

RAIL LINE: Light Rail

STATION PROFILE: Patapsco

CHARACTER:

The station is surrounded by residential, commercial and industrial properties. The area is largely built out. A considerable amount of bus service is provided to the station which serves as a transfer hub.

LAND USE CONTEXT:

The station is located in an area classified for General Urban land uses. The area is referred to as the Southwest Community Conservation Sector in Baltimore County for which there is a Revitalization Strategy to promote business development.

Year 2000 Population within 3 mile radius -	103,148
Weekday Station Ridership	1,526
Saturday Station Ridership:	968
Transit Connections:	MTA Routes: 14, 16, 17, 27, 51, 77

PARKING:

There is a surface lot with 216 parking spaces provided. The observed occupancy rate was 43%

PEDESTRIAN ENVIRONMENT:

There is no pedestrian connection from the station to the surrounding communities. No sidewalk exists on W Patapsco Avenue beyond the station property. There are residential neighborhoods on the southwest as well as to the northeast within 0.6 miles radius of the station. The neighborhood to the northeast is separated from this area by the railroad track. No pedestrian connections were observed to the station from these communities.

The majority of streets north of the track have sidewalks on both sides while only a few streets south of the track have sidewalks on either side.

BICYCLING ENVIRONMENT:

There are no bike racks or bike lockers provided. Baltimore County is nearing completion of its Western County Pedestrian and Bicycle Access Plan which covers this area. The plan is intended to identify routes proposed for improvement. The planned shared use Patapsco Rail Trail and the Patapsco River Trails will connect to the station. No on-street facilities are shown in the draft plan. The major roads in the area are wide enough to accommodate bicycles. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

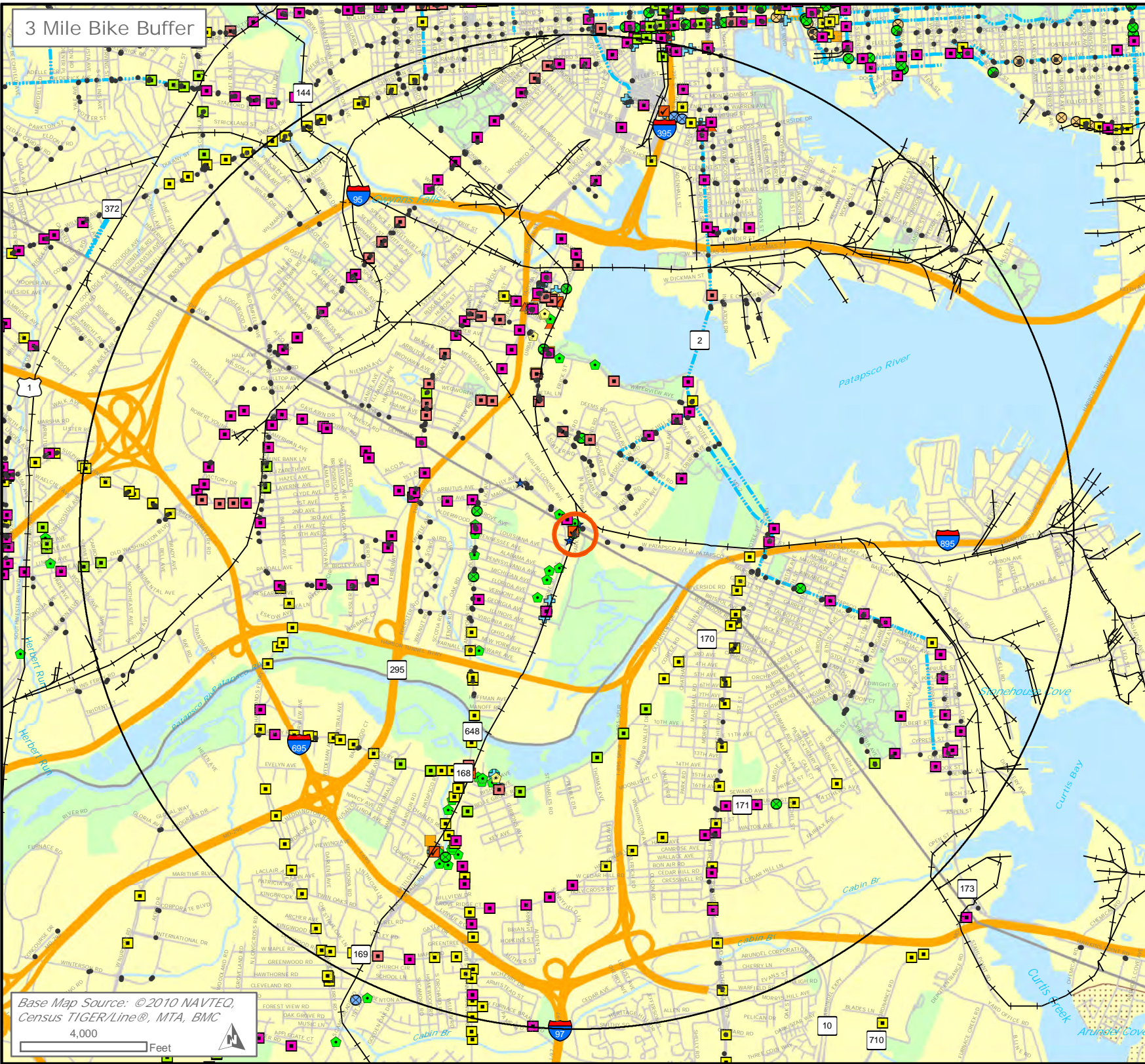
PEDESTRIAN DEFICIENCIES

- Sidewalks are missing and should be provided on Patapsco Ave from the station to Viona Ave and Potee Street. This may help address the frequency of crashes in this segment.
- Sidewalks are missing along Annapolis Road from Alabama to Virginia and should be provided for improved safety.
- Since people were observed walking along the light rail tracks from the Cherry Hill community it is recommended that a fence be installed for safety.
- Crosswalks and pedestrian crossing signs are recommended at the station entrance.

BIKE ROUTE DEFICIENCIES

- To provide for safe shared use lanes, Share the Road signage and marking are recommended for several roads: a very long segment of MD Route 173, segments of MD Route 171, and on the overpass of I-895 on MD Route 2.
- Fairhaven Ave from Patapsco to Ceddox Street should be improved with share the road signage.
- Bicycle signage and marking along Ritchie Highway from the I-895 overpass to the County line may help address frequency of crashes along that segment.

For more detailed information refer to the project database.



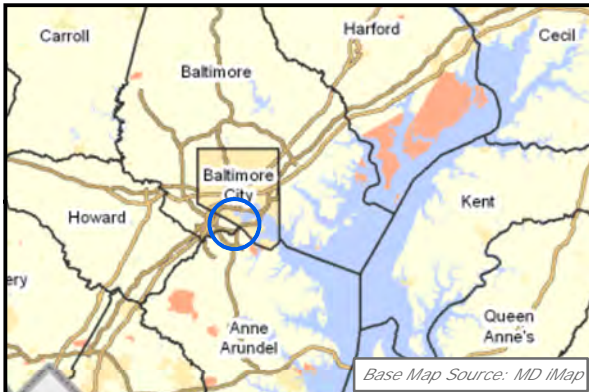
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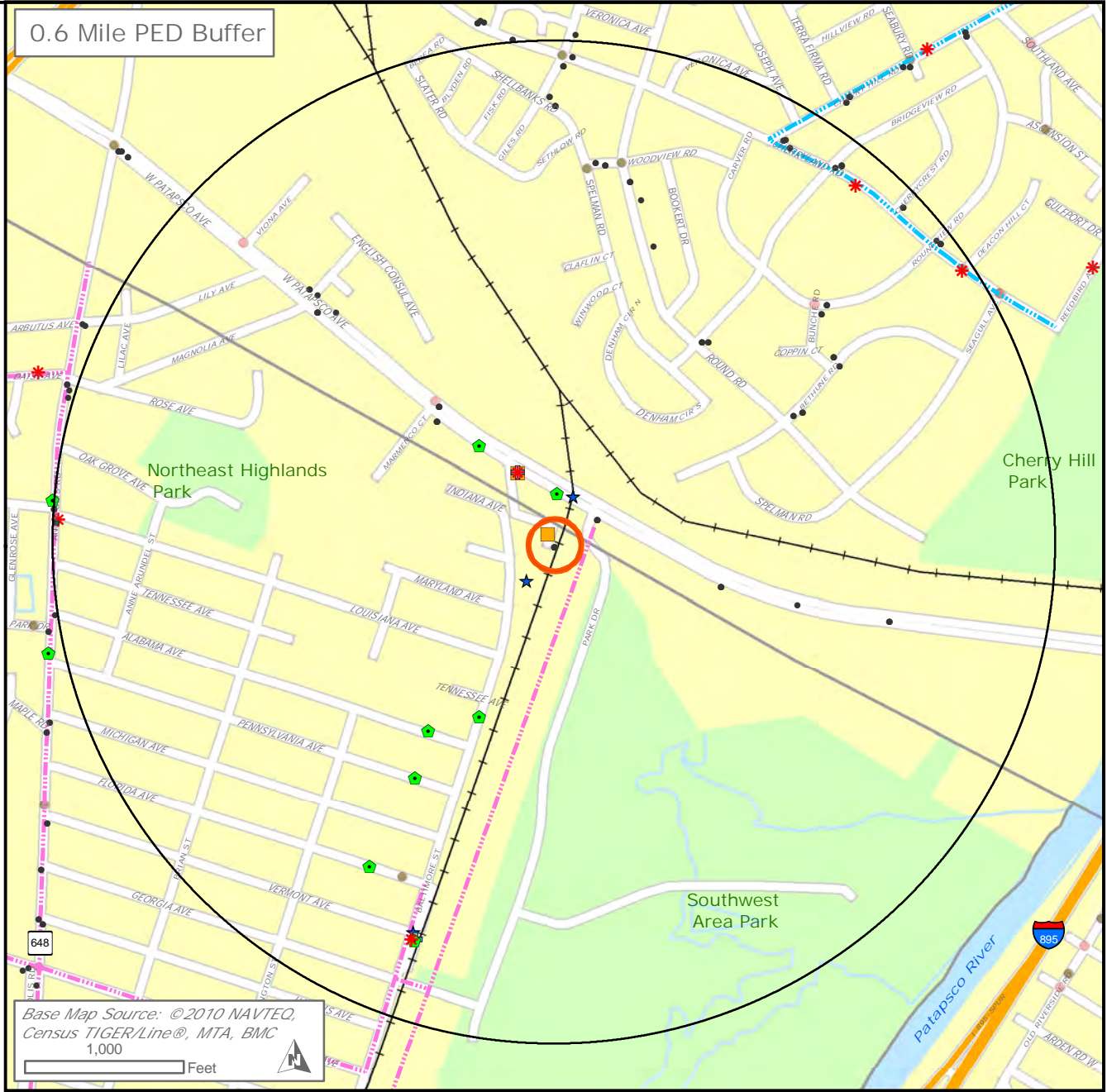
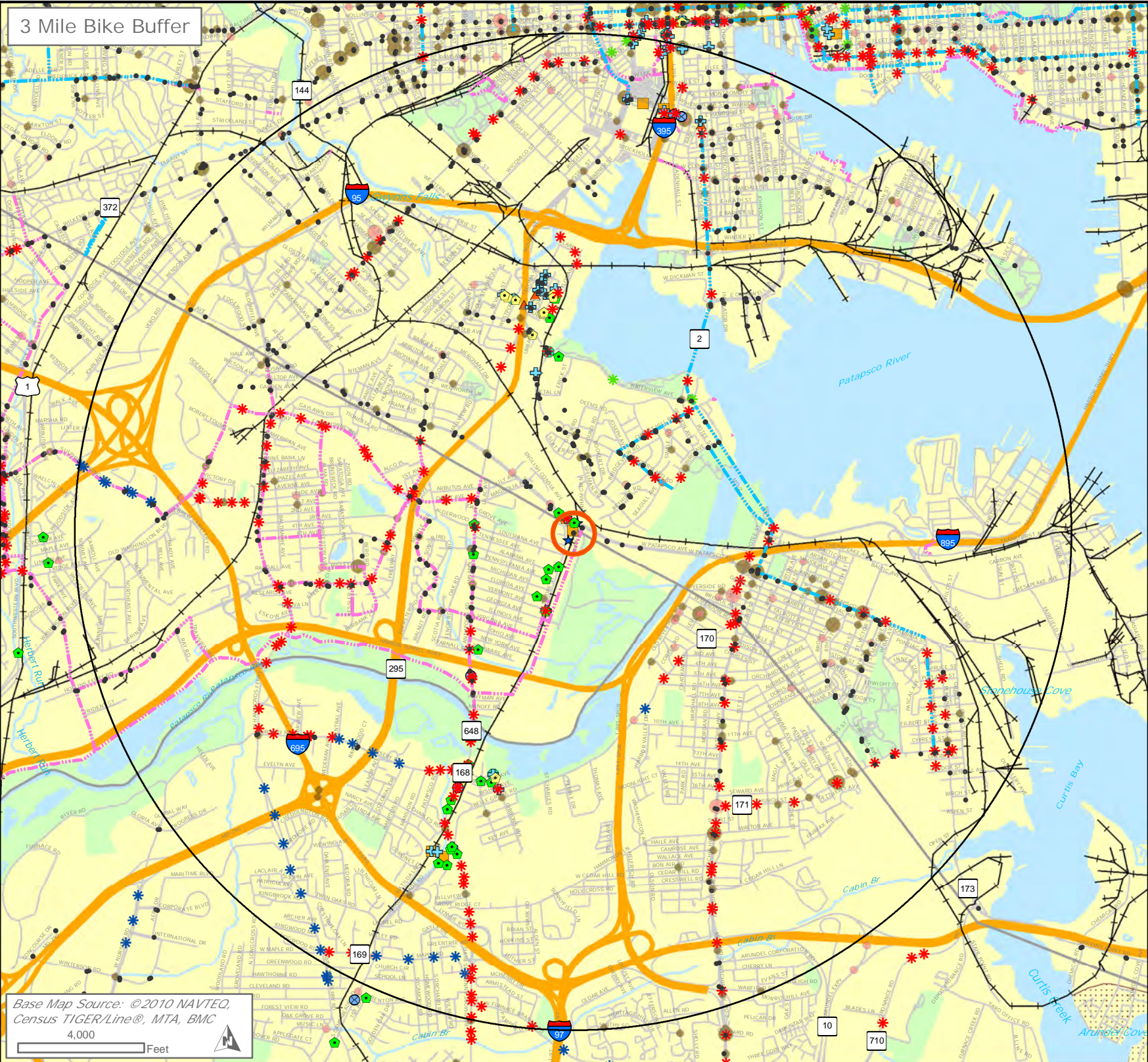
- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- ⊗ Directional Signing at Station Missing
- Bike Signing Missing
- ⬮ Sidewalk Damaged
- ◆ Sidewalk Segment Missing
- ⊕ Crosswalk Deficient
- Curb Ramp Missing
- ★ Desire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

## Existing Conditions

Station: Patapsco  
Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements

Station: Patapsco  
Rail Line: Light Rail

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

PATAPSCO - LRT

Station No. 39

Patapsco LRT		Baltimore County	800 Patapsco Ave.					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		ANNAPOLIS ROAD	ALABAMA AVENUE	VIRGINIA AVENUE	STATE	INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		ANNAPOLIS ROAD	DAISY AVENUE	ALABAMA AVENUE	STATE	INSTALL 1000'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		W PATAPSCO AVE.	TRAIN STATION	POTEE STREET	COUNTY	INSTALL 3500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		W PATAPSCO AVE.	TRAIN STATON	VIONA AVE.	COUNTY	INSTALL 3200'X5' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING					COUNTY	INSTALL 4 PED XING SIGNS, 600' XWALK	
	PEDESTRIAN CROSSING MISSING		AT PATAPSCO STATION			STATE	INSTALL 200' CROSSWALK, 2-PED CROSSING SIGNS IN THE PAKING LOT	
	DESIRED LINE PRESENT		BALTIMORE ST.	RESIDENTIAL AREA	TO THE STATION	COUNTY	INSTALL 100'X4' OF WALK PATH FROM THE RESIDENTIAL AREA TO TRAIN STATION PARKING LOT	
	DESIRED LINE PRESENT		W. PATAPSCO AVE.	CHERRY HILL	TRAIN STATION	COUNTY	INSTALL MINIMUM OF 7000' FENCE ON THE TRACKS EDGE SO IT KEEPS PEOPLE FROM WALKING ALONG THE TRACKS	
	CROSSWALK MISSING		ENTRACE TO PATAPSCO STATION PARKING LOT			COUNTY	INSTALL 400' XWALK, 2PED SIGN	
BIKE	WIDE LANE		FAIRHAVEN AVENUE	EAST PATAPSCO AVENUE	CEDDOX STREET	CITY	ROUTE, SIGNING, MARKING	0.131629
	WIDE LANE		MD 171	COUNTY LINE	WEST BAY AVENUE	STATE	ROUTE, SIGNING, MARKING	0.121212
	WIDE LANE		MD 171	PENNINGTON AVENUE	CURTIS AVENUE	STATE	SIGNING, MARKING	0.081439
	WIDE LANE		MD 173	ANNAPOLIS ROAD	FAIRHAVEN AVENUE	STATE	ROUTE, SIGNING, MARKING	0.726326
	WIDE LANE		MD 2	I-895 (OVERPASS)	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.08428
	WIDE LANE		PENNINGTON AVENUE	CEDDOX STREET	EAST PATAPSCO AVENUE	STATE	ROUTE, SIGNING, MARKING	0.189394

		Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
		\$2,334,135	Anne Arundel County \$0	
			Baltimore City \$342,940	State Roads/Stations \$959,115
			Baltimore County \$1,991,195	County Roads \$1,318,975
			Harford County \$0	City Roads \$56,045
			Howard County \$0	
			Prince George's County \$0	

RAIL LINE: Light Rail

STATION PROFILE: Baltimore Highlands

CHARACTER:

The station area has an older single family residential community to the west and the Southwest Area Park recreational area to the east. The park offers playgrounds, picnicking ball fields and a boat ramp in addition to trails for hiking.

LAND USE CONTEXT:

The station is located in an area classified as General Urban land use. Referred to as the Southwest Community Conservation Sector, Baltimore County has a Revitalization Strategy to promote business development in the broader area of the station.

Year 2000 Population within 3 mile radius -	92,357
Weekday Station Ridership	345
Saturday Station Ridership:	219
Transit Connections:	None

PARKING:

A surface lot is provided with 50 spaces. An occupancy rate of 40% was observed.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment around Baltimore Highlands light rail station is poor. This station serves a large, older residential neighborhood that lacks sidewalks. One of the major roads that provide access to the station has sidewalks on both sides at some stretches and on one side at others.

BICYCLING ENVIRONMENT:

There are two bike racks provided, but there are no bike lockers at the station. There were no marked bike lanes or Share the Road signs were observed in the area. The residential streets are approximately 24 feet wide, with parking on both sides, making it difficult to provide bike lanes. Annapolis Road is wide enough to accommodate bicycles.

Baltimore County is nearing completion of its Western County Pedestrian and Bicycle Access Plan which covers this area. The plan is intended to identify routes proposed for improvement. The planned shared use Patapsco Rail Trail and the Patapsco River Trails connect in the area of the Southwest Park adjacent to the station. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

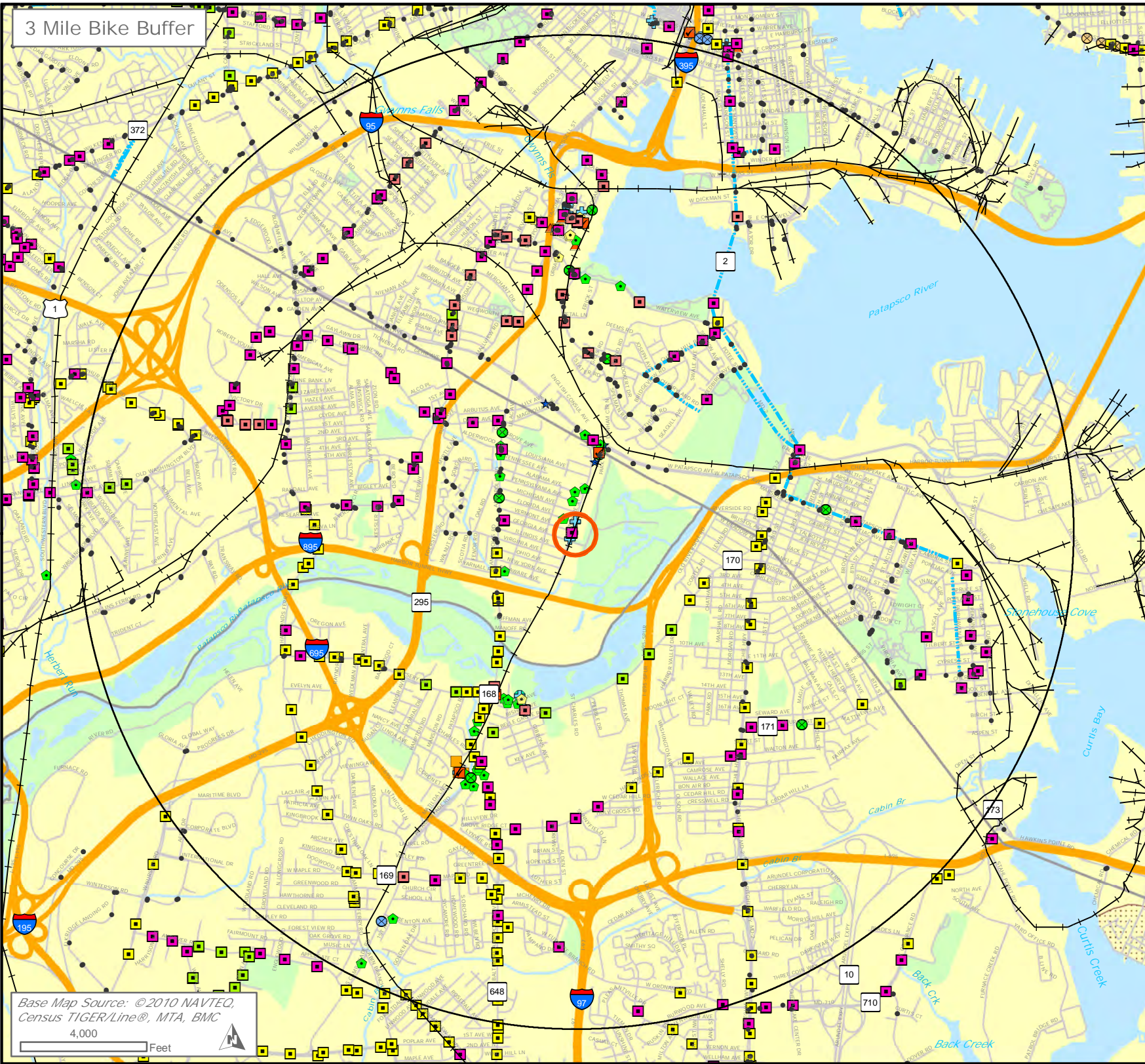
PEDESTRIAN DEFICIENCIES

- There are a number of long segments of road that lack sidewalks in the area of Baltimore Street and Annapolis Road. The needed sidewalk locations have been identified.
- A designated pedestrian path is recommended within the station parking lot to the platform.
- A crosswalk and pedestrian crossing signs are recommended at the station entrance.

BIKE ROUTE DEFICIENCIES

- To support shared use lanes on the following roads, Share the Road signage and marking is recommended on: Hammonds Ferry Road from Old Hammonds Ferry to Lansdowne Road; on Hollins Ferry Road, on MD 648; on Lansdowne Road; on Baltimore Street and on other roads that have been identified.

For more detailed information refer to the project database.

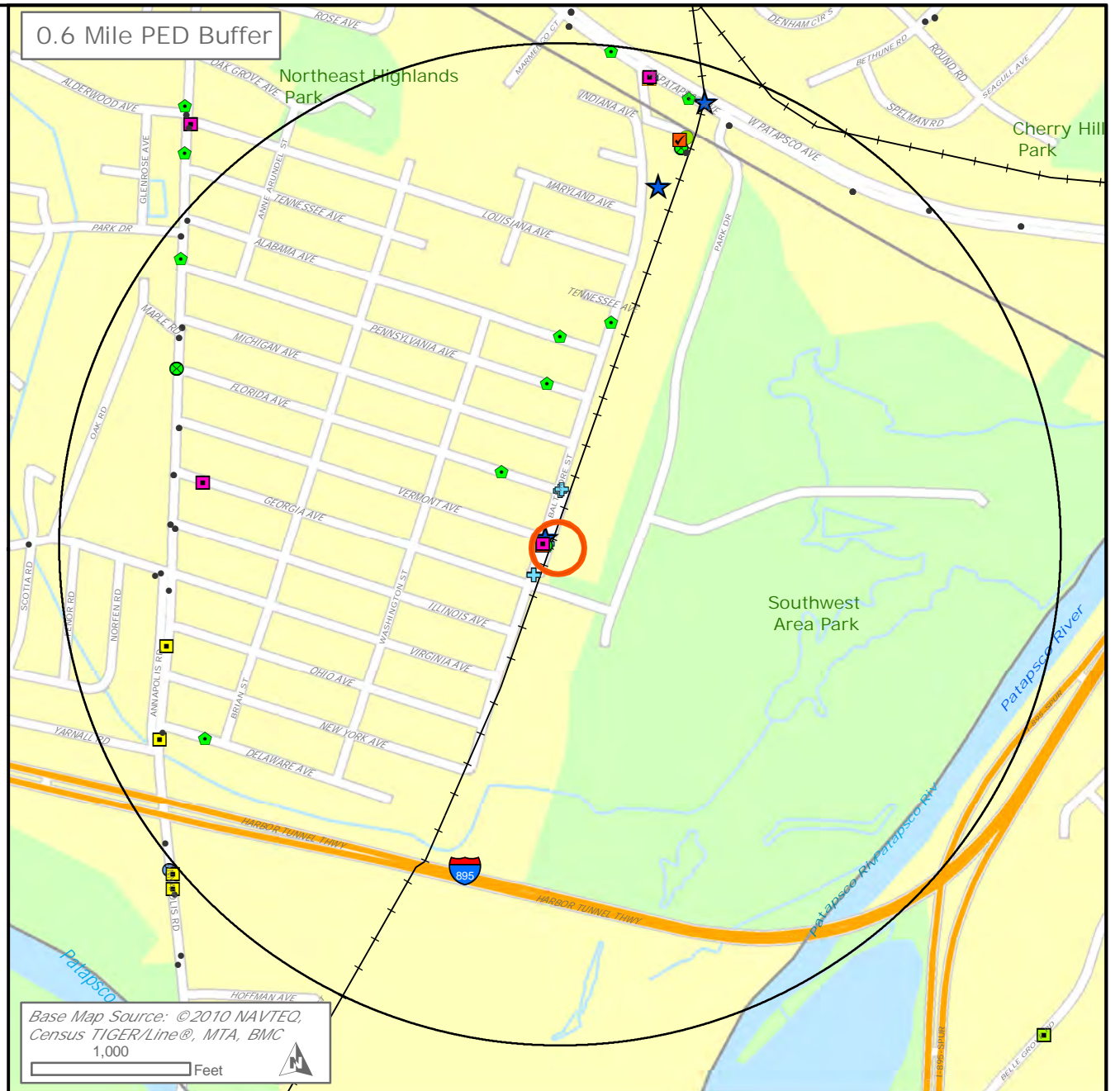
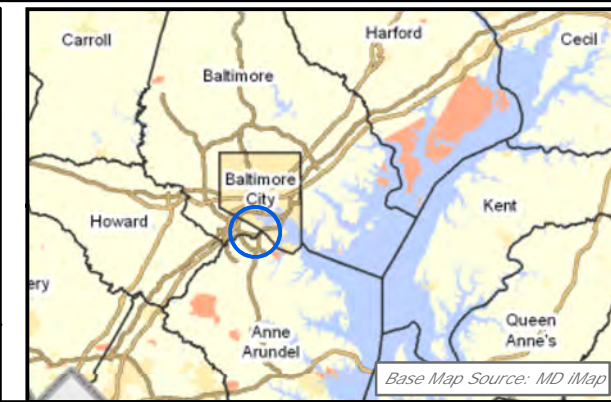


Existing Conditions

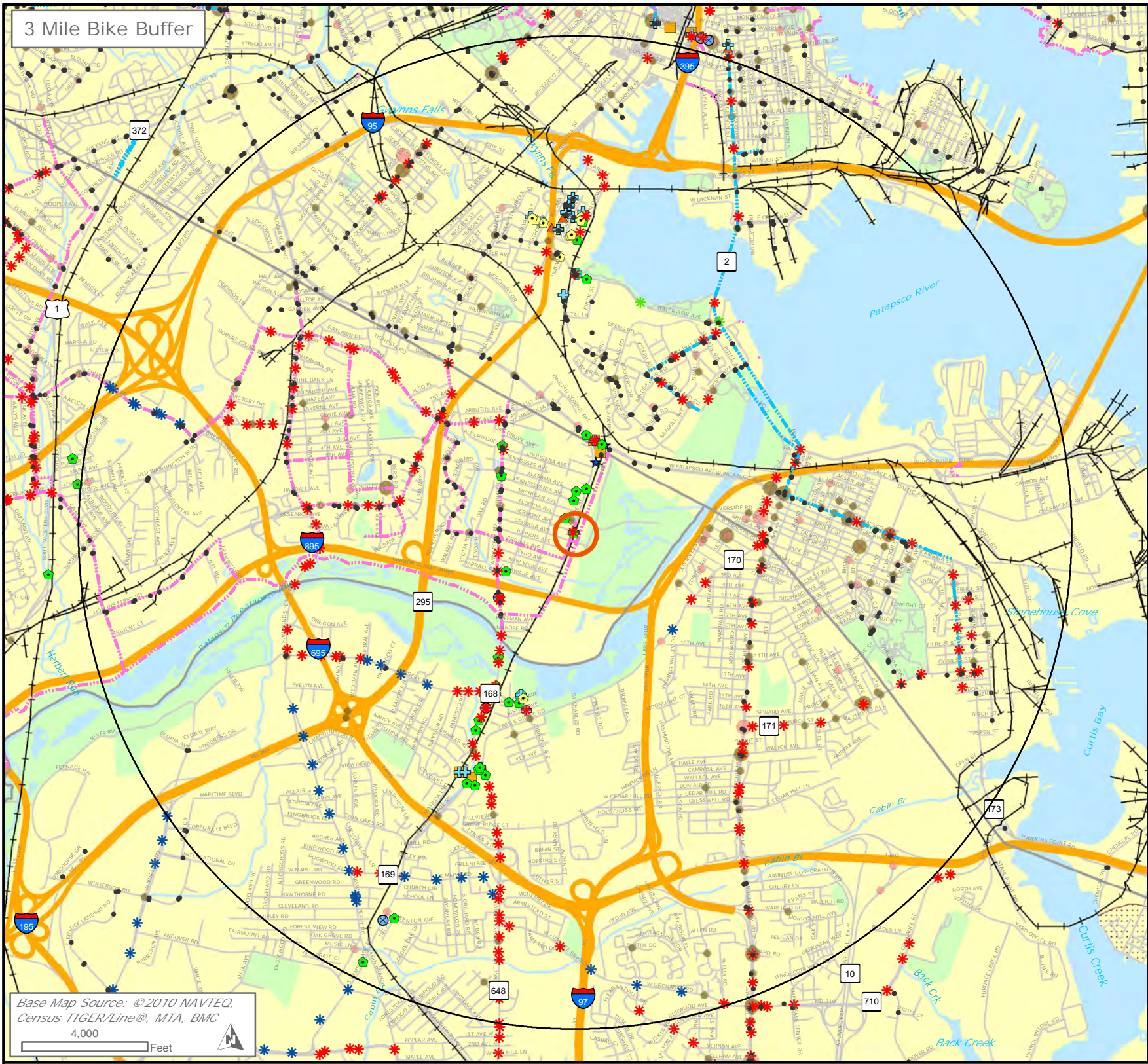
Station: Baltimore Highlands

Rail Line: Light Rail

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: Baltimore Highlands

### Rail Line: Light Rail

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

BALTIMORE HIGHLANDS - LRT

Station No. 40

Baltimore Highlands LRT		Baltimore County	4200 Baltimore St.					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		ALABAMA AVE.	BALTIMORE ST.	ANNAPOLIS ROAD	COUNTY	INSTALL 2700'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		BALTIMORE STREET	NEW YORK AVE.	GEORGE AVE.	STATE	INSTALL 1300'X5' OF SIDEWALK ON WEST SIDE	
	SIDEWALK SEGMENT MISSING		BALTOMORE ST	STSTION	INDIANA AVE.	COUNTY	INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		DELAWARE AVE.	ANNAPOLIS ROAD	THE END	COUNTY	INSTALL 1500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		FLORIDA AVE.	BALTIMORE ST	ANNAPOLIS ROAD	COUNTY	INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PENNSYLVANIA AVE.	BALTIMORE ST.	ANNAPOLIS ROAD	COUNTY	INSTALL 2700'X5' OF NEW SIDEWALK ON NORTH SIDE	
	DIRECTIONAL SIGNING STATION MISSING		ANNAPOLIS ROAD			STATE	INSTALL A LIGHT RAIL SIGN ON SB ANNAPOLIS ROAD SOUTH OF 895 FOR NURSERY ROAD LIGHT RAIL STATION	
	DESIRED LINE PRESENT		BALTIMORE ST.	BIKE RACKS	PLATFORM	COUNTY	INSTALL CROSSWALKS AND PED CROSSING SIGNS AT THE STATION PARKING LOT-1 RAMP	
	CROSSWALK MISSING		AT BALTIMORE HIGHLANDS STATION PARKING ENTRANCE			STATE	INSTALL 200' XWALK,2-PED XING SIGNS	
BIKE	WIDE LANE		BALTIMORE STREET	NEW YORK AVENUE	LOUISIANA AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.642045
	WIDE LANE		DAISY AVENUE	HOLLINS FERRY ROAD	ANNAPOLIS ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.201705
	WIDE LANE		HAMMONDS FERRY ROAD	OLD HAMMONDS FERRY ROAD	LANSDOWNE ROAD	COUNTY	ROUTE, SIGNING	2.38447
	WIDE LANE		HOLLINS FERRY ROAD	GEHB AVENUE	WEST PATAPSCO AVENUE	CITY	ROUTE, SIGNING, MARKING	0.100379
	WIDE LANE		HOLLINS FERRY ROAD	HAMMONDS FERRY ROAD	GEHB AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.163826
	WIDE LANE		LANSDOWNE ROAD	WASHINGTON BOULEVARD	I-295 (OVERPASS)	COUNTY	ROUTE, SIGNING, MARKING	0.144886
	WIDE LANE		MD 648	COUNTY LINE	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.211174

		Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
		\$3,061,840	Anne Arundel County \$0	
			Baltimore City \$7,125	State Roads/Stations \$299,365
			Baltimore County \$3,054,715	County Roads \$2,755,350
			Harford County \$0	City Roads \$7,125
			Howard County \$0	
			Prince George's County \$0	

RAIL LINE: Light Rail

STATION PROFILE: Nursery Road

CHARACTER:

The station is surrounded by suburban residential and natural environmental areas. There is no plan for transit oriented development for the area.

LAND USE CONTEXT:

The Nursery Road Light Rail station is located in an area classified as Residential Medium Density and Natural Feature land uses.

Year 2000 Population within 3 mile radius -	87,422
Weekday Station Ridership	547
Saturday Station Ridership:	347
Transit Connections:	MTA Route 17

PARKING:

There are 37 spaces provided in a surface lot. An occupancy rate of 86% was observed.

PEDESTRIAN ENVIRONMENT:

The station lacks connectivity to the communities north and west. South of Nursery Road, Baltimore Annapolis Boulevard has sidewalks on both sides, although they are narrow and damaged in many places with need of general maintenance and upkeep. The sidewalk terminates at the intersection of Nursery Road and does not extend north of the station. This leaves a small residential community without any pedestrian access to the station. This section has wide shoulders on both sides and people were observed walking on the shoulder.

A sidewalk gap exists on both sides of Nursery Road from B&A Boulevard to Patapsco Ave. Filling in this gap on Nursery Road would greatly improve pedestrian access to the station. Most of the streets in the residential community served by Nursery Road have sidewalks.

A pedestrian path connects the station to the residential neighborhood east of the station.

BICYCLING ENVIRONMENT:

There are no bike racks or lockers provided. No marked bike lanes were observed in this area. Major roads are wide enough to accommodate bicycles. The Baltimore Annapolis Boulevard north from Nursery Road intersection and the Nursery Road has wide shoulders that could accommodate bicycle use.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	9
Number of Bicycle Crashes within 3 miles	4

HIGHLIGHTS FROM FINDINGS

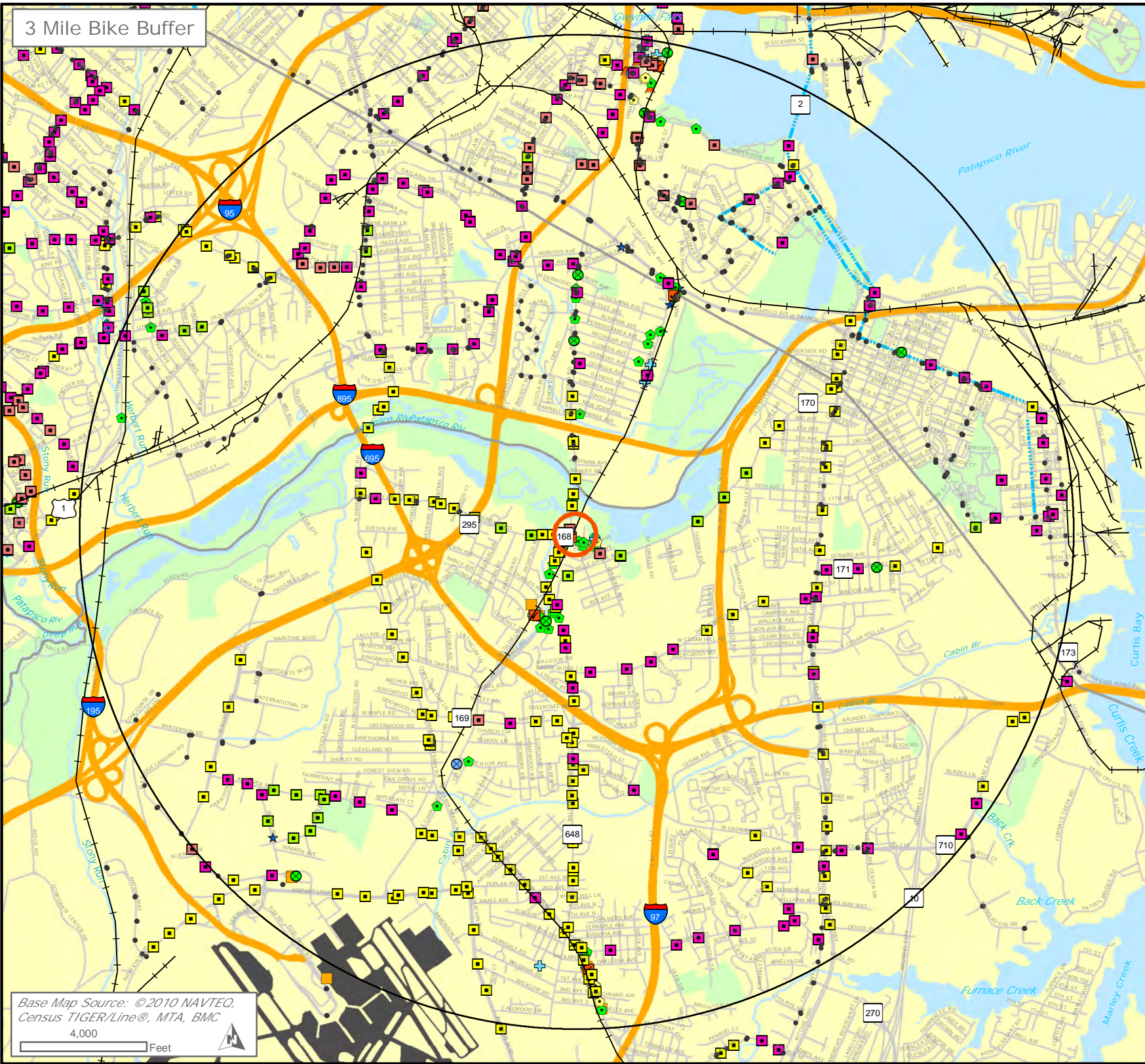
PEDESTRIAN DEFICIENCIES

- Sidewalks are missing along several roads including Nursery Road, Old Annapolis Road and Hoffman Ave.,
- A crosswalk is recommended for Baltimore Annapolis Blvd @ Nursery Road, Berlin @ Gibbons and Gibbons @ Shenandoah Ave.
- Street Lighting is recommended for the bus stop at B&A Boulevard @ Nursery Road

BIKE ROUTE DEFICIENCIES

- On Nursery Road from Wedeman Ave to Colonial Drive, signage is needed to designate shoulder use by bicycles.
- To accommodate shared use lanes on a long portion of Hammonds Ferry Road signage and marking are recommended. For other roads including Hollins Ferry, MD 648, and Nursery Road signage and marking are also recommended.
- Bicycle compatible drainage is needed along Gibbons Ave, and portions of MD 648.

For more detailed information refer to the project database.

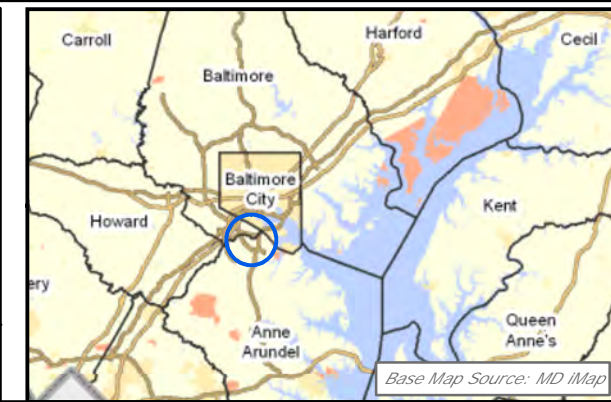


Existing Conditions

Station: Nursery Road

Rail Line: Light Rail

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



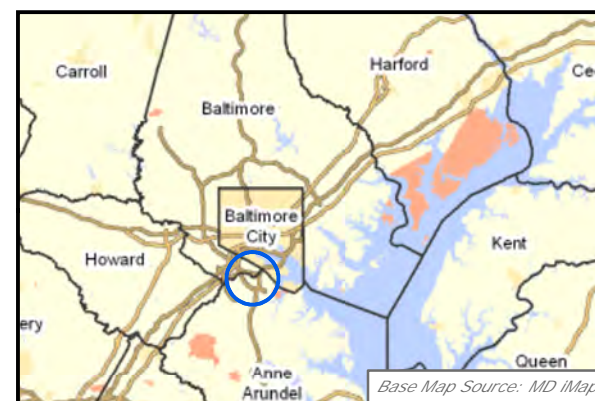
## Legend

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

## Recommended Improvements

Station: Nursery Road  
Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS

NURSERY ROAD - LRT

Station No. 41

Nursery Road LRT Anne Arundel County 3825 Baltimore Annapolis Blvd.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		HOFFMAN AVE.	BISHOP AVE.	TO THE STATION	COUNTY	INSTALL 620'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		MIDLAND AVE	GIBBONS	THE END	COUNTY	INSTALL 500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N OLD ANNAPOLIS ROAD	MANOFF ROAD	NURSERY ROAD	STATE	INSTALL 2000'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N OLD ANNAPOLIS ROAD				INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		NURSERY ROAD	BALT/ANNAPOLIS BLVD.	TO THE STATION	COUNTY	INSTALL 150'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		NURSERY ROAD	PATAPSCO ROAD	BALTIMORE/ANNAPOLIS BLVD.	STATE	INSTALL 3000'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		S ANNAPOLIS ROAD	NURSERY ROAD	BOULEVARD PL	STATE	INSTALL 750'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		S OLD ANNAPOLIS ROAD	NURSERY ROAD	BOULEVARD PL	STATE	INSTALL 650'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	110' SOUTH OF NURSERY ROAD		STATE	REPLACE 10'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	220' SOUTH OF NURSERY ROAD		STATE	REPLACE 10'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	300' SOUTH OF NURSERY ROAD		STATE	REPLACE 6'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		SHENANDOAH AVE.	INTERSECTION OF SHENANDOAH AVE.	AND GIBBONS AVE.	COUNTY	REPLACE 150'X4' S/W ON SHENANDOAH, 300'X4' GIBBONS	
	LIGHTING AT BUS STOP	BALTIMORE/ANNAPOLIS BOULEVARD AND NURSERY ROAD	BALTIMORE/ANNAPOLIS BOULEVARD			STATE	INSTALL LIGHTING AT BUS STOP	
	DIRECTIONAL SIGNING STATION MISSING		BALTIMORE-ANNAPOLIS BOULEVARD			STATE	INSTALL A LIGHT RAIL SIGN ON NB BALTIMOREANNAPOLIS BLVD. FOR NURSERY ROAD STATION	
	DESIRED LINE PRESENT	NURSERY ROAD/BALTIMORE ANNAPOLIS BLVD	NURSERY ROAD			STATE	INSTALL CROSSWALK AT SOUTHEAST LEG OF THE INTERSECTION	
	CURB RAMP MISSING	GIBBONS AVE AND SHENANDOAH AVE				COUNTY	INSTALL 2-CURB RAMPS AT THIS LOCATION	
	CROSSWALK MISSING	BALT ANNAP BLVD AND NURSERY RD				STATE	INSTALL 250' XWALK,2-PED XING SIGNS ON E LEG	
	CROSSWALK MISSING	BERLIN AVE. AND GIBBONS AVE.				COUNTY	INSTALL200'XWALK,25'SB ON WEST LEG	
	CROSSWALK MISSING	GIBBONS AVE AND SHENANDOAH AVE				COUNTY	INSTALL 550' SIDEWALK ON WEST SIDE OF THE ROAD	
	CROSSWALK FADED	BALTIMORE/ANNAPOLIS BOULEVARD AND NURSERY ROAD				STATE	REPAINT CROSSWALKS ON N AND W LEG -TOTAL OF 780' OF P.M.	
BIKE	WIDE LANE		GIBBONS AVENUE	HOFFMAN AVE	GIBBONS AVE	COUNTY	ROUTE, DRAINAGE	0.123106
	WIDE LANE		HAMMONDS FERRY ROAD	OLD HAMMONDS FERRY ROAD	LANSDOWNE ROAD	COUNTY	ROUTE, SIGNING	2.38447
	WIDE LANE		HAMMONDS FERRY ROAD				ROUTE, SIGNING, MARKING	2.38447
	WIDE LANE		HOLLINS FERRY ROAD	HAMMONDS FERRY ROAD	GEHB AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.163826
	WIDE LANE		MD 648	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.106061
	WIDE LANE		MD 648				ROUTE, SIGNING, MARKING, DRAINAGE	0.106061
	WIDE LANE		MD 648	COUNTY LINE	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.211174
	WIDE LANE		NURSERY ROAD	COLONIAL DRIVE	BALTIMORE ANNAPOLIS BOULEVARD	COUNTY	ROUTE, SIGNING	0.125
	WIDE LANE		NURSERY ROAD	RIVER RD	WEDEMAN AVENUE	COUNTY	ROUTE, SIGNING	0.217803
	SHOULDER		NURSERY ROAD	WEDEMAN AVENUE	COLONIAL DRIVE	COUNTY	ROUTE, SIGNING	0.113636

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
	\$3,602,245	Anne Arundel County	\$2,476,595	State Roads/Stations	\$1,792,240
		Baltimore City	\$0	County Roads	\$1,810,005
		Baltimore County	\$1,125,650	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		



RAIL LINE: Light Rail

STATION PROFILE: North Linthicum

CHARACTER:

The station in Northern Anne Arundel County is surrounded by residential and commercial uses. Adjacent to the station is a small retail center. The area is built out at a suburban scale. The area is not designated for transit oriented development or mixed use.

LAND USE CONTEXT:

The North Linthicum Light Rail station is located in an area classified as Residential Medium Density and Commercial land uses. The station falls within the BWI/Linthicum Small Area Plan approved in 2004.

Year 2000 Population within 3 mile radius -	81,324
Weekday Station Ridership	741
Saturday Station Ridership:	456
Transit Connections:	No MTA services but BWI Airport area hotel shuttles serve the station.

PARKING:

There are 347 spaces provided in a surface lot. The observed occupancy rate was 76%.

PEDESTRIAN ENVIRONMENT:

There are very few pedestrian accommodations in the station area. Sidewalks extend from the station along Camp Meade Road to the intersection with MD 170 and then terminate. There are no sidewalks in the residential area directly across from the station.

BICYCLING ENVIRONMENT:

There are 2 bike racks provided but no bike lockers. Roads are wide enough to accommodate bicycle traffic. Share the road signs are posted on Camp Meade Road. There are a few bicycle accommodations nearby.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

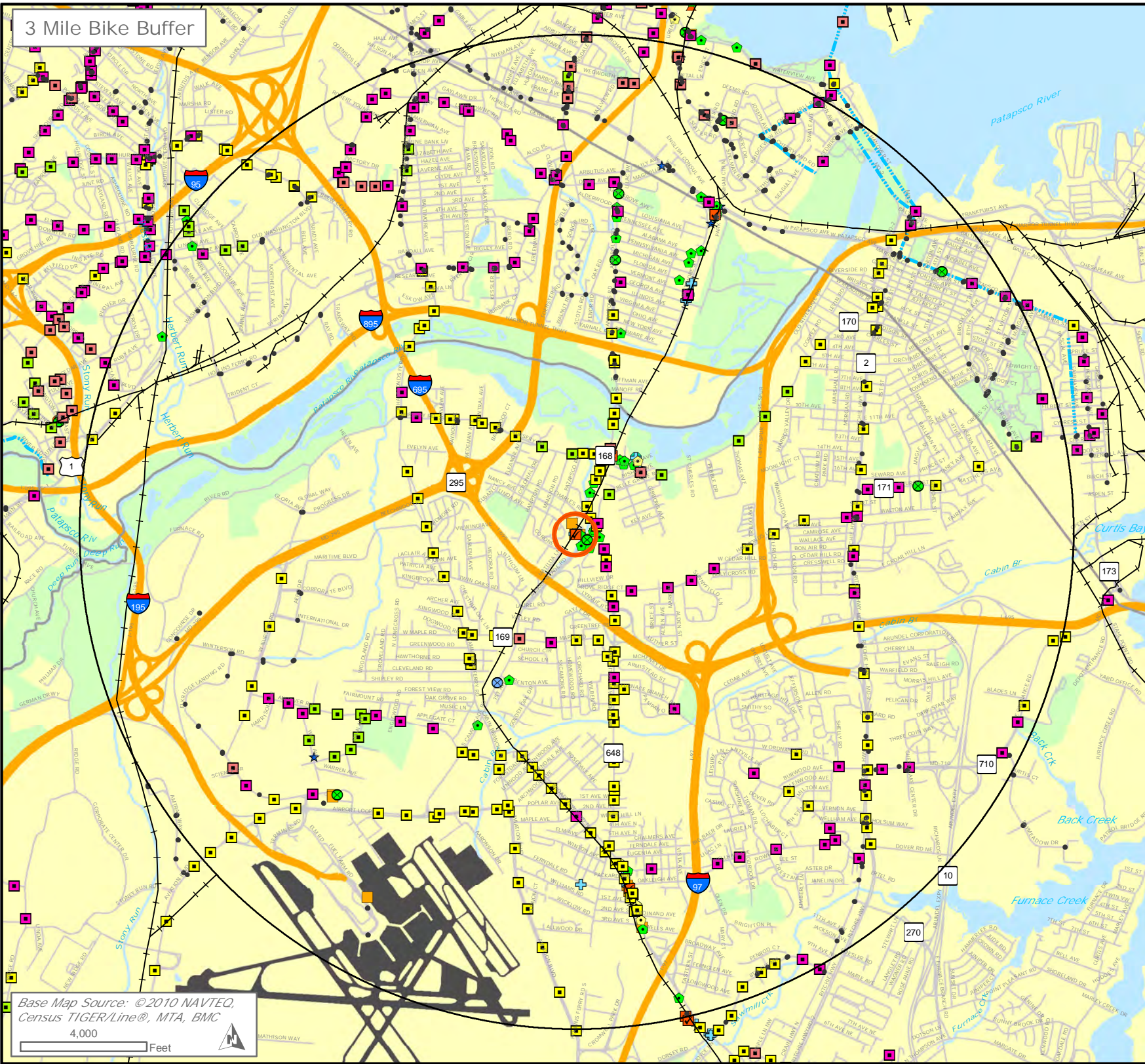
PEDESTRIAN DEFICIENCIES

- There are several gaps in the sidewalk network along state and county roads in the area.
- Faded or missing crosswalks should be replaced within the station to provide designated path for pedestrians. Pedestrian crossing signs should be placed at the railroad crossing.
- Crosswalk repainting is needed at Camp Meade Road @ B&A Boulevard.

BIKE ROUTE DEFICIENCIES

- To support shoulder use along MD 170 from 10th Ave to 6th Avenue bicycle signage is recommended.
- Restriping, signing and marking are recommended for MD 170 from 6th to Potee to support shared use lanes.
- Bicycle signage and some marking is recommended for segments of MD 171, Route 2 and MD 648.

For more detailed information refer to the project database.



## Legend

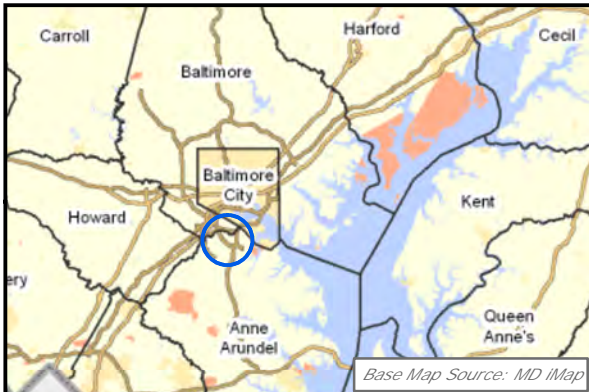
- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- ⊗ Directional Signing at Station Missing
- Bike Signing Missing
- ◇ Sidewalk Damaged
- ◆ Sidewalk Segment Missing
- + Crosswalk Deficient
- Curb Ramp Missing
- ★ Desire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

Existing Conditions

Station: North Linthicum

Rail Line: Light Rail

Jun 20, 2011

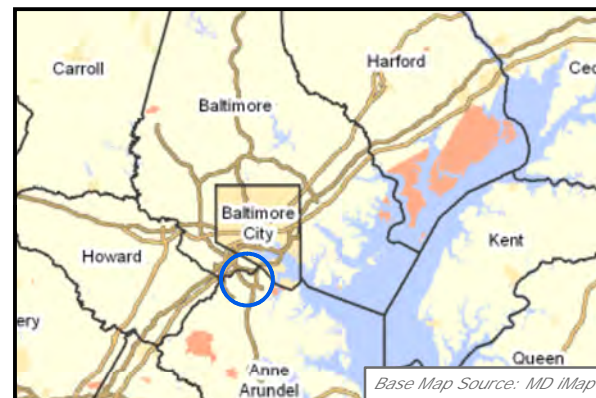




## Recommended Improvements

Station: North Linthicum  
Rail Line: Light Rail

Jun 20, 2011



## Legend

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

RECOMMENDED IMPROVEMENTS

NORTH LINTHICUM - LRT

Station No. 42

North Linthicum LRT		Anne Arundel County		450 N Meade Rd.					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD	N. CAMP MEADE ROAD	HAMMONDS LN	STATE	INSTALL 2350'X5' OF NEW SIDEWALK		
	SIDEWALK SEGMENT MISSING		KOCH ROAD	N. CAMP MEADE ROAD	THE END	COUNTY	INSTALL 1400'X5' OF SIDEWALK		
	SIDEWALK SEGMENT MISSING		N. CAMP MEADE ROAD	KOCH ROAD	N LITHICUM .6 MILES PED BUFFER(SOUTH)	STATE	INSTALL 1900'X5' OF SIDEWALK		
	SIDEWALK SEGMENT MISSING	N Camp Meade road/Balt-Annapolis Blvd	N CAMP MEADE ROAD	INTERSECTION OF BALTIMORE	N. CAMP MEADE ROAD (WEST CORNER)	STATE	INSTALL 320'X5' OF SIDEWALK		
	SIDEWALK SEGMENT MISSING	N Camp Meade road/Balt-Annapolis Blvd.	N CAMP MEADE ROAD	KOCH ROAD	BALTIMORE ANNAPOLIS BOULEVARD	STATE	INSTALL 600'X5' OF SIDEWALK		
	PEDESTRIAN CROSSING SIGNS MISSING		AT NORTH LINTHICUM STATION			STATE	INSTALL 2- PED XING SIGNS FROM PARKING TO PLATFORM		
	PEDESTRIAN CROSSING SIGNS MISSING	N. CAMP MEADE ROAD AT NORTH LINTHICUM'S ENTRANCE				STATE	INSTALL 150' OF XWALK, 2 RAMPS, 25' STOP BAR		
	PEDESTRIAN CROSSING MISSING		AT NORTH LINTHICUM STATION			STATE	INSTALL 240' CROSSWALK, 2 PED SIGNS FROM PARKING LOT TO PLATFORM AREA		
	CROSSWALK MISSING		AT NORTH LINTHICUM STATION			STATE	INSTALL 620' XWALK,4PED SIGNS,2RAMPS FROM SW-PLFRM		
	CROSSWALK MISSING		AT NORTH LINTHICUM STATION				INSTALL SIGNS FOR CROSSING OVER THE TRAIN TRACKS		
CROSSWALK FADED	N. CAMP MEADE ROAD AND BALTIMORE ANNAPOLIS BLVD.				STATE	REPAINT CROSSWALK ON THE WEST LEG OF THE INTERSECTION-TOTAL OF 420' OF P.M.			
BIKE	WIDE LANE		MD 170	6TH STREET	6TH STREET	POTEE STREET	STATE	RESTRIPING, MARKING	0.125
	WIDE LANE		MD 170	6TH STREET	6TH STREET	POTEE STREET	STATE	ROUTE, RESTRIPING, SIGNING, MARKING	0.125
	WIDE LANE		MD 171	GOVENOR RITCHIE HIGHWAY	GOVENOR RITCHIE HIGHWAY	CURTIS AVENUE	STATE	ROUTE, SIGNING, MARKING	0.387311
	WIDE LANE		MD 2	DOVER RD NE	DOVER RD NE	BELLE GROVE RD	STATE	ROUTE, SIGNING	0.158144
	WIDE LANE		MD 2	DOVER RD NE	DOVER RD NE	BELLE GROVE RD	STATE	ROUTE, SIGNING, MARKING	0.158144
	WIDE LANE		MD 648	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.106061
	SHOULDER		MD 170	10TH AVENUE	10TH AVENUE	6TH AVENUE	STATE	ROUTE, SIGNING	0.284091

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$1,824,720		Anne Arundel County	\$1,824,720	State Roads/Stations	\$1,558,650
		Baltimore City	\$0	County Roads	\$266,070
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

RAIL LINE: Light Rail

STATION PROFILE: Linthicum

CHARACTER:

The station is surrounded by suburban residential and commercial areas. The area is not designated for transit oriented development or mixed use

LAND USE CONTEXT:

The Linthicum Light Rail station is located in an area classified as Residential Medium Density land use. The station falls within the BWI/Linthicum Small Area Plan approved in 2004.

Year 2000 Population within 3 mile radius -	56,819
Weekday Station Ridership	567
Saturday Station Ridership:	347
Transit Connections:	None

PARKING:

No parking is provided.

PEDESTRIAN ENVIRONMENT:

The station has pedestrian access to residential and commercial areas that are pedestrian friendly.

BICYCLING ENVIRONMENT:

There are no bike lockers provided at this station. In general, the area roads could accommodate bicyclists. The BWI trail provides excellent connections to the surrounding area. The BWI Trail circles the airport property and extends to Andover Park and the Linthicum Light Rail Station. Excellent connections are provided to the surrounding area. The trail also connects with the B&A Trail which extends approximately 13 miles to Jonas Green State Park on the Severn River. Local and state planners are looking at alternatives to connect these trails to Baltimore City. Two alignments currently being studied run along Belle Grove Road through Brooklyn Park and along the MTA rail line.

Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	0
Number of Bicycle Crashes within 3 miles	3

HIGHLIGHTS FROM FINDINGS

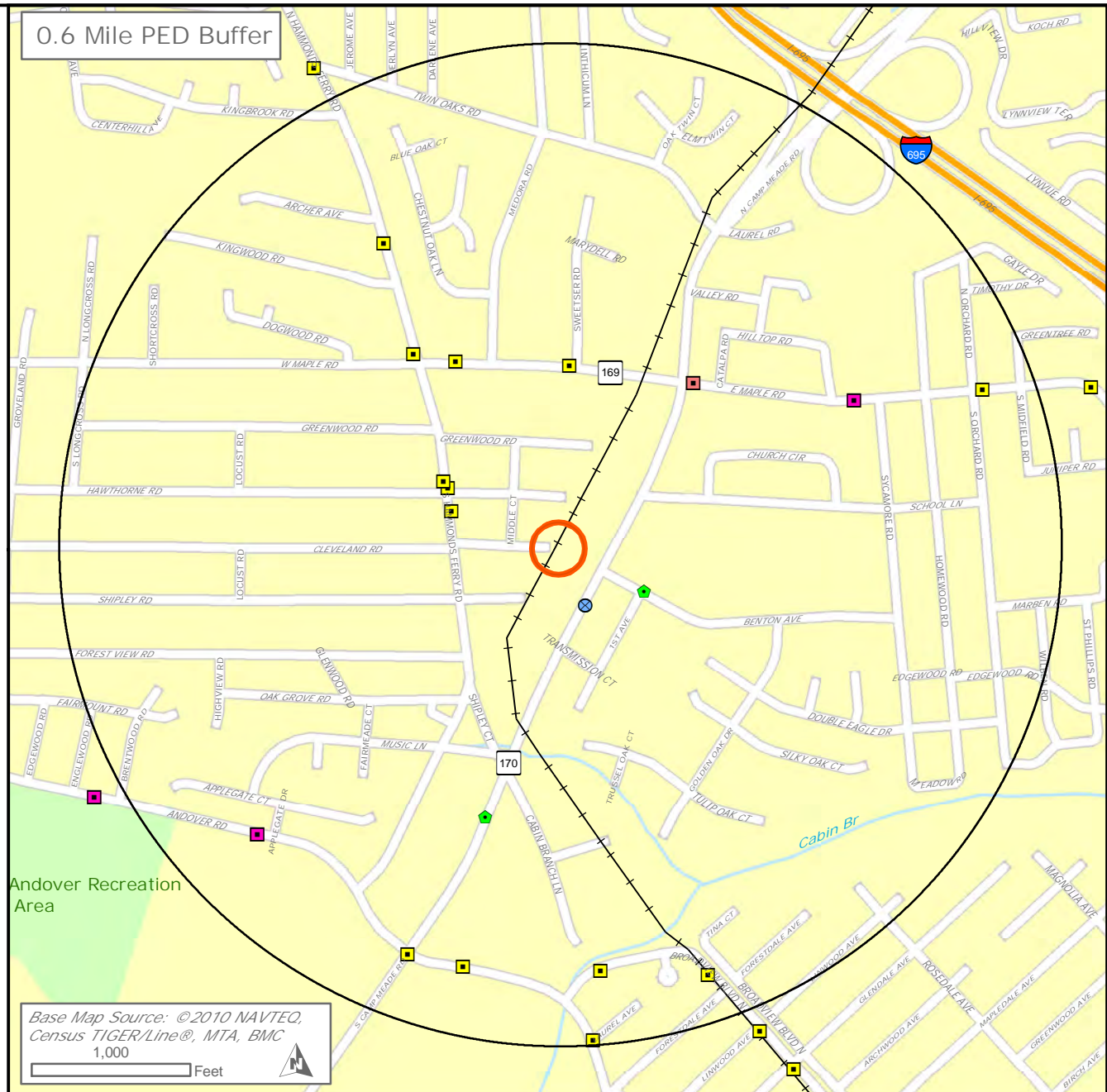
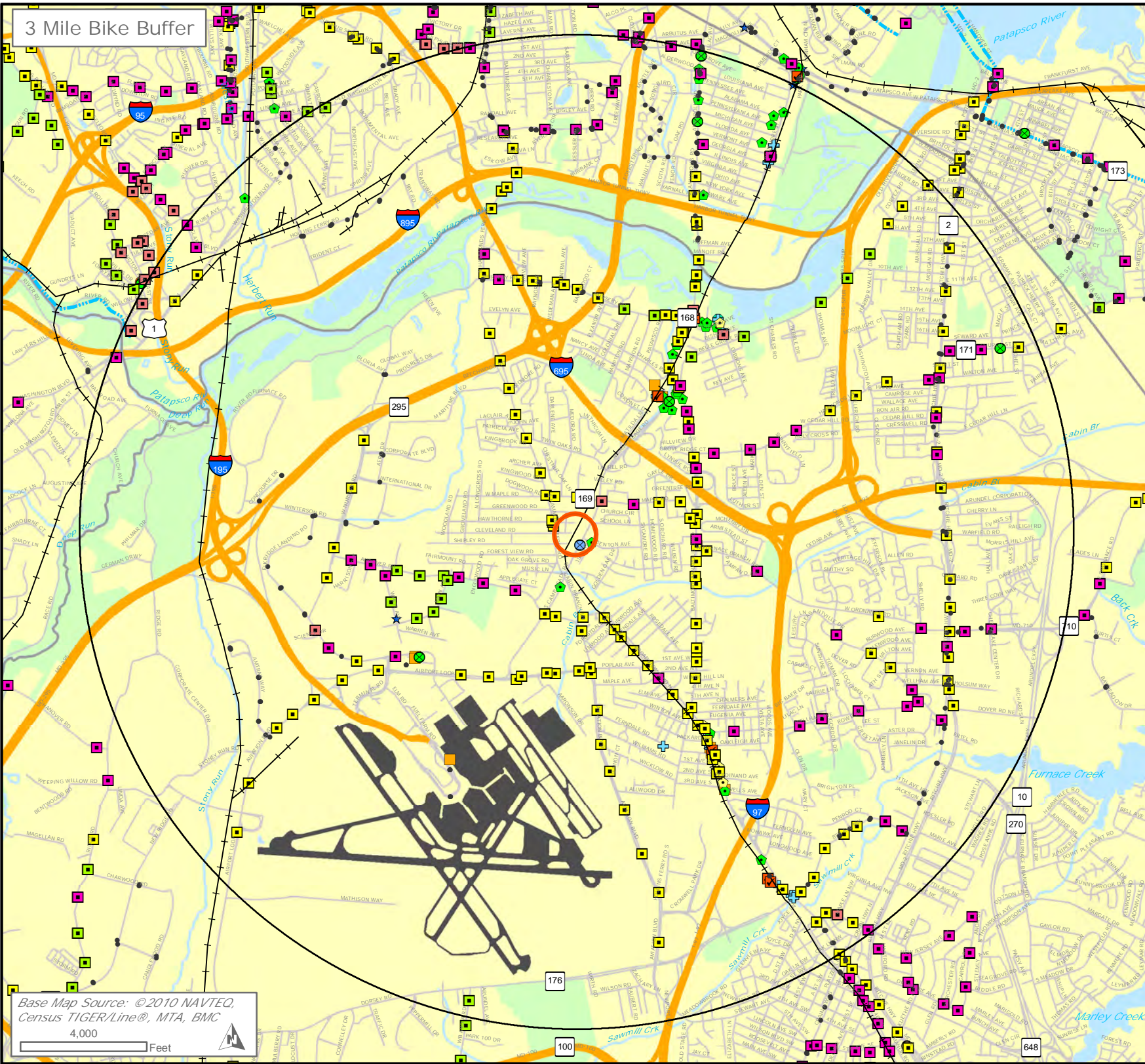
PEDESTRIAN DEFICIENCIES

- A few short segments of missing sidewalk should be provided.
- Wayfinding signage is recommended on Camp Meade Road.

BIKE ROUTE DEFICIENCIES

- To support shoulder use along MD 170 from 10th Ave to 6th Avenue bicycle signage is recommended.
- Restriping, signing and marking are recommended for MD 170 from 6th to Potee to support shared use lanes.
- Bicycle signage, and some marking is recommended for segments of MD 171, Route 2 and MD 648.

For more detailed information refer to the project database.



### Legend

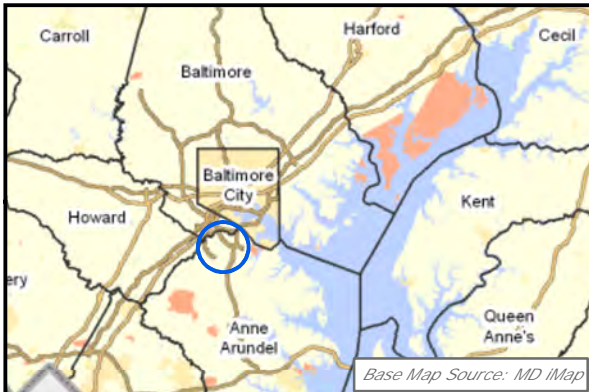
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- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- ⊗ Directional Signing at Station Missing
- Bike Signing Missing
- ⬮ Sidewalk Damaged
- ⬮ Sidewalk Segment Missing
- ⊕ Crosswalk Deficient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

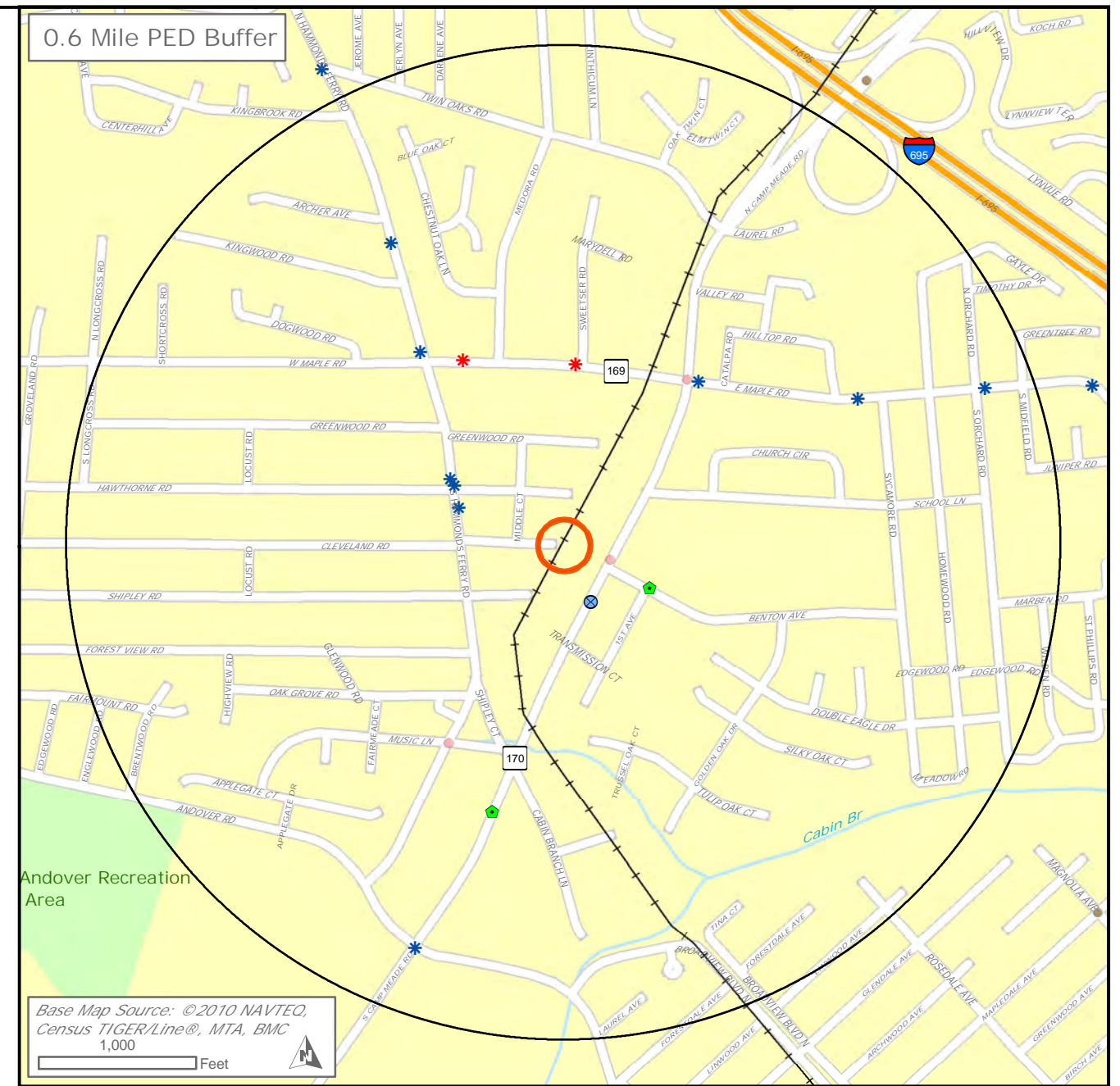
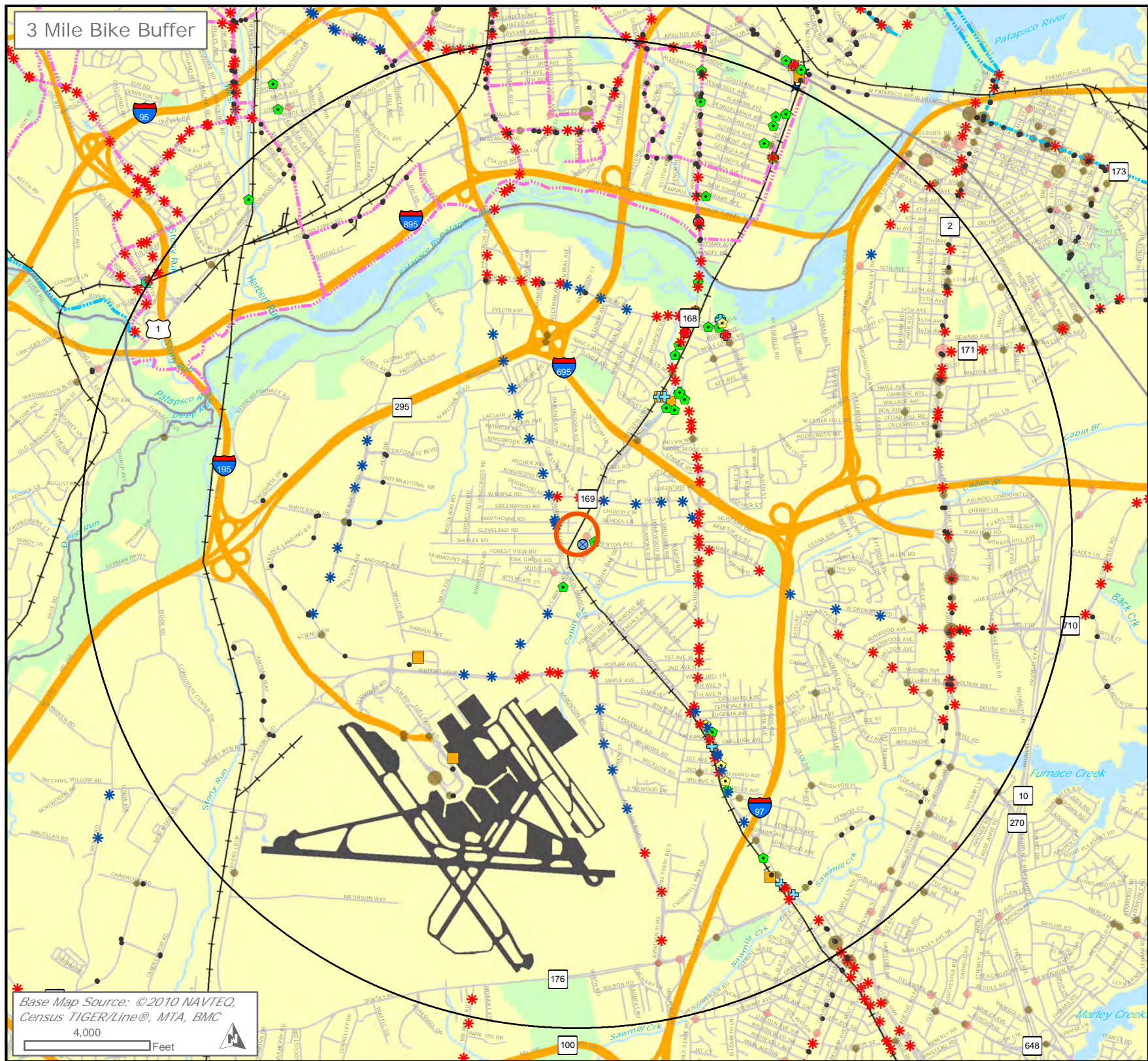
Existing Conditions

Station: Linthicum

Rail Line: Light Rail

Jun 20, 2011





## Recommended Improvements

Station: Linthicum  
Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS

LINTHICUM - LRT

Station No. 35

Linthicum LRT		Anne Arundel County		200 Hawthorne Rd.					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BENTON AVE.	300' SOUTH OF S.CAMP MEADE ROAD	300' SOUTH OF S.CAMP MEADE ROAD	COUNTY	INSTALL 20'X5' OF SIDEWALK		
			N. CAMP MEADE ROAD	ANDOVER ROAD	ANDOVER ROAD	CABIN BRANCH LANE	STATE	INSTALL 760'X5' OF SIDEWALK	
	DIRECTIONAL SIGNING STATION MISSING		N CAMP MEADE RD.				STATE	INSTALL A LIGHT RAIL SIGN TO DIRECT MOTORISTS TO LIGHT RAIL STATION	
BIKE	WIDE LANE		MD 648	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.056818
			WEST MAPLE ROAD	N CAMP MEADE RD	N CAMP MEADE RD	S HAMMONDS FERRY RD	STATE	ROUTE, SIGNING, MARKING	0.159091
	SHOULDER		EAST MAPLE ROAD	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	CATALPA RD	STATE	ROUTE, DRAINAGE	0.157197
			EAST MAPLE ROAD					ROUTE, SIGNING	0.157197
			HAMMONDS FERRY ROAD	OLD HAMMONDS FERRY ROAD	OLD HAMMONDS FERRY ROAD	SOUTH HAMMONDS FERRY ROAD	COUNTY	ROUTE, SIGNING	0.072822
			HAMMONDS FERRY ROAD					ROUTE, SIGNING	0.145644

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$249,555		Anne Arundel County	\$249,555	State Roads/Stations	\$216,125
		Baltimore City	\$0	County Roads	\$33,430
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

RAIL LINE: Light Rail

STATION PROFILE: Ferndale

CHARACTER:

This is a walk-up station adjacent to the roadway and across from a residential and small commercial area. A fire house is located to the north of the station. Ferndale is classified as a revitalization area in the BWI/Linthicum Small Area Plan. The area is not designated for transit oriented development or mixed use.

LAND USE CONTEXT:

The Ferndale Light Rail station is located in an area classified as Residential Medium Density land use. The station is small in scale and intended to serve the immediate environs.

Year 2000 Population within 3 mile radius -	62,048
Weekday Station Ridership	119
Saturday Station Ridership:	73
Transit Connections:	None

PARKING:

No parking is provided. There is a sign advising customers not to park their vehicles at the station.

PEDESTRIAN ENVIRONMENT:

The station is a walk up station and the surrounding area is accommodating to pedestrians.

BICYCLING ENVIRONMENT:

The roadways are able to support bicycle improvements but they are not currently in place. Websites are regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

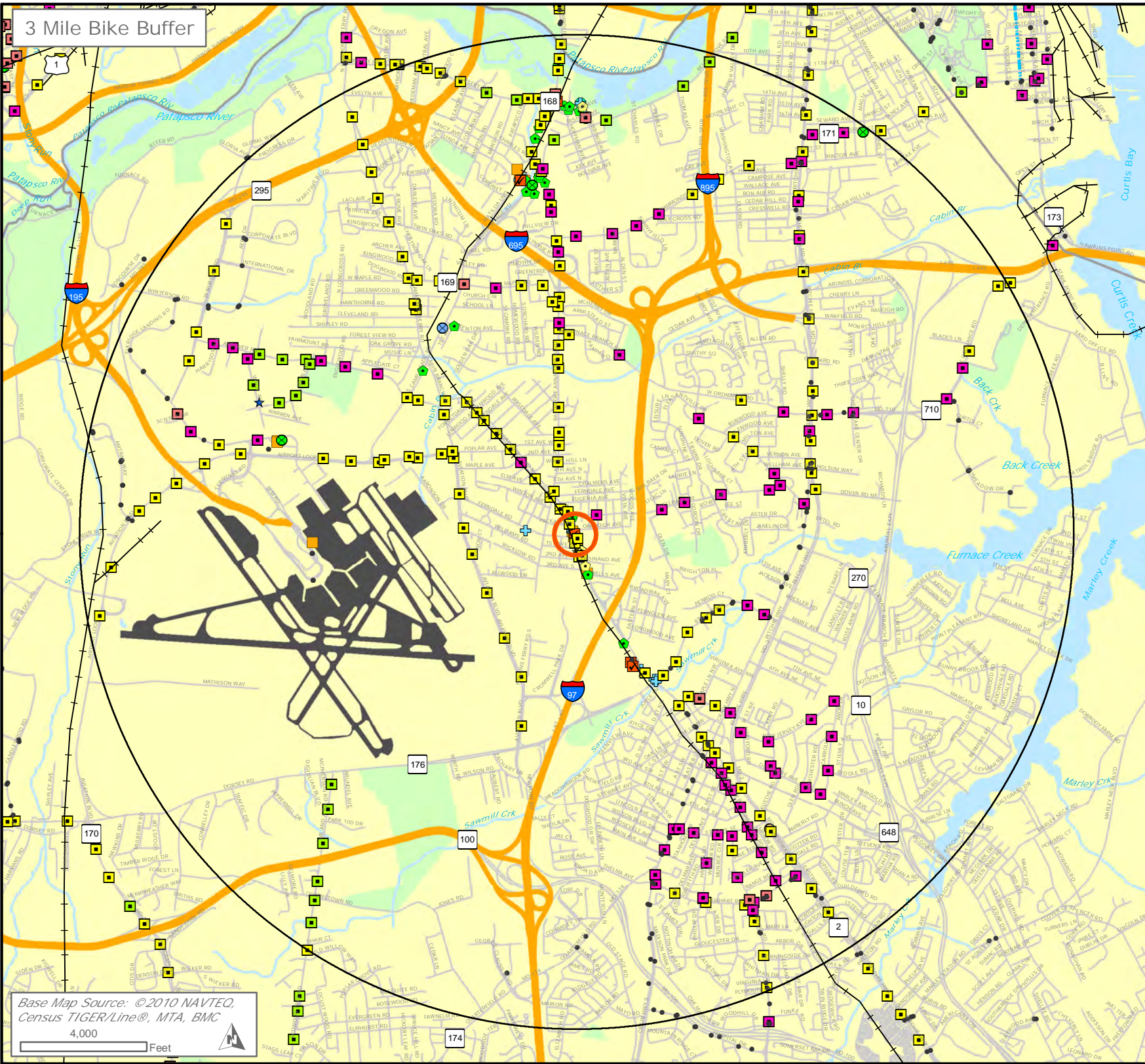
PEDESTRIAN DEFICIENCIES

- There are segments of missing or damaged sidewalk along B&A Boulevard that should be replaced. A tree also needs to be removed along B&A Boulevard.

Bike Route Deficiencies

- Bicycle signage and marking is needed to support shoulder use along MD 648 and MD 710.
- Share the Road signage and marking is recommended to accommodate shared use lanes along several roads including: Broadview Boulevard, MD 2; and West Furnace Branch Road.

For more details refer to the project database.

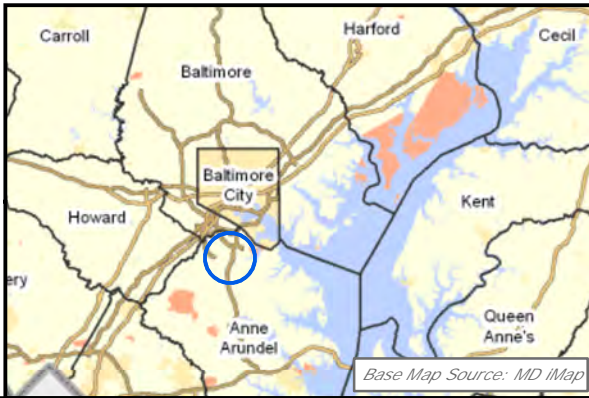


Existing Conditions

Station: Ferndale

Rail Line: Light Rail

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: Ferndale  
Rail Line: Light Rail

Jun 20, 2011



## Legend

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

RECOMMENDED IMPROVEMENTS

FERNDALE - LRT

Station No. 44

Ferndale LRT		Anne Arundel County		10 Broadview Rd.					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD	1ST AVENUE SOUTH	2ND AVENUE SOUTH	STATE	INSTALL 10'X5' OF SIDEWALK		
	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD	WELLS AVE.	EASTERN ROAD	STATE	INSTALL 0.5 MILESX5' OF NEW SIDEWALK		
	SIDEWALK SEGMENT MISSING		WELHAM AVE.	N BROADVIEW ROAD	BALTIMORE AVE	STATE	INSTALL 1100'X5' OF SIDEWALK		
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	270' SOUTH OF EUGENIA AVENUE		STATE	REPLACE 150'X4' OF SIDEWALK		
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	DRIVEWAY	DRIVEWAY	STATE	REPLACE 80'X4' OF SIDEWALK		
	SIDEWALK DAMAGED		BALTIMOTE ANNAPOLIS BLVD.	80' SOUTH OF FERDINAND AVENUE		STATE	REMOVE TREE, REPLACE 20'X4' OF SIDEWALK		
	CROSSWALK MISSING		N BROADVIEW BLVD.			COUNTY	INSTALL 210' XWALK,2-PED XING SIGNS,30' SB,2-ADPSI		
	CROSSWALK MISSING	BALTIMORE ANNAPOLIS BLVD. AND WELLHAM AVE.				COUNTY	INSTALL 140' CROSSWALK ON THE E LEG		
BIKE	WIDE LANE		BROADVIEW BOULEVARD NORTH	ELM AVENUE	ELM AVENUE	3RD AVENUE S	COUNTY	ROUTE, SIGNING, MARKING	0.124053
	WIDE LANE		BROADVIEW BOULEVARD SOUTH	ELM AVENUE	ELM AVENUE	3RD AVENUE S	COUNTY	ROUTE, SIGNING, MARKING	0.124053
	WIDE LANE		MD 2	DOVER RD NE	DOVER RD NE	BELLE GROVE RD	STATE	ROUTE, SIGNING	0.158144
	WIDE LANE		MD 648	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.106061
	WIDE LANE		MD 710	I-97	I-97	BALTIMORE ANNAPOLIS BLVD	COUNTY	ROUTE, SIGNING, MARKING	0.298295
	WIDE LANE		MD 710	PENNINGTON AVE	PENNINGTON AVE	SHELLY RD	COUNTY	SIGNING, MARKING	0.24053
	WIDE LANE		MD 710	PENNINGTON AVE	PENNINGTON AVE	SHELLY RD	STATE	ROUTE, SIGNING	0.24053
	WIDE LANE		MD 710	PENNINGTON AVE	PENNINGTON AVE	SHELLY RD	STATE	ROUTE, SIGNING, MARKING	0.24053
	WIDE LANE		WEST FURNACE BRANCH ROAD	CRAIN HWY N	CRAIN HWY N	W ORDNANCE RD	COUNTY	ROUTE, SIGNING, MARKING	0.204545
	SHOULDER		MD 648	ORCHARD ROAD	ORCHARD ROAD	EASTERN STREET	STATE	ROUTE, SIGNING	0.141098
	SHOULDER		MD 710	SHELLY RD	SHELLY RD	I-97	COUNTY	ROUTE, SIGNING	0.248106
	SHOULDER		MD 710	SHELLY RD	SHELLY RD	I-97	COUNTY	SIGNING	0.248106
			Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility			
		\$1,199,835	Anne Arundel County	\$1,199,835	State Roads/Stations		\$997,850		
			Baltimore City	\$0	County Roads		\$201,990		
			Baltimore County	\$0	City Roads		\$0		
			Harford County	\$0					
			Howard County	\$0					
			Prince George's County	\$0					

RAIL LINE: Light Rail

STATION PROFILE: Cromwell/Glen Burnie

CHARACTER:

This terminal station is surrounded by industrial and commercial uses. An MTA Light Rail Vehicle Maintenance facility is located immediately behind the station. A shopping center is situated directly across the street from the station. The County Plan considers the area under-utilized and indicates that the station area presents an opportunity for more efficient and productive land uses.

MDOT identifies this station as a Joint Development Opportunity. No plans currently exist for joint development but the county has intent for redevelopment.

LAND USE CONTEXT:

The station is located in an area classified as Industrial and Government Institution land uses. A 2004 Small Area Plan for Glen Burnie presents a concept for a transit neighborhood as the area is redeveloped

Year 2000 Population within 3 mile radius -	73,755
Weekday Station Ridership	1,380
Saturday Station Ridership:	876
Transit Connections:	MTA Bus Route 14 Connect a Ride J Route

PARKING:

There are 795 spaces provided in a surface lot. Occupancy of 19% was observed.

An opportunity may exist for shared parking at this station. Consideration could be given to shared parking arrangements with nearby businesses or airport related services.

PEDESTRIAN ENVIRONMENT:

Baltimore Annapolis Boulevard is a busy road and has a sidewalk only on one side on a small stretch of road adjacent to the station. Even though there are signalized pedestrian crossings at both station entrances, there is no connecting sidewalk on the other side of the road. People arriving and leaving the rail station were observed crossing the Boulevard mid-block which is not recommended. Improvements are needed to pedestrian circulation within the station parking lot and driveways. Where a pedestrian path enters the station from the north and crosses the busy access road, a clearly marked pedestrian path was absent. Also a painted crosswalk is missing where ramps lead from the station to the parking lot. The sidewalk on B&A Boulevard to the south of the station terminates at 8th Avenue.

Sidewalks are lacking on Eastern Rd which is the main connection to the station from the residential neighborhood on the north. Similarly, there is no sidewalk on Central Avenue which connects a residential community on the south to the station.

BICYCLING ENVIRONMENT:

The existing bike racks are not highly visible. Bicycle lockers are provided but are underutilized. The roadways are able to support bicycle improvements but they are not currently in place. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	8
Number of Bicycle Crashes within 3 miles	33

HIGHLIGHTS FROM FINDINGS

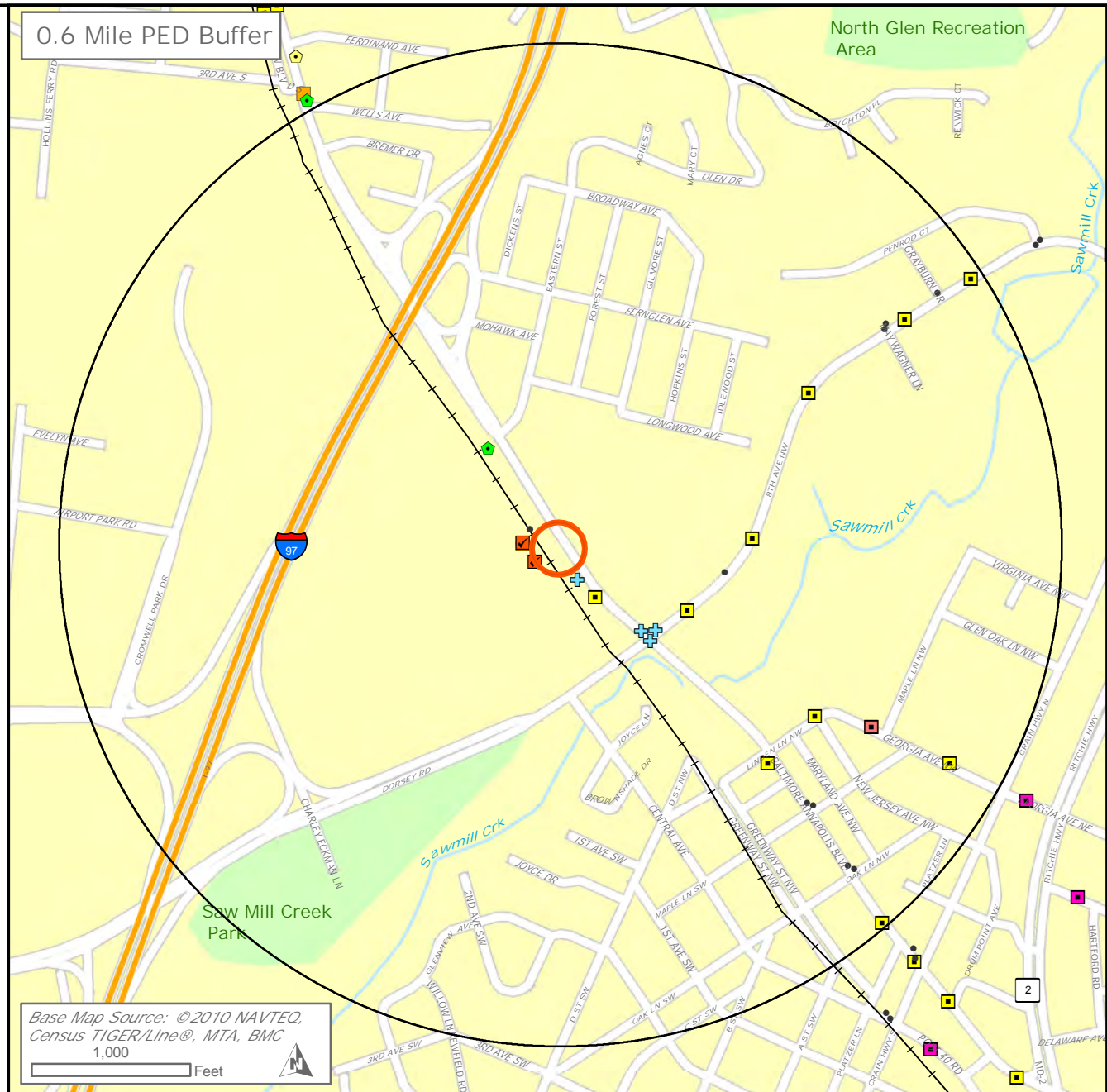
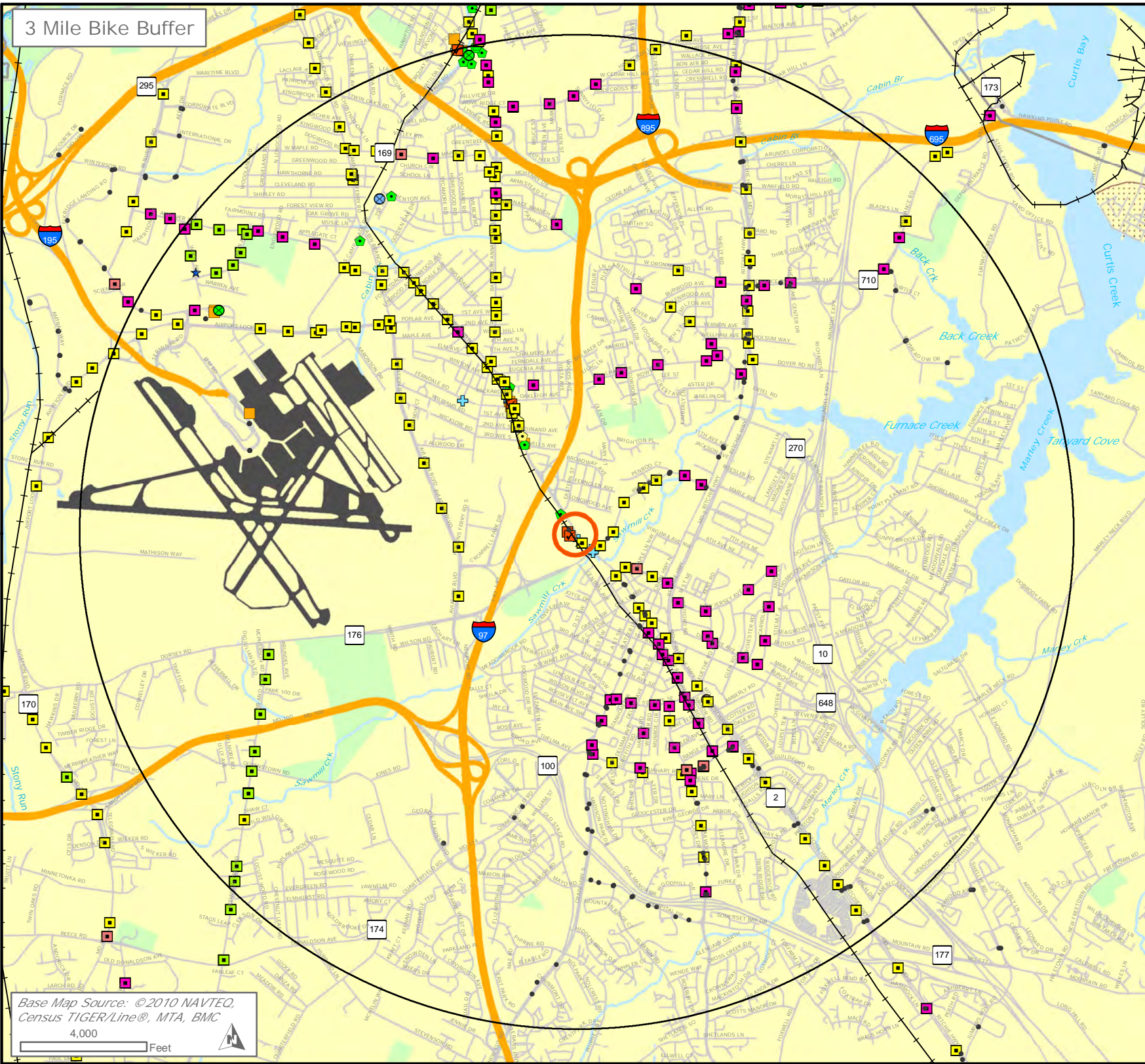
PEDESTRIAN DEFICIENCIES

- Missing sidewalks, crosswalks and pedestrian crossing signs should be provided in the vicinity of the station to help prevent crashes.
- Pedestrian pathways /crosswalks are needed within the station site to create safe areas for pedestrians.
- A pedestrian signal and crosswalk is recommended for the intersection of B&A Boulevard and Dorsey Road.

BIKE ROUTE DEFICIENCIES

- Bicycle signage is recommended to support shoulder use of MD 162 and Ritchie Highway.
- To support shared use lanes on Aquahart, Greenway, MD 176 and MD 3 bicycle signage and marking is recommended. This may help reduce crashes.

For more detail refer to the project database.



## Legend

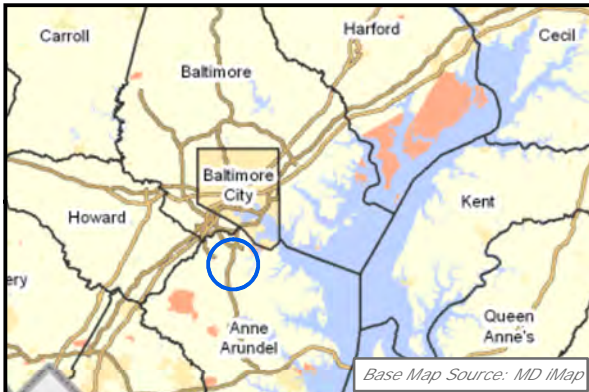
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- Bicycle Rack Missing
- Rail Line
- Existing Bicycle Route

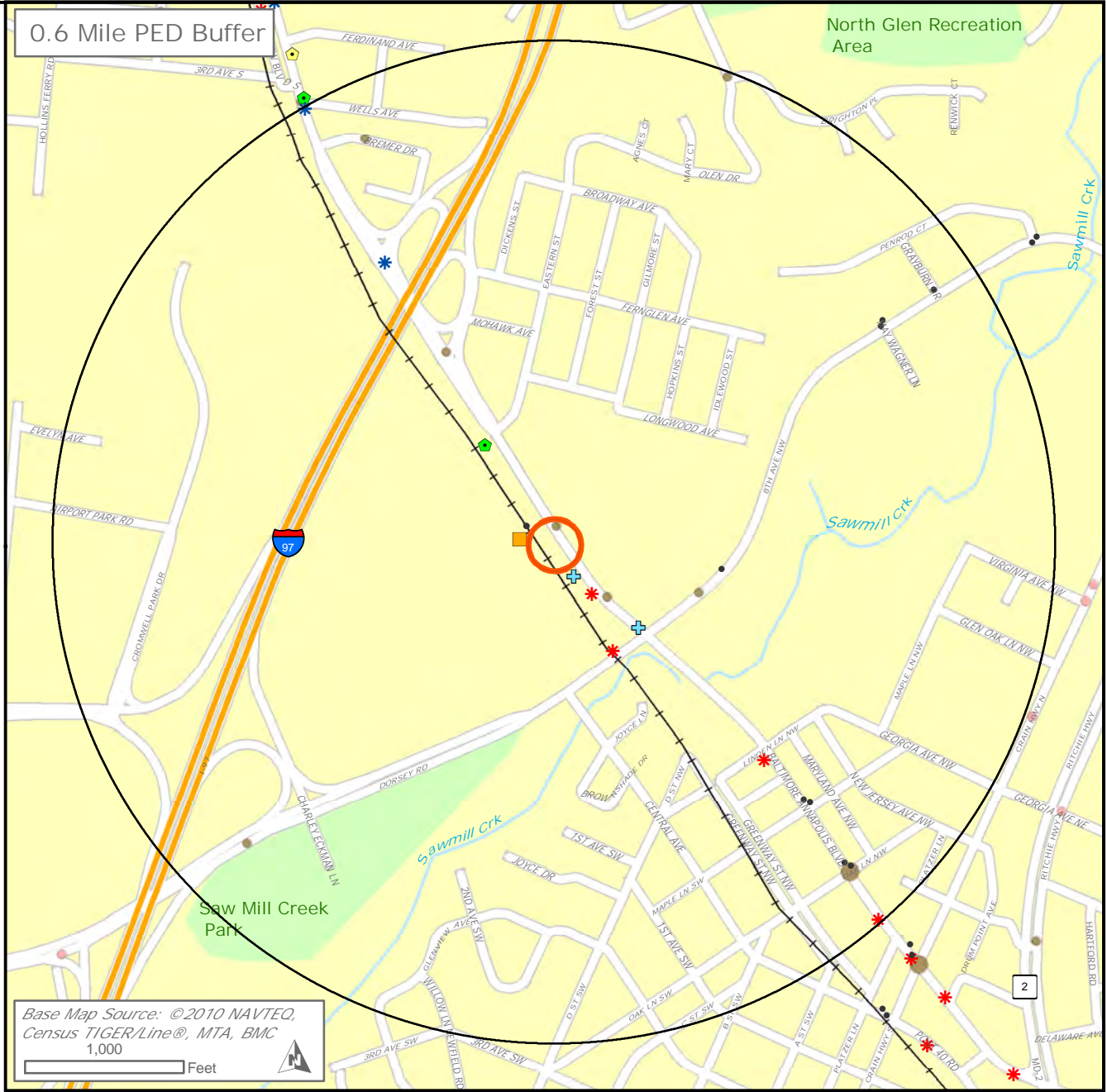
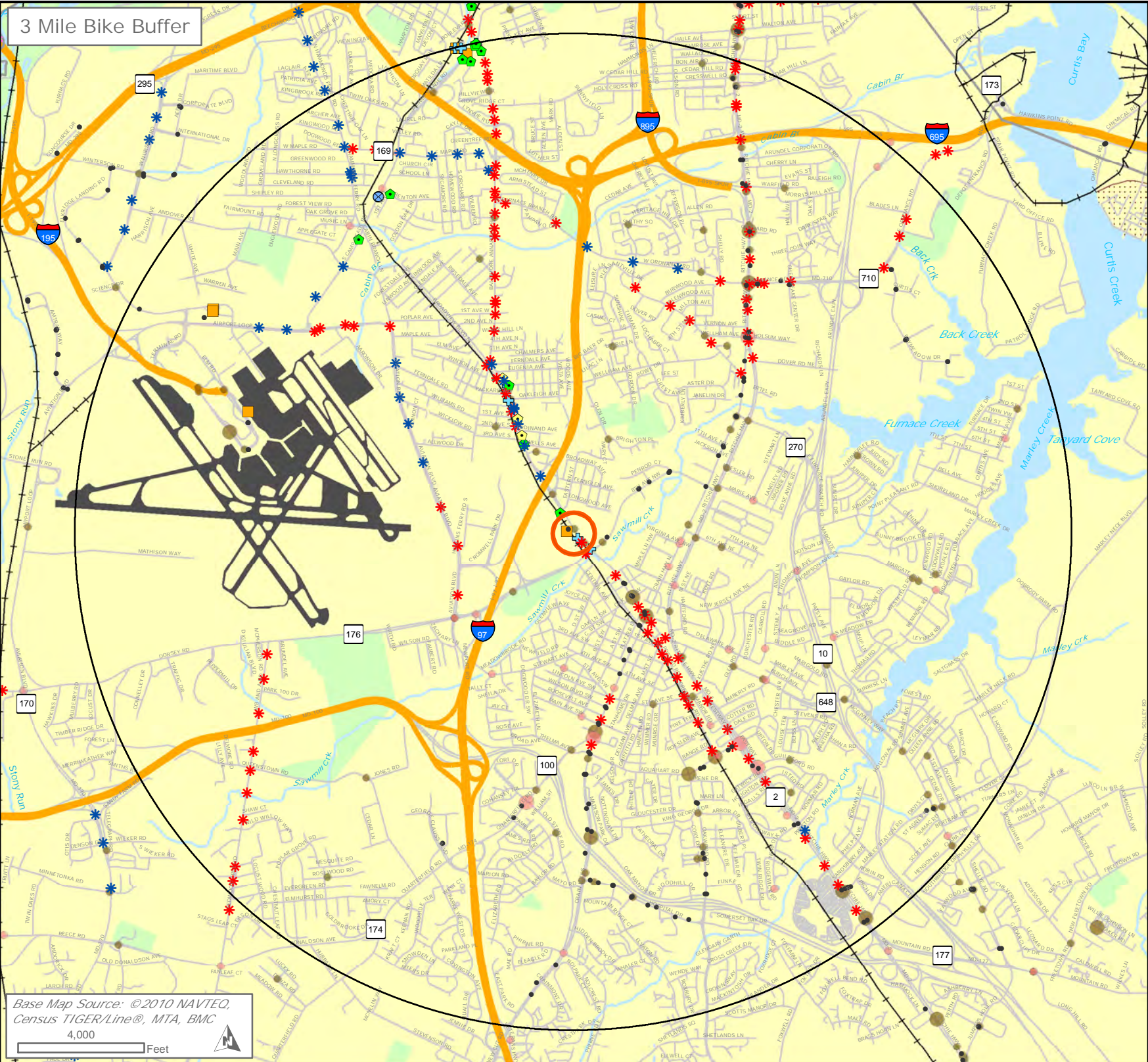
Existing Conditions

Station: Cromwell / Glen Burnie

Rail Line: Light Rail

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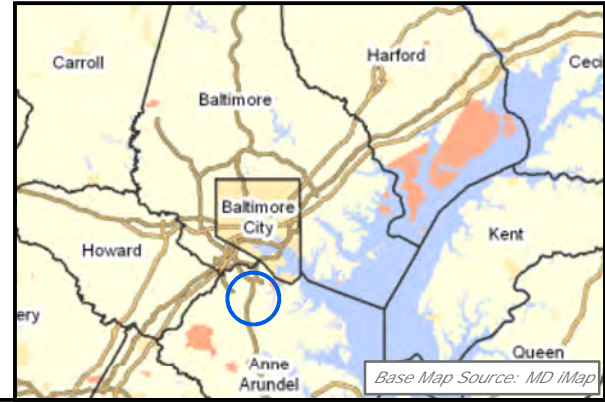


Recommended Improvements

Station: Cromwell / Glen Burnie

Rail Line: Light Rail

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

CROMWELL/GLEN BURNIE - LRT

Station No. 45

Cromwell/Glen Burnie LRT		Anne Arundel County		7350 Baltimore Annapolis Rd.				
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD	EASTERN ROAD	MD 97	STATE	INSTALL 2800'X5' OF NEW SIDEWALK	
	PEDESTRIAN CROSSING MISSING		AT CORNWELL/GLEN BURNIE STATION			0 STATE	INSTALL 180' CROSSWALK, 2-CURB RAMPS, 2-PED CROSSING SIGNS AT THE PARKING LOT	
	CROSSWALK MISSING		AT CORNWELL/GLEN BURNIE STATION			0 STATE	INSTALL 1000' FENCE ALONG SIDE SHOPPING CENTER	
	CROSSWALK MISSING	BALTIMORE ANNAPOLIS ROAD AND DORSEY ROAD				0 STATE	INSTALL PED SIGNALS ON N,S AND E LEG	
BIKE	WIDE LANE		AQUAHART ROAD	MD 2	GREENWAY ROAD SE	COUNTY	ROUTE, SIGNING, MARKING	0.14678
	WIDE LANE		GREENWAY ROAD SE	AQUAHART RD	CRAIN HWY S	COUNTY	ROUTE, SIGNING, MARKING	0.104167
	WIDE LANE		MD 162	DORSEY RD	6936 AVIATION BOULEVARD	STATE	ROUTE, SIGNING, MARKING	0.24053
	WIDE LANE		MD 176	AVIATION BLVD	MAGELLAN RD	STATE	ROUTE, SIGNING, MARKING	0.179924
	WIDE LANE		MD 3	AQUAHART RD	5TH AVE SE	STATE	ROUTE, SIGNING, MARKING	0.123106
	WIDE LANE		MD 648	EASTERN STREET	MD 2	STATE	ROUTE, SIGNING, MARKING	0.17803
	WIDE LANE		RITCHIE HIGHWAY	BALTIMORE ANNAPOLIS BLVD	AMERICANA CIR	STATE	ROUTE, SIGNING	0.166667
	WIDE LANE		WB AND A ROAD	STAGS LEAP COURT	DORSEY ROAD	COUNTY	ROUTE, RESTRIPIING, SIGNING, MARKING	0.171875
	SHOULDER		MD 162	6936 AVIATION BOULEVARD	MAPLE AVE	STATE	ROUTE, SIGNING	0.265152
	SHOULDER		RITCHIE HIGHWAY	BALTIMORE ANNAPOLIS BLVD	AMERICANA CIR	STATE	ROUTE, SIGNING	0.166667

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$1,550,075		Anne Arundel County	\$1,550,075	State Roads/Stations	\$914,260
		Baltimore City	\$0	County Roads	\$635,815
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

RAIL LINE: Light Rail

STATION PROFILE: BWI Business District

CHARACTER:

The station is located just north of the BWI airport at the junction of Elkridge Landing Road and Aviation Boulevard making it accessible to the BWI business park employees and the highway network. The area is developed with industrial and commercial uses including hotels, offices and restaurants.

LAND USE CONTEXT:

The station is located in an area classified as Industrial and Government Institution land uses. The BWI/Linthicum Small Area Plan does not propose to changes to this area.

Year 2000 Population within 3 mile radius -	37,038
Weekday Station Ridership	262
Saturday Station Ridership:	164
Transit Connections:	MTA Bus Route 17 Howard Transit Silver Line WMATA B30

PARKING:

There are 36 spaces provided and a58% occupancy was observed  
This parking lot is also utilized by people destined to Ravens home games.

PEDESTRIAN ENVIRONMENT:

The station is accessible by foot however it is isolated from areas that might generate pedestrian traffic, other than nearby employers.

BICYCLING ENVIRONMENT:

The BWI hiker/biker trail makes a loop around the entire airport and provides a connection to the B&A Trail. There is a proposed county hiker biker loop trail extending north from this area. Roadways in the area could accommodate bicycle facilities.  
Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	0
Number of Bicycle Crashes within 3 miles	0

HIGHLIGHTS FROM FINDINGS

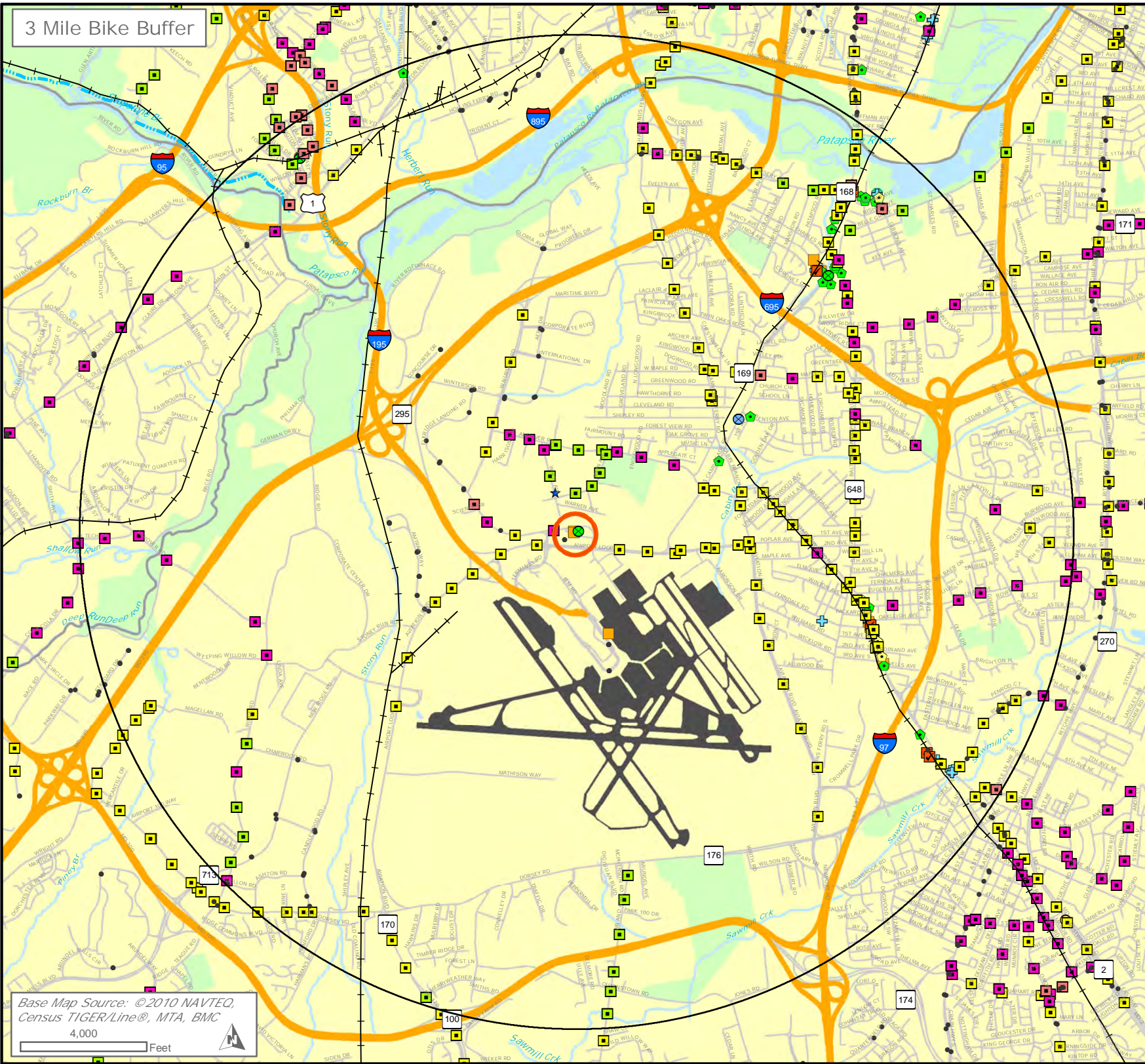
PEDESTRIAN DEFICIENCIES

- A designated pedestrian path with crosswalks is recommended within the station parking area.

BIKE ROUTE DEFICIENCIES

- To support shoulder use, signage and marking are recommended for segments of Nursery Road, MD 170 and MD 162.

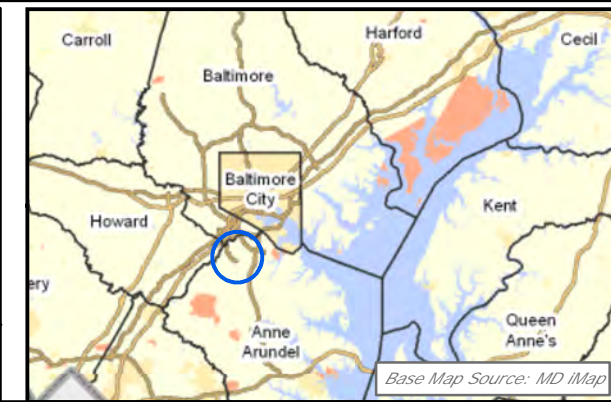
For more details refer to the project database.



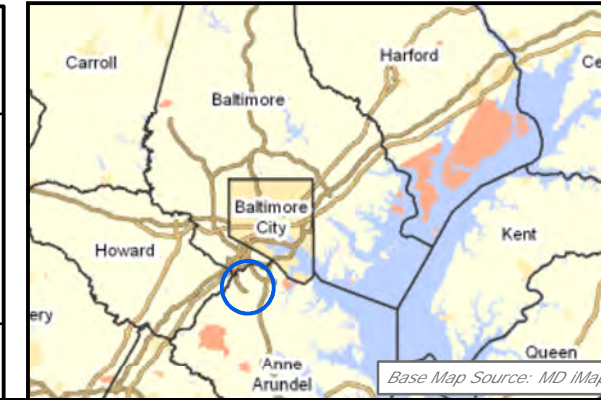
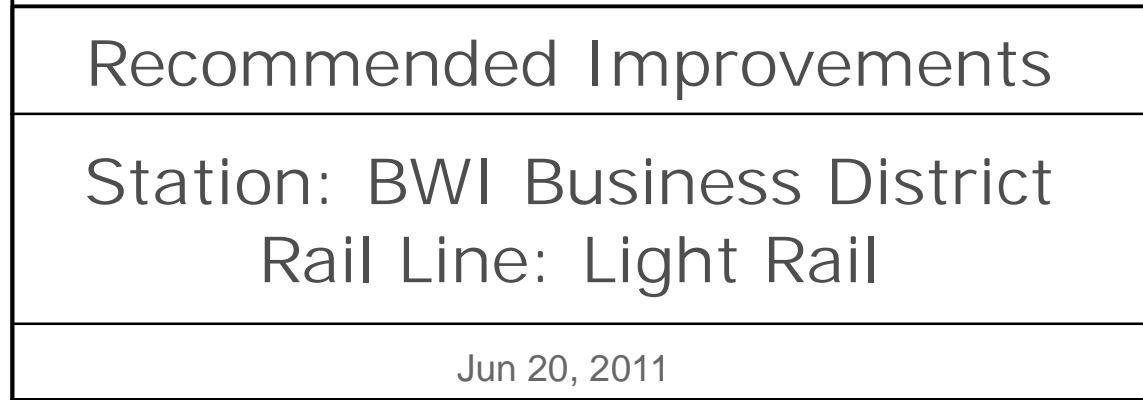
Existing Conditions

Station: BWI Business District  
Rail Line: Light Rail

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



- 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

BWI BUSINESS DISTRICT - LRT

Station No. 46

BWI Business District LRT		Anne Arundel County	678 Elkridge Landing Rd.					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		AT BWI BUSINESS DISTRICT			STATE	INSTALL 2-PED XING SIGNS FROM PARKING TO PLATFORM	
			AT BWI BUSINESS DISTRICT				INSTALL 2-PED XING SIGNS IN THE PARKING LOT	
BIKE	WIDE LANE		MD 162	MAPLE AVE	S CAMP MEADE RD	STATE	ROUTE, SIGNING, MARKING	0.113636
	SHOULDER		MD 162	6936 AVIATION BOULEVARD	MAPLE AVE	STATE	ROUTE, SIGNING	0.265152
			MD 170	AVIATION BLVD	ANDOVER ROAD	STATE	ROUTE, SIGNING	0.229167
			MD 170	ELKRIDGE LANDING ROAD	AVIATION BOULEVARD	STATE	ROUTE, SIGNING	0.229167
			NURSERY ROAD	ELKRIDGE LANDING RD	RIVER RD	COUNTY	SIGNING	0.30303

Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
	Anne Arundel County	\$113,040		
	Baltimore City	\$0	State Roads/Stations	\$82,970
	Baltimore County	\$0	County Roads	\$30,075
	Harford County	\$0	City Roads	\$0
	Howard County	\$0		
	Prince George's County	\$0		

RAIL LINE: Light Rail

STATION PROFILE: BWI Thurgood Marshall Airport

CHARACTER:

The station is located on the lower level of BWI Thurgood Marshall Airport terminal. The area is built out as an International Airport. No TOD plans exist as the airport is already a multi modal terminal.

LAND USE CONTEXT:

The BWI Marshall Airport Light Rail station is located in an area classified as Government Institution land use. The BWI Linthicum Small Area Plan exists for the surrounding business and residential communities.

Year 2000 Population within 3 mile radius -	41,909
Weekday Station Ridership	1,273
Saturday Station Ridership:	803
Transit Connections:	MTA Route 17 Howard Transit Silver, WMATA B30, Annapolis Transit C60, UMBC shuttle, Bayrunner Shuttle, hotel shuttles.

PARKING:

No parking is provided exclusively for light rail. Both short and long term parking areas are provided at the airport.

PEDESTRIAN ENVIRONMENT:

The station is accessible by foot from the terminal. The airport terminal is very busy with people arriving and departing the airport, airport employees and merchants.

BICYCLING ENVIRONMENT:

The BWI Loop Trail nearby provides bicycle access to the surrounding areas. Due to the high volume of car and bus traffic at the terminal it is not a desirable place for bicyclists to ride. The BWI Loop Trail connects to the B&A Trail which extends to Annapolis. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes 2007-2009	6
Number of Bicycle Crashes 2007-2009	1

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

- Pedestrian crossing signs are recommended from the airport parking facility to the LRT station.
- Wayfinding signage could be improved for people seeking the station location from within the parking facility.

BIKE ROUTE DEFICIENCIES

- Bicycling to the airport terminal or the light rail station therein is not advisable. Bicyclists can reach the BWI Business District station to access the Light Rail system.

For more details refer to the project database.

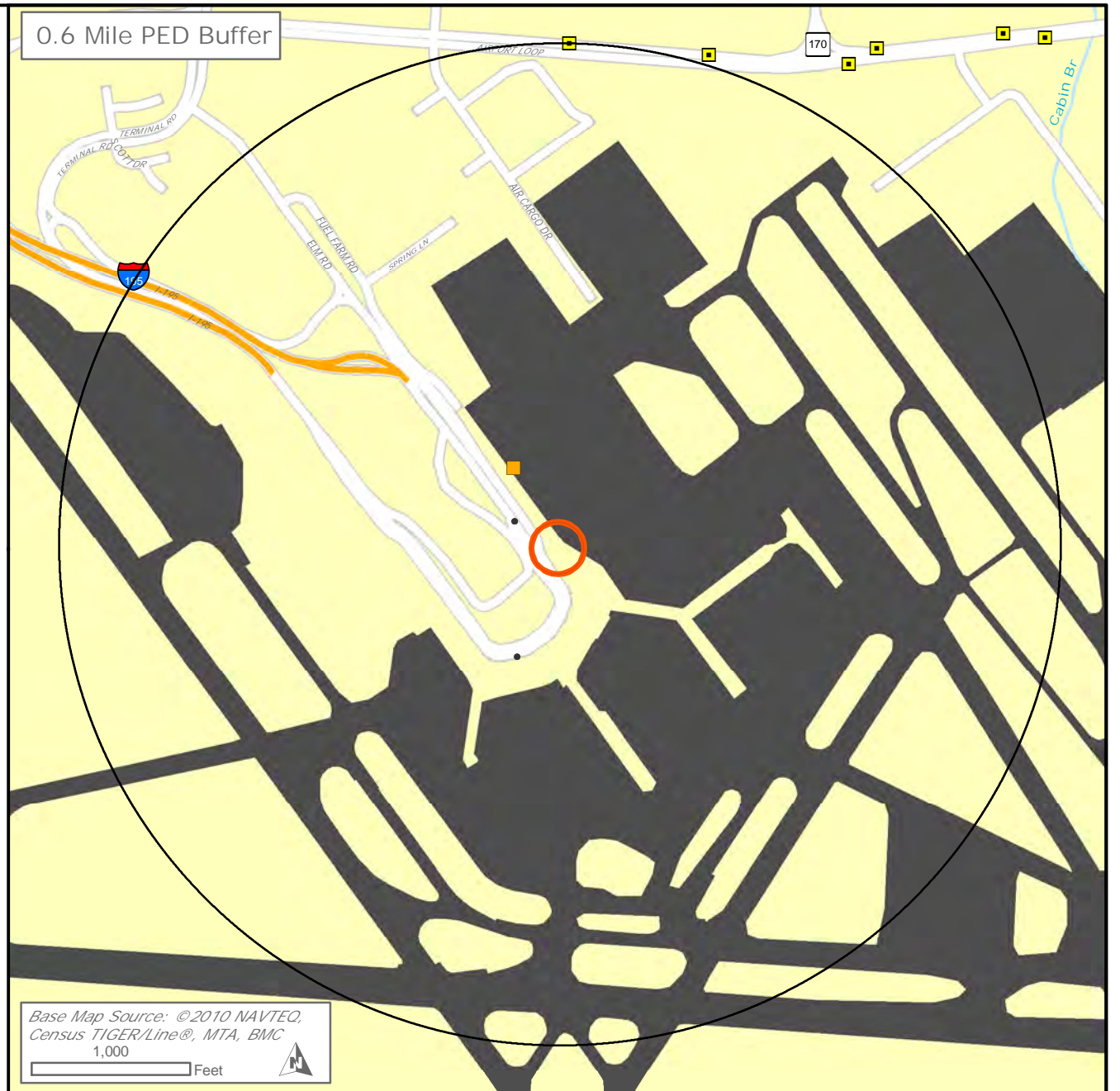
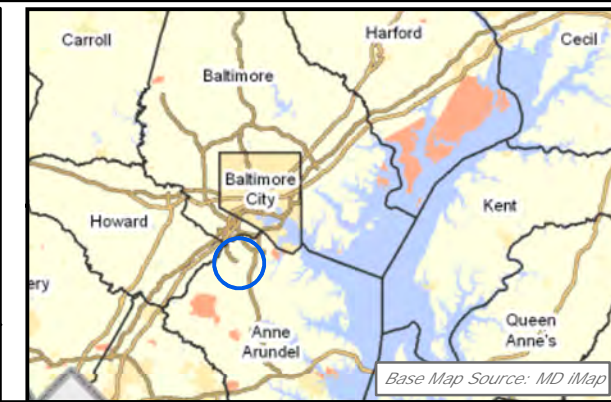


Existing Conditions

Station: BWI Marshall Airport

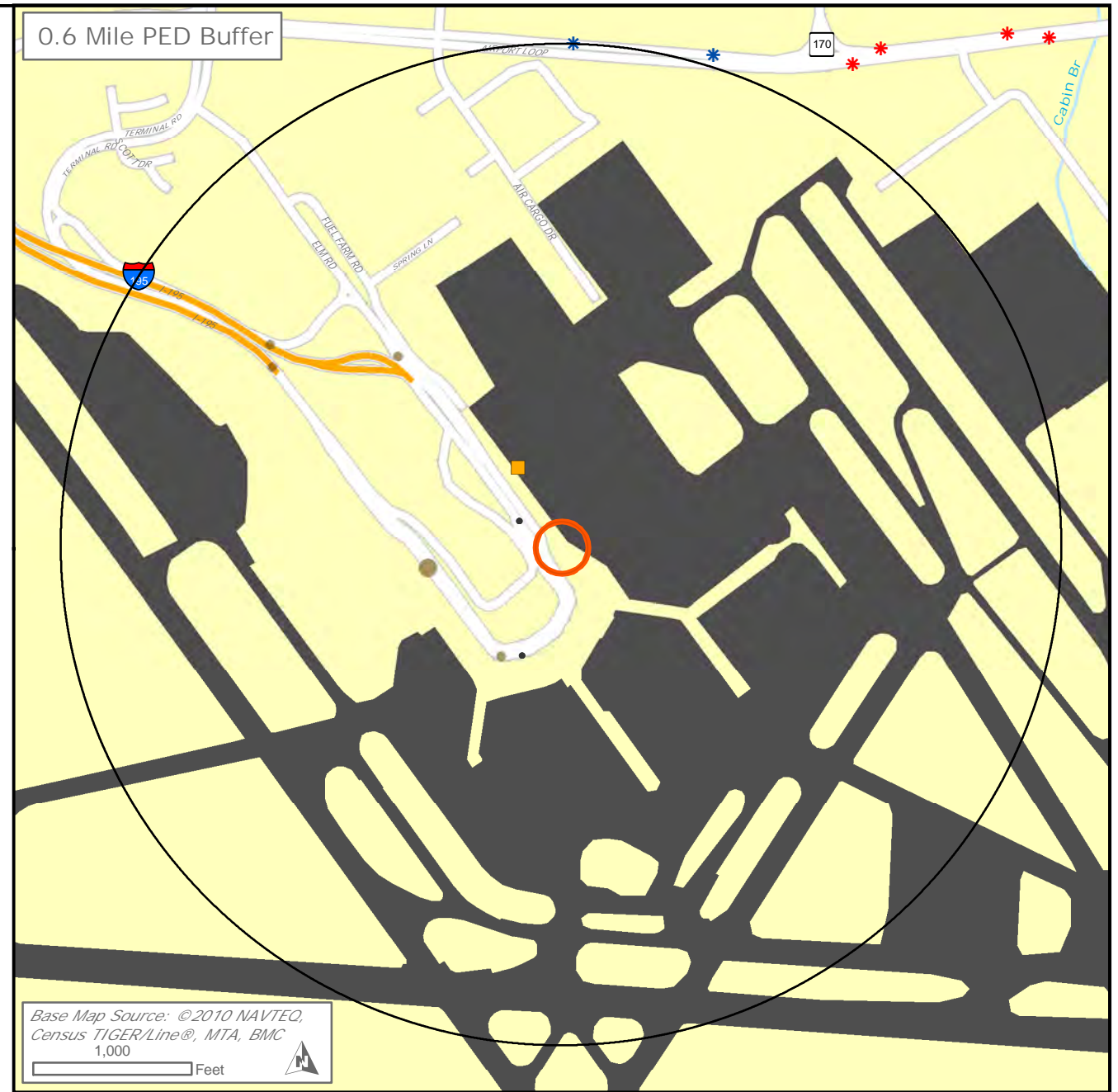
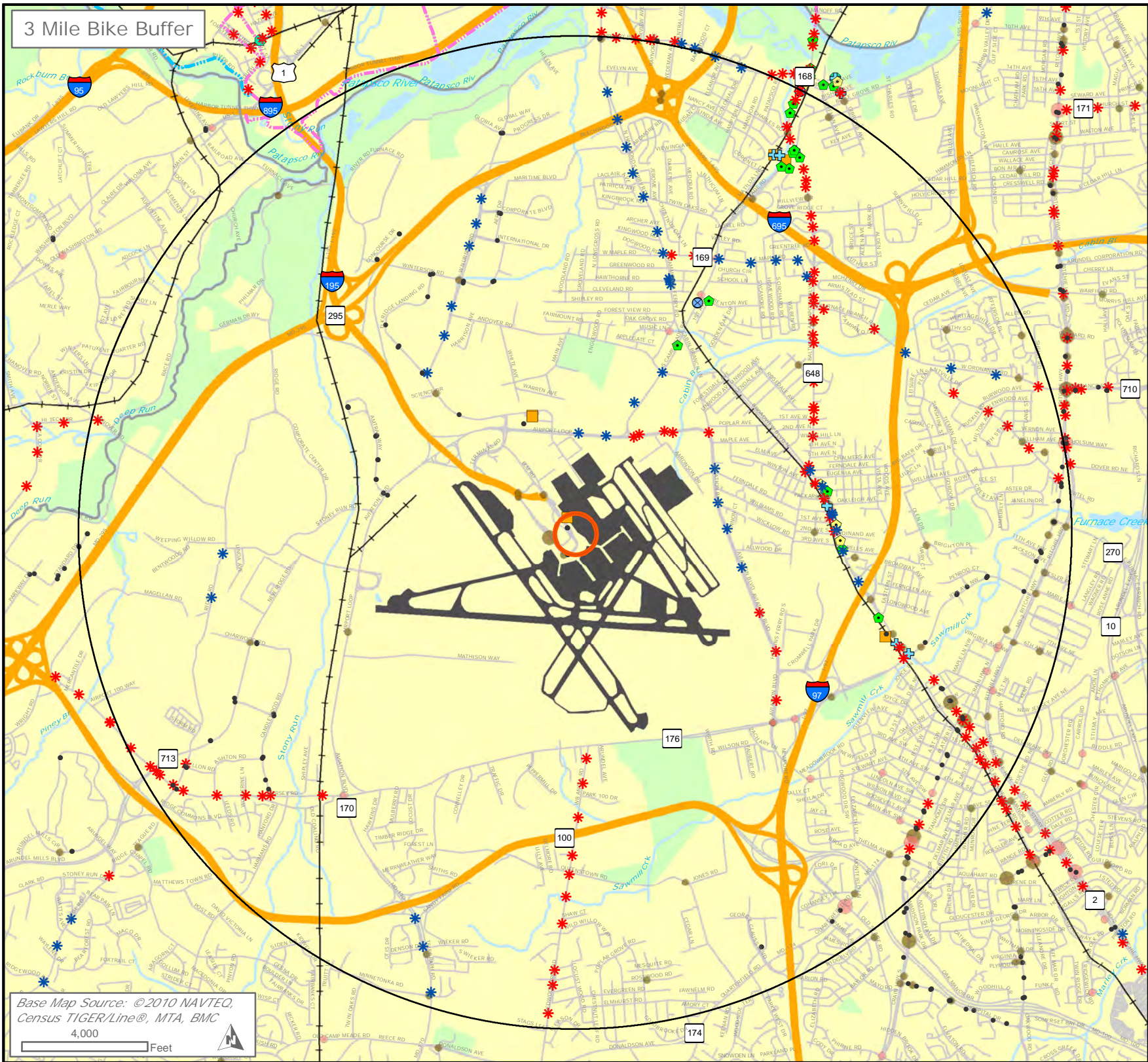
Rail Line: Light Rail

Jun 20, 2011



### Legend

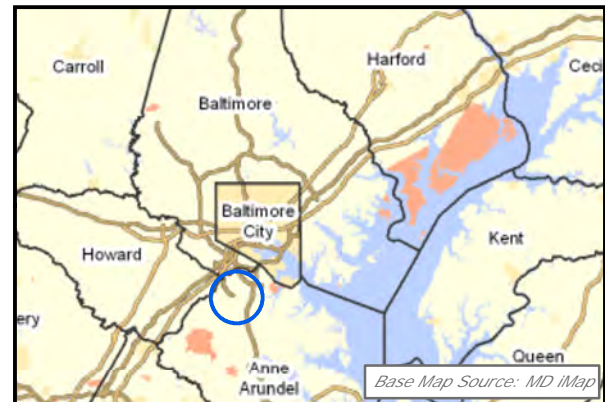
	Train Station		Crosswalk Deficient
	Bus Stop		Curb Ramp Missing
	Parallel Drainage Grate		Desire Line Present
	Wide Outside Lane Missing		Lighting Deficient
	Paved Shoulder Missing		Pedestrian Crossing Deficient
	Marked Bike Lane Missing		Bicycle Storage Not Visible
	Directional Signing at Station Missing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



## Recommended Improvements

Station: BWI Marshall Airport  
Rail Line: Light Rail

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

BWI MARSHALL AIRPORT - LRT

Station No. 47

BWI Marshall Airport LRT		Anne Arundel County	International Pier BWI					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		AT BWI MARSHALL AIRPORT			STATE	INSTALL 2- PED XING SIGNS FROM PARKING TO PLATFORM	

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$1,980		Anne Arundel County	\$0	State Roads/Stations	\$1,980
		Baltimore City	\$1,980	County Roads	\$0
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		