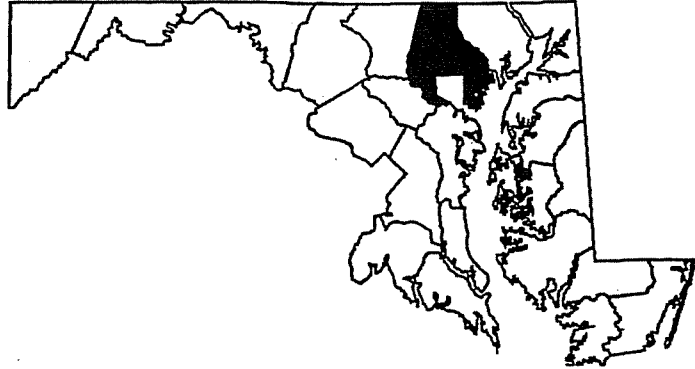


## Baltimore County

Baltimore County, the third most populated county in Maryland, is served by three rail transit systems: the Baltimore Metro, the Baltimore Central Light Rail Line, and the Maryland Rail Commuter Service (MARC).



Baltimore Metro begins in Owings Mills in Baltimore County and travels southeast into Baltimore City for a total length of 15 miles. In Baltimore County, the Metro alignment is located in the median of I-795 and parallel to the CSX Railroad tracks. The system serves three stations in the County - Owings Mills, Old Court, and Milford Mills.

The Baltimore Central Light Rail Line extends from Baltimore County south through Baltimore City into Anne Arundel County for a total length of 22.5 miles. The system currently serves four stations in northern Baltimore County - Timonium, Timonium Business Park, Lutherville, and Falls Rd., and two stations in southwestern Baltimore County - Patapsco Avenue and Baltimore Highlands. The Hunt Valley extension, opening in September of 1997, will add 4.5 miles and five new County stations - Warren Road, Gilroy, McCormick, Pepper Road, and Hunt Valley.

The MARC Camden and Penn commuter rail lines serve the Baltimore/Washington region and Baltimore County. The Camden Line to Union Station in Washington D. C., originates at Camden Station in Downtown Baltimore City and serves the St. Denis Station in southwestern Baltimore County. The Penn Line serves the Martin Airport Station in eastern Baltimore County then passes through Baltimore City and serves the Halethorpe Station in southwestern Baltimore County before terminating at Union Station in Washington, D. C.

These transit systems offer excellent opportunity for the residents of Baltimore County 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.

Baltimore County has excellent parks, trails and greenways for recreational use. The Northern Central Trail can be accessed east of the new Hunt Valley Station, the Falls Road Station is near Robert E. Lee Park and the St. Denis Station is not far from Patapsco Valley State Park. The Owings Mills Town Center and the Hunt Valley Mall are regional shopping malls within walking distance of the Owings Mills Metro and the Hunt Valley CLRL stations respectively. The Timonium CLRL station provides access to the Maryland State Fair Grounds.

## Baltimore County Rail Transit Service

Rail Transit System	Stations
Baltimore Metro	Owings Mills
	Old Court
	Milford Mill
Central Light Rail Line	Hunt Valley
	Pepper Road
	McCormick
	Gilroy
	Warren Road
	Timonium
	Timonium Business District
	Lutherville
	Falls Road
	Patapsco
	Baltimore Highlands
MARC Penn Line	Martin Airport
	Halethorpe
MARC Camden Line	St. Denis

The local advisory group for Baltimore County included representatives from the Baltimore Metropolitan Council (BMC) and Baltimore County Departments of Planning and Parks and Recreation.

For more information about Baltimore County facilities please contact:

Baltimore County Department of Planning  
 Mr. J. Craig Forrest  
 Court Building  
 401 Bosley Avenue  
 Towson, MD 21204  
 410-887-3554

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 hearing or speech impaired	1-410-539-3497
MARC Information, Toll Free	1-800-325-RAIL

## Owings Mills Station Baltimore Metro

The Owings Mills Metro station is located off of Painters Mills Rd. in the median of Interstate 795 in Owings Mills, Baltimore County, MD. Highway access is provided to the two parking lots from Painters Mill Rd. Direct access from Interstate 795 is available for south bound I-795 traffic. There is a total of 3,591 parking spaces at this station. This station is the northern terminus of the Baltimore Metro system.

### Station

The Owings Mills station served an average of 3,703 passengers each weekday in 1996. There are 16 bicycle lockers and 2 bike racks available at this station. Sidewalks at the station are present but not continuous, requiring pedestrians to walk either through the turf areas or through the parking lot. This station is designed to be accessible to mobility impaired passengers. Adjacent to the station is a pathway that connects to the Owings Mills Town Center, a regional shopping mall. This pathway was closed for safety concerns. There is however, evidence that the pathway is actively used despite fencing and warning signs. A second informal pathway runs from Painters Mill Road to the parking lot on the east side of the track. This station is well lit.

### Owings Mills Station Survey Data

Inventory Item	Data	
Sidewalks	Partial	
Curb Ramps	Partial	
Crosswalks	Partial	
Lighting	Yes	
Bicycle Storage	16 Lockers	2 Racks
Informal Paths	<ul style="list-style-type: none"> <li>• Between Painters Mill Road and parking lot on east side of station, east of the parking lot entrance</li> <li>• From west side of parking lot to the mall</li> </ul>	

### Vicinity Population

Owings Mills is the fastest growing suburban community in the County. Within the access area surveyed are a number of office complexes and some light manufacturing businesses in addition to the residential communities and the Owings Mills Town Center shopping mall. According to the 1990 US Census of Population and Housing, the population in the vicinity of the station is approximately 33,478 residents.

### Inventory

The findings along the access routes surveyed are described below. Three 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. Twenty-two 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 middle columns with the bicycle related information to the left and the pedestrian related information to the right. This was done to allow the maps 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 most of the pedestrian access routes but not always on both sides of the street. Along the pedestrian access routes surveyed, only the traffic signal adjacent to the station has pedestrian accommodation. At least partial crosswalks were found at intersections along the routes surveyed except along parts of Painters Mills Rd. and along Red Run Blvd. 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-eight percent of the route mileage included in the survey are rated 3 or better, the remaining 22 percent of route mileage 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 only along parts of Winands and McDonogh Roads. Two diagonal railroad crossings were found in the area, both cross Reisterstown Rd., one between Owings Mills Boulevard and Straw Hat Drive, the other between Straw Hat Drive and Pleasant Hill Rd. Non-parallel drainage grates were also present in a few locations. All of the bridge parapets are less than 54-inches in height; however none of the roadways narrowed at bridge crossings. Only one roadway segment, Lyons Mill Rd., between Deer Park Rd. and Marriottsville Rd. did not have street lighting on at least one side of the roadway. There were no designated bicycle routes or lanes in the area.

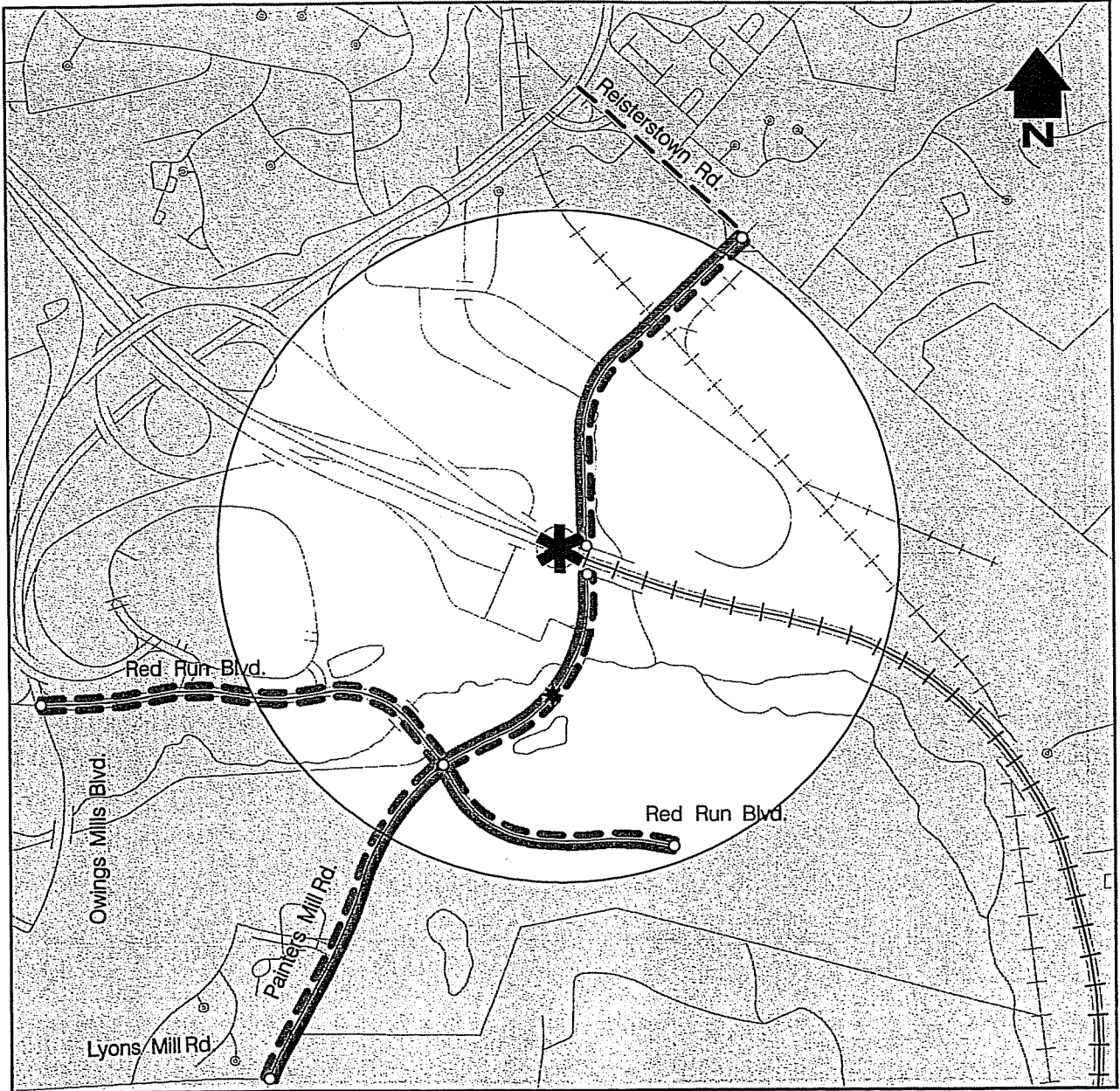
### **Accessibility**

The Owings Mills Metro trains are accessible 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.

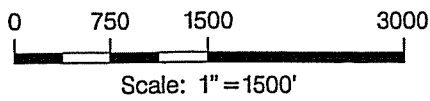
### **Accident Reports**

Accidents reported in the vicinity of this station, between 1994 and 1996, included both accidents involving pedestrians and accidents involving bicyclists. One pedestrian accident was reported during these years along routes surveyed in the pedestrian access area. Six 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.

Owings Mills Station  
 Baltimore Metro Line  
 Pedestrian Access Routes



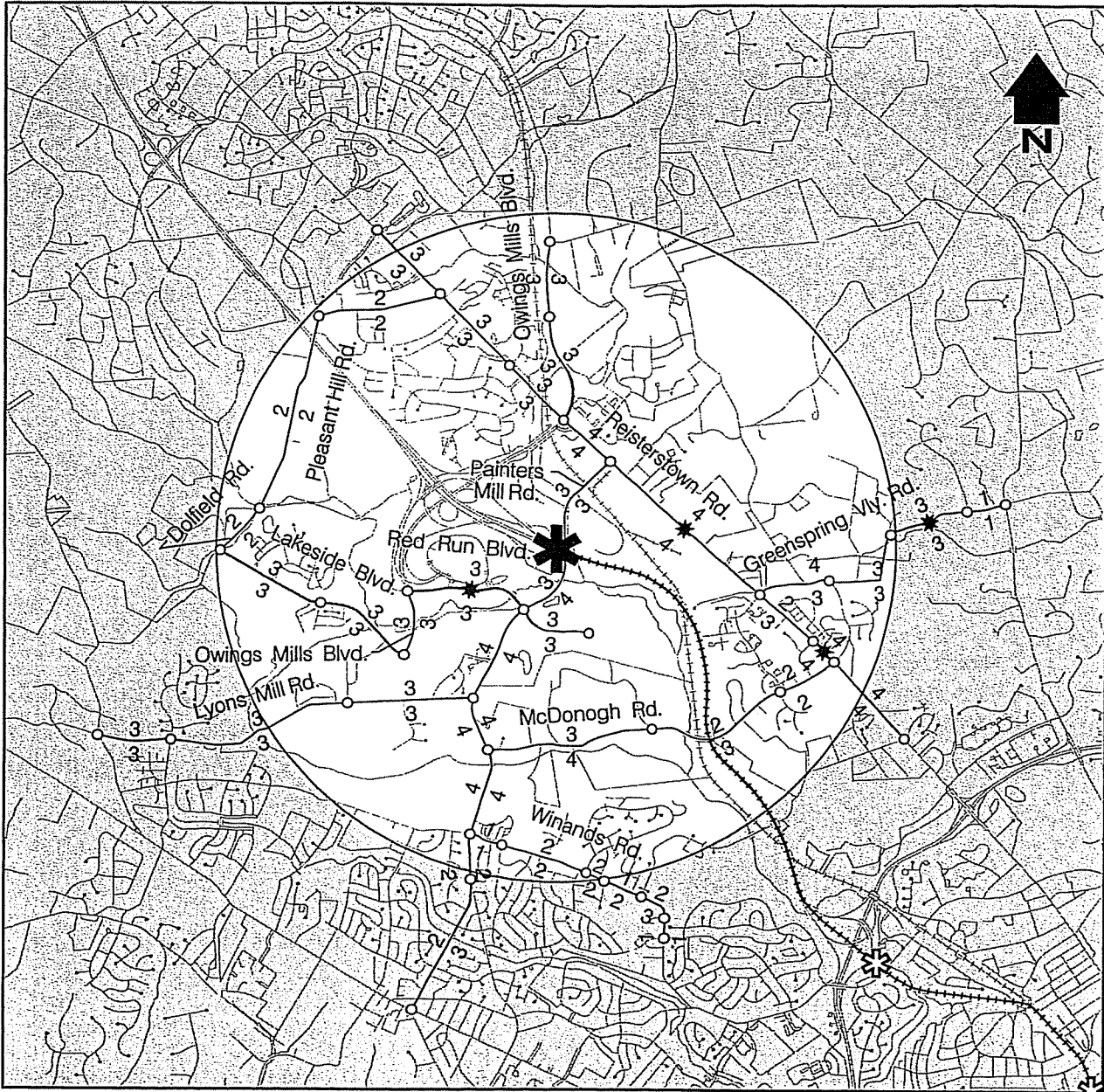
0.6 Mile Radius



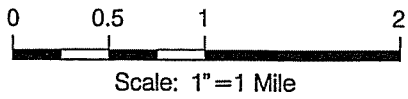
Base map source: MD State Highway Administration, Grid Map Series.

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

**Owings Mills Station  
Baltimore Metro Line  
Bicycle Access Routes**



2 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
	Bicycle Compatibility Rating
	Bicycle Accidents