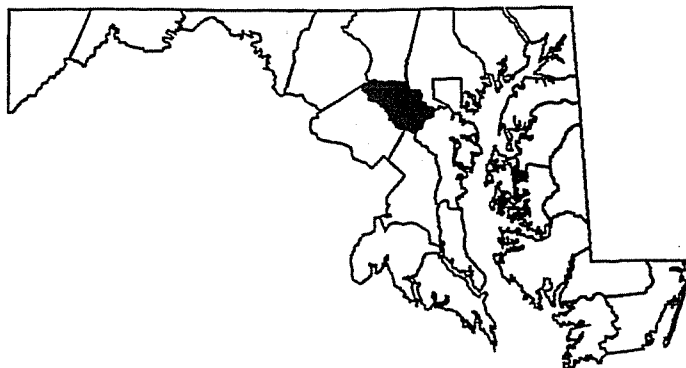


Howard County

Howard County, is served by the Maryland Rail Commuter Service (MARC), Camden Line.



The MARC Camden commuter rail line serves the Baltimore-Washington region and Howard County. The Camden Line which starts at Camden Station in Downtown Baltimore City serves the Dorsey, Jessup, Savage, and Laurel Racetrack stations in Howard County.

Howard County Rail Transit Service

Rail Transit System	Stations
MARC Camden Line	Dorsey
	Jessup
	Savage
	Laurel Racetrack

This MARC transit service offers excellent opportunity for the residents of Howard 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.

The Camden Line operates on the CSX tracks which form the boundary line between Howard and Anne Arundel counties. Due to this common boundary line, the Jessup, Savage and Laurel Racetrack stations are located in both counties.

Howard County has excellent parks, trails and greenways for recreational use. The Savage Park is located west of the Savage MARC station. Howard County plans to eventually connect the Savage station by way of Savage Park to the Columbia trail system.

The local advisory group for Howard County is represented by the Howard County Office of Planning and Zoning.

For more information about Howard County facilities please contact:

Howard County Office of Planning and Zoning
Mr. Brian Muldoon
3430 Courthouse Drive
Ellicott City, MD 21043
410-313-4363

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

Dorsey Station
Maryland Rail Commuter, Camden Line

The Dorsey MARC station located off of MD Route 100 in Howard County and next to Anne Arundel County. Service at this station started July 1, 1996. Sections of Route 100 are currently under construction. MD 100 has a posted speed limit of 55 MPH and therefore, is not available to bicyclists. Local road access is not provided to the Dorsey station. There is a total of 850 parking spaces at this station.

Station

The new Dorsey station ridership is increasing with over 102 passengers per weekday. There are two bike racks available at this station. This station is designed to be accessible to mobility impaired passengers. Three informal pathways are used at this station: from the parking lot to the adjacent commercial buildings, from the station platform to O'Connor Dr., and along a service road alongside the tracks at the end of the platform.

Dorsey Station Survey Data

Inventory Item	Data	
Sidewalks	Partial	
Curb Ramps	Yes	
Crosswalks	None	
Lighting	Yes	
Bicycle Storage	0 Lockers	2 Racks
Informal Paths	<ul style="list-style-type: none"> • Path from parking lot to adjacent commercial buildings • Path along tracks • Path from station platform to O'Conner Drive 	

Vicinity Population

The Dorsey MARC Station is located next to the Rt. 100 Industrial Park and Park Center, an office park. According to the 1990 US Census of Population and Housing, the population in the vicinity of the station is approximately 19,485 residents.

Inventory

The findings along the access routes surveyed are described below. Two 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. Nine 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 portions of Dorsey Rd. only in the pedestrian access area. There are no crosswalks or pedestrian accommodating traffic signals along these routes. At least one side of each route surveyed had street lights.

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. Forty-five percent of the route mileage included in the survey are rated 3 or better and 55 percent are rated 4. No routes surveyed are rated 5, difficult for bicycling.

Additional items that effect bicycle compatibility were collected in the field survey. These items, while they are not able to be quantified, do effect, qualitatively, a routes compatibility for serving both motorists and bicyclists. Curbside parking is not permitted on any of the routes surveyed. No diagonal railroad crossings were found in the area. None of the roadways narrowed at bridge crossing, however, all six bridges have parapets lower than 54-inches. Parallel drainage grate were identified on three of the roadways. One roadway segment, S. Hanover Rd., between Anders and Baltimore Washington Blvd. Park Rd. did not have street lighting. All other routes surveyed have street lighting on at least one side of the roadway. Numerous commercial driveways are found along Baltimore Washington Blvd. There are no designated bicycle routes or lanes in the area.

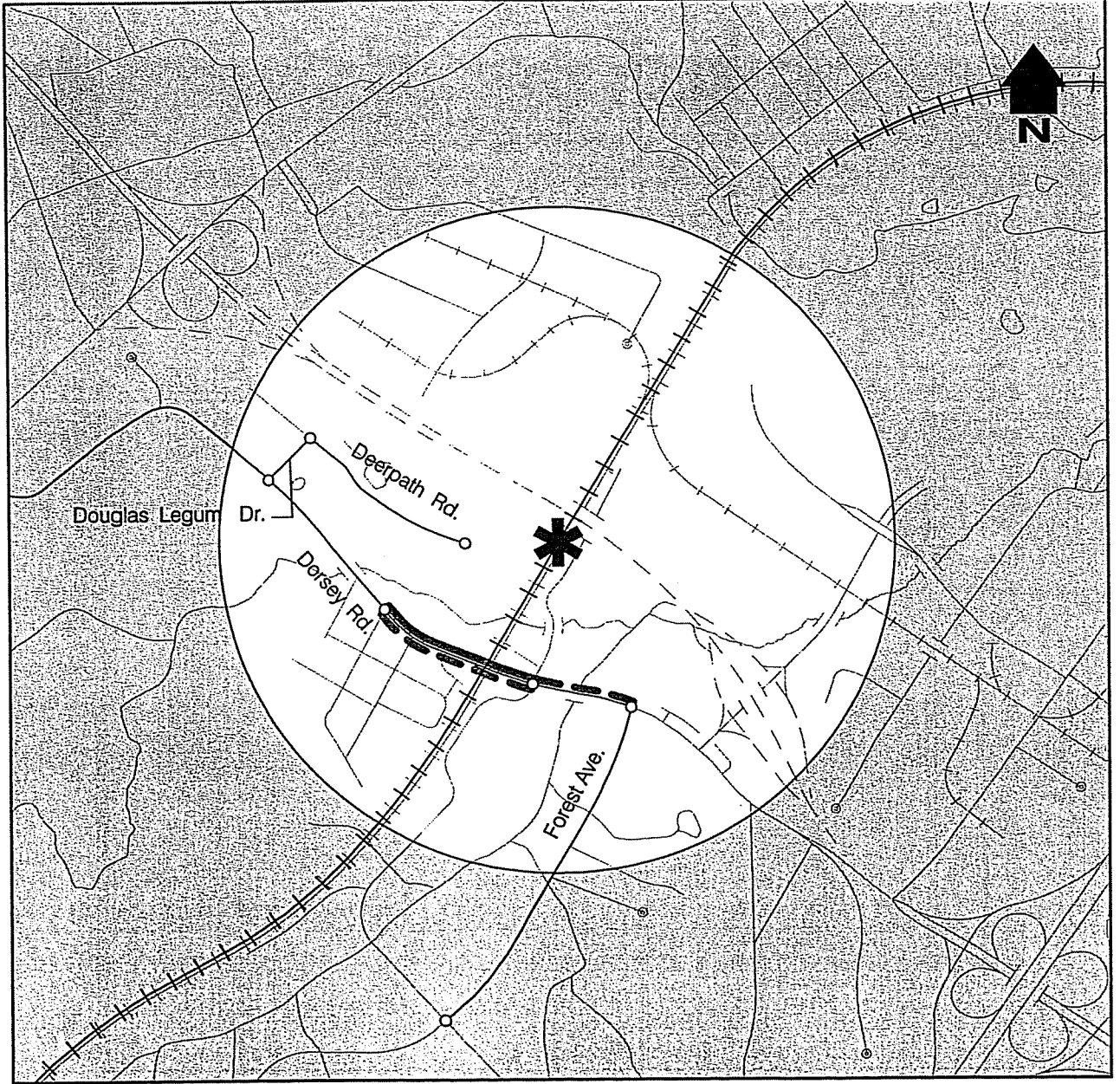
Accessibility

The Dorsey MARC trains are accessible in accordance with the American with Disabilities Act (ADA) with low level platforms and lift devices. ADA provisions also includes sidewalks, curb ramps and bridge parapet height. Sidewalks were present along part of Dorsey Rd. However, where sidewalks are present they have curb ramps. The bridge crossing on Dorsey Rd., between Forest Ave. and Ohio Ave. has parapets lower than 54-inches which do not meet ADA.

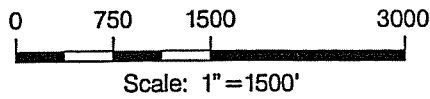
Accident Reports

Accidents reported in the vicinity of this station, between 1994 and 1996, included accidents involving bicyclists. There were no pedestrian accidents were reported during these years along routes surveyed in the pedestrian access area. Five bicycle accidents were reported during these years along routes surveyed in the bicycle access area. The locations of these accidents are shown on the Bicycle Access map and the number of accidents at each location are presented in the table.

**Dorsey Station
MARC Camden Line
Pedestrian Access Routes**



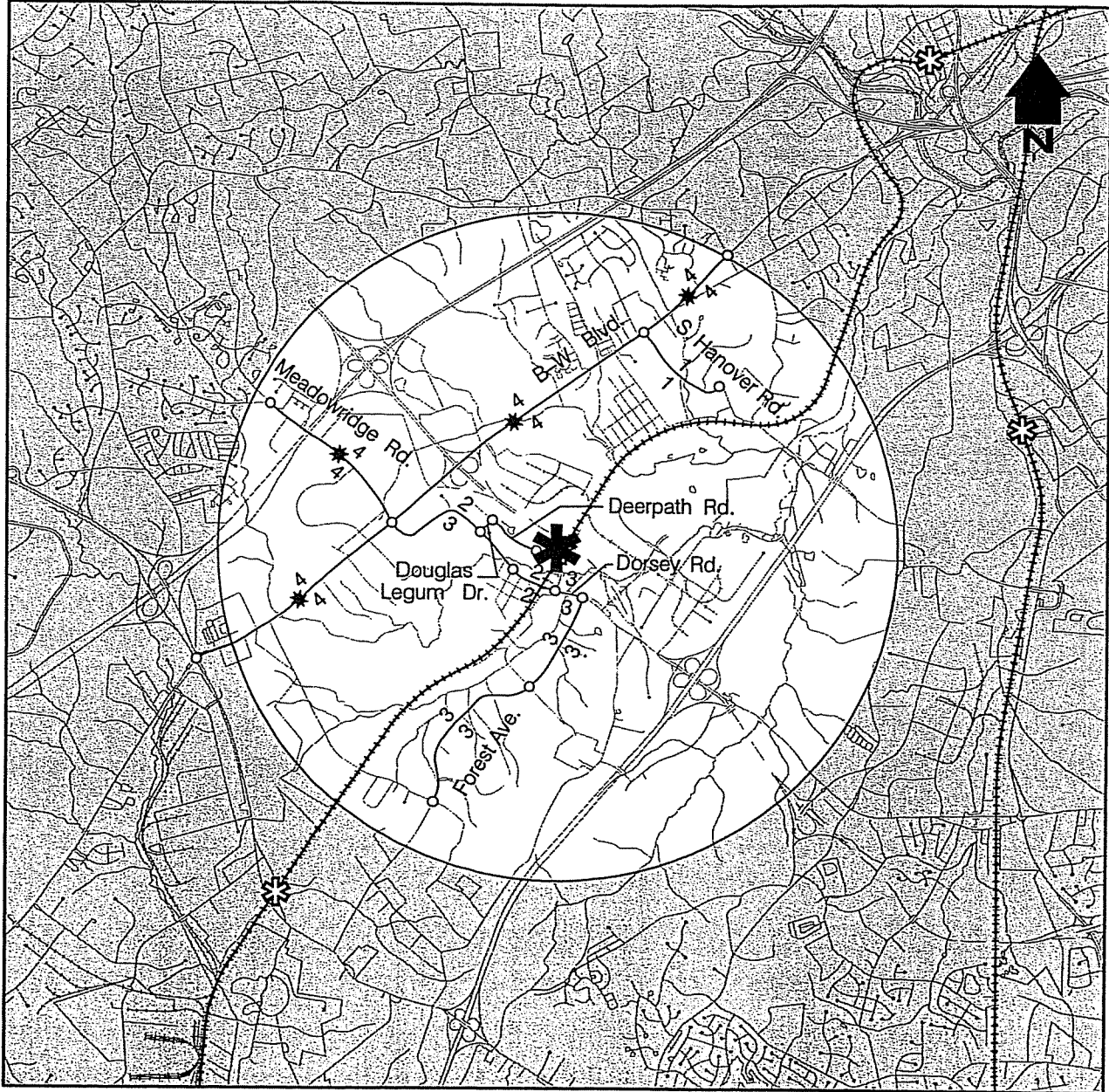
0.6 Mile Radius



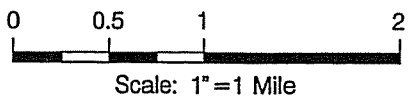
Base map source: MD State Highway Administration, Grid Map Series.

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







Dorsey Station MARC Camden 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
3	Bicycle Compatibility Rating
	Bicycle Accidents