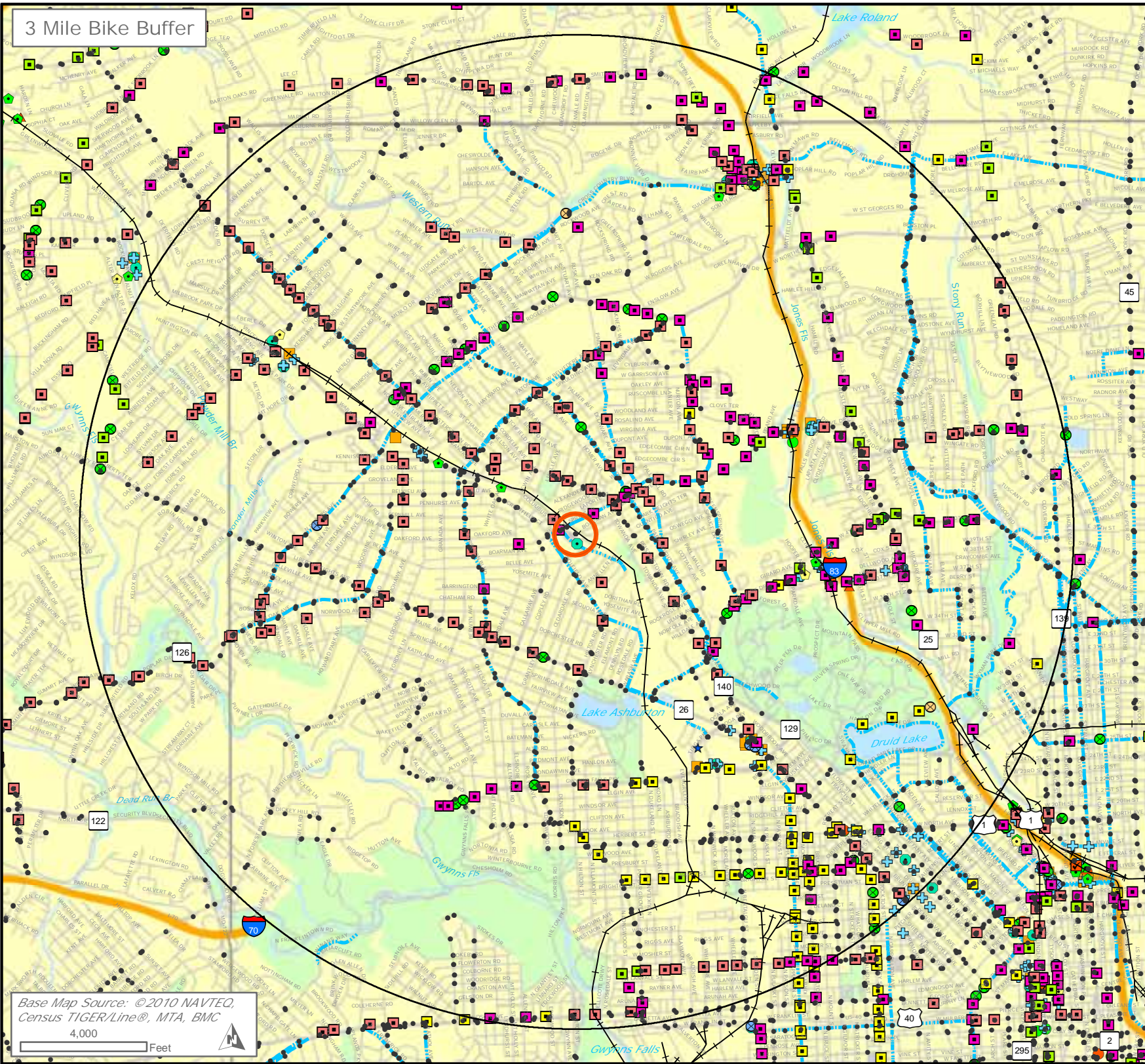
PEDESTRIAN DEFICIENCIES

- Sidewalks are missing and needed on Wabash Ave between Lewin Ave and Garrison Boulevard.

BIKE DEFICIENCIES

- To provide bike lanes on Garrison, Green Spring and West Belvedere Ave, bike route signage and drainage improvements are recommended. Signage should help address safety issues.
- To provide wide outside lanes on various roads (Liberty Heights, Park Heights and Pimlico Road as examples) Share the Road signs, some marking and bicycle compatible drainage improvements are recommended.
- Information on bicycle locker rental/usage should be posted at the station.

For more detailed information refer to the project database.



Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

Existing Conditions

Station: West Cold Spring

Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: West Cold Spring

Rail Line: Metro

Jun 20, 2011



Legend

	Train Station		Lighting Improvement		Bicycle Traffic Incidents
	Bus Stop		Pedestrian Crossing Improvement		1
	Bike Lane / Bike Path		Proposed Bicycle Route		2
	Shoulder		Existing Bicycle Route		3 - 4
	Wide lane		Rail Line		1
	Directional Sign Improvement				2 - 9
	Repair Sidewalk				10 - 69
	Add Sidewalk Segment				
	Crosswalk Improvement				
	Add Curb Ramp				
	Desire Line Present				

RECOMMENDED IMPROVEMENTS

WEST COLD SPRING - METRO

Station No. 6

West Cold Spring- Metro		Baltimore City	4301 Wabash Avenue					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		WABASH AVE.	LEWIN AVE.	GARRISON BLVD.	CITY	INSTALL 1500'X5' OF SIDEWALK ON SOUTH SIDE	
	CURB RAMP MISSING	WABASH AVE. AND DORITHAN RD.				CITY	INSTALL 1- CURB RAMP ON THE NOTHWEST CORNER OF THE INTERSECTION	
BIKE	WIDE LANE		GREENSPRING AVENUE	WEST NORTHERN PARKWAY	WEST COLD SPRING LANE	CITY	SIGNING, MARKING, DRAINAGE	0.10322
	WIDE LANE		LIBERTY HEIGHTS AVENUE	NORTH ROGERS AVENUE	DRUID PARK DRIVE	STATE	ROUTE, DRAINAGE	0.215909
	WIDE LANE		PARK HEIGHTS AVENUE	WEST STRATHMORE AVENUE	WEST COLD SPRING LANE	STATE	ROUTE, SIGNING, DRAINAGE	0.6875
	WIDE LANE		PIMLICO ROAD	OAKLEY AVENUE	PARK HEIGHTS AVENUE	CITY	ROUTE, DRAINAGE	0.175189
	WIDE LANE		PIMLICO ROAD	WEST BELVEDERE AVENUE	OAKLEY AVENUE	CITY	ROUTE, SIGNING, MARKING	0.123106
	WIDE LANE		REISTERSTOWN ROAD	WEST GARRISON AVENUE	LIBERTY HEIGHTS AVENUE	STATE	ROUTE, SIGNING, DRAINAGE	0.206439
	WIDE LANE		WABASH AVENUE	NORTH ROGERS AVENUE	WEST COLD SPRING LANE	CITY	ROUTE, SIGNING, MARKING, DRAINAGE	0.605114
	WIDE LANE		WEST COLD SPRING LANE	GARRISON BOULEVARD	DOLFIELD ROAD	CITY	ROUTE, SIGNING, MARKING	0.417614
	WIDE LANE		WEST COLD SPRING LANE	PARK HEIGHTS AVENUE	PIMLICO ROAD	CITY	ROUTE, DRAINAGE	0.037879
	WIDE LANE		WEST COLD SPRING LANE	PIMLICO ROAD	GREENSPRING AVENUE	CITY	ROUTE, SIGNING, DRAINAGE	0.195076
	WIDE LANE		WEST COLD SPRING LANE				ROUTE, SIGNING, MARKING	0.195076
	BIKE LANE		GARRISON AVENUE	BELVIEU AVENUE	OAKFORD AVENUE	CITY	ROUTE, SIGNING, DRAINAGE	0.234848
	BIKE LANE		GARRISON AVENUE	DOLFIELD AVENUE	BELVIEU AVENUE	CITY	SIGNING, DRAINAGE	0.094697
	BIKE LANE		GARRISON AVENUE	GARRISON BOULEVARD	DORCHESTER ROAD	CITY	ROUTE, DRAINAGE	0.225379
	BIKE LANE		GARRISON AVENUE	OAKFORD AVENUE	BOARMAN AVE	CITY	DRAINAGE	0.116477
	BIKE LANE		GREENSPRING AVENUE	WEST COLD SPRING LANE	DRUID PARK DRIVE	CITY	SIGNING, DRAINAGE	0.19697
		Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility			
		\$662,510	Anne Arundel County	\$0				
			Baltimore City	\$662,510	State Roads/Stations	\$152,530		
			Baltimore County	\$0	County Roads	\$0		
			Harford County	\$0	City Roads	\$509,985		
			Howard County	\$0				
			Prince George's County	\$0				

RAIL LINE: Metro

STATION PROFILE: Mondawmin

CHARACTER:

The Mondawmin Station is located adjacent to the Mondawmin Mall which was built 50 years ago and has recently undergone major redevelopment and expansion. The Station is located at the junction of several major travel corridors- Liberty Heights Avenue, Reisterstown Road and Gwynns Falls Parkway. It serves as a major hub for the MTA with 11 bus lines connecting here. Over the years the MTA has worked with the mall owners to make mutually beneficial improvements at this location and to take advantage of this key transportation hub. Parking, lighting and traffic improvements were made as part of the redevelopment in coordination with the MTA. The surrounding area is predominately residential and commercial. Frederick Douglass High School is located nearby. The area is built out.

LAND USE CONTEXT:

The Mondawmin Station is centrally located amid several activity centers. The Station is proximate to Frederick Douglas High School, Druid Hill Park and Coppin State University as well as to a large number of medium density residences.

This station is not designated for transit oriented development.

Year 2000 Population within 3 mile radius -	293,879
Weekday Station Ridership	6,175
Saturday Station Ridership:	3,697
Transit Connections:	MTA Routes 1, 5, 7, 16, 21, 22, 51, 54, 97, M1, M2

PARKING:

There are 175 commuter parking spaces provided in the lot located adjacent to the station and the mall. A 76% occupancy was observed.

Over the years, the MTA and the Mall owners have worked to balance the parking needs for commuter parking and mall customers.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around the station is generally adequate. There are sufficient connections to the residential areas surrounding the station. Sidewalks leading to the station as well as crosswalks are generally in good condition. Connections to nearby schools are also good with appropriate signage.

BICYCLING ENVIRONMENT:

There are no bike racks but there are 10 bike lockers at the station with very low utilization. There are no marked bicycle lanes leading to the station. The Jones Falls Trail runs through nearby Druid Hill Park. There are bicycle facilities through Druid Hill Park but they do not connect to the station.

No off road trails were identified, but the County has intent to investigate provision of an off-road trail in the area.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	22
Number of Bicycle Crashes within 3 miles	3

HIGHLIGHTS FROM FINDINGS

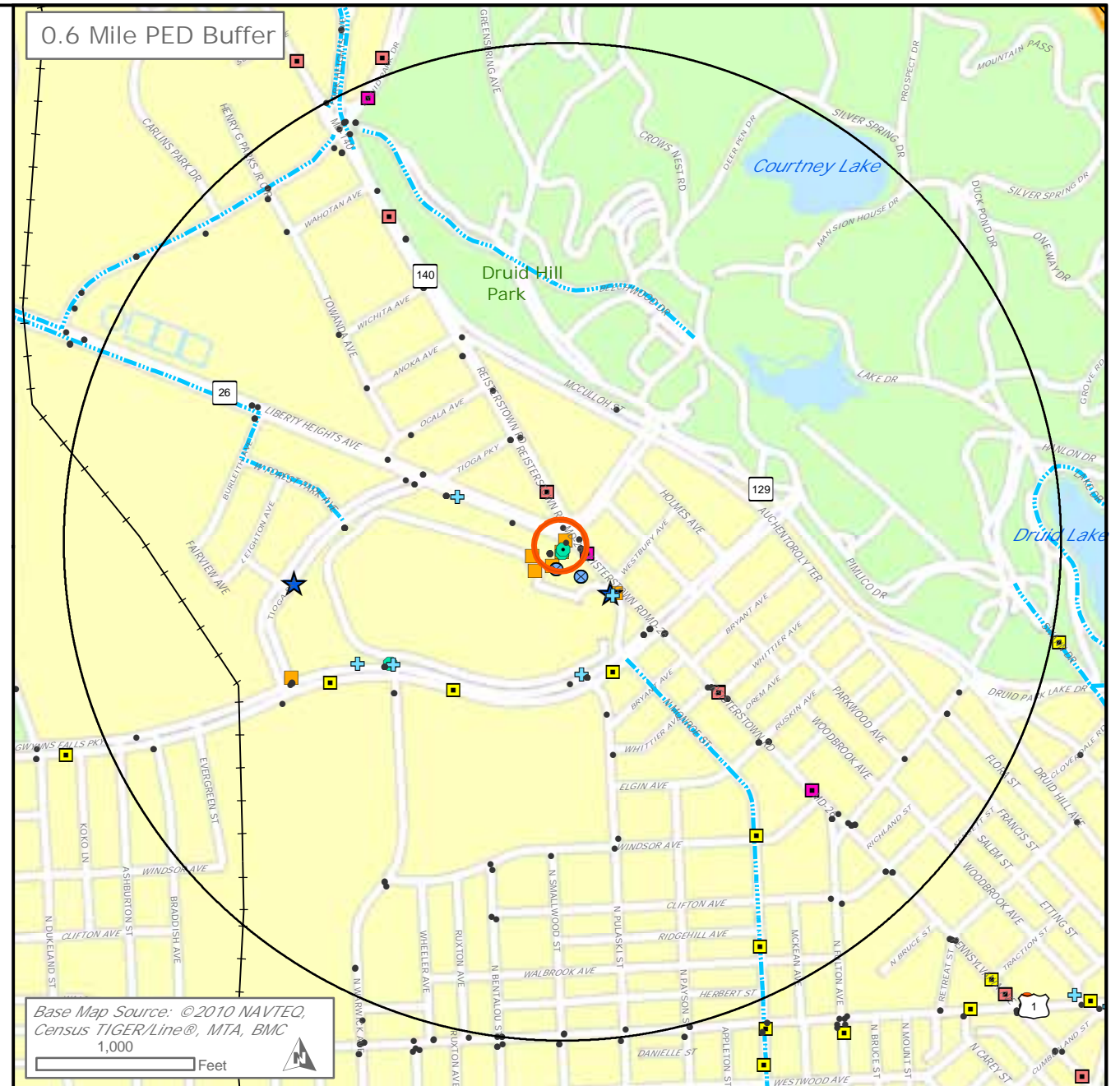
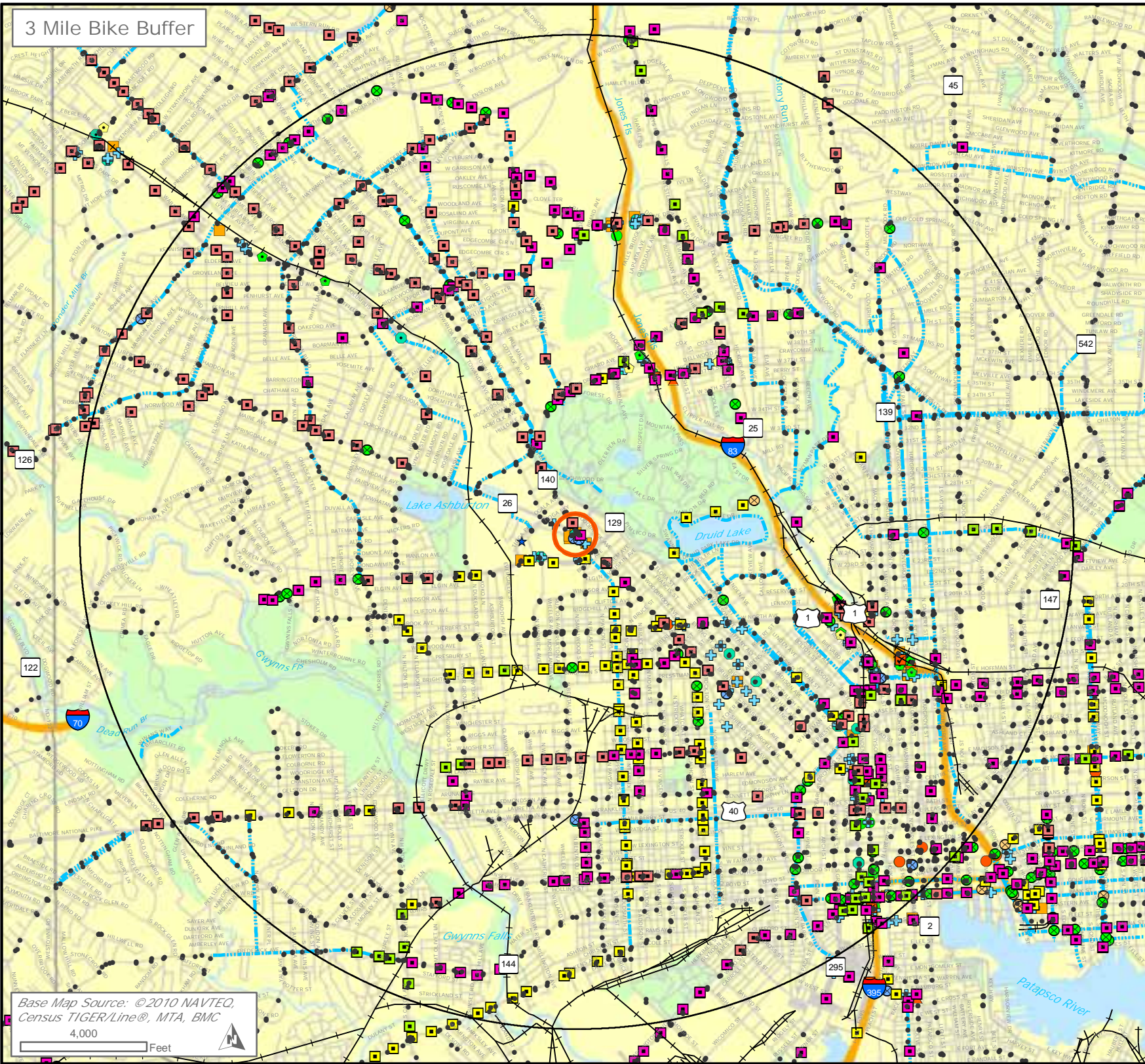
PEDESTRIAN DEFICIENCIES

- A sidewalk is recommended to address a pedestrian desire line evident along Tioga Parkway leading to the parking lot.
- Crosswalks are recommended in locations where missing (Forest Park @ Fallo Dr.; Fallo Dr @ Warwick Ave; Montrose Ave @ Reisterstown Road.
- Pedestrian crossing signs are recommended within the station parking lot.
- Station wayfinding signage is recommended on Liberty Heights Ave.

BIKE DEFICIENCIES

- To provide a bike lane on Gwynns Falls Parkway route signage and bike compatible drainage improvements are recommended.
- To provide wide outside lane shared use along Druid Park Drive, North Monroe
- Street and Reisterstown Road, Share the Road signage, marking and bike compatible drainage improvements are recommended.
- Information on bicycle locker rental/usage should be posted at the station.

For more detailed information refer to the project database.



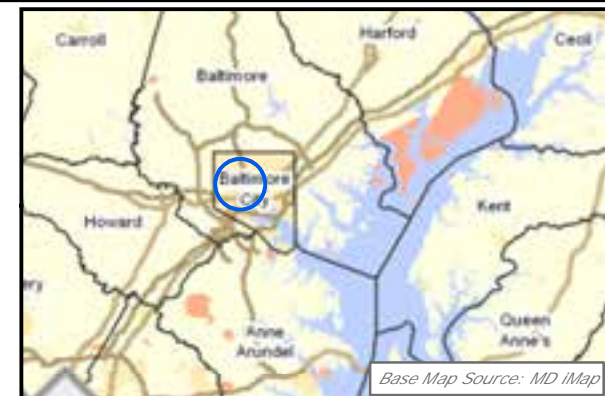
- ### Legend
- Train Station
 - Bus Stop
 - Parallel Drainage Grate
 - Wide Outside Lane Missing
 - Paved Shoulder Missing
 - Marked Bike Lane Missing
 - ⊗ Directional Signing at Station Missing
 - Bike Signing Missing
 - ⬢ Sidewalk Damaged
 - ◆ Sidewalk Segment Missing
 - + Crosswalk Deficient
 - Curb Ramp Missing
 - ★ Desire Line Present
 - ▲ Lighting Deficient
 - Pedestrian Crossing Deficient
 - Bicycle Storage Not Visible
 - Bicycle Rack Missing
 - Rail Line
 - Existing Bicycle Route

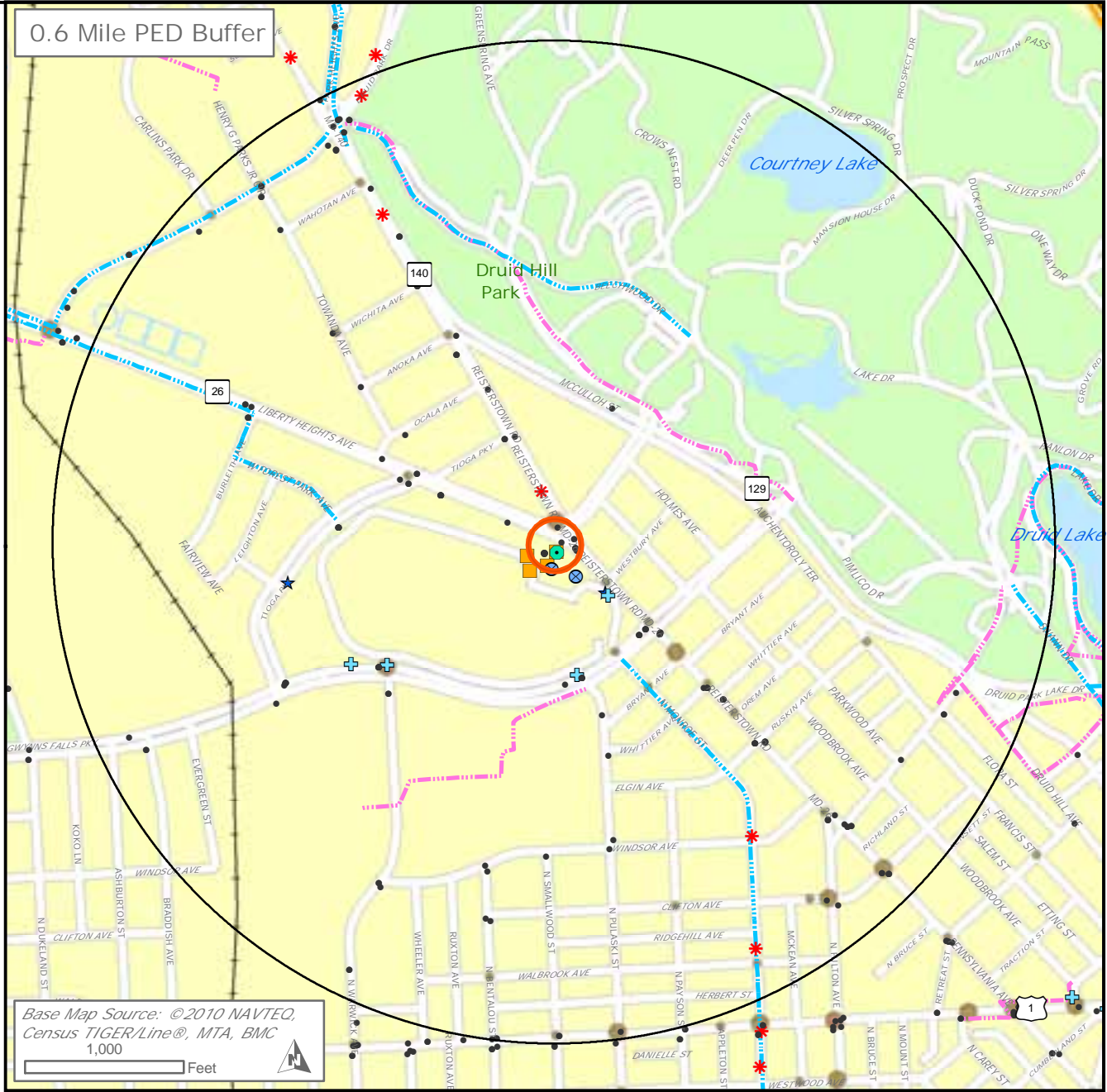
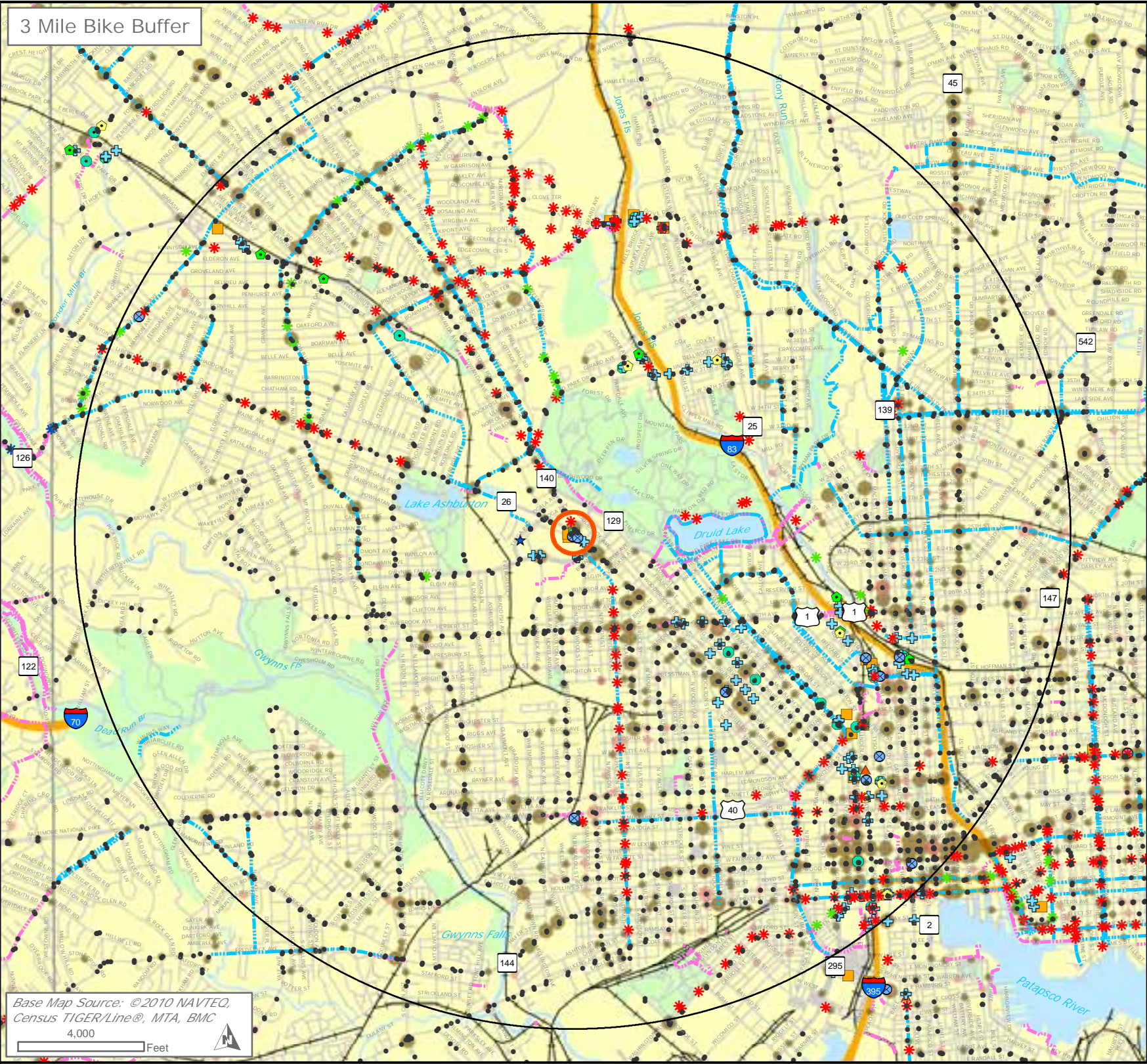
Existing Conditions

Station: Mondawmin

Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: Mondawmin

Rail Line: Metro

Jun 20, 2011



Legend

Train Station

Bus Stop

Bike Lane / Bike Path

Shoulder

Wide lane

Directional Sign Improvement

Repair Sidewalk

Add Sidewalk Segment

Crosswalk Improvement

Add Curb Ramp

Desire Line Present

Lighting Improvement

Pedestrian Crossing Improvement

Proposed Bicycle Route

Existing Bicycle Route

Rail Line

Bicycle Traffic Incidents

1

2

3 - 4

Pedestrian Traffic Incidents

1

2 - 9

10 - 69

RECOMMENDED IMPROVEMENTS

MONDAWMIN - METRO

Station No. 7

Mondawmin Metro		Baltimore City		2307 Liberty Heights			Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To				
PEDESTRIAN	DIRECTIONAL SIGNING STATION MISSING		MONDAWMIN STATION				CITY	INSTALL 2- PED X-ING SIGNS AT THE X-WALK FROM PARKING TO THE PLATFORM	
	DIRECTIONAL SIGNING STATION MISSING		MONDAWMIN STATION					INSTALL A "METRO" SIGN ON LIBERTY HEIGHTS AVE. JUST BEFOR THE U-TURN TO THE STATION PARKING	
	DESIRED LINE PRESENT		TIOGA PKWY	TIOGA PKWY	PARKING LOT		CITY	INSTALL 200'X4' OF SIDEWALK	
	DESIRED LINE PRESENT	N. MONROE ST/REISTERSTOWN ROAD	N MONROE ST.				CITY	INSTALL 120' OF MIDBLOCK CROSSWALK ACROSS REISTERSTOWN ROAD AND N MONROE RD.	
	CURB RAMP MISSING	MONDAWMIN TRAIN STATION					STATE	INSTALL 2-CURB RAMPS INSIDE THE STATION FROM REISTERSTOWN ROAD TO PLATFORM	
	CROSSWALK MISSING	FALLO DR. AND N. WARWICK AVE.					CITY	INSTALL CROSSWALK-120', AND 30' STOP BAR,2CRONNLEG	
	CROSSWALK MISSING	FALLO DRIVE AND EXIT FROM THE MALL	FALLO DRIVE				CITY	INSTALL CROSSWALK-380' AND 30' STOP BAR ON N LEG	
	CROSSWALK MISSING	MONTROSE ST. AND REISTERSTOWN ROAD	MONTROSE STREET				CITY	INSTALL 180' XWALK, 2-PED SIGNS, 30' S.B.	
	CROSSWALK MISSING	RAMP FROM W. FOREST PARK AVE. TO FALLO DR.	FALLO DR.				CITY	INSTALL CROSSWALK-200' OF P.M.	
BIKE	WIDE LANE		DRUID PARK DRIVE	REISTERSTOWN ROAD	GREENSPRING AVENUE		CITY	ROUTE, DRAINAGE	0.096591
	WIDE LANE		DRUID PARK DRIVE					ROUTE, SIGNING, MARKING	0.096591
	WIDE LANE		NORTH MONROE STREET	WEST BALTIMORE STREET	GWYNNS FALLS PARKWAY		STATE	ROUTE, SIGNING, MARKING	0.104167
	WIDE LANE		REISTERSTOWN ROAD	LIBERTY HEIGHTS AVENUE	WINDSOR AVENUE		STATE	ROUTE, SIGNING	0.151515
	WIDE LANE		REISTERSTOWN ROAD					ROUTE, SIGNING, DRAINAGE	0.151515
	WIDE LANE		REISTERSTOWN ROAD	WEST GARRISON AVENUE	LIBERTY HEIGHTS AVENUE		STATE	ROUTE, SIGNING, DRAINAGE	0.206439
	BIKE LANE		GWYNNS FALLS PARKWAY	NORTH ROSEDALE STREET	NORTH LONGWOOD STREET		CITY	SIGNING, DRAINAGE	0.094697

Total Cost Station (\$) \$168,200	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$0		
	Baltimore City	\$168,200	State Roads/Stations	\$78,850
	Baltimore County	\$0	County Roads	\$0
	Harford County	\$0	City Roads	\$89,350
	Howard County	\$0		
	Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: Penn North

CHARACTER:

The surrounding area is predominately residential with neighborhood and community businesses concentrated near the intersection of Pennsylvania and North Avenues. There is a branch of the Enoch Pratt Free Library and a Baltimore Health Department facility the intersection. The Penn North area is built out and has been the focus of revitalization efforts for some time. The Penn North Area Master Plan was last revised in December 2006. The 2007-2012 City of Baltimore Comprehensive Master Plan has identified the area as a Growth Promotion Area. These are areas where the City needs substantially more resources to effect lasting change to the real estate market. Growth Promotion Areas (GPA) are specific areas within the City where additional policies should be designed to strategically attract additional resources and capital to capture a substantial part of future State growth.

LAND USE CONTEXT:

Penn North Station is located in an area of mixed land uses including Medium Density Residential, Medium Intensity Commercial, Low Intensity Commercial, and Public Institutional/ City.

Baltimore City’s Development Guidebook includes 2005 TOD Guideline that would be applicable here as well as at other stations.

Year 2000 Population within 3 mile radius -	307,315
Weekday Station Ridership	3,547
Saturday Station Ridership:	2,049
Transit Connections:	MTA Routes: 7, 13, 21, 54, 91

PARKING:

None

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around the station is generally adequate. There are sufficient connections to the residential areas surrounding the station. Sidewalks leading to the station as well as crosswalks are generally in good condition. Connections to the public school have appropriate signage.

BICYCLING ENVIRONMENT:

There are no bike lockers at this station. There are no marked bicycle lanes leading to the station. The Jones Falls Trail runs through nearby Druid Hill Park but does not connect directly to the station.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	59
Number of Bicycle Crashes within 3 miles	5

HIGHLIGHTS FROM FINDINGS

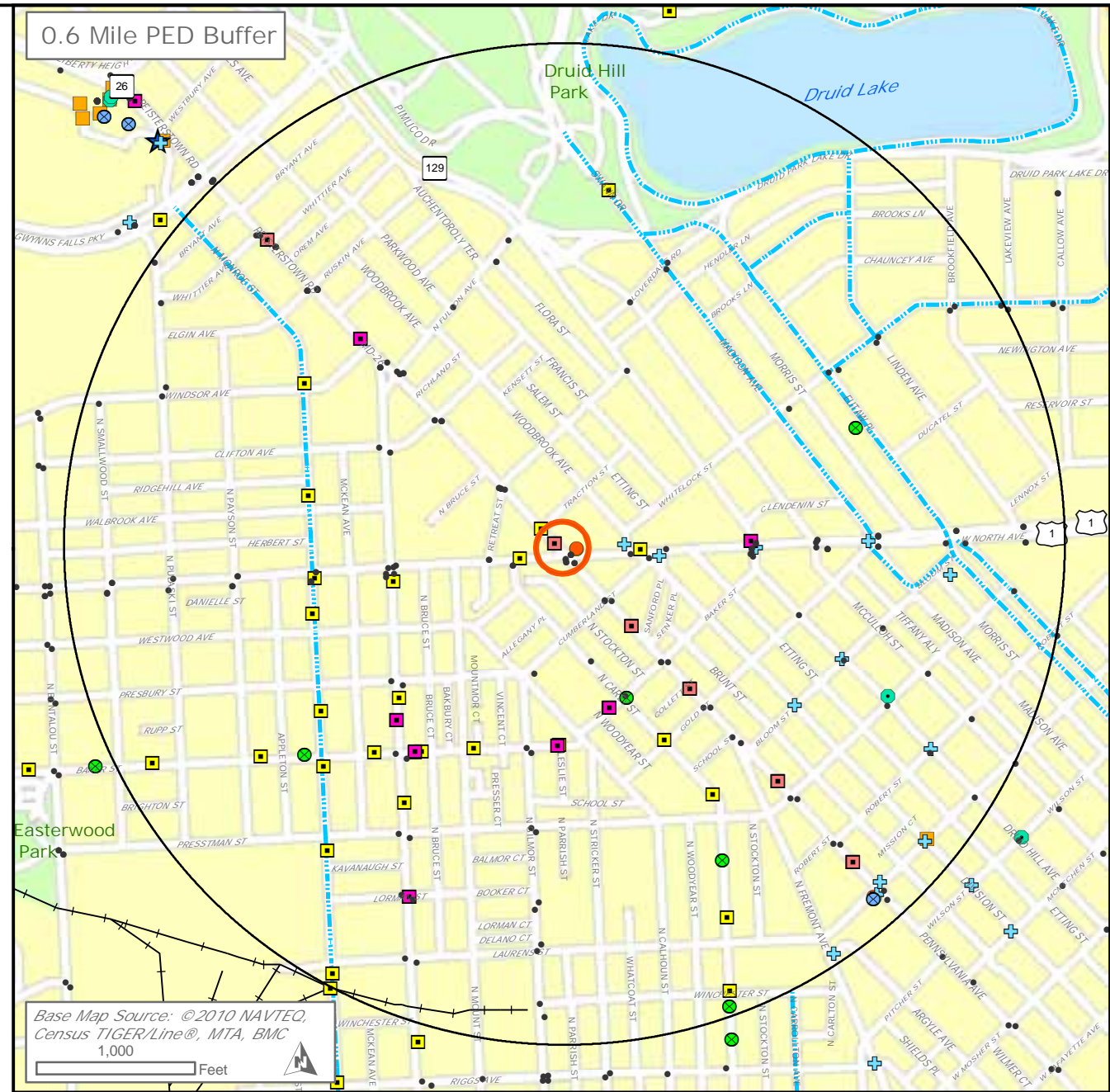
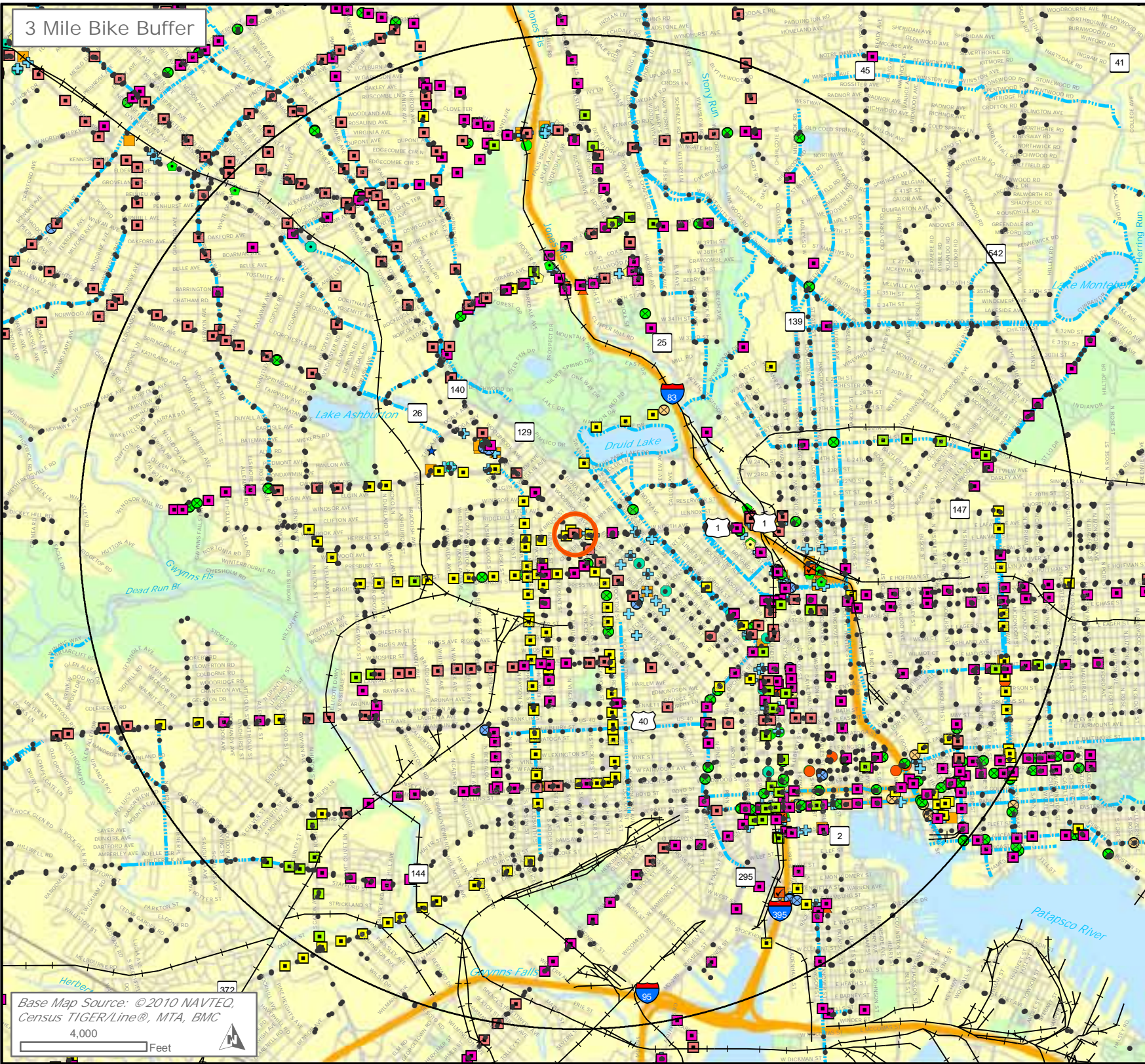
PEDESTRIAN DEFICIENCIES

- Crosswalks are faded or missing and should be replaced at several North Avenue intersections including Druid Hill, Madison, Division and Woodbrook.

BIKE DEFICIENCIES

- To provide a bike lane on Eutaw Place bike route signage and bicycle compatible drainage grates are recommended.
- For shared outside lanes on Hanlon Drive and North Monroe Street, Share the Road signs and markings are recommended.

For more detailed information refer to the project database.



Legend

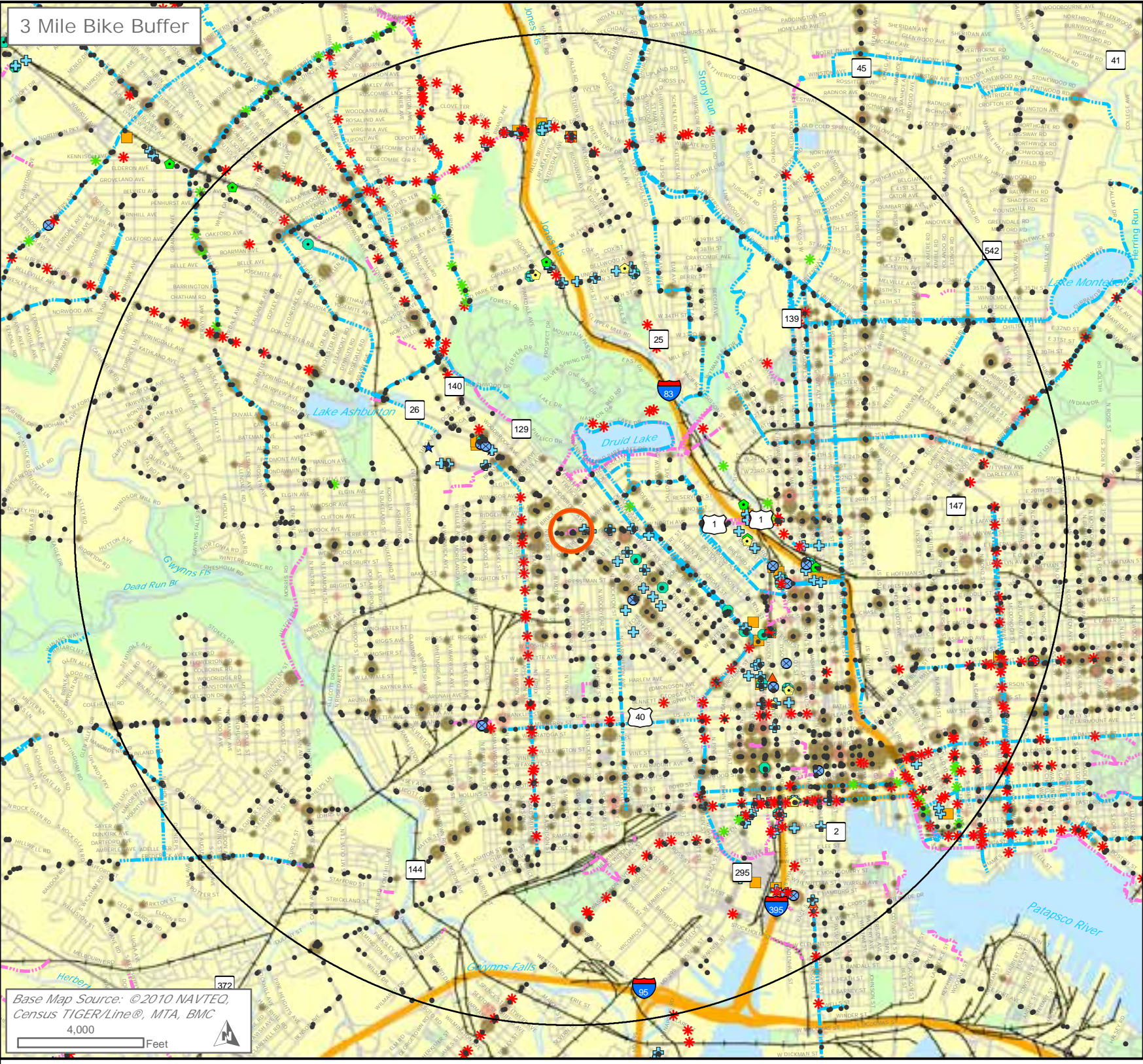
- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

Existing Conditions

Station: Penn North
Rail Line: Metro

Jun 20, 2011



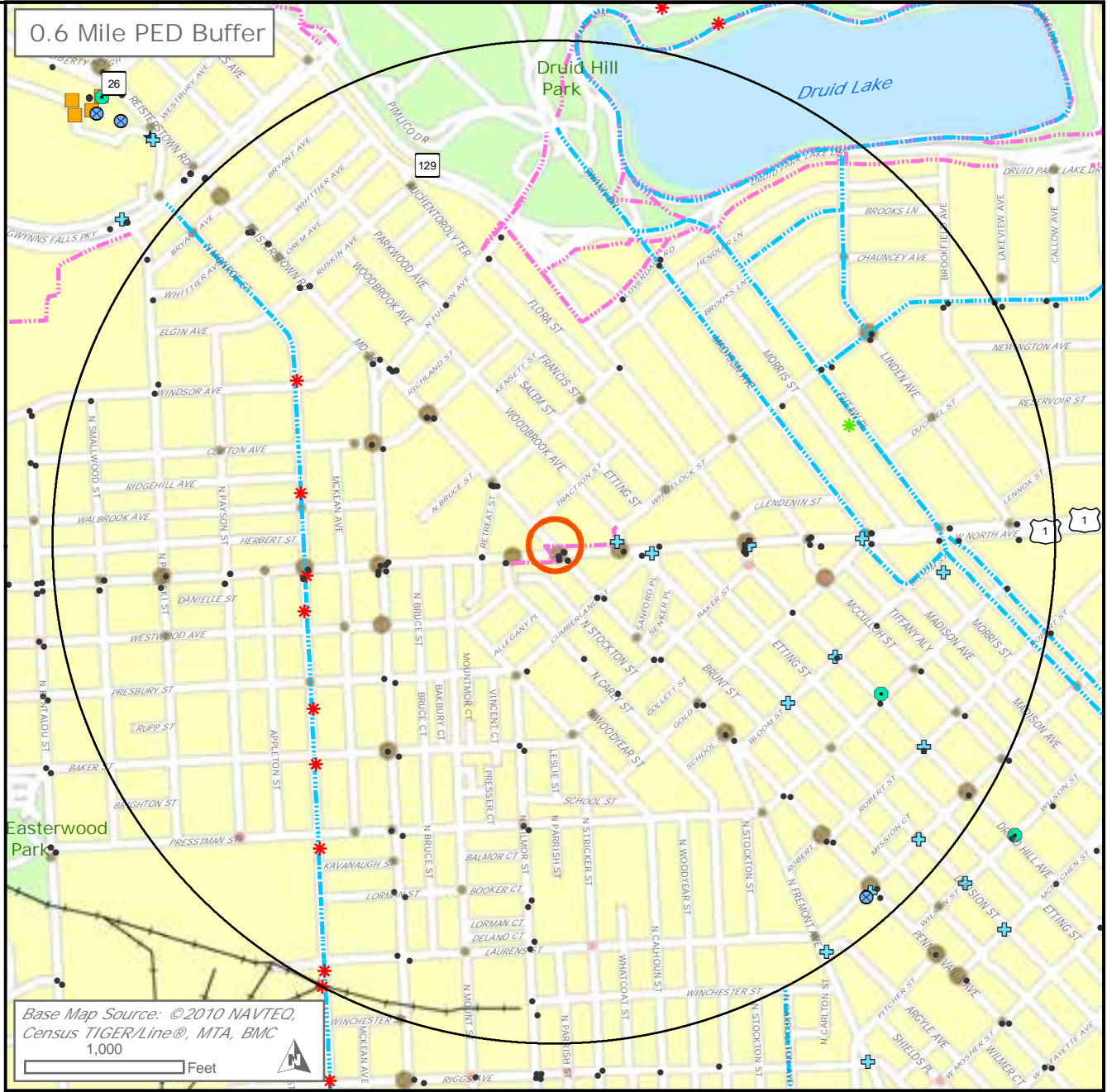


Recommended Improvements

Station: Penn North

Rail Line: Metro

Jun 20, 2011



Legend

Train Station

Bus Stop

Bike Lane / Bike Path

Shoulder

Wide lane

Directional Sign Improvement

Repair Sidewalk

Add Sidewalk Segment

Crosswalk Improvement

Add Curb Ramp

Desire Line Present

Lighting Improvement

Pedestrian Crossing Improvement

Proposed Bicycle Route

Existing Bicycle Route

Rail Line

Bicycle Traffic Incidents

1

2

3 - 4

Pedestrian Traffic Incidents

1

2 - 9

10 - 69

Legend

Train Station

Bus Stop

Bike Lane / Bike Path

Shoulder

Wide lane

Directional Sign Improvement

Repair Sidewalk

Add Sidewalk Segment

Crosswalk Improvement

Add Curb Ramp

Desire Line Present

Lighting Improvement

Pedestrian Crossing Improvement

Proposed Bicycle Route

Existing Bicycle Route

Rail Line

Bicycle Traffic Incidents

1

2

3 - 4

Pedestrian Traffic Incidents

1

2 - 9

10 - 69

RECOMMENDED IMPROVEMENTS

PENN NORTH - METRO

Station No. 8

Penn North Metro		Baltimore City	1601 North Avenue/2501 Pennsylvania Avenue					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	CROSSWALK MISSING	MADISON AND W. NORTH AVE.				STATE	INSTALL 760' XWALK ON ALL SIDES	
	CROSSWALK MISSING	NORTH AVE. AND DIVISION ST.				STATE	INSTALL 280' XWALK, 25' S.B.	
	CROSSWALK MISSING	W. NORTH AVE. AND WOODBROOK AVE.				STATE	INSTALL 240' XWALK, 25' S.B.	
	CROSSWALK FADED	W. NORTH AVE. AND DRUID HILL AVE.				STATE	REPAINT CROSSWALKS ON ALL 4-LEGS ON INTERSECTION- TOTAL OF 650' OF P.M.	
BIKE	WIDE LANE		HANLON DRIVE	DUCK POND ROAD	RED ROAD	CITY	ROUTE, SIGNING, MARKING	0.123106
			HANLON DRIVE	EAST DRIVE	FALLS ROAD (UNDERPASS)	CITY	ROUTE, SIGNING, MARKING	0.144886
			NORTH MONROE STREET	WEST BALTIMORE STREET	GWYNNS FALLS PARKWAY	STATE	ROUTE, SIGNING, MARKING	0.104167
	BIKE LANE		EUTAW PLACE	DRUID PARK LAKE DRIVE	WEST NORTH AVENUE	CITY	SIGNING, MARKING	0.452652

		Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
		\$144,140	Anne Arundel County \$0 Baltimore City \$144,140 Baltimore County \$0 Harford County \$0 Howard County \$0 Prince George's County \$0	State Roads/Stations \$79,740 County Roads \$0 City Roads \$64,400

RAIL LINE: Metro

STATION PROFILE: Upton/Ave Market

CHARACTER:

The surrounding area is predominately residential with neighborhood and community businesses mainly along the historic Pennsylvania Avenue. The Lafayette Market one of Baltimore’s historic public markets was totally rebuilt and renamed The Avenue Market in 1996. This market is served by the station. The Upton area is built out and has been the focus of revitalization efforts for some time. The Upton Urban Renewal Plan was last revised in 1998. The 2007-2012 City of Baltimore Comprehensive Master Plan has identified the area as a Growth Promotion Area. These are areas where the City needs substantially more resources to effect lasting change to the real estate market. Growth Promotion Areas (GPA) are specific areas within the City where additional policies should be designed to strategically attract additional resources and capital to capture a substantial part of future State growth.

LAND USE CONTEXT:

Upton/Ave Market Station is located in an area of mixed land uses including Medium Density Residential, Medium Intensity Commercial, Low Intensity Commercial, and Public Institutional/City.

Baltimore City’s Development Guidebook includes 2005 TOD Guideline that would be applicable here as well as at other stations.

Year 2000 Population within 3 mile radius -	316,900
Weekday Station Ridership	1,967
Saturday Station Ridership:	1,319
Transit Connections:	MTA route 7

PARKING:

None

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around the station is adequate. There are sidewalks on every side of the street with appropriate crossings at most major intersections.

BICYCLING ENVIRONMENT:

There are no bike racks at the station. There are no marked bicycle lanes leading to the station. Roads are generally narrow and it would be difficult to accommodate separate bicycle facilities. Shared lanes would be required.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	44
Number of Bicycle Crashes within 3 miles	5

HIGHLIGHTS FROM FINDINGS

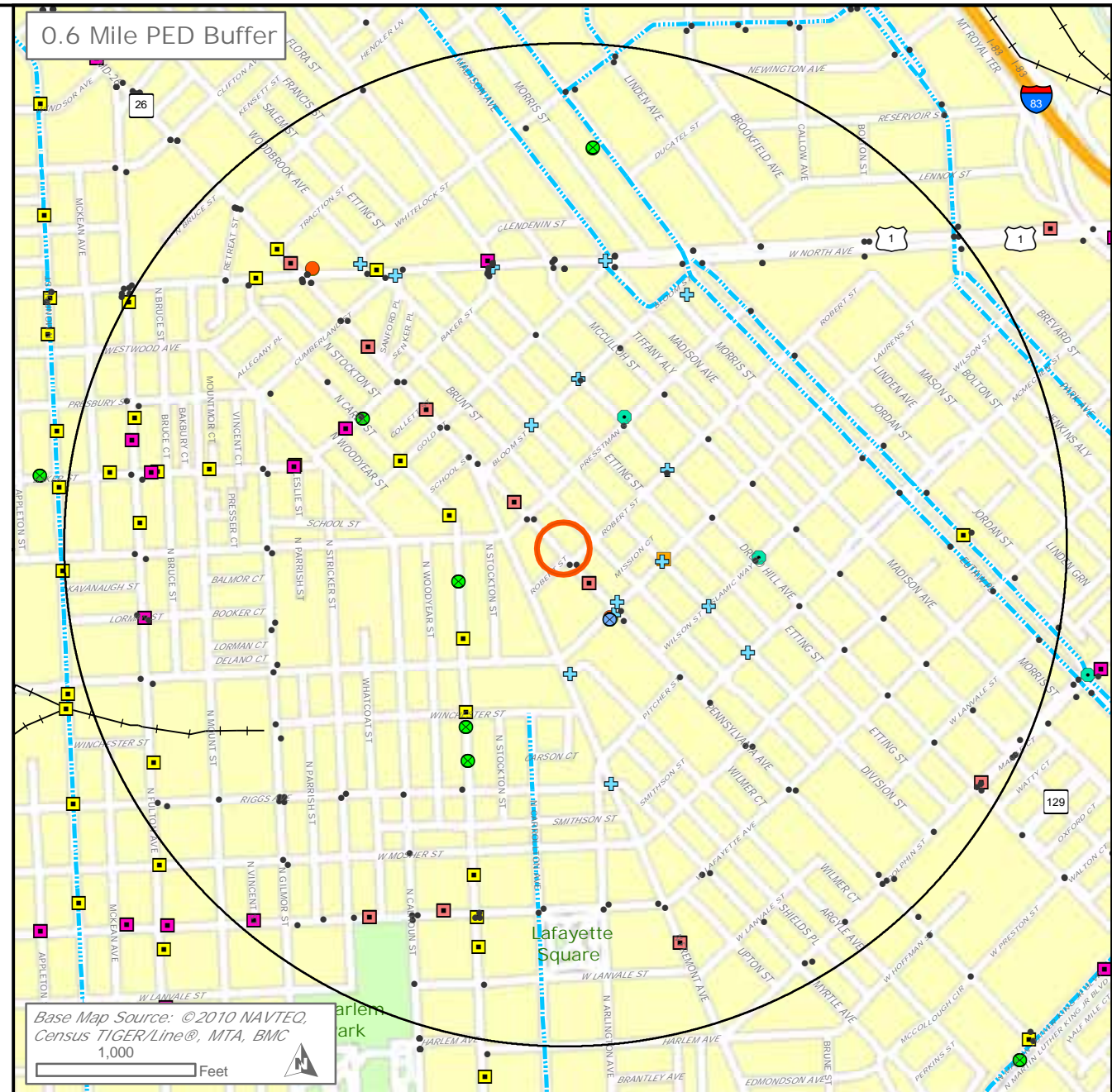
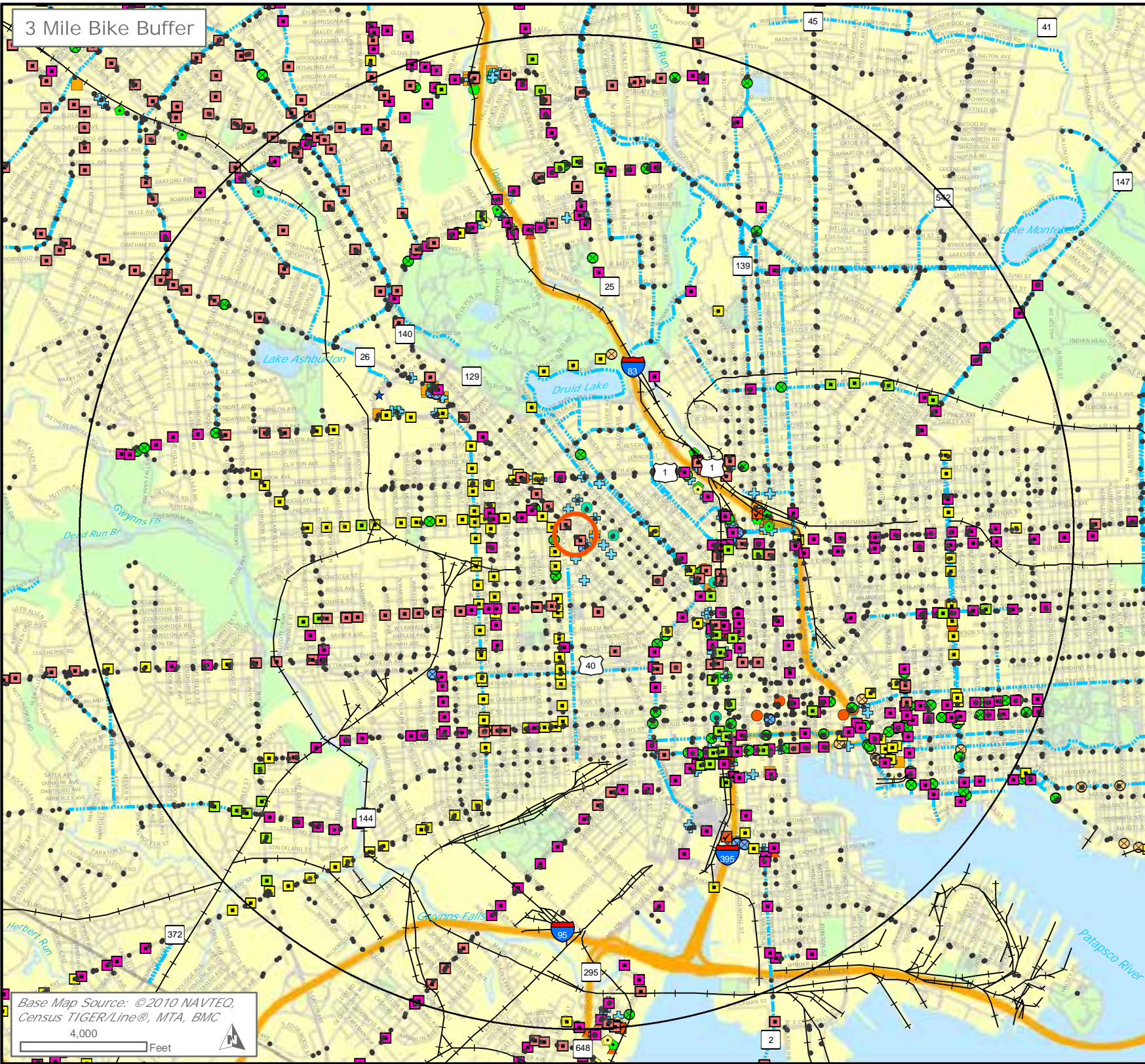
PEDESTRIAN DEFICIENCIES

- Crosswalks are faded or missing at a number of intersections including: Laurens @ Pennsylvania; Laurens @ Division; Division @ McMechan; Bloom @ Division; Fremont @ Riggs.
- Curb ramps are missing and should be provided at Druid Hill @ Presstman St and Wilson Street.

BIKE DEFICIENCIES

- To provide a shared use wide outside lane for bicyclists on MLK Boulevard, Share the Road signage and marking is recommended.
- Station wayfinding signage is recommended on Laurens before Pennsylvania Ave.

For more detailed information refer to the project database.



Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

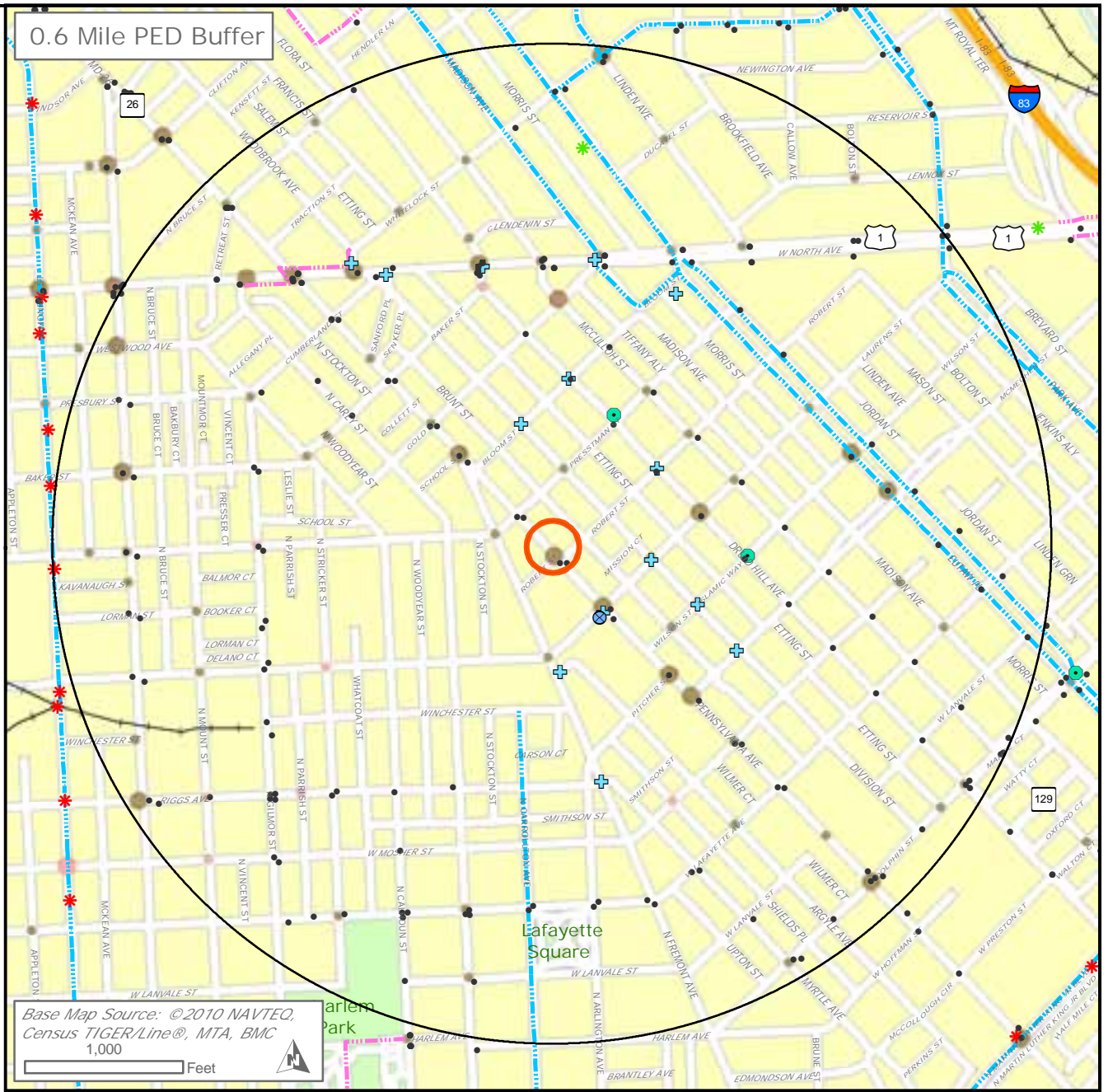
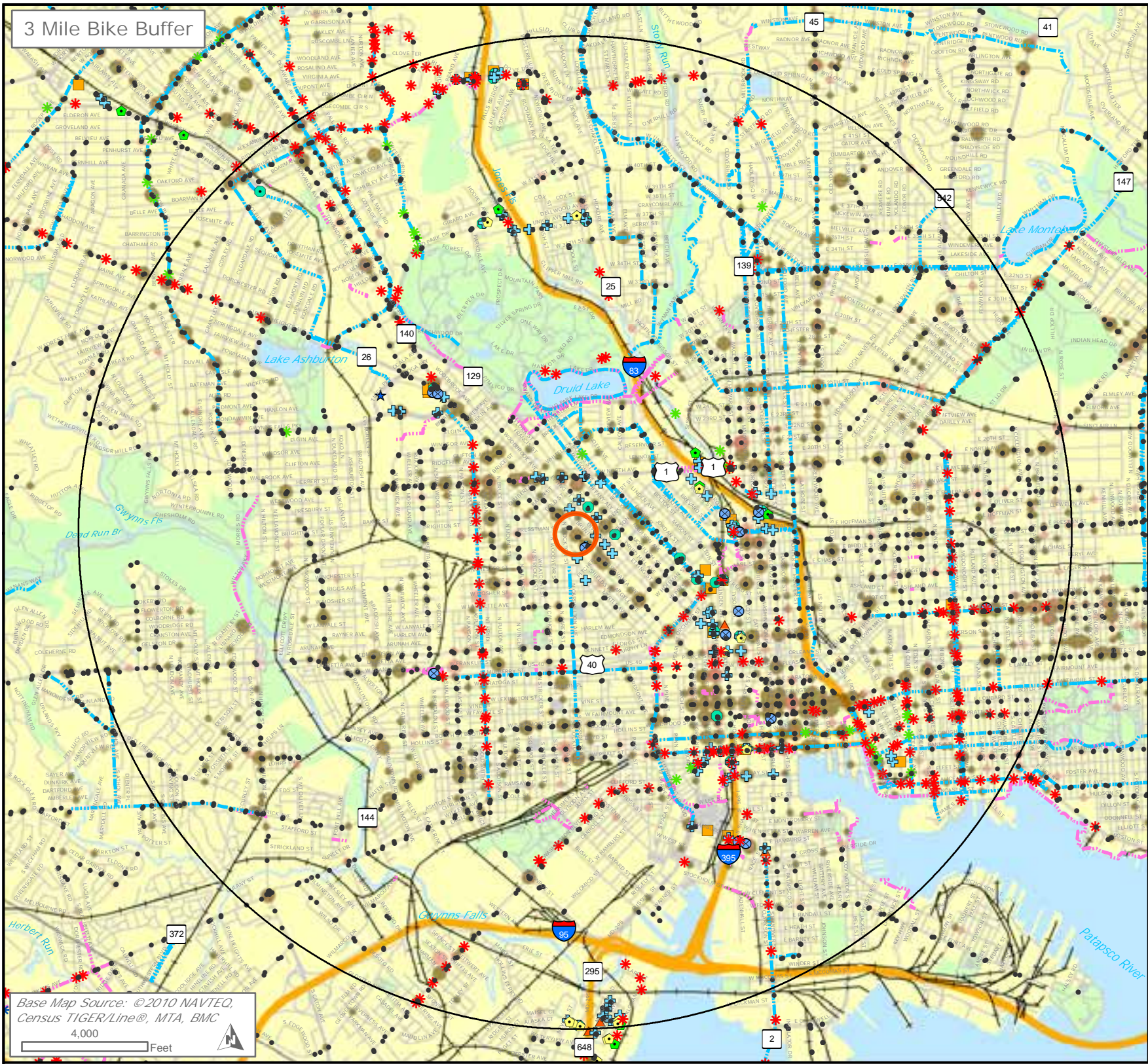
Existing Conditions

Station: Upton / Ave Market

Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: Upton / Ave Market

Rail Line: Metro

Jun 20, 2011



Legend

	Train Station		Lighting Improvement	Bicycle Traffic Incidents	
	Bus Stop		Pedestrian Crossing Improvement		1
	Bike Lane / Bike Path		Proposed Bicycle Route		2
	Shoulder		Existing Bicycle Route		3 - 4
	Wide lane		Rail Line	Pedestrian Traffic Incidents	
	Directional Sign Improvement				1
	Repair Sidewalk				2 - 9
	Add Sidewalk Segment				10 - 69
	Crosswalk Improvement				
	Add Curb Ramp				
	Desire Line Present				

RECOMMENDED IMPROVEMENTS

UPTON/AVE MARKET - METRO

Station No. 9

Upton/Ave Market Metro		Baltimore City		1702 Pennsylvania Avenue				
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	DIRECTIONAL SIGNING STATION MISSING		LAURENS ST.	N. Fremont Ave	Pennsylvania Ave.	CITY	INSTALL A "METRO" SIGN ON LAURENS ST. BEFORE PENNSYLVANIA AVE.	
	CURB RAMP MISSING	DRUID HILL AVE. AND PRESSTMAN ST.				STATE	INSTALL 4-CURB RAMPS ON NORTH AND SOUTH LEG	
	CURB RAMP MISSING	DRUID HILL AVE. AND WILSON ST.				STATE	INSTALL 1-CURB RAMP ON THE NORTHWEST CORNER	
	CROSSWALK MISSING	BLOOM ST. AND DIVISION ST.				CITY	INSTALL 480' XWALK,60'SB,4-CURB RAMP ON E&WLEG	
	CROSSWALK MISSING	DIVISION ST. AND WILSON ST.				CITY	INSTALL 240' XWALK ON THE N. AND S. LEG	
	CROSSWALK MISSING	DRUID HILL AVE. AND BLOOM ST.				STATE	INSTALL 500' XWALK,60'SB,4-CURB RAMP ON E&WLEG	
	CROSSWALK MISSING	DRUID HILL AVE. AND ROBERT ST.				STATE	INSTALL 500' XWALK,60'SB,4-CURB RAMP ON E&WLEG	
	CROSSWALK MISSING	LAURENS ST. AND DIVISION ST.				CITY	INSTALL 1200' CROSSWALK, 70' S.B.,4-C.R. ALL SIDES	
	CROSSWALK MISSING	N FREMONT AVE. AND RIGGS AVE.				CITY	INSTALL 750' XWALK, 80' S.B.4-CR ON N.E.W.LEG	
	CROSSWALK MISSING	N. FREMONT AVE. AND SEWELL ST.				CITY	INSTALL 324' XWALK	
	CROSSWALK FADED	DIVISION ST. AND MCMECHEN ST.				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 350' OF PAVEMENT MARKINGS	
	CROSSWALK FADED	LAURENS ST. AND PENNSYLVANIA AVE.				CITY	REPAINT CROSSWALKS ON THE EAST AND WEST LEG-TOTAL OF 180' OF P.M.	
	CROSSWALK FADED	W. NORTH AVE. AND EUTAW PL.				STATE	REPAINT CROSSWALKS ON ALL 4-LEGS ON INTERSECTION-TOTAL OF 2300' OF P.M.	
BIKE	WIDE LANE		NORTH FREMONT AVENUE	WEST FRANKLIN STREET	HARLEM AVENUE	CITY	SIGNING, MARKING, DRAINAGE	0.177083
	WIDE LANE		NORTH MONROE STREET	WEST BALTIMORE STREET	GWYNNS FALLS PARKWAY	STATE	ROUTE, SIGNING, MARKING	0.104167

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$424,000		Anne Arundel County	\$0	State Roads/Stations	\$222,450
		Baltimore City	\$424,000	County Roads	\$0
		Baltimore County	\$0	City Roads	\$201,550
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: State Center/Cultural Center

CHARACTER:

The station is situated in the vicinity of several high rise state office buildings and within walking distance of the Cultural District where the Meyerhoff Symphony Hall and the Lyric Opera House are located. The MD General Hospital is also nearby and to the west and north are residential areas. Approximately 3,500 state employees work in the immediate area and both surface and structured parking lots exist. The area is a planned redevelopment area.

LAND USE CONTEXT:

The existing land uses at State Center/Cultural Center Station include a mix of Medium Density Residential, office and Public Institutional/Non-City.

Baltimore City and MDOT have been working since 2005 to implement a Transit Oriented Development at this location. A State Center Master Plan has been prepared which shows a 25 acre area surrounding the station as planned for redevelopment. The proposed project will include new office, residential and commercial space as well as pedestrian connections to the Metro Station and nearby Light Rail station. This planned TOD would encourage pedestrian movement throughout the area and create a culturally-centered corridor. The intent is that state agencies would occupy the redeveloped buildings but there have been concerns expressed about the impact the project would have on occupancy of downtown Baltimore office buildings.

Year 2000 Population within 3 mile radius -	319,205
Weekday Station Ridership	2,192
Saturday Station Ridership:	817
Transit Connections:	MTA Routes: 19, 19x, 21, 27, 91, 410 The Cultural Center Light Rail Station is one block east of this station.

PARKING:

No parking is provided here specifically for Metro customers.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around the station is greatly improved in recent years with street crossings, landscaping and signage. There are sidewalks on every side of the street and most street crossings are adequately marked.

BICYCLING ENVIRONMENT:

No bike racks or lockers are provided at this station. There are no marked bicycle lanes leading directly to the station however, there are bike lanes and bike routes in the area that could be extended to the station. No off-road trails were observed.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	14
Number of Bicycle Crashes within 3 miles	1

HIGHLIGHTS FROM FINDINGS

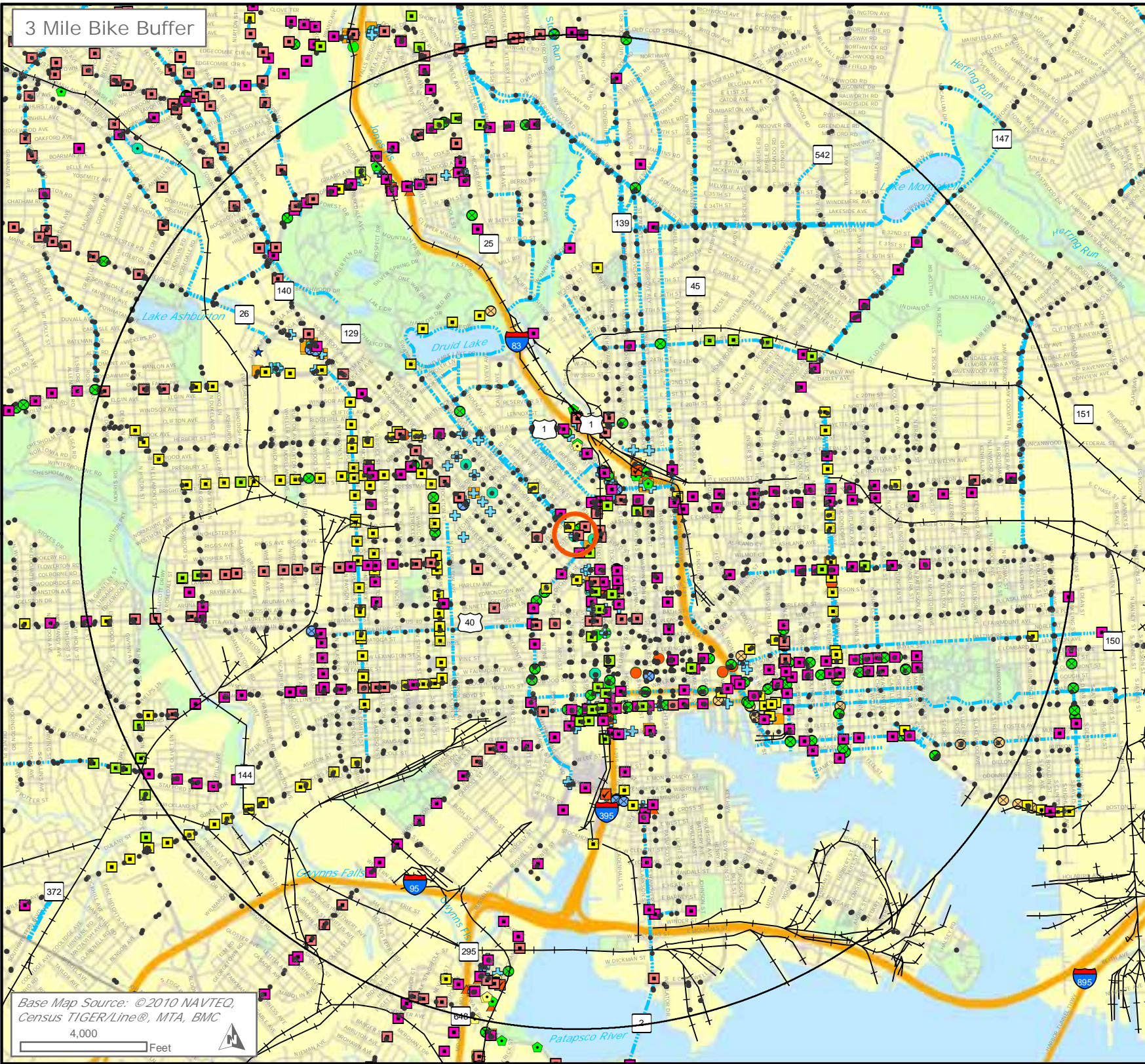
PEDESTRIAN DEFICIENCIES

- Crosswalks are missing or faded at these key intersections: Eutaw @ Preston; Preston @ Howard.
- Curb ramps are missing and should be provided: Dolphin@ Eutaw; Chase @Howard; MLK Boulevard @ Chase; Preston @ Eutaw.
- Pedestrian crossing signs should be added to the crossing at 301 W Preston Street.

BIKE ROUTE DEFICIENCIES

- To provide a shared use lane on MLK Boulevard, Share the Road signage and marking are recommended.
- A bicycle compatible drainage grate should be installed on Preston @ Howard.

For more detailed information refer to the project database.

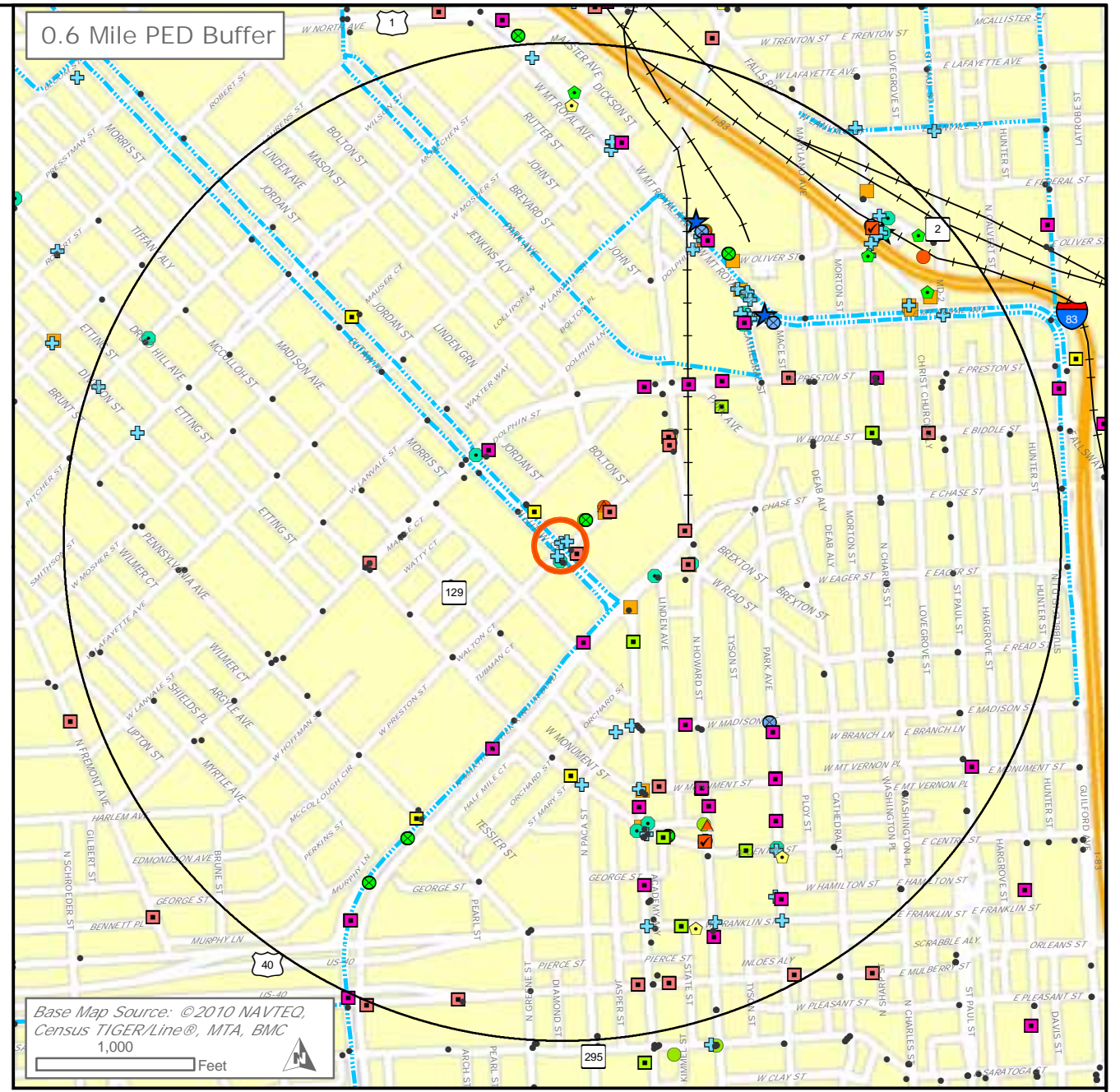


Existing Conditions

Station: State Cntr / Cultural Cntr

Rail Line: Metro

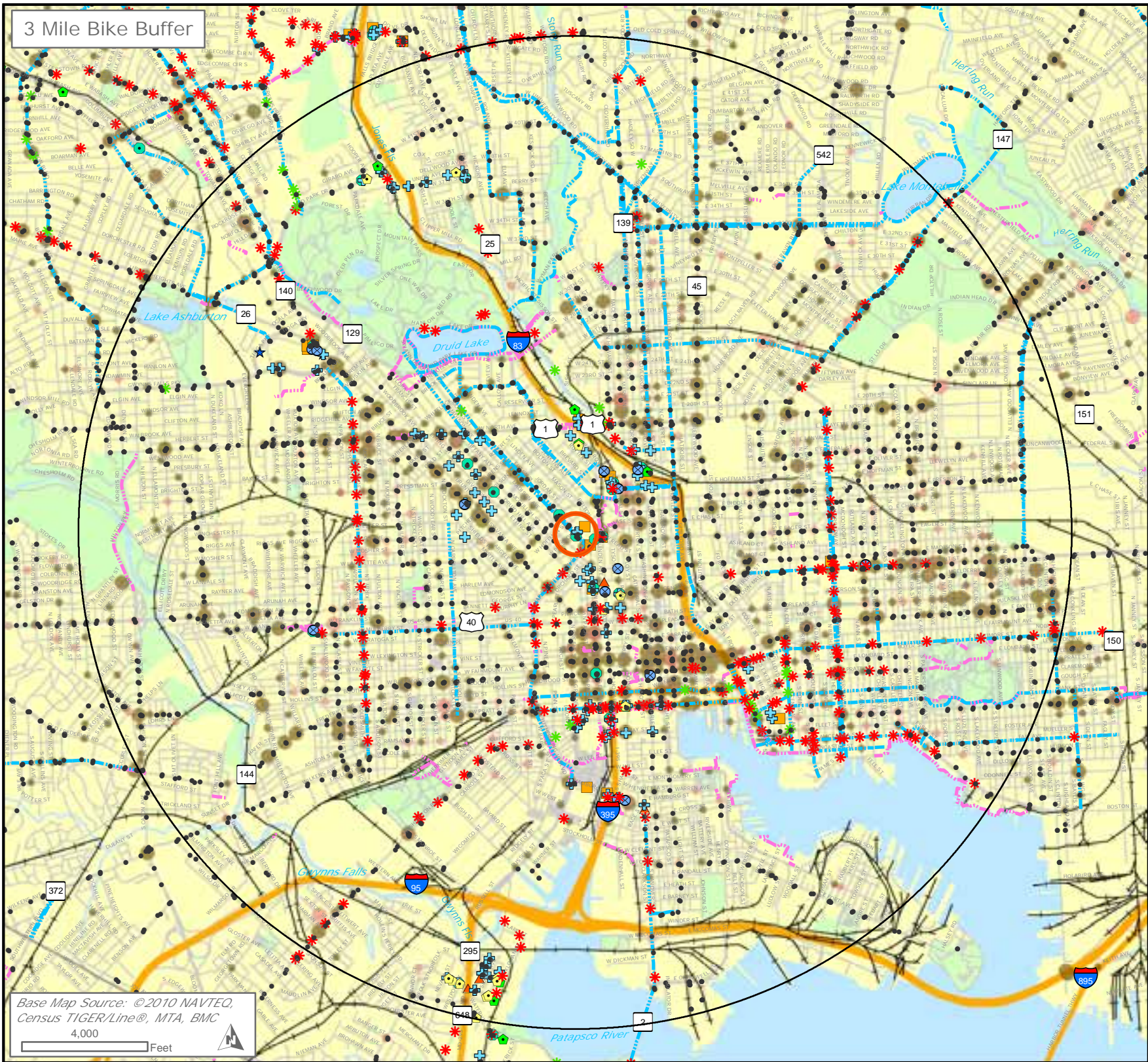
Jun 20, 2011



Legend

Train Station
 Bus Stop
 Parallel Drainage Grate
 Wide Outside Lane Missing
 Paved Shoulder Missing
 Marked Bike Lane Missing
 Directional Signing at Station Missing
 Bike Signing Missing
 Sidewalk Damaged
 Sidewalk Segment Missing

Crosswalk Deficient
 Curb Ramp Missing
 Desire Line Present
 Lighting Deficient
 Pedestrian Crossing Deficient
 Bicycle Storage Not Visible
 Bicycle Rack Missing
 Rail Line
 Existing Bicycle Route



Recommended Improvements

Station: State Cntr / Cultural Cntr

Rail Line: Metro

Jun 20, 2011



Legend

	Train Station		Lighting Improvement		Bicycle Traffic Incidents
	Bus Stop		Pedestrian Crossing Improvement		2
	Bike Lane / Bike Path		Proposed Bicycle Route		3 - 4
	Shoulder		Existing Bicycle Route		Pedestrian Traffic Incidents
	Wide lane		Rail Line		2 - 9
	Directional Sign Improvement				10 - 69
	Repair Sidewalk				
	Add Sidewalk Segment				
	Crosswalk Improvement				
	Add Curb Ramp				
	Desire Line Present				

RECOMMENDED IMPROVEMENTS

STATE CENTER/CULTURAL CENTER - METRO

Station No. 10

State Center/Cultural Center Metro		Baltimore City	302 W. Preston Street						
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING	MLK BLVD. AND N EUTAW ST.	301W PRESTON AVE. (MID-BLOCK CROSSING)			CITY	INSTALL 3 PED XING SIGNS AT THIS LOCATION		
	PEDESTRIAN CROSSING SIGNS MISSING					CITY	INSTALL 2-PED XING SIGNS FOR RIGHT TURN RAMP FROM N EUTAW ST. TO MLK BLVD.		
	CURB RAMP MISSING	DOLPHIN ST AND EUTAW PL.				CITY	INSTALL 2-CURB RAMP ON THE SE,NE CORNER, CUT-THROUGHT MEDIAN ON DUPLIN ST.,900' XWALK ALL SIDES		
	CURB RAMP MISSING	MARTIN LUTHER KING BLVD. AND W CHASE ST.				CITY	INSTALL 1- CURB RAMP ON THE SOUTHWEST CORNER OF THE INTERSECTION		
	CURB RAMP MISSING	W. PRESTON ST. AND N. EUTAW ST.				CITY	INSTALL 2-CURB RAMPS ON THE NORTHWEST AND SOUTHWEST CORNER		
	CROSSWALK MISSING	N EUTAW ST. AND W. PRESTON ST.				CITY	INSTALL 300' CROSSWALK, NW AND SW LEG		
	CROSSWALK FADED	N. EUTAW ST. AND W. PRESTON ST.				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 660' OF PAVEMENT MARKINGS		
BIKE	WIDE LANE		MARTIN LUTHER KING BOULEVARD	WEST PRATT STREET	NORTH EUTAW STREET	CITY	ROUTE, SIGNING, MARKING	4243	

Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$0		
	Baltimore City	\$100,760	State Roads/Stations	\$0
	Baltimore County	\$0	County Roads	\$0
	Harford County	\$0	City Roads	\$100,760
	Howard County	\$0		
	Prince George's County	\$0		
	\$100,760			

RAIL LINE: Metro

STATION PROFILE: Lexington Market

CHARACTER:

The station has two entrances and is situated in downtown Baltimore at the historic Lexington Market Area and within two blocks of the Lexington Light Rail Station. Area attractions include the First Mariner Arena, the Inner Harbor and the Camden Yards stadium. The University of MD Hospital complex is nearby. The area is built out and within the Westside Revitalization area. This is a busy station and a major transfer point between bus and rail.

LAND USE CONTEXT:

The existing land uses at Lexington Market station area include a mix of High Intensity Commercial and Residential Uses. Baltimore City’s Development Guidebook (2005) includes TOD Guidelines that would be applicable here as redevelopment occurs.

Year 2000 Population within 3 mile radius -	299,555
Weekday Station Ridership	7,173
Saturday Station Ridership:	4,334
Transit Connections:	MTA Routes 5,5x,15,19,19x,23,27

PARKING:

No parking is provided for commuters at this station. There are parking garages and metered on street parking is available in the area.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around the station is adequate. There are sidewalks on every side of the street with appropriate crossings at major intersections. The wide sidewalks are needed to accommodate the large numbers of people typically transferring to bus lines during peak periods.

BICYCLING ENVIRONMENT:

No bike racks or lockers are provided at this station. There are no marked bicycle lanes leading directly to the station however, there are bike lanes and bike routes in the area that could be extended to the station.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	37
Number of Bicycle Crashes within 3 miles	8

HIGHLIGHTS FROM FINDINGS

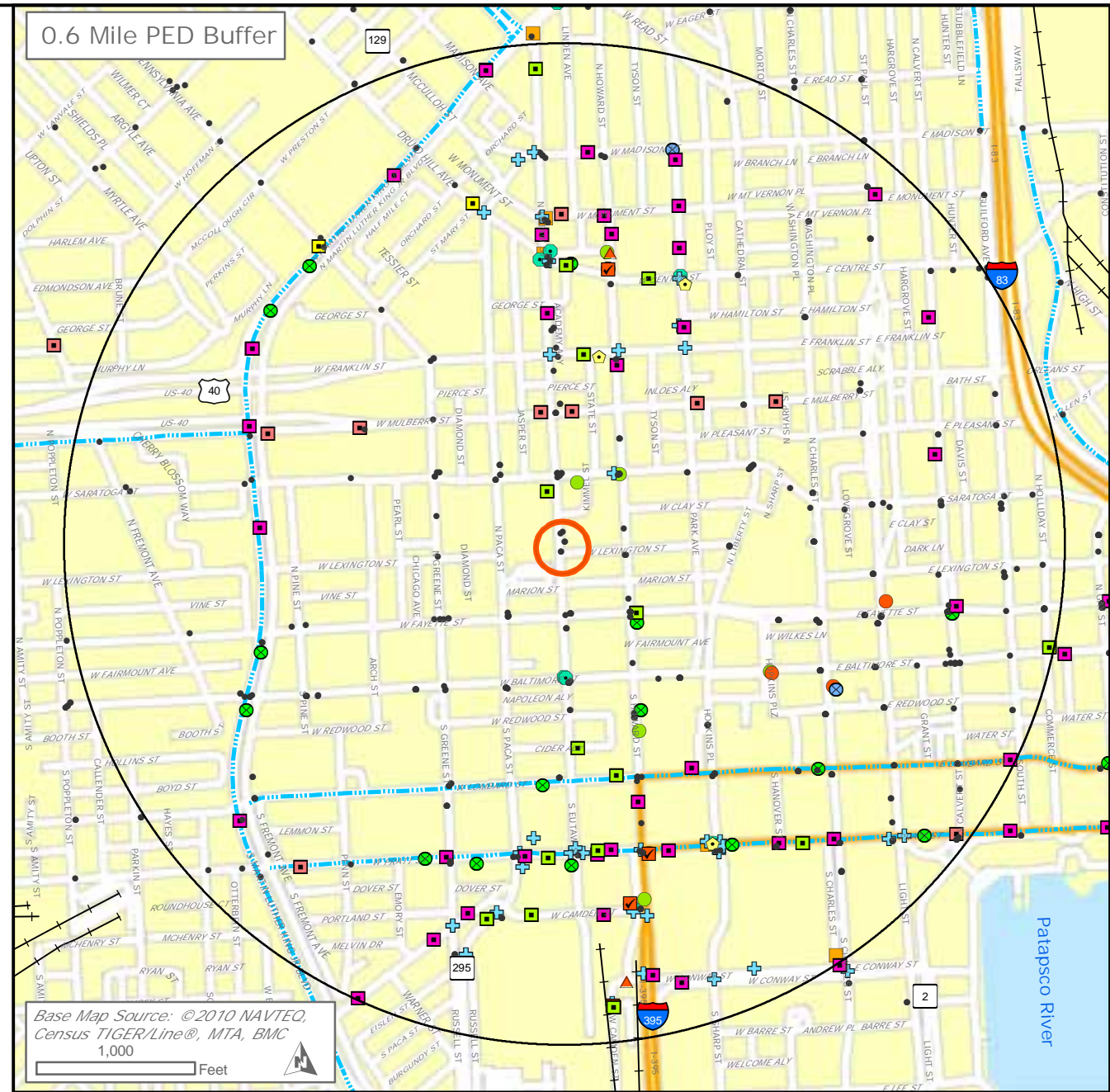
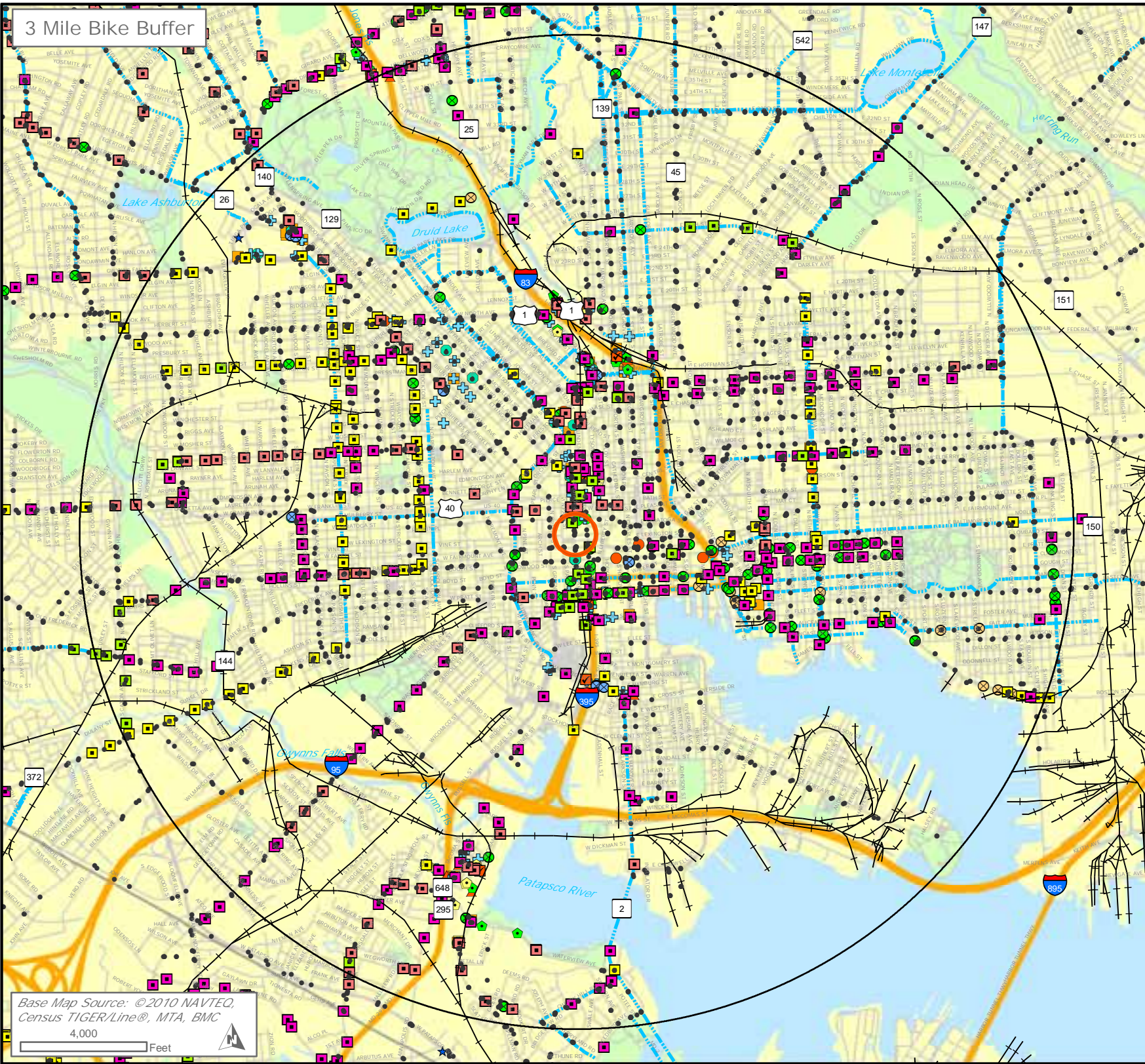
PEDESTRIAN DEFICIENCIES

- Deficiencies are listed under other Metro and LRT stations within the buffer for this station.

BIKE ROUTE DEFICIENCIES

- To provide wide outside lane shared use for bicycling on West Mulberry and MLK Boulevard, Share the Road signs, marking and bicycle compatible drainage is recommended.

For more detailed information refer to the project database.



Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- ⊗ Directional Signing at Station Missing
- Bike Signing Missing
- ⬢ Sidewalk Damaged
- ◆ Sidewalk Segment Missing
- ✚ Crosswalk Deficient
- Curb Ramp Missing
- ★ Desire Line Present
- ▲ Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

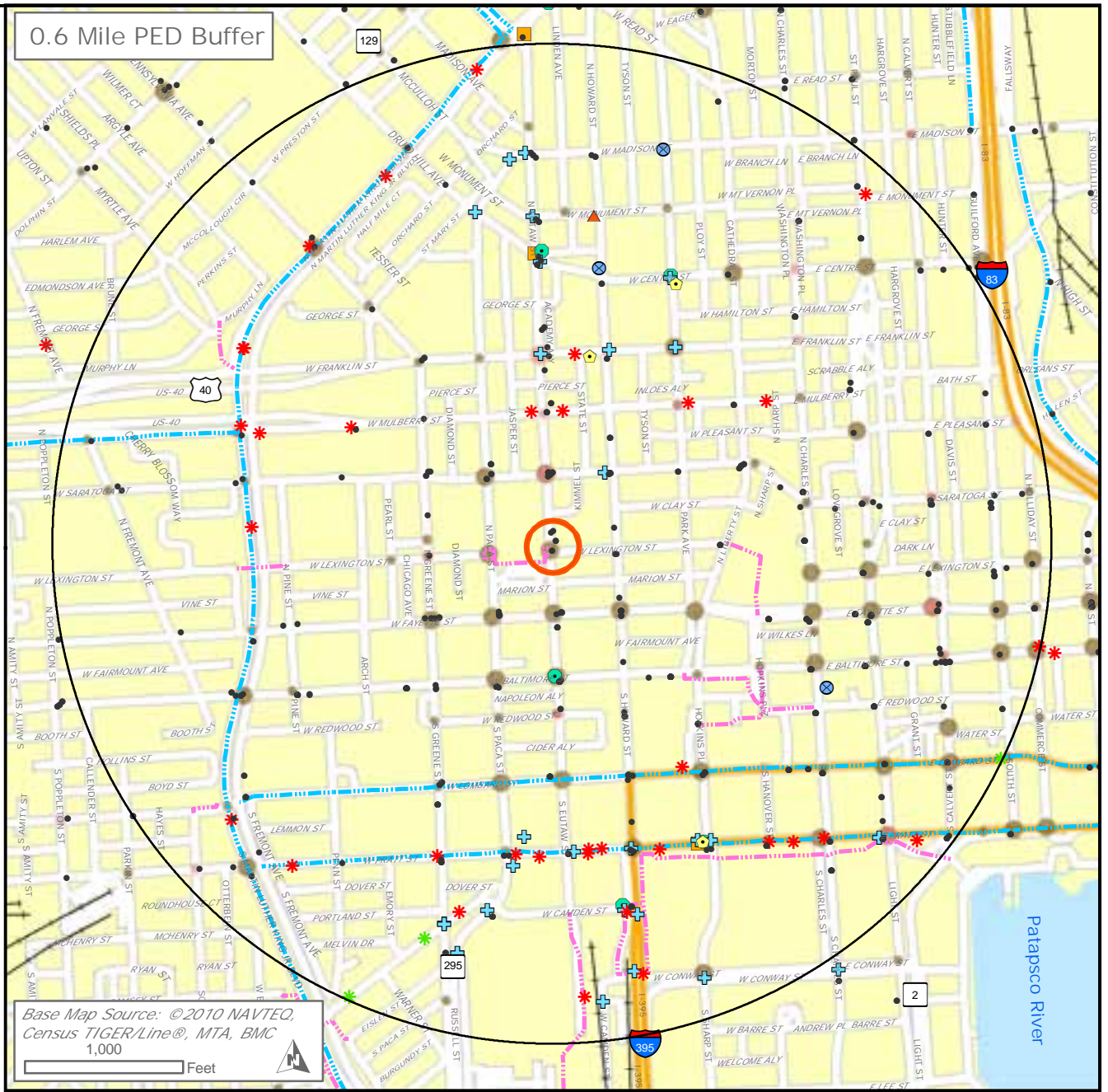
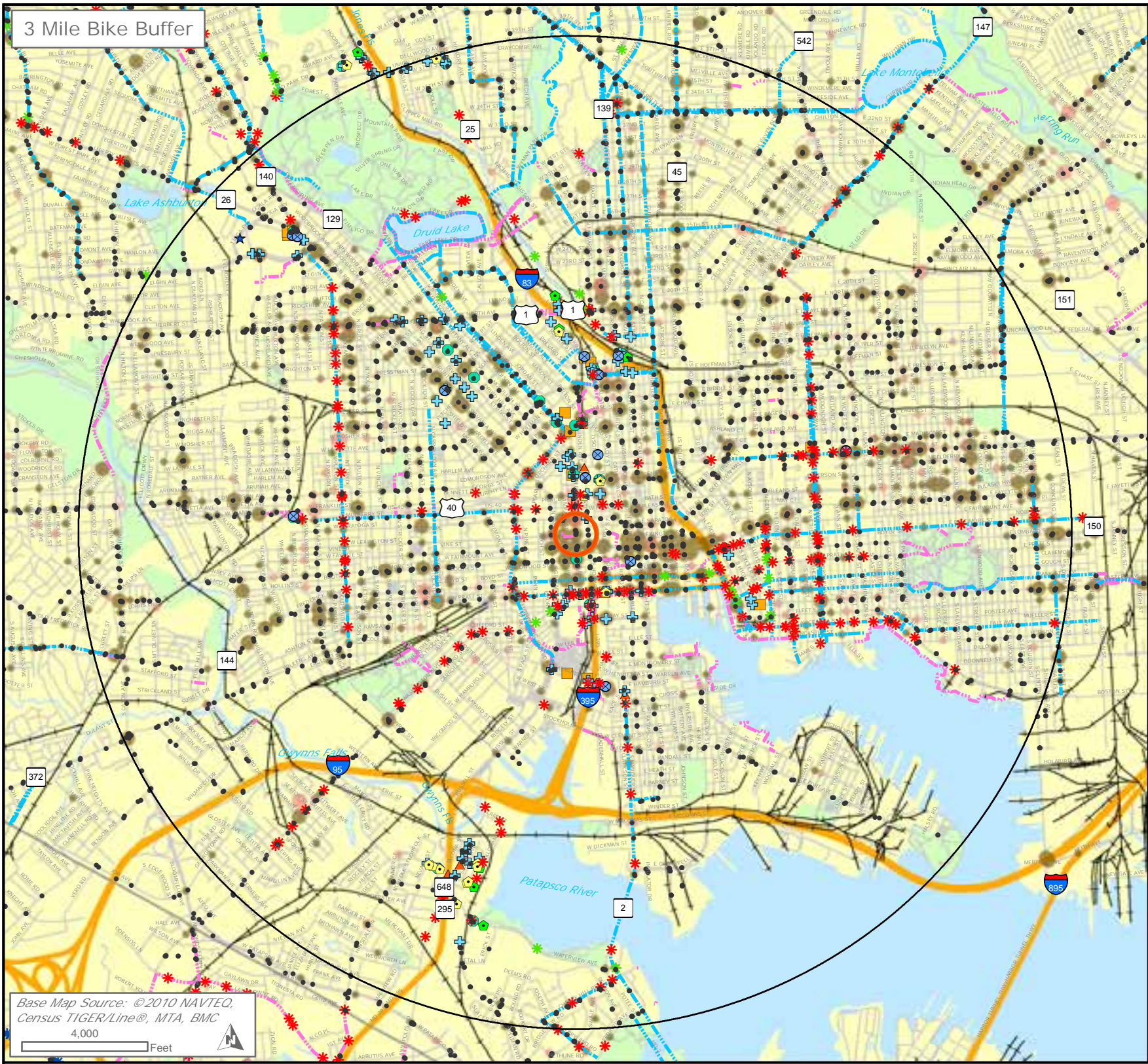
Existing Conditions

Station: Lexington Market

Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: Lexington Market

Rail Line: Metro

Jun 20, 2011



Legend

	Train Station		Lighting Improvement	Bicycle Traffic Incidents	
	Bus Stop		Pedestrian Crossing Improvement		1
	Bike Lane / Bike Path		Proposed Bicycle Route		2
	Shoulder		Existing Bicycle Route		3 - 4
	Wide lane		Rail Line	Pedestrian Traffic Incidents	
	Directional Sign Improvement				1
	Repair Sidewalk				2 - 9
	Add Sidewalk Segment				10 - 69
	Crosswalk Improvement				
	Add Curb Ramp				
	Desire Line Present				

RECOMMENDED IMPROVEMENTS

LEXINGTON MARKET - METRO

Station No. 11

Lexington Market Metro		Baltimore City	301 W. Lexington Street					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	WIDE LANE		MARTIN LUTHER KING BOULEVARD	WEST PRATT STREET	NORTH EUTAW STREET	CITY	ROUTE, SIGNING, MARKING	8486
	WIDE LANE		WEST MULBERRY STREET	NORTH MARTIN LUTHER KING JR BOULEVARD	NORTH CHARLES STREET	CITY	ROUTE, DRAINAGE	2162
	WIDE LANE		WEST MULBERRY STREET			STATE	ROUTE, DRAINAGE	2162

Total Cost Station (\$) \$32,465	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$0		
	Baltimore City	\$32,465	State Roads/Stations	\$5,480
	Baltimore County	\$0	County Roads	\$0
	Harford County	\$0	City Roads	\$26,985
	Howard County	\$0		
	Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: Charles Center

CHARACTER:

The station is situated in downtown Baltimore at the heart of the Central Business District. There are two station entrances that are proximate to large downtown office buildings. The area includes Baltimore City Hall, Charles Center Plaza, various financial institutions and high rise office buildings. Area attractions within walking distance include First Mariner Arena and the Inner Harbor. The area is built out.

LAND USE CONTEXT:

The existing land use at the Charles Center Station is High Intensity Commercial/High Density Residential. When Metro was built air rights were developed above the station. Baltimore City’s Development Guidebook includes 2005 TOD Guideline that would be applicable here for any redeveloped areas as well as at other stations.

Year 2000 Population within 3 mile radius -	288,501
Weekday Station Ridership	6,102
Saturday Station Ridership:	2,190
Transit Connections:	MTA Bus Routes : 1, 3, 3x, 5, 5x, 6, 7, 8, 8x, 10, 10x, 11, 20, 23, 35, 36, 40, 61, 64, 64x, 91, 120, 150, 160, 310, 320, 411, 420
	Charm City Circulator Purple Route

PARKING:

No parking is provided for Metro customers.
Parking garages in the area could be used by Metro customers destined to outbound stations.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around the station is adequate. There are wide sidewalks on every side of the street with appropriate crossings at major intersections typical of a downtown area. Many busses serve central downtown and this station is a busy transfer location.

BICYCLING ENVIRONMENT:

There are no marked bicycle lanes leading directly to the station however, there are bike lanes and bike routes in the area that could be extended to the station. There are no bike racks or bike lockers provided at this station.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	65
Number of Bicycle Crashes within 3 miles	9

HIGHLIGHTS FROM FINDINGS

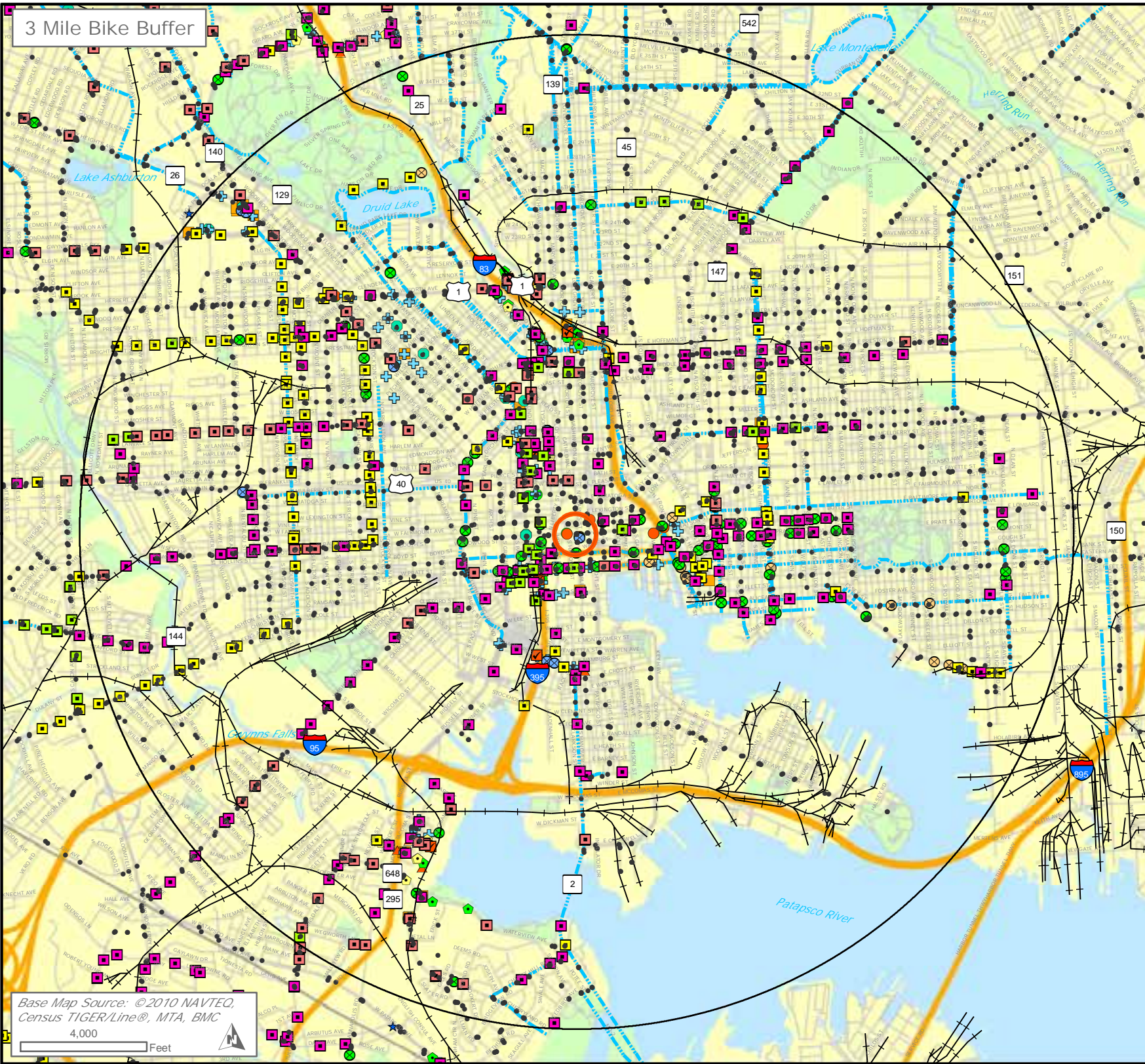
PEDESTRIAN DEFICIENCIES

- Deficiencies are listed under other Metro and LRT stations within the buffer for this station.

BIKE ROUTE DEFICIENCIES

- The City plans to install a shared bus/bike lane on Lombard and Pratt Streets. The lane on Pratt was installed and has been temporarily removed due to construction. Signage and marking will be needed for implementation.
- Station wayfinding signage is recommended on Charles Street south of Redwood.

For more detailed information refer to the project database.

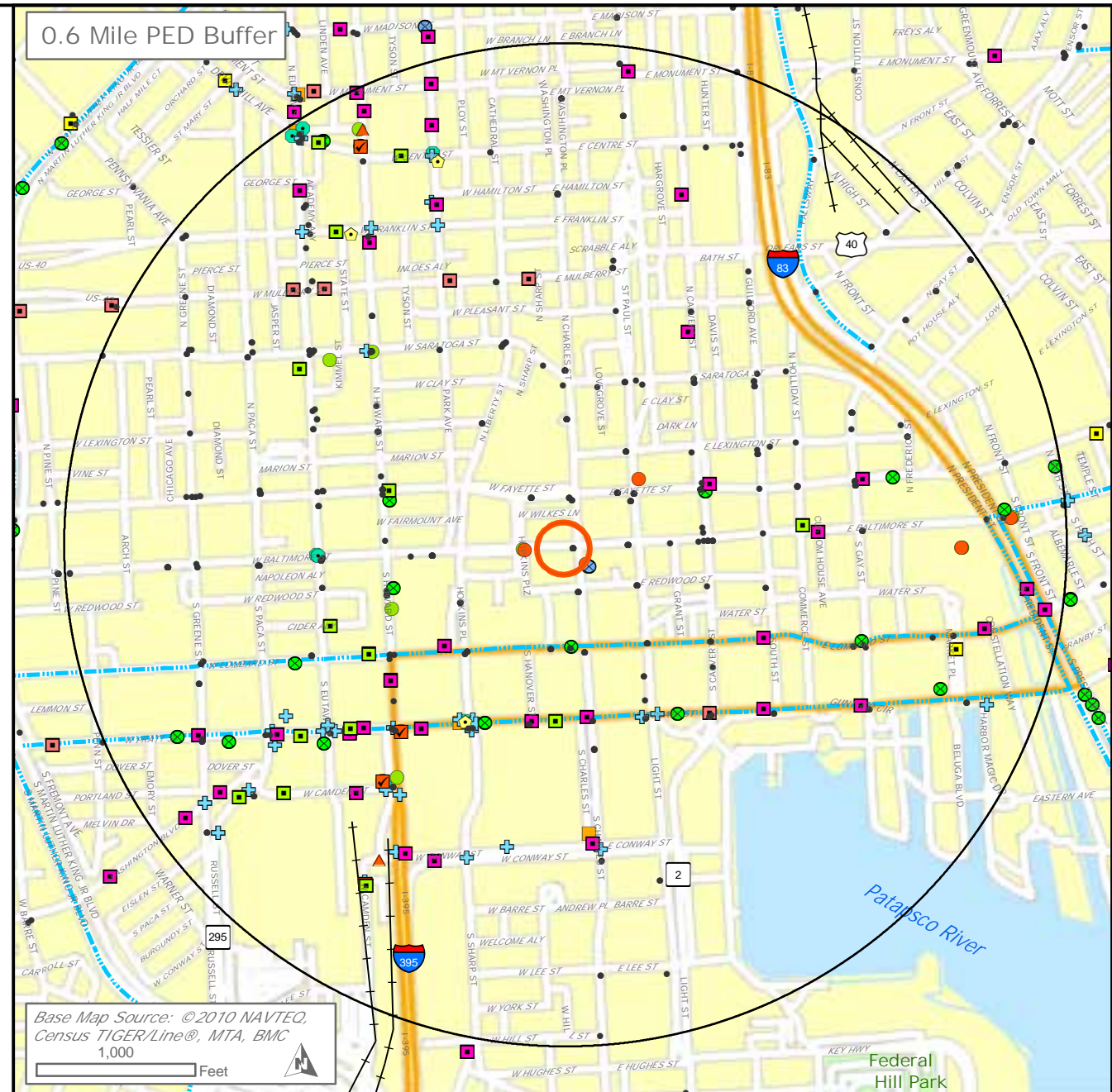


Existing Conditions

Station: Charles Center

Rail Line: Metro

Jun 20, 2011



Legend

Train Station

Bus Stop

Parallel Drainage Grate

Wide Outside Lane Missing

Paved Shoulder Missing

Marked Bike Lane Missing

Directional Signing at Station Missing

Bike Signing Missing

Sidewalk Damaged

Sidewalk Segment Missing

Crosswalk Deficient

Curb Ramp Missing

Desire Line Present

Lighting Deficient

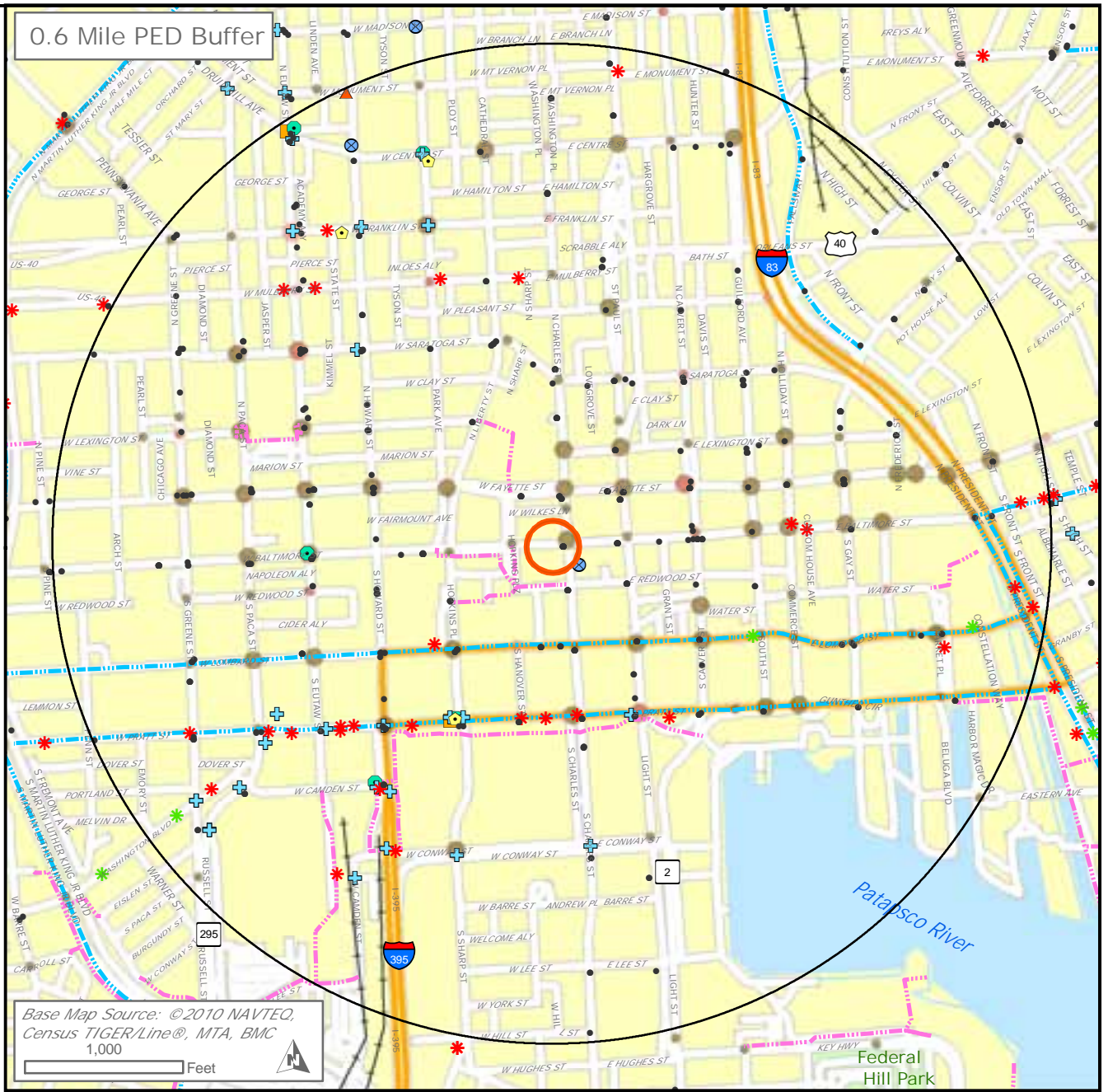
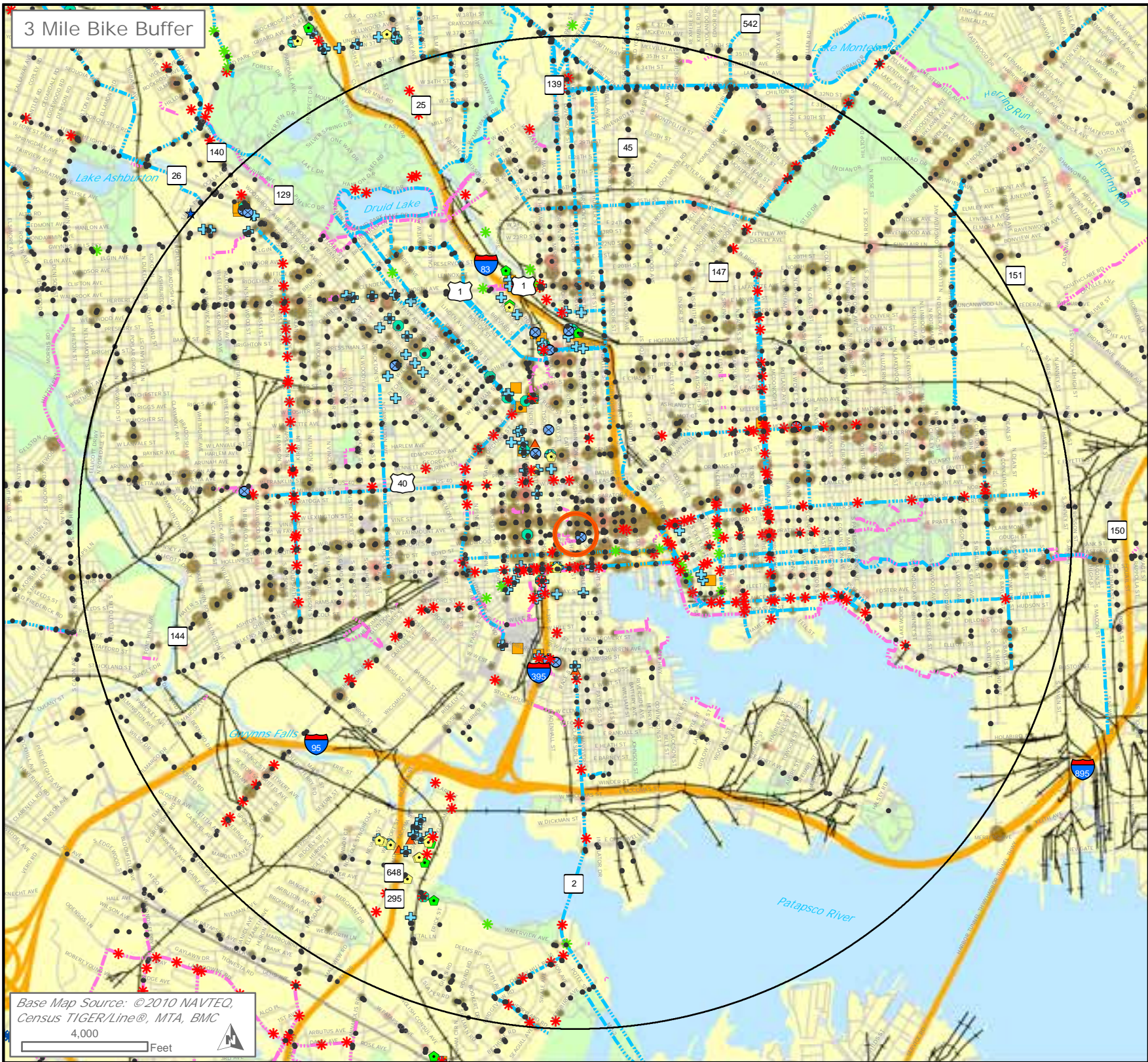
Pedestrian Crossing Deficient

Bicycle Storage Not Visible

Bicycle Rack Missing

Rail Line

Existing Bicycle Route



Recommended Improvements

Station: Charles Center
Rail Line: Metro

Jun 20, 2011



Legend

- | | | | | |
|--|------------------------------|--|---------------------------------|-------------------------------------|
| | Train Station | | Lighting Improvement | Bicycle Traffic Incidents |
| | Bus Stop | | Pedestrian Crossing Improvement | |
| | Bike Lane / Bike Path | | Proposed Bicycle Route | |
| | Shoulder | | Existing Bicycle Route | |
| | Wide lane | | Rail Line | |
| | Directional Sign Improvement | | | Pedestrian Traffic Incidents |
| | Repair Sidewalk | | | |
| | Add Sidewalk Segment | | | |
| | Crosswalk Improvement | | | |
| | Add Curb Ramp | | | |
| | Desire Line Present | | | |

RECOMMENDED IMPROVEMENTS

CHARLES CENTER - METRO

Station No. 12

Charles Center Metro		Baltimore City	31 W. Baltimore Street/110 E. Baltimore Street					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	DIRECTIONAL SIGNING STATION MISSING		S. CHARLES ST.			CITY	INSTALL "METRO" STATION SIGN AT S. CHARLES ST. BETWEEN E REDWOOD AND W. BALTIMORE ST.	
BIKE	BIKE LANE		EAST LOMBARD STREET	SOUTH CHARLES STREET	SOUTH GAY STREET	CITY	ROUTE, MARKING	0.337121

Total Cost Station (\$) \$19,035	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$0		
	Baltimore City	\$19,035	State Roads/Stations	\$0
	Baltimore County	\$0	County Roads	\$0
	Harford County	\$0	City Roads	\$19,035
	Howard County	\$0		
	Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: Shot Tower/Market Place

CHARACTER:

The Shot Tower station sits at the eastern edge of downtown Baltimore on Baltimore Street with two station entrances: one just east and one just west of President Street. The station is proximate to City government offices, the historic Shot Tower the historic Little Italy community and just north of the burgeoning and upscale Harbor East development. The area surrounding the station is a mix of commercial and residential properties, including restaurants, hotels and entertainment facilities. The area is not designated for transit oriented development as it is largely developed.

LAND USE CONTEXT:

The Shot Tower Station is located in an area that is designated as Medium and High Intensity Commercial, Medium and High Density Residential and Public Institutional Facilities.

Year 2000 Population within 3 mile radius -	281,025
Weekday Station Ridership	2,223
Saturday Station Ridership:	1,243
Transit Connections:	20, 23, 40 Eastside Shuttle (connects City Hall and Harbor East) Future stop for Charm City Circulator Green Route

PARKING:

No parking is provided for commuters at this station. Paid parking garages and metered on street parking exist in the area.

PEDESTRIAN ENVIRONMENT:

There are sidewalks on every side of the street with appropriate crossings at major intersections typical of a downtown area. There are also directional sides for pedestrians to navigate the area. The Waterfront Promenade, a walkway linking South Baltimore, Inner Harbor and Canton can be accessed via President Street.

President Street with multiple lanes of heavy traffic is the primary walking route to Harbor East from this station. Although sidewalks exist along President Street, the long stretch of windowless wall and heavy traffic along the road create an unfriendly environment for walking.

BICYCLING ENVIRONMENT:

The bicycling environment is adequate in the immediate and surrounding area. There are marked bike lanes on President, Baltimore, Central Ave, Caroline Streets and signage leading bicyclists to the Jones Falls Trail which begins near the station. Websites for regional trails are listed in the Appendix.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	68
Number of Bicycle Crashes within 3 miles	13

HIGHLIGHTS FROM FINDINGS

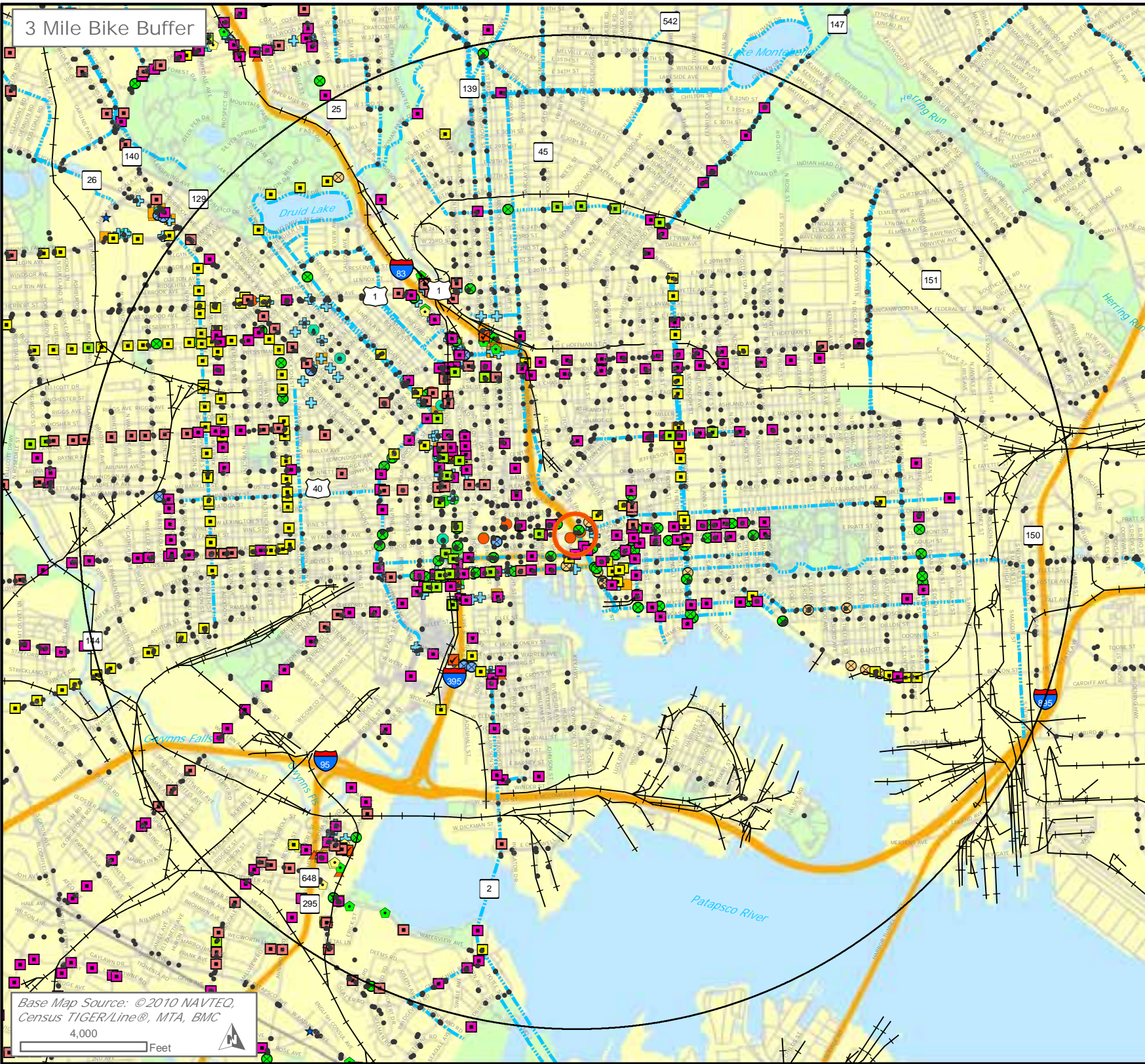
PEDESTRIAN DEFICIENCIES

- Crosswalks are missing in a number of locations particularly in the historic Little Italy area. (High @ Eastern; High @ Watson, Baltimore @ High; Exeter @ Eastern) Consideration should be given to installing crosswalks that will maintain the historic character.
- Other deficiencies are listed under other Metro and LRT stations within the buffer for this station.

BIKE ROUTE DEFICIENCIES

- The City has planned to install a shared bus/bike lane on Lombard and Pratt Streets to accommodate both bicyclists and the Charm City Circulator. Lanes were installed on Pratt Street but have been temporarily removed due to on-going construction. Signage and marking will be needed for implementation.
- Signage, bicycle compatible drainage and marking are recommended for a number of other routes planned for shared use.
- Other deficiencies are listed under other Metro and LRT stations within the buffer for this station.

For more detailed information refer to the project database.

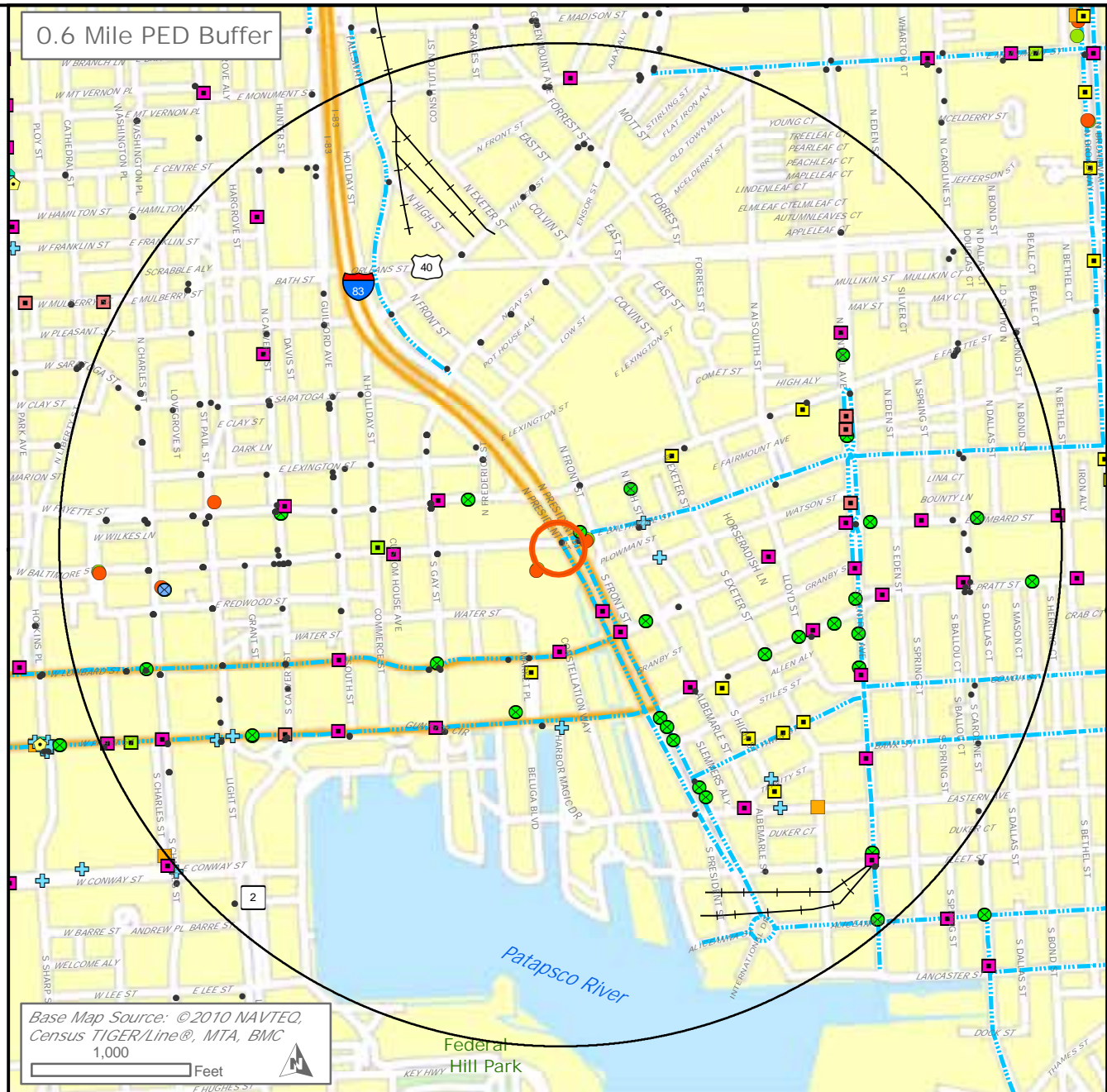


Existing Conditions

Station: Shot Tower / Market Place

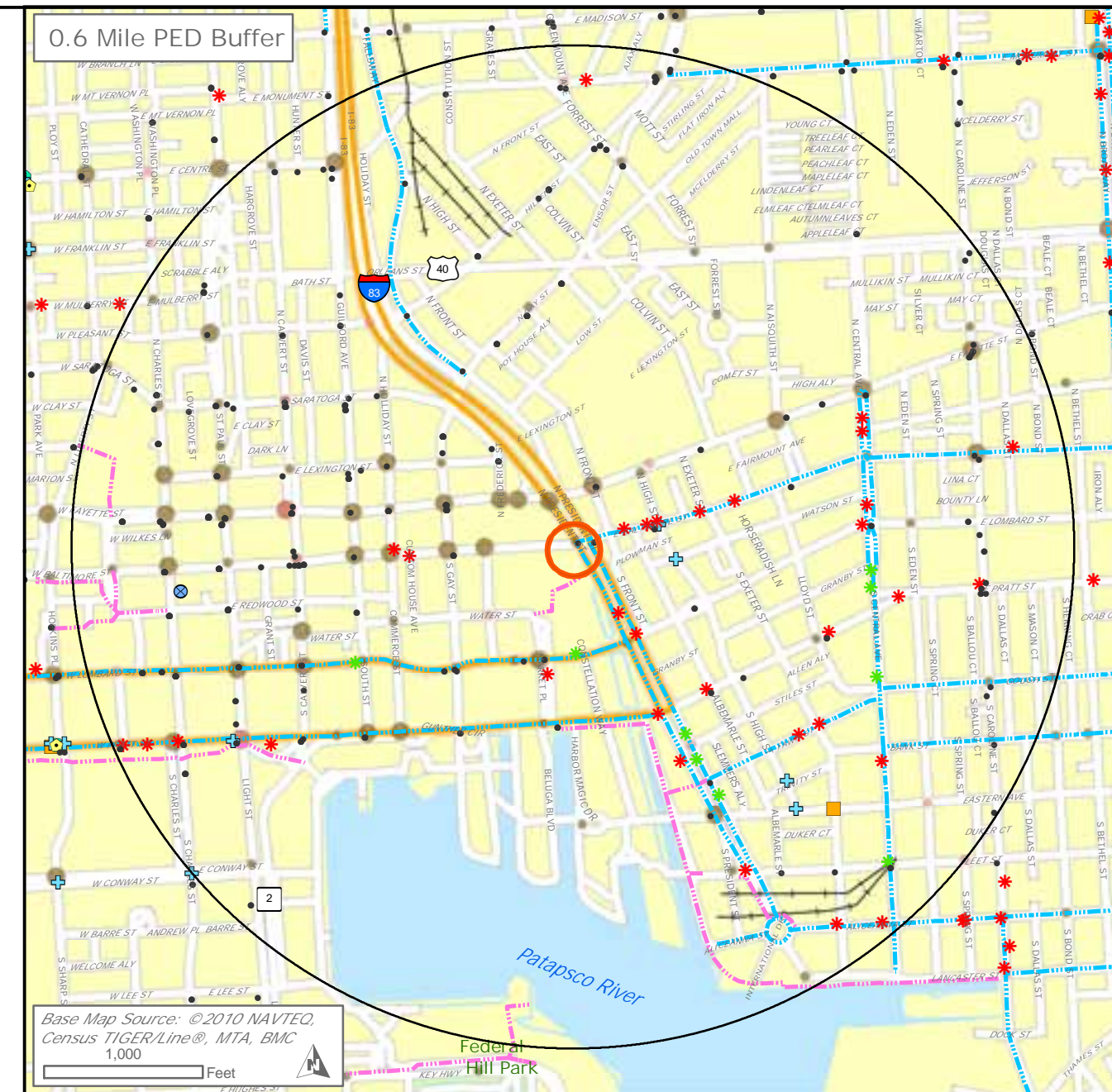
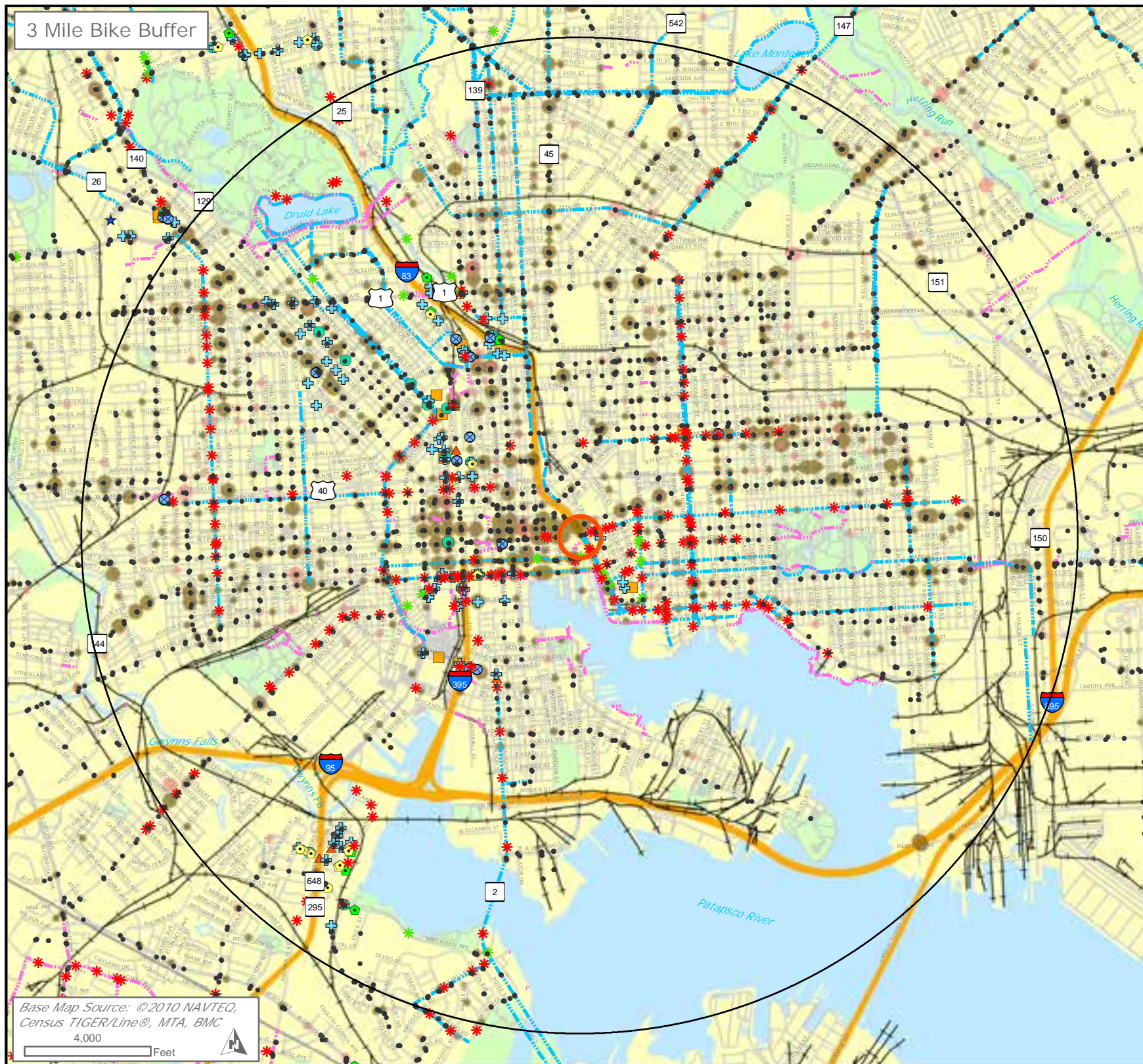
Rail Line: Metro

Jun 20, 2011



Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route



Recommended Improvements

Station: Shot Tower / Market Place

Rail Line: Metro

Jun 20, 2011



Legend

- | | | |
|------------------------------|---------------------------------|-------------------------------------|
| Train Station | Lighting Improvement | Bicycle Traffic Incidents |
| Bus Stop | Pedestrian Crossing Improvement | 1 |
| Bike Lane / Bike Path | Proposed Bicycle Route | 2 |
| Shoulder | Existing Bicycle Route | 3 - 4 |
| Wide lane | Rail Line | Pedestrian Traffic Incidents |
| Directional Sign Improvement | | 1 |
| Repair Sidewalk | | 2 - 9 |
| Add Sidewalk Segment | | 10 - 69 |
| Crosswalk Improvement | | |
| Add Curb Ramp | | |
| Desire Line Present | | |

RECOMMENDED IMPROVEMENTS
SHOT TOWER/MARKET PLACE - METRO

Station No. 13

Shot Tower/Market Place Metro		Baltimore City	729 E. Baltimore Street					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING	S. EXETER ST. AND EASTERN AVE.				CITY	INSTALL 600' XWALK ON N. AND S. LEG OF THE INTERSECTION	
	CROSSWALK MISSING					CITY	INSTALL 360' XWALK,50'SB,4CURBRAMP ON E7W LEG	
	CROSSWALK MISSING	E. BALTIMORE ST. AND S. HIGH STREET				CITY	INSTALL 420' XWALK, 60' S.B.	
	CROSSWALK MISSING	S. HIGH STREET AND EASTERN AVE.				CITY	INSTALL 280' XWALK	
	CROSSWALK MISSING	S. HIGH STREET AND WATSON ST.				CITY	INSTALL 460' XWALK, 50' S.B.	
BIKE	WIDE LANE		ALICEANNA STREET	SOUTH PRESIDENT STREET	BOSTON STREET	CITY	ROUTE, SIGNING	0.075758
	WIDE LANE		ALICEANNA STREET				ROUTE, SIGNING, MARKING	0.075758
	WIDE LANE		BOSTON STREET	ALICEANNA STREET	SOUTH PATTERSON PARK AVENUE	CITY	ROUTE, SIGNING, MARKING	0.018939
	WIDE LANE		BOSTON STREET	ALICEANNA STREET	SOUTH PATTERSON PARK AVENUE	CITY	ROUTE, SIGNING	0.018939
	WIDE LANE		BOSTON STREET	SOUTH LAKEWOOD AVENUE	SOUTH KENWOOD AVENUE	CITY	SIGNING, MARKING	0.104167
	WIDE LANE		BOSTON STREET	SOUTH PATTERSON PARK AVENUE	SOUTH MONTFORD AVENUE	CITY	ROUTE, SIGNING	0.151515
	WIDE LANE		EAST BALTIMORE STREET	SOUTH CHARLES STREET	SOUTH PRESIDENT STREET	CITY	SIGNING, MARKING	0.246212
	WIDE LANE		EAST BALTIMORE STREET	SOUTH PRESIDENT STREET	NORTH HAVEN STREET	CITY	ROUTE, SIGNING, MARKING	0.210227
	WIDE LANE		EAST LOMBARD STREET	LLOYD STREET	SOUTH CENTRAL AVENUE	CITY	ROUTE, SIGNING, MARKING	0.087121
	WIDE LANE		EAST LOMBARD STREET	SOUTH PRESIDENT STREET	SOUTH HIGH STREET	CITY	ROUTE, SIGNING, MARKING	0.085227
	WIDE LANE		EAST PRATT STREET	MARKET PLACE	SOUTH CHESTER STREET	CITY	ROUTE, SIGNING, MARKING	0.117424
	WIDE LANE		EAST PRATT STREET				SIGNING, MARKING	0.117424
	WIDE LANE		FAIT AVENUE	SOUTH HIGHLAND AVENUE	SOUTH CONKLING STREET	CITY	ROUTE, SIGNING, MARKING	0.091856
	WIDE LANE		FAWN STREET	SOUTH HIGH STREET	SOUTH CENTRAL AVENUE	CITY	ROUTE, SIGNING, MARKING	0.071023
	WIDE LANE		MARKET PLACE	EAST PRATT STREET	WATER STREET	CITY	ROUTE, SIGNING	0.137311
	WIDE LANE		NORTH BROADWAY	EAST FAYETTE STREET	EAST NORTH AVENUE	CITY	ROUTE, SIGNING, MARKING	0.089962
	WIDE LANE		NORTH HIGHLAND AVENUE	EAST BALTIMORE STREET	EAST FAIRMOUNT AVENUE	CITY	ROUTE, SIGNING, MARKING	0.035985
	WIDE LANE		SOUTH BROADWAY	THAMES STREET	EAST BALTIMORE STREET	CITY	ROUTE, SIGNING	0.083333
	WIDE LANE		SOUTH BROADWAY				ROUTE, SIGNING, MARKING	0.083333
	WIDE LANE		SOUTH CAROLINE STREET	LANCASTER STREET	FLEET STREET	CITY	ROUTE, SIGNING, MARKING	0.044508
	WIDE LANE		SOUTH PRESIDENT STREET	EASTERN AVENUE	ALICEANNA STREET	CITY	ROUTE, SIGNING, MARKING	0.147727
	BIKE LANE		EAST LOMBARD STREET	SOUTH GAY STREET	SOUTH PRESIDENT STREET	CITY	ROUTE, MARKING	0.197917
	BIKE LANE		SOUTH PRESIDENT STREET	EAST FAYETTE STREET	EASTERN AVENUE	CITY	ROUTE, SIGNING, MARKING	0.085227

Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$0		
	Baltimore City	\$572,635	State Roads/Stations	\$0
	Baltimore County	\$0	County Roads	\$0
	Harford County	\$0	City Roads	\$572,635
	Howard County	\$0		
\$572,635	Prince George's County	\$0		

RAIL LINE: Metro

STATION PROFILE: Johns Hopkins Hospital

CHARACTER:

This Metro station is located at the Johns Hopkins Hospital Campus and provides access to the medical school and medical facilities. There are two station entrances: one on Broadway and one providing direct access within the hospital complex.

LAND USE CONTEXT:

The Johns Hopkins Hospital Station is located in an area that is predominately Private Institutional Facilities, Public Institutional Facilities/City, Medium Density Residential and High Density Residential.

The residential areas around the campus and many other properties are undergoing redevelopment as part of the major East Baltimore Development project which is transforming the area north of the hospital. The project will include a 31 acre Science and Technology Park, housing, shops and other amenities and programs for existing residents. This is the largest redevelopment project ever undertaken by the City of Baltimore. Although this is not a designated state TOD, the redevelopment project is being guided by TOD principles.

Year 2000 Population within 3 mile radius -	284,088
Weekday Station Ridership	4,365
Saturday Station Ridership:	1,615
Transit Connections:	MTA Routes 5, 5x, 6, 13, 15x, 35, 104, 120, 310, 411, 420 Future stop for Charm City Circulator Green Route Currently served by the EBDI East Side Shuttle

PARKING:

No parking is provided for commuters at this station. Parking is in big demand for employees and visitors to the hospital and there are numerous parking structures provided at the hospital.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around the station is adequate although during periods of construction pedestrian access can be disrupted. There are sidewalks on every side of the street with appropriate crossings at major intersections typical of a city environment. There are many crosswalks with curb ramps and flashing pedestrian signals around at the station as well.

BICYCLING ENVIRONMENT:

The bicycling environment is adequate but could be improved upon with designated bicycle lanes leading towards the station. There are plans for more bicycle lanes and routes.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	56
Number of Bicycle Crashes within 3 miles	68

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

- Station wayfinding signage is recommended on East Monument St between Wolfe and Broadway.
- Pedestrian crossing signs are recommended at the station entrance on Broadway.
- Other deficiencies are listed under several other Metro and LRT stations that fall within the buffer for this station.

BIKE ROUTE DEFICIENCIES

- To provide shared use lanes on Monument and North Broadway, Share the Road signage and marking are recommended.
- Other deficiencies are listed under several other Metro and LRT stations that fall within the buffer for this station.

For more detailed information refer to the project database.



Legend

- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present
- Lighting Deficient
- Pedestrian Crossing Deficient
- Bicycle Storage Not Visible
- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

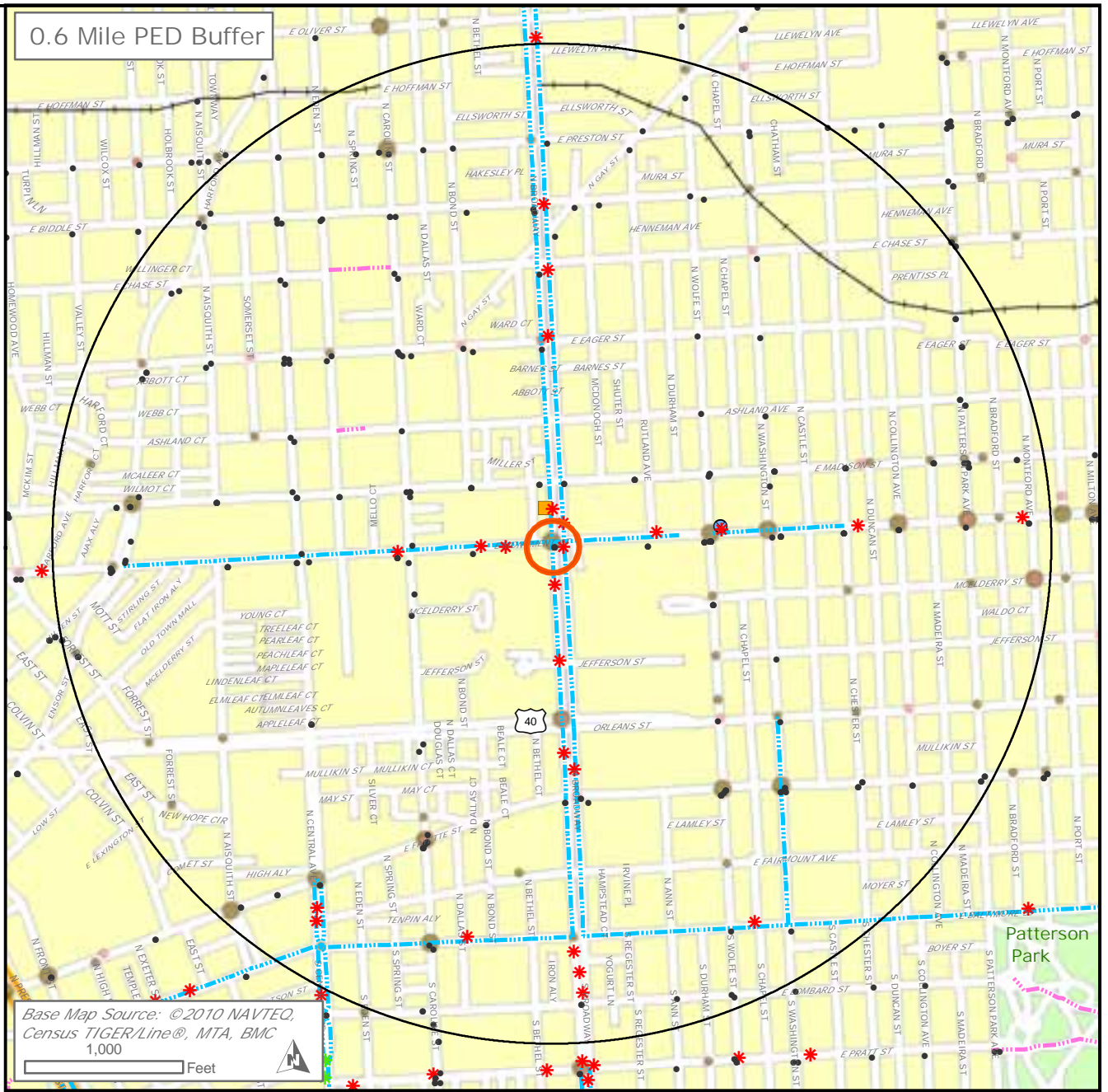
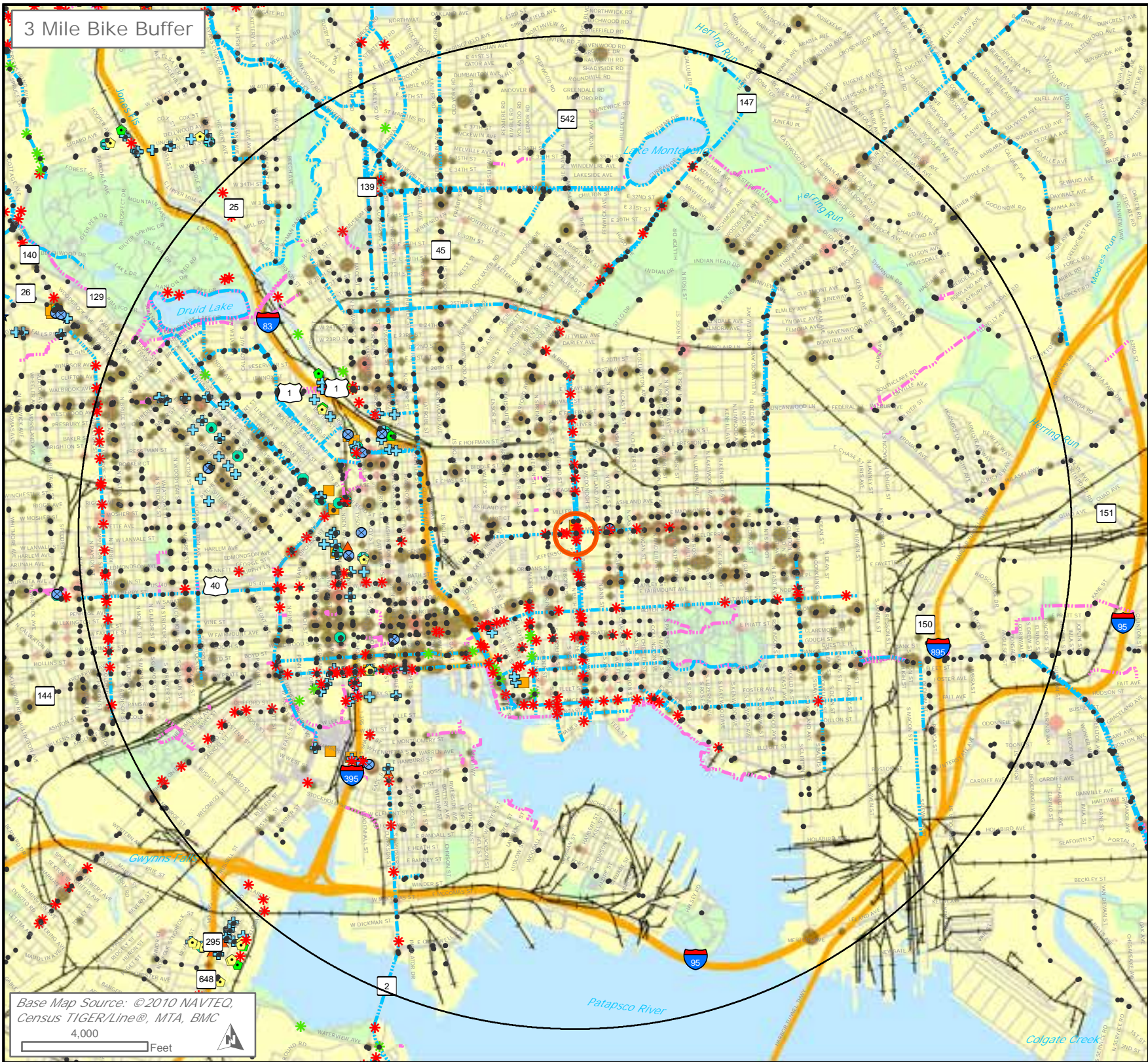
Existing Conditions

Station: Johns Hopkins Hospital

Rail Line: Metro

Jun 20, 2011





Recommended Improvements

Station: Johns Hopkins Hospital

Rail Line: Metro

Jun 20, 2011



Legend

Train Station

Bus Stop

Bike Lane / Bike Path

Shoulder

Wide lane

Directional Sign Improvement

Repair Sidewalk

Add Sidewalk Segment

Crosswalk Improvement

Add Curb Ramp

Desire Line Present

Lighting Improvement

Pedestrian Crossing Improvement

Proposed Bicycle Route

Existing Bicycle Route

Rail Line

Bicycle Traffic Incidents

1

2

3 - 4

Pedestrian Traffic Incidents

1

2 - 9

10 - 69

RECOMMENDED IMPROVEMENTS

JOHNS HOPKINS - METRO

Station No. 14

Johns Hopkins Metro		Baltimore City	706 N. Broadway Street/600 N. Broadway Street						
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		N. BROADWAY AVE.			CITY	INSTALL 4-PED CROSSING SIGNS, 2- ADV.PED CROSSING		
	DIRECTIONAL SIGNING STATION MISSING		E. MONUMENT AT.			CITY	INSTALL A "METRO" STATION AT E. MONUMENT ST BETWEEN N WOLFE ST AND N BROADWAY		
BIKE	WIDE LANE		EAST MONUMENT STREET	CONSTITUTION STREET	CONSTITUTION STREET	ENSOR STREET	CITY	SIGNING, MARKING	0.252841
	WIDE LANE		EAST MONUMENT STREET	NORTH BROADWAY	NORTH BROADWAY	NORTH MONTFORD AVENUE	CITY	ROUTE, SIGNING, MARKING	0.140152
	WIDE LANE		EAST MONUMENT STREET					SIGNING, MARKING	0.140152
	WIDE LANE		EAST MONUMENT STREET	NORTH CENTRAL AVENUE	NORTH CENTRAL AVENUE	NORTH BROADWAY	CITY	ROUTE, SIGNING, MARKING	0.099432
	WIDE LANE		EAST MONUMENT STREET					SIGNING, MARKING	0.099432
	WIDE LANE		MD 147	EAST NORTH AVENUE	EAST NORTH AVENUE	PARKSIDE DRIVE	STATE	ROUTE, SIGNING, MARKING	0.3125
	WIDE LANE		NORTH BROADWAY	EAST FAYETTE STREET	EAST FAYETTE STREET	EAST NORTH AVENUE	CITY	ROUTE, SIGNING, MARKING	0.089962

Total Cost Station (\$) \$313,715	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$0		
	Baltimore City	\$313,715	State Roads/Stations	\$155,230
	Baltimore County	\$0	County Roads	\$0
	Harford County	\$0	City Roads	\$158,490
	Howard County	\$0		
	Prince George's County	\$0		