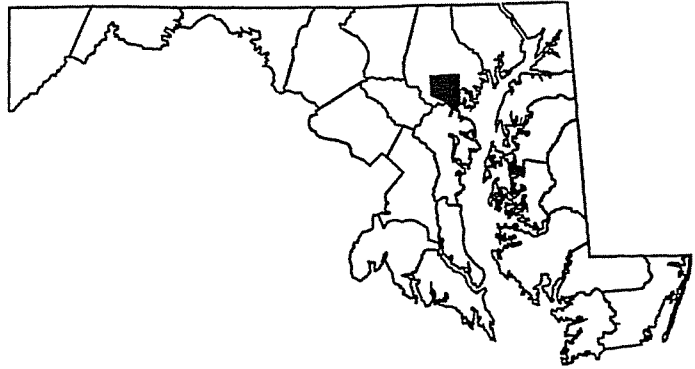


## Baltimore City

Baltimore City, the most populated city in Maryland, is served by three rail transit systems - the Baltimore Metro, the Baltimore Light Rail Line, and the Maryland Rail Commuter Service (MARC).



Baltimore Metro begins in northwest Baltimore County and travels southeast to Baltimore City for a total length of 15

miles. The system serves eleven stations in the City - Reisterstown Plaza, Rogers Avenue, West Cold Spring, Mondawmin, Penn North, Upton, State Center, Lexington Market, Charles Center, Shot Tower/Market Place, and Johns Hopkins Hospital.

The Baltimore Light Rail Line starts in Baltimore County and travels south through Baltimore City into Anne Arundel County for a total length of 22.5 miles. The system currently serves 13 stations in Baltimore City - Mt. Washington, Cold Spring Lane, Woodberry, North Avenue, UB/Mt. Royal, Cultural Center, Centre Street, Lexington Market, University Center/Baltimore St., Pratt Street, Camden Yards, Westport, and Cherry Hill. The Penn Station extension, opening in the summer of 1997, will add 0.34 miles and one new city station at Penn Station. An additional CLRL station is planned at Hamburg Street to serve the football stadium currently under construction.

The MARC Camden and Penn commuter rail lines serve the Baltimore-Washington region and Baltimore City. The Camden Line starts at Camden Station in Downtown Baltimore City. The Penn Line serves Penn Station and the West Baltimore Station.

This transit system offers excellent opportunity for the residents of Baltimore City to travel throughout the Baltimore and Washington regions. The system increases opportunity for employment and provides convenient access to employment, cultural, retail, and health centers.

The major destination in Baltimore City is the Central Business District. Other attractions include the Cultural District, which includes the Meyerhoff Symphony Hall and the Lyric Opera House, accessible from the Cultural Center and the University of Baltimore/Mount Royal CLRL stations and State Center Metro. The Inner Harbor is accessible from the Pratt Street, Charles Center and Shot Tower/Market Place Metro stations. Oriole Park at Camden Yards, home of the Baltimore Orioles is accessible from the Camden CLRL station and the Baltimore Arena is accessible from the Charles Center Metro and University Center/Baltimore Street CLRL stations.

Bicycle and pedestrian conditions along access routes to rail transit stations in central Baltimore City are generally the same at each station. Most routes have sidewalks with curb ramps. Crosswalk markings and traffic signals with pedestrian accommodations are prevalent as is street

lighting. Traffic volumes are high and lane widths, roadway conditions and speed limits are consistent. Shoulders are not present and curbside parking is intermittent. Given these conditions, central city stations are considered easily accessible to pedestrians. Traffic conditions in downtown Baltimore make it more compatible for experienced bicyclists.

Each of the central city stations were inventoried. However, due to the consistency of traffic and roadway conditions in downtown Baltimore, the access routes to these stations were not individually inventoried. The downtown rail transit stations are listed in the table below in bold type.

### Baltimore City Rail Transit Service

| Rail Transit System               | Stations                             |
|-----------------------------------|--------------------------------------|
| Baltimore Metro                   | Reisterstown Plaza                   |
|                                   | Rogers Avenue                        |
|                                   | West Cold Spring                     |
|                                   | Mondawmin                            |
|                                   | Penn North                           |
|                                   | <b>Upton</b>                         |
|                                   | <b>State Center</b>                  |
|                                   | <b>Lexington Market</b>              |
|                                   | <b>Charles Center</b>                |
|                                   | <b>Shot Tower/Market Place</b>       |
|                                   | <b>Johns Hopkins Hospital</b>        |
| Baltimore Central Light Rail Line | Mount Washington                     |
|                                   | Cold Spring Lane                     |
|                                   | Woodberry                            |
|                                   | North Avenue                         |
|                                   | <b>Penn Station</b>                  |
|                                   | <b>Univ. Baltimore/Mount Royal</b>   |
|                                   | <b>Cultural Center</b>               |
|                                   | <b>Centre Street</b>                 |
|                                   | <b>Lexington Market</b>              |
|                                   | <b>Univ. Center/Baltimore Street</b> |
|                                   | <b>Pratt Street</b>                  |
|                                   | <b>Camden Yard</b>                   |
|                                   | <b>Hamburg Street</b>                |
|                                   | Westport                             |
| Cherry Hill                       |                                      |
| MARC Penn Line                    | <b>Penn Station</b>                  |
|                                   | <b>West Baltimore</b>                |
| MARC Camden Line                  | <b>Camden Yard</b>                   |

The local advisory group for Baltimore City was represented by the City of Baltimore Department of Planning.

For more information about Baltimore City facilities please contact:

Baltimore City, Department of Planning  
Ms. Beth Stromen  
417 East Fayette Street, 8<sup>th</sup> Floor  
Baltimore, MD 21202-3416  
410-396-8360

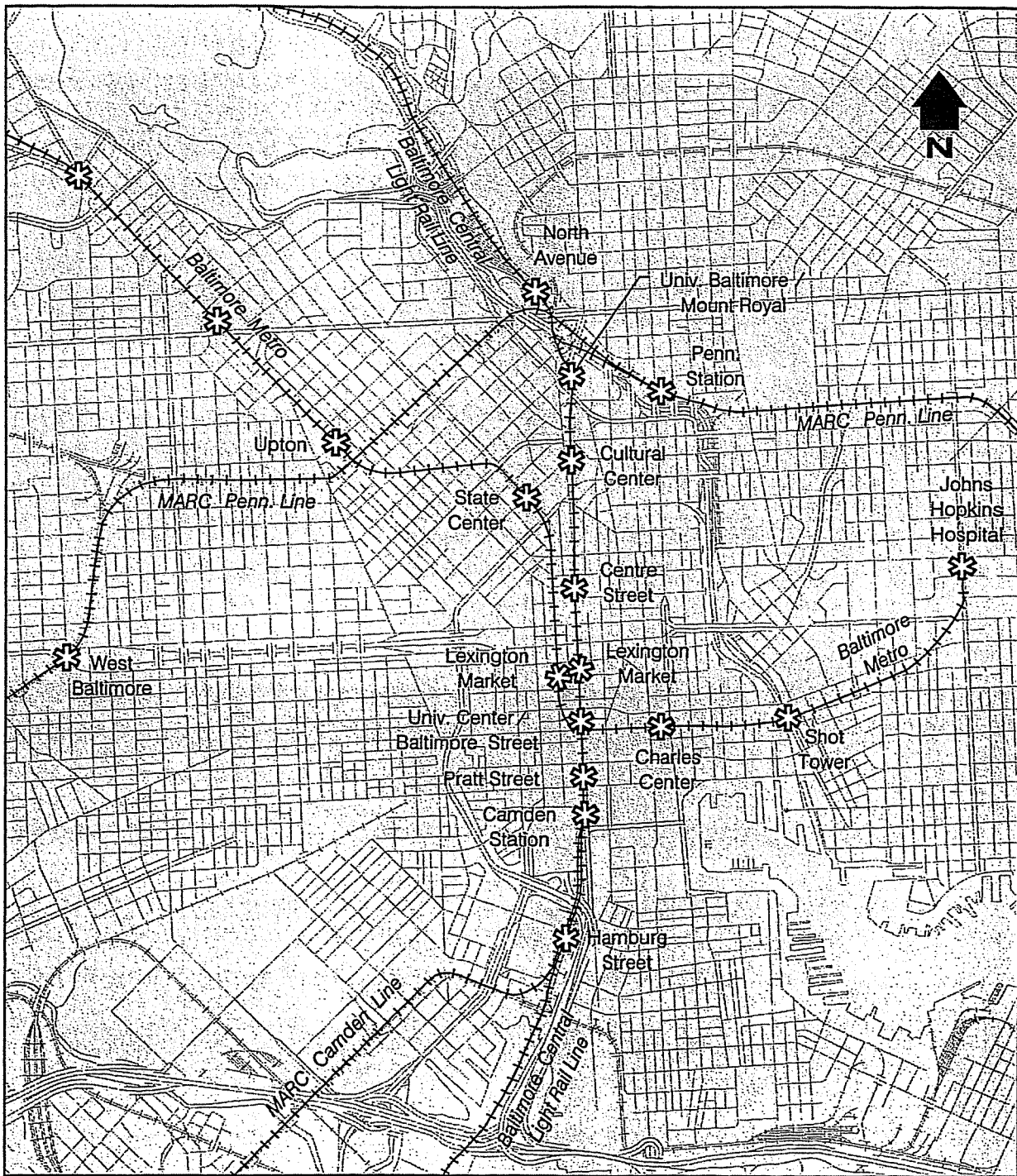
Baltimore City, Department of Public Works  
Mr. Frank Murphy  
417 East Fayette Street, Room 561  
Baltimore, MD 21202-3416  
410-396-6855

Governor's Bicycle Advisory Committee  
Mr. Harvey Muller, Bicycle Coordinator  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21203  
800-252-8776  
410-545-5656

For information regarding transit services please contact:

|  |                |
|--|----------------|
| MTA Transit Information                                  | 1-410-539-5000 |
| Toll Free  | 1-800-543-9809 |
| TTY/TDD for people who are<br>hearing or speech impaired | 1-410-539-3497 |
| MARC Information, Toll Free                              | 1-800-325-RAIL |



# Baltimore City Stations Baltimore City Rail Transit Service



0 1500 3000 6000

Scale: 1" = 3000 Feet

Base map source: MD State Highway Administration, Grid Map Series.

| LEGEND  |                   |
|---|-------------------|
|  | Rail Stations     |
|  | Rail Transit Line |

## Reisterstown Plaza Station Baltimore Metro

The Reisterstown Plaza Metro station is located on Wabash Ave. near Patterson Ave. adjacent to the Reisterstown Plaza on Reisterstown Rd. in Baltimore City, MD. There is a total of 691 parking spaces at this station.

### Station

The Reisterstown Plaza station served an average of 2,156 passengers each weekday in 1996. There are 20 bicycle lockers and no bike racks available at this station. Partial sidewalks and curb ramps are present. There are no crosswalk markings at the station. An informal pathway was identified between Wabash Ave. and the northern parking lot. A second pathway was seen along the former entry drive. This station is designed to be accessible to mobility impaired passengers. This station is directly adjacent to the Reisterstown Plaza, a regional shopping plaza. MTA received a grant from the Federal Transit Administration (FTA) Sustainable Communities program for development of a day-care center and police substation at the Reisterstown Plaza Metro station to further serve transit patrons. These facilities will open in the fall of 1997. This station is well lit.

### Reisterstown Plaza Station Survey Data

| Inventory Item  | Data   |         |
|-----------------|--|---------|
| Sidewalks       | Partial  |         |
| Curb Ramps      | Partial  |         |
| Crosswalks      | None   |         |
| Lighting        | Yes  |         |
| Bicycle Storage | 20 Lockers   | 0 Racks |
| Informal Paths  | <ul style="list-style-type: none"> <li>• Path from Wabash Avenue to northern parking lot</li> <li>• Path along former entry drive</li> </ul> |         |

### Vicinity Population

The Reisterstown Plaza station is located in a well established community in northwest Baltimore City. In addition to the plaza, there are numerous office complexes, residential development and the Seton Business Park. The area around the station is part of an Urban Renewal Area. According to the 1990 US Census of Population and Housing, the population in the vicinity of the station is approximately 110,325 residents.

### Inventory

The findings along the access routes surveyed are described below. Five miles of roadway are included in the pedestrian access inventory. Sidewalks and locations of accidents involving pedestrians on these routes are shown on the Pedestrian Access map. Thirteen miles of roadway

are included in the bicycle access inventory. The compatibility rating for bicycling and locations of accidents involving bicyclists are shown on the Bicycle Access map. The Bicycle and Pedestrian Route Access Data table provides the data from the access routes survey. The table is laid out with the route name and to/from information in the middle columns with the bicycle related information to the left and the pedestrian related information to the right. This was done to allow the map to be viewed along side the related data.

### **Pedestrian Access**

Pedestrian access routes inventoried are shown on the Pedestrian Access map. Sidewalks are present on the routes immediately adjacent to the station; however, sections of Northern Pkwy. are without any sidewalks. Crosswalk marking are present on Patterson Ave. between Reisterstown Rd. and Wabash Ave. Most of the traffic signals along the pedestrian access routes accommodate pedestrians except for those on Patterson Ave. between Brighton Ave. and Dalton Dr. At least one side of each route surveyed has street lighting.

### **Bicycle Access**

Bicycle access routes inventoried are shown on the Bicycle Access map. The compatibility rating of the bicycle routes, as shown on the map, are based on traffic volumes, speed limits and curb lane widths. Seventy-four percent of the route mileage included in the survey are rated 3 or better, 26 percent is rated 4. No routes surveyed are rated 5, most difficult for bicycling.

Additional items that effect bicycle compatibility were collected in the field survey. These items, while they are not quantified, effect qualitatively a route's compatibility for serving both motorists and bicyclists. Curbside parking is not prevalent in this area and was found mainly on the minor routes. Parallel drainage grates are present on most of the roadways inventoried. Bridges with parapets lower than 54-inches were identified on Clark La. Between Cross Country Blvd. and Baucroft Rd. and on Patterson Ave. between Dalton Dr. and Alter St. None of the roadways narrowed at bridge crossings. All the routes surveyed have street lighting on at least one side of the roadway. There were no designated bicycle routes or lanes in the area.

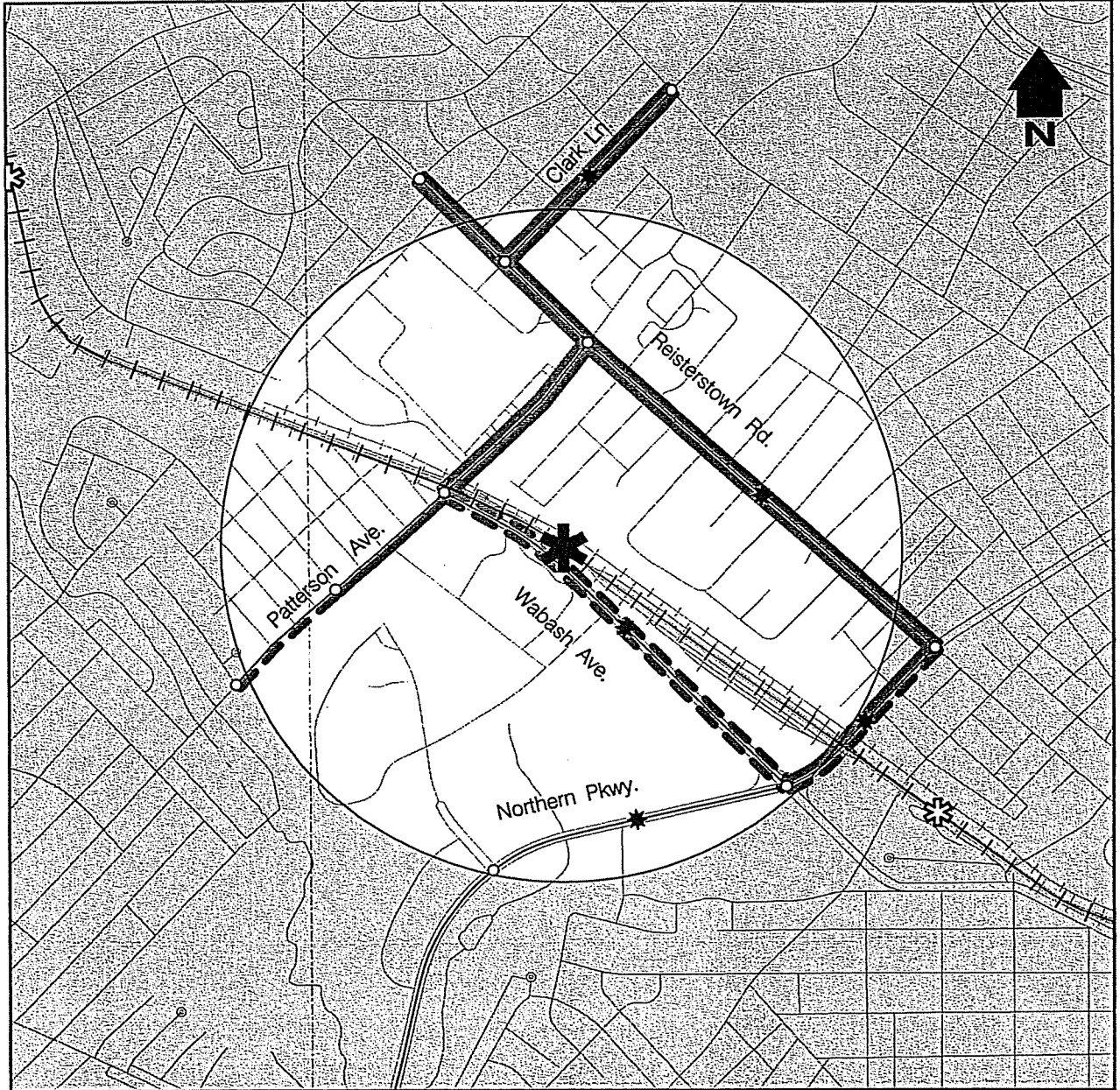
### **Accessibility**

The Metro trains are accessible at the Reisterstown Plaza station in accordance with the American with Disabilities Act (ADA). ADA provisions also includes sidewalks, curb ramps and bridge parapet height. Most of the sidewalks in the pedestrian access area have curb ramps.

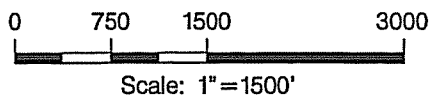
### **Accident Reports**

Accidents reported in the vicinity of this station, between 1994 and 1996, included both accidents involving pedestrians and accidents involving bicyclists. Ten pedestrian accidents were reported during these years along routes surveyed in the pedestrian access area. Nine bicycle accidents were reported during these years along routes surveyed in the bicycle access area. The locations of these accidents are shown on the maps and the number of accidents at each location are presented in the table.

**Reisterstown Plaza Station  
Baltimore Metro Line  
Pedestrian Access Routes**



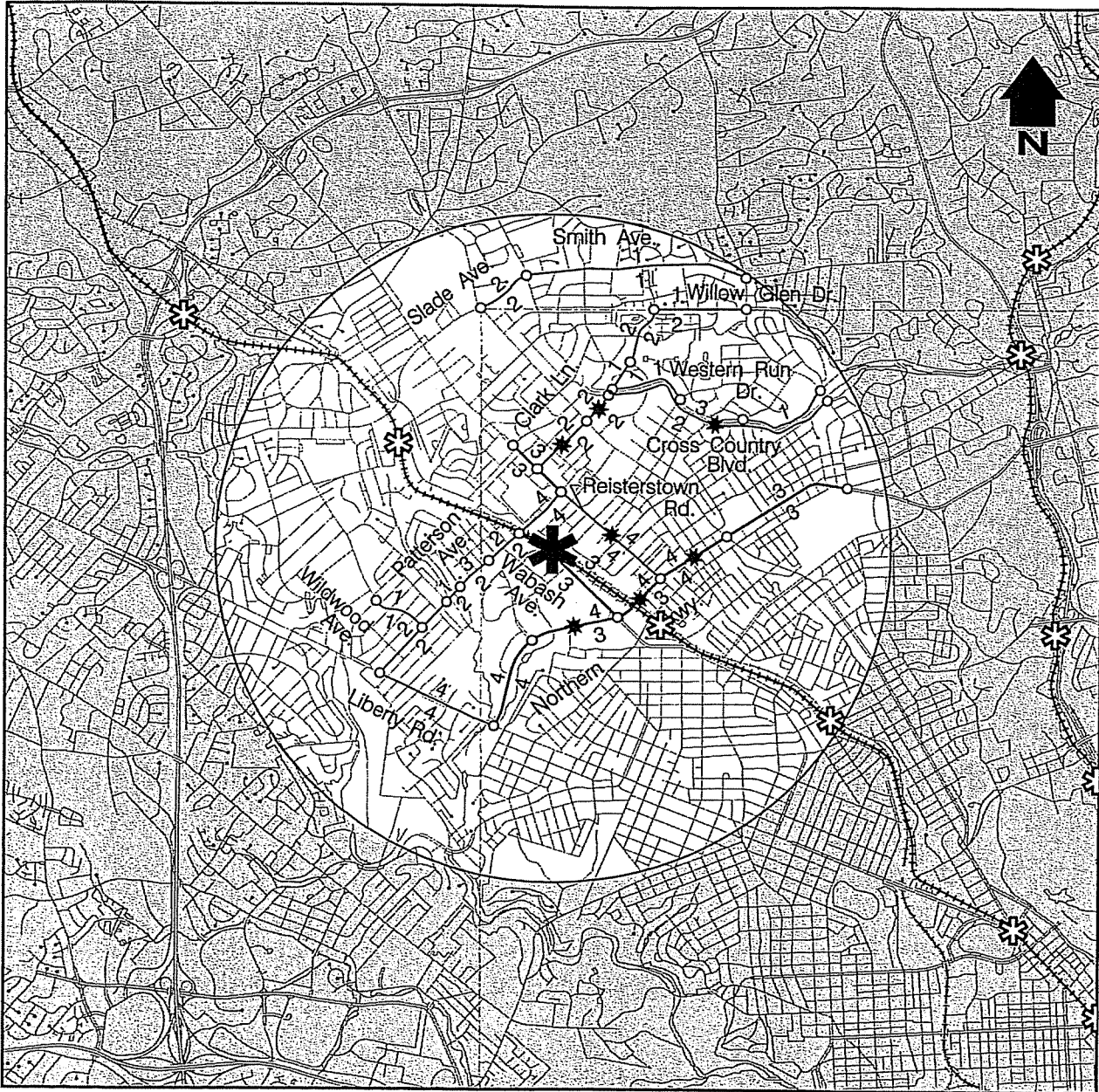
0.6 Mile Radius



Base map source: MD State Highway Administration, Grid Map Series.

| LEGEND |                          |
|--------|--------------------------|
|        | Rail Station             |
|        | Adjacent Rail Station    |
|        | Inventory Route          |
|        | Route Segment End Points |
|        | Rail Transit Line        |
|        | Pedestrian Accidents     |
|        | Sidewalk                 |
|        | Partial Sidewalk         |

**Reisterstown Plaza Station  
Baltimore Metro Line  
Bicycle Access Routes**



2 Mile Radius



Scale: 1" = 1 Mile

Base map source: MD State Highway Administration, Grid Map Series.

| LEGEND |                              |
|--------|------------------------------|
|        | Rail Station                 |
|        | Adjacent Rail Station        |
|        | Inventory Route              |
|        | Route Segment End Points     |
|        | Rail Transit Line            |
|        | Bicycle Compatibility Rating |
|        | Bicycle Accidents            |