

# Baltimore Metropolitan Council Regional MTA/LOTS Transfer Points Study Final - August 2019



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# Chapter 1: Introduction, Background and Schedules

## INTRODUCTION & BACKGROUND

This report serves as the final, comprehensive document for the Regional MDOT MTA/LOTS (Locally Operated Transit Systems) Transfer Study, commissioned by BMC and completed by KFH Group, Inc. This report has re-organized and refined the prior project technical memorandums into the following three chapters. Included within this report are appendices that contain improvement profiles, line-item cost estimates, and LOTS/MDOT MTA transfer tables for each transfer location.

Multiple transportation providers offer service throughout the Baltimore region; however, this report specifically examines the transfer locations of the following public transportation providers:

**Figure I-1: Connecting Public Transportation Providers in the Baltimore Region**



**Annapolis Transit**  
City of Annapolis



**Office of Transportation**  
Anne Arundel County



**County Ride**  
Queen Anne's County



**Harford Transit LINK**  
Harford County



**MDOT-MTA**  
Commuter Bus, Light RailLINK,  
Local Bus, MARC Commuter Rail  
Greater Baltimore Region



**Regional Transit Authority (RTA) of Central Maryland**  
Howard County

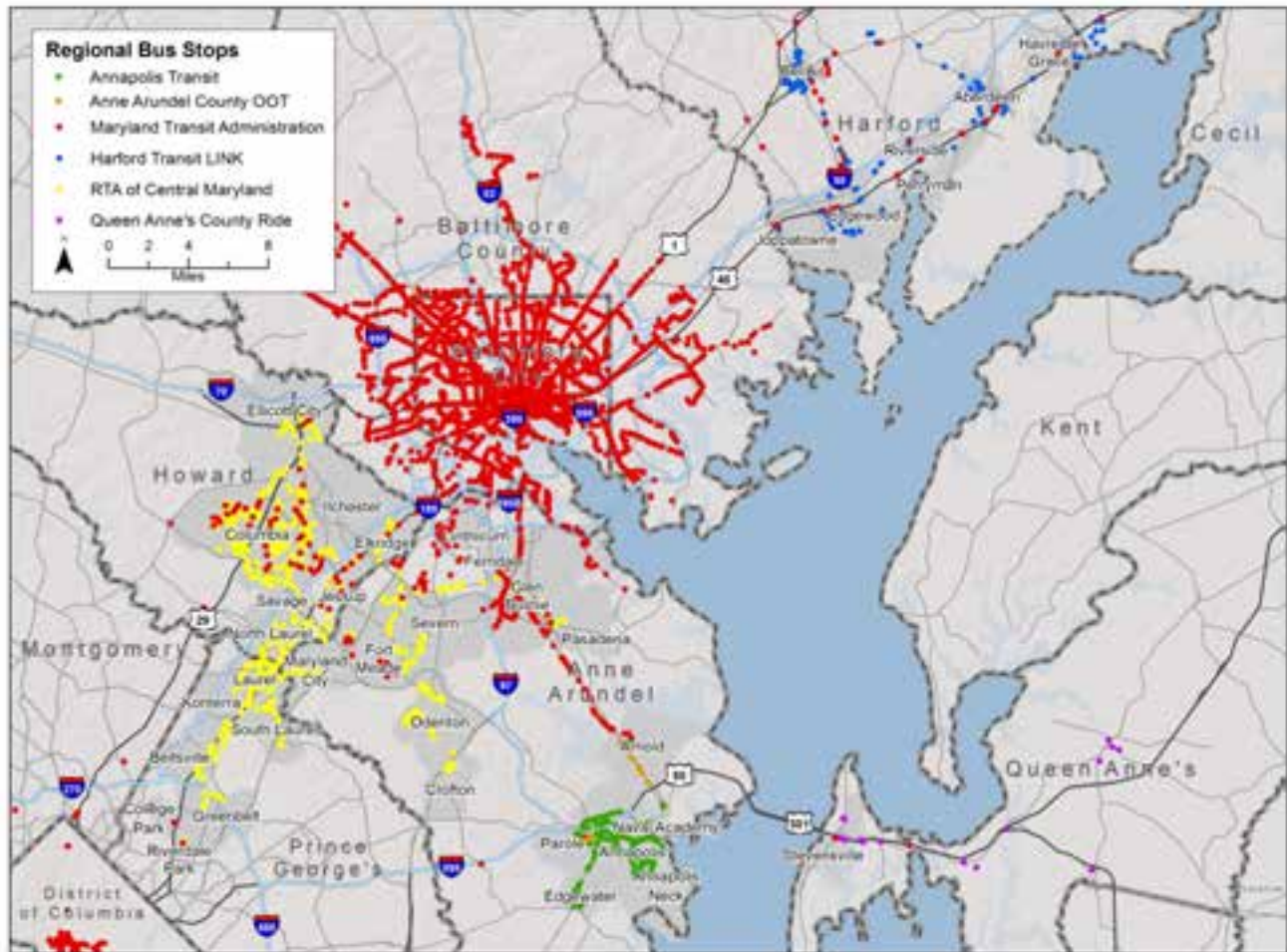
The Baltimore region has an estimated population of three million people and generates approximately 116 million transit trips annually. Many regional trips require a rider to transfer either within the same system or to/from another operator (see Figure 1-2). Seamless transfers throughout the region require coordination between the local transit providers.

Our research and field survey experience have shown there is limited coordination between the regional transit agencies when developing new services, routes, stops or schedules. In some cases, the extent of the coordination is attaching a bus stop sign on an existing bus stop pole of another operator. While stops may appear to be shared, there is minimal coordination on scheduling or sharing of the cost for any improvements and/or maintenance of passenger amenities at the stop. In other cases, different providers have stops located in close proximity to each other where there is no pedestrian connection or transfer information.

**Table 1-1: Estimated Number of Transit Stops by Jurisdiction**

Service Provider	Anne Arundel County	City of Annapolis	Baltimore County	City of Baltimore	Harford County	Howard County	Queen Anne's County
Annapolis Transit	52	101	-	-	-	-	-
Anne Arundel County Office of Transportation	21	-	-	-	-	-	-
MDOT MTA (CityLink, LocalLink, Commuter Bus, Express BusLink, MARC)	293	13	1,331	3,219	69	123	2
Harford Transit LINK	-	-	-	-	127	-	-
RTA of Central Maryland	140	-	-	-	-	472	-
County Ride	-	5	-	-	-	-	50
Charm City Circulator	-	-	-	108	-	-	-

Figure I-2: Bus Stops of the Baltimore Region



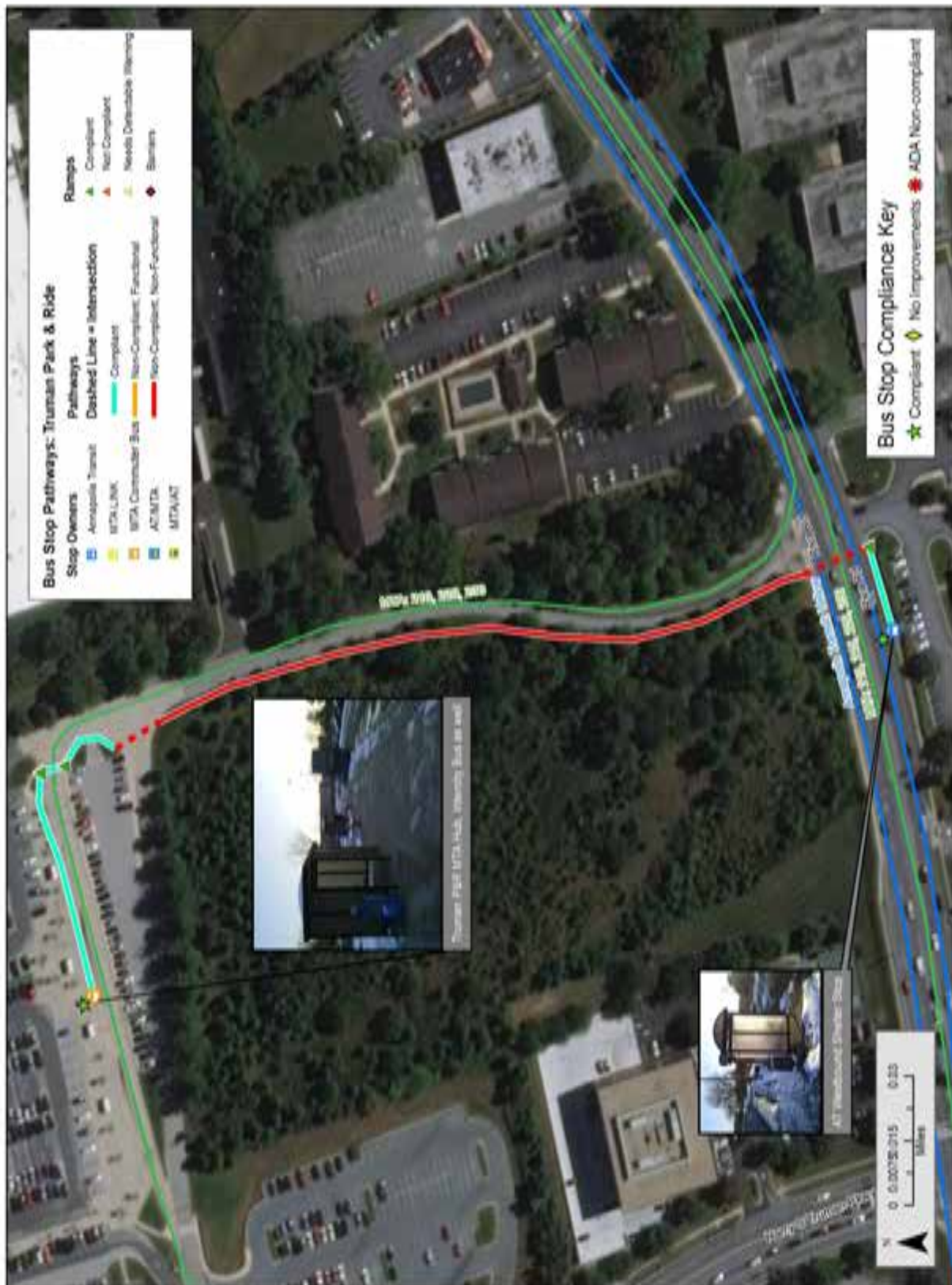
Source: [imap.maryland.gov](http://imap.maryland.gov)

Truman Park-&-Ride, the most trafficked park-&-ride lot for commuters in the Annapolis area, is indicative of the lack of coordination between transit providers. Over 500 people use MDOT MTA commuter bus service at the Truman Park-&-Ride every day. Both Annapolis Transit and Anne Arundel County Office of Transportation (OOT) operate services along Riva Rd, and Megabus has intercity service from Truman Park-&-Ride to New York City. Although it is a key thoroughfare for regional and national transportation, a lack of coordination between local and regional providers have made transfers at Truman extremely difficult. These oversights include:

- The two local providers that stop near the Park-&-Ride (Anne Arundel County OOT and Annapolis Transit) do not stop in the bus bay.
- The closest LOTS stop is nearly a quarter mile south of the Park-&-Ride on West Street.
- There is not a paved pathway connecting the West Street stop to the Park-&-Ride.
- Shelters at Truman Park-&-Ride do not provide any information about nearby LOTS services.

The following figure demonstrates the lack of coordination between regional providers.

Figure I-3: Truman Park & Ride Pathway Compliance Profile



## COORDINATION AMONG BALTIMORE REGION TRANSIT PROVIDERS

### Bus Stop Planning Process

One of the objectives of the study was to investigate and document the bus stop planning process for the MDOT MTA and the five LOTS included in the study.

At the time of this report, MDOT MTA was finalizing its first bus stop design guide. The guide provides detailed specifications for bus stop designs, a hierarchy of stops, and guidelines on the placement of passenger amenities. The MDOT MTA's guidelines are currently in draft form and unavailable for public distribution. Once available, they will be a valuable planning tool for regional providers.

The five LOTS included in this study do not have specific guidelines or a standardized process for the installation of bus stops and/or passenger amenities. Each of the LOTS indicated that bus stop planning is a necessary process that is highly variable by location. During the planning process, minimal coordination takes place between the LOTS and MDOT MTA.



**Figure I-4: MDOT MTA Bus Stop Design Guide (Currently in Draft Form)**

Source: MDOT-MTA

### Transfer Fares

In terms of transfer fares, there is limited coordination among the regional transit agencies. Currently, RTA of Central Maryland provides free transfers to CharmCard and SmarTrip card holders at designated transfer locations. Other than this arrangement there is no reciprocity between any of the other regional transit providers.

Despite the lack of fare coordination in the Baltimore region, the MDOT MTA's CharmCard has reciprocity with the Washington Metropolitan Area Transit Authority's (WMATA) SmarTrip. The fare cards are branded differently but they are one in the same. CharmCard holders may use their card for a trip on any of the Washington, D.C. regional transit providers; including Montgomery County's RideOn and Prince George's County's The Bus.



**Figure I-5: CharmCard**

Source: [www.mta.maryland.gov](http://www.mta.maryland.gov)



Displayed in Table 1-2 are the current fares for each of the five Baltimore area transit providers. Currently, there are no formal transfers between different providers other than the MDOT MTA and RTA. Among the local providers, intra-agency transfers are being phased out in favor of day passes that provide more convenience for both the rider and the agency.

**Table 1-2: Baltimore Region Transit Provider Fares**

Provider	Fare						
	Base Fare	Day Pass	Week Pass	Month Pass	Ride Passes	Transfer Fare	Other Fare Mediums
Annapolis Transit	\$2	\$4	\$20	\$80	-	No Transfers	-
Harford Transit LINK	\$1	-	-	-	\$10 (12-Rides)	Free (Valid for 2 hrs.)	Token Transit
MDOT MTA <sup>1</sup>	\$1.80	\$4.20	\$20	\$72	-	No Transfers	CharmCard CharmPass
Queen Anne's County Ride	\$3	\$5	-	\$80	\$30 (10-Rides)	Free (one-way trip)	-
RTA of Central Maryland	\$2	\$5	-	\$40	\$15 (10-Rides)	No Transfers <sup>2</sup>	-

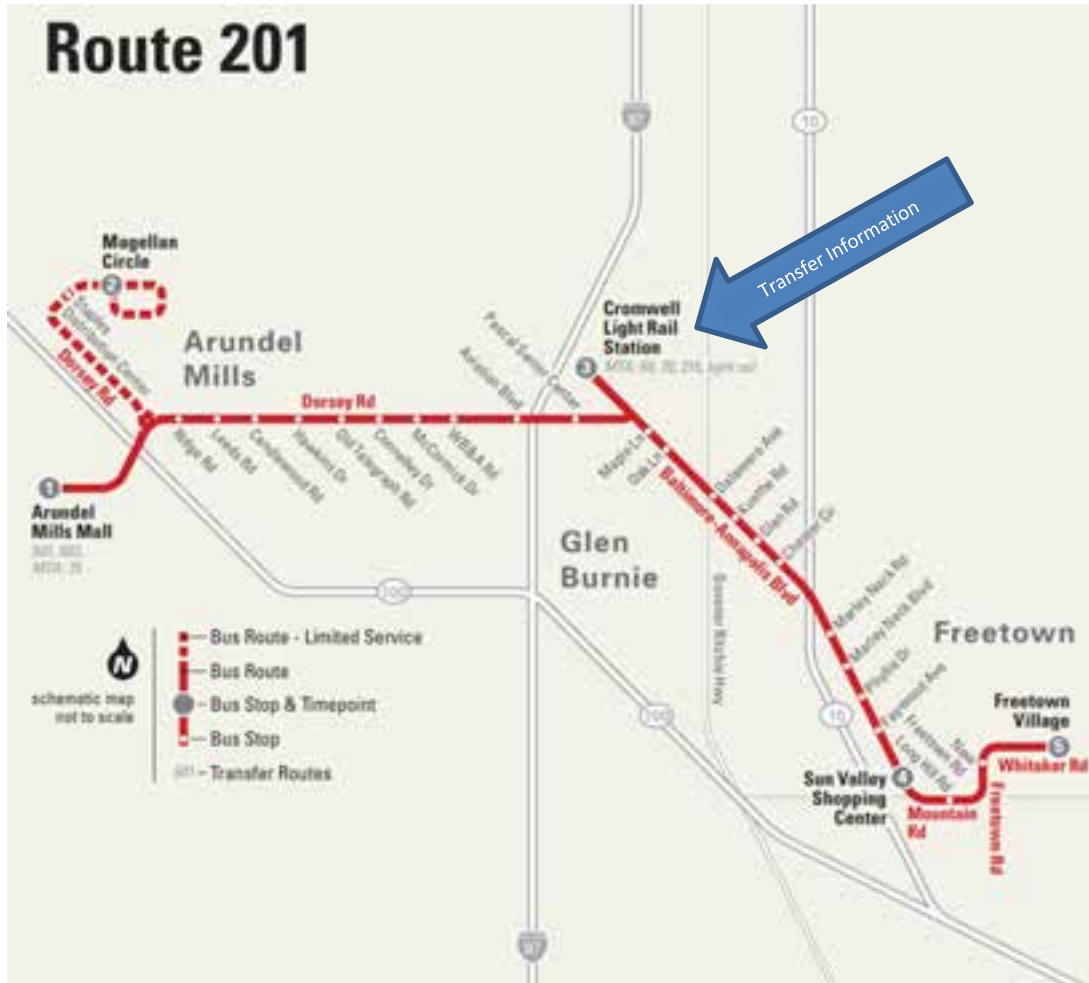
1. MTA fares are for regular service - Express BusLINK is \$2.30 per trip or \$90 for a 31-day pass; Commuter Bus fares vary by destination.

2. RTA provides free transfers for CharmCards and SmarTrips at designated transfer locations.

## Transfer Information

The only marketing materials that highlight potential transfers are provided in RTA and MDOT MTA Commuter Bus schedules. RTA schedules include descriptions of other available transit services at certain stops. Figure 1-6 is the RTA's Route 201 schedule map. At Cromwell Light Rail Station, existing connections to MDOT MTA Light Rail Link and LocalLink services are listed. MDOT MTA Commuter buses utilized different symbols to indicate where other transit services were located, such as an "L" to indicate if a stop was at a light rail station, and an "M" to indicate if a stop was at a Baltimore Metro station. Figure 1-7 shows the legend used to distinguish available services at MDOT MTA Commuter Bus Stops.

Figure 1-6: RTA of Central Maryland Schedule Map with Transfer Information



Source: [transitrt.com/schedules](http://transitrt.com/schedules)

Figure 1-7: MDOT MTA Commuter Bus Transfer Legend



Source: [mta.maryland.gov/schedule](http://mta.maryland.gov/schedule)

## BUS ROUTE SCHEDULES & TRANSFERABILITY

A main component of the pre-and-post survey desk review was analyzing MDOT MTA and LOTS schedules to determine the possibility and timing of transfers to other providers' services. For the purposes of this exercise, a maximum wait threshold was set at two hours. Figure 1-8 provides the total number of transfers available between providers within the region. The most possible transfers, 842, were found between RTA of Central Maryland and MDOT MTA LINK services. These connections were available almost entirely within RTA's Anne Arundel County service area.

**Figure 1-8: Transfers between Regional Bus Services, Comprehensive**

Provider	Annapolis Transt	Anne Arundel OOT	Harford Transit LINK	MDOT MTA Commuter	MDOT MTA LINK	Queen Anne's County Ride	RTA
Annapolis Transit	-	132	0	316	0	37	0
Anne Arundel OOT	132	-	0	136	221	23	NA
Harford Transit LINK	0	0	-	464	0	0	0
MDOT MTA Commuter	316	136	464	-	NA	32	632
MDOT MTA LINK	0	221	0	NA	-	0	842
Queen Anne's County Ride	37	23	0	32	0	-	0
RTA	0	NA	0	632	842	0	-

Transfers were further categorized by wait time: within fifteen minutes, between 15 and 30 minutes, between 30 minutes and one hour, and between one and two hours. Some stops analyzed in the field survey are not timed stops and therefore could not be analyzed for transferability. The following section provides a transfer analysis for all the stops within a particular service area. Comprehensive and individualized stop breakdowns can be found in **Appendix B**.

## Annapolis Transit

Annapolis Transit services have transfer options to MDOT MTA Commuter Bus, Anne Arundel County OOT, and Queen Anne’s County Ride services. There are 485 possible transfers with wait times of less than 2 hours in the service area. 124 (25.6%) have wait times of 15 minutes or less, 104 (21.4%) have wait times between 15 and 30 minutes, 118 (24.3%) have wait times between 30 minutes and 1 hour, and 139 (28.7%) have a wait time between 1 hour and 2 hours. Annapolis Transit to MDOT MTA Commuter has the most possible transfers with a wait time of less than 15 minutes (54). Figure I-9 details the quantity and timing of potential transfers.

Figure I-9: Annapolis Transit LOTS-MDOT MTA Transferability

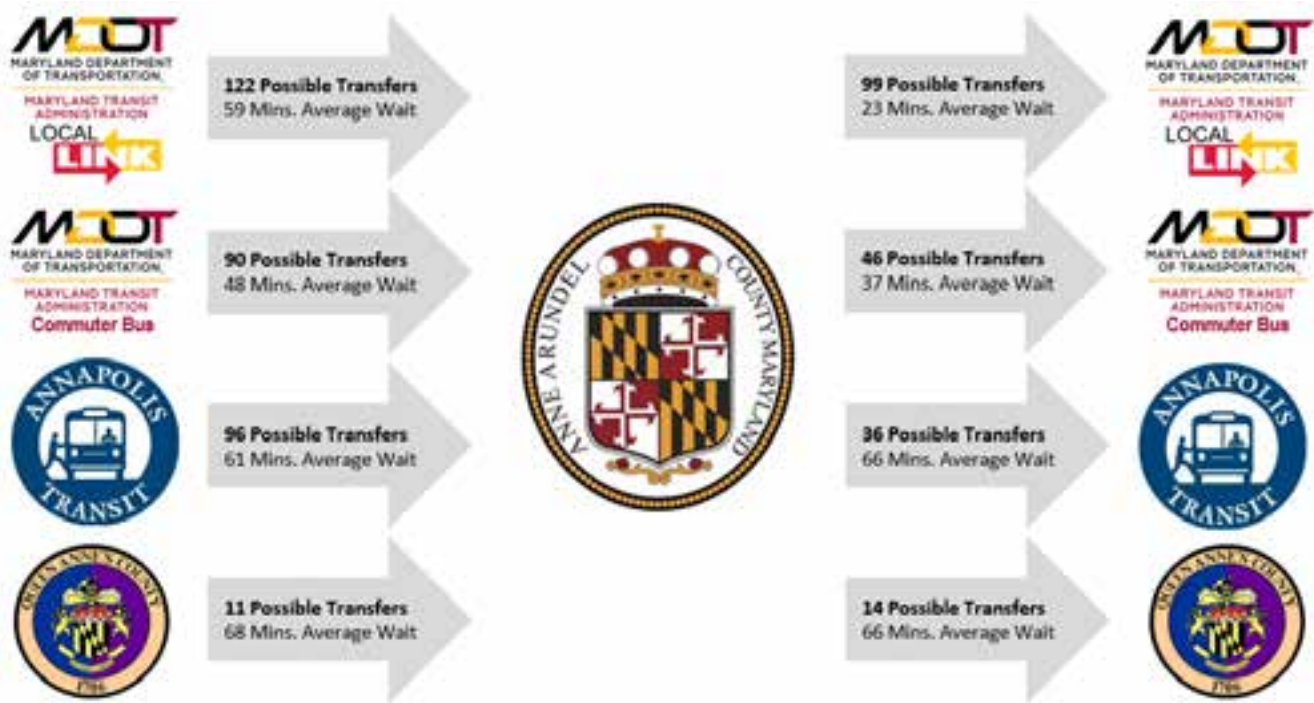


Annapolis Transit Potential Transfers								
Transfer Categories	Annapolis Transit to MDOT MTA Commuter	MDOT MTA Commuter to Annapolis Transit	Annapolis Transit to AA County	AA County to Annapolis Transit	Annapolis Transit to Queen Anne's	Queen Anne's to Annapolis Transit	Total	Percent
≤ 2 hrs	48	24	46	3	10	8	139	28.7%
≤ 1 hr	48	30	25	9	5	1	118	24.3%
≤ 30 min	38	35	12	12	3	4	104	21.4%
≤ 15 min	53	40	13	12	5	1	124	25.6%
<b>Total</b>	<b>187</b>	<b>129</b>	<b>96</b>	<b>36</b>	<b>23</b>	<b>14</b>	<b>485</b>	
Timing Transfers								
<b>Average</b>	0:23	0:39	1:01	0:23	0:59	0:48		
<b>Min</b>	0:00	0:00	0:06	0:01	0:00	0:10		
<b>Max</b>	1:56	1:57	1:57	1:05	2:00	2:00		

## Anne Arundel County OOT

Anne Arundel County OOT services have transfer options to MDOT MTA Commuter Bus, MDOT MTA LINK, Annapolis Transit, and Queen Anne’s County Ride services. There are 512 possible transfers with wait times of less than 2 hours in the service area. 79 (15.4%) have wait times of 15 minutes or less, 97 (18.9%) have wait times between 15 and 30 minutes, 135 (26.4%) have wait times between 30 minutes and 1 hour, and 201 (39.3%) have a wait time between 1 hour and 2 hours. MDOT MTA Commuter to Anne Arundel County OOT has the most transfers with a less than 15 minute wait time (17). MDOT MTA LINK to Anne Arundel services has the largest amount (122) of transfers with a wait time less than 2 hours. Figure 1-10 details the possible transfers to and from each area transit provider.

Figure 1-10: Anne Arundel County LOTS-MDOT MTA Transferability



Anne Arundel County OOT Potential Transfers										
Transfer Categories	AA County to MDOT MTA Commuter	MDOT MTA Commuter to AA County	AA County to MDOT MTA LINK	MDOT MTA LINK to AA County	Annapolis Transit to AA County	AA County to Annapolis Transit	Queen Anne's to AA County	AA County to Queen Anne's	Total	Percent
≤ 2 hrs	9	39	32	61	46	3	6	5	201	39.3%
≤ 1 hr	13	20	31	35	25	9	0	2	135	26.4%
≤ 30 min	17	14	20	14	12	12	4	4	97	18.9%
≤ 15 min	7	17	16	12	13	12	1	1	79	15.4%
<b>Total</b>	46	90	99	122	96	36	11	12	512	
Timing Transfers										
<b>Average</b>	0:37	0:48	0:23	0:59	1:01	1:06	1:08	1:06		
<b>Min</b>	0:01	0:02	0:02	0:01	0:06	0:09	0:05	0:09		
<b>Max</b>	1:58	1:57	1:02	1:58	1:57	1:55	1:39	1:55		

## Harford Transit LINK

Harford Transit LINK service has transfer options between MDOT MTA Commuter Bus and MARC Commuter Rail services. Overall, there are 532 possible transfers with wait times under 2 hours. 132 (24.8%) have a wait time of less than 15 minutes, 111 (20.9%) have wait times between 10 and 15 minutes, 187 (35.2%) have wait times between 30 minutes and one hour, and 102 (19.2%) have wait times between 1 and 2 hours. MDOT MTA Commuter Bus to Harford Transit LINK has the most transfers with a less than 15 minute wait time (64). MDOT MTA Commuter Bus to Harford Transit LINK also has the most possible transfers with a less than 2 hour wait time (249). Figure I-II details the transfers that can occur within Harford Transit LINK’s service area.

Figure I-II: Harford Transit LINK LOTS-MDOT MTA Transferability



Harford Transit LINK Potential Transfers						
Transfer Categories	Harford Transit LINK to MDOT MTA Commuter	MDOT MTA Commuter to Harford Transit LINK	Harford Transit LINK to MARC	MARC to Harford Transit LINK	Total	Percent
≤ 2 hrs	48	35	12	7	102	19.2%
≤ 1 hr	60	102	7	18	187	35.2%
≤ 30 min	53	48	5	5	111	20.9%
≤ 15 min	54	64	11	3	132	24.8%
<b>Total</b>	215	249	35	33	532	
Timing Transfers						
<b>Average</b>	0:40	0:37	0:42	1:37		
<b>Min</b>	0:00	0:00	0:03	0:02		
<b>Max</b>	2:00	1:57	1:37	1:47		

## Queen Anne’s County Ride

Queen Anne’s County Ride has transfer options to Anne Arundel County Office of Transportation, Annapolis Transit, and MDOT MTA Commuter Bus services. There are 92 possible transfers with wait times of less than 2 hours to or from Queen Anne’s County Ride services. 14 (15.2%) of transfers have a wait time of less than 15 minutes, 18 (19.6%) have a wait time between 15 and 30 minutes, 14 (15.2%) have a wait time between 30 minutes and 1 hour, and 46 (50.0%) have a wait time between 1 and 2 hours. Annapolis Transit to Queen Anne’s County Ride has the most transfers with less than 15 minutes (5). Figure I-12 details the possible transfers that can be made using Queen Anne’s County Ride Services.

Figure I-12: Queen Anne’s County Ride Transferability



Queen Anne's County Ride								
Potential Transfers								
Transfer Categories	Queen Anne's to MDOT MTA Commuter	MDOT MTA Commuter to Queen Anne's	Queen Anne's to Annapolis Transit	Annapolis Transit to Queen Anne's	Queen Anne's to AA County	AA County to Queen Anne's	Total	Percent
≤ 2 hrs	7	10	8	10	6	5	46	50.0%
≤ 1 hr	1	5	1	5	0	2	14	15.2%
≤ 30 min	2	1	4	3	4	4	18	19.6%
≤ 15 min	4	2	1	5	1	1	14	15.2%
<b>Total</b>	<b>14</b>	<b>18</b>	<b>14</b>	<b>23</b>	<b>11</b>	<b>12</b>	<b>92</b>	
Timing Transfers								
<b>Average</b>	1:01	0:58	0:48	0:59	1:08	1:06		
<b>Min</b>	0:07	0:00	0:10	0:00	0:05	0:09		
<b>Max</b>	1:53	2:00	2:00	2:00	1:39	1:55		

## RTA of Central Maryland

RTA of Central Maryland’s bus service has transfer options between MDOT MTA Commuter Bus and MDOT MTA LINK services. Between the surveyed stops, there are 1,474 possible transfers with less than a 2 hour wait time. 442 (30.0%) have a wait time of under 15 minutes, 335 (22.7%) have a wait time between 15 and 30 minutes, 499 (33.9%) have a wait time between 30 minutes and 1 hour, and the remaining 198 (13.4%) have wait times between 1 and 2 hours. RTA to MDOT MTA Commuter Bus has the most transfers with a wait time under 15 minutes (137). MDOT MTA LINK to RTA of Central Maryland had the most overall transfers, with 493 transfers having wait times under 2 hours. Figure I-13 details the amount of transfers between all the services within RTA of Central Maryland’s service area.

Figure I-13: RTA of Central Maryland LOTS- MDOT MTA Transferability



RTA of Central Maryland Potential Transfers						
Transfer Categories	RTA to MDOT MTA Commuter	RTA to MDOT MTA LINK	MDOT MTA Commuter to RTA	MDOT MTA LINK to RTA	Total	Percent
≤ 2 hrs	83	23	28	64	198	13.4%
≤ 1 hr	67	104	129	199	499	33.9%
≤ 30 min	41	84	96	114	335	22.7%
≤ 15 min	137	93	96	116	442	30.0%
<b>Total</b>	328	304	349	493	1474	
Timing Transfers						
<b>Average</b>	0:39	0:27	0:30	0:35		
<b>Min</b>	0:00	0:00	0:00	0:00		
<b>Max</b>	5:37	1:59	1:58	1:53		



# Chapter 2: Existing Conditions

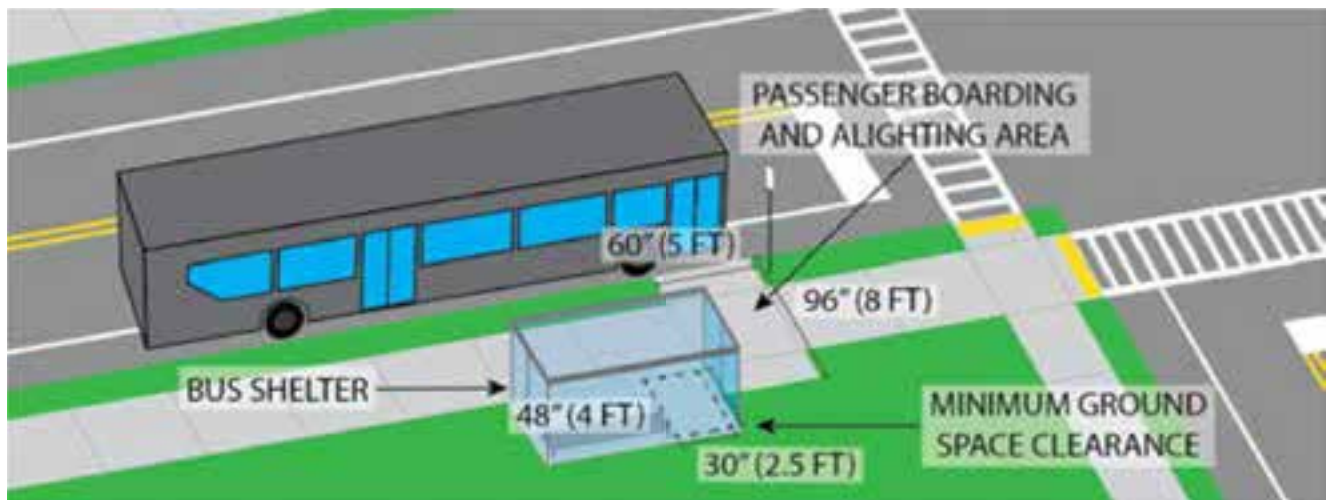
## EXISTING CONDITIONS

A field survey was administered to better understand the current ADA compliance and transferability at MDOT MTA and LOTS bus stops in the study area. The majority of the survey was completed between November 27, 2018 and December 18, 2018. Some locations that were not initially surveyed were revisited on January 16, 2019. The following section outlines the basis of the ADA survey, the study methodology, and an analysis of the existing conditions in each LOTS' service area.

### The Basis of ADA Compliance

After the passage of the ADA in 1990, the U.S. Access Board developed, and routinely updates the ADA Accessibility Guidelines (ADAAG) that the United States Department of Justice (USDOJ) and the United States Department of Transportation (USDOT) have adopted into enforceable standards. Municipalities are required to comply with the ADAAG when designing, building, and improving elements in the built environment, including: bus stops (guidelines shown in Figure 2-1), sidewalks and other pedestrian facilities.

**Figure 2-1: ADA Compliant Bus Stop with Boarding and Alighting Area and Shelter**



In 2011, proposed Public Right-of-Way Accessibility Guidelines (PROWAG) built upon the ADAAG and the currently adopted and enforceable USDOT and USDOJ standards. The proposed guidelines provide detailed guidance on pedestrian facilities in the public right-of-way that are not addressed in the ADAAG, and in some cases, establish or change minimum or maximum measurements for items in the current ADAAG.

## ONLINE RESOURCES

(click the links below)

### ADA Standards for Transportation Facilities (ADAAG)

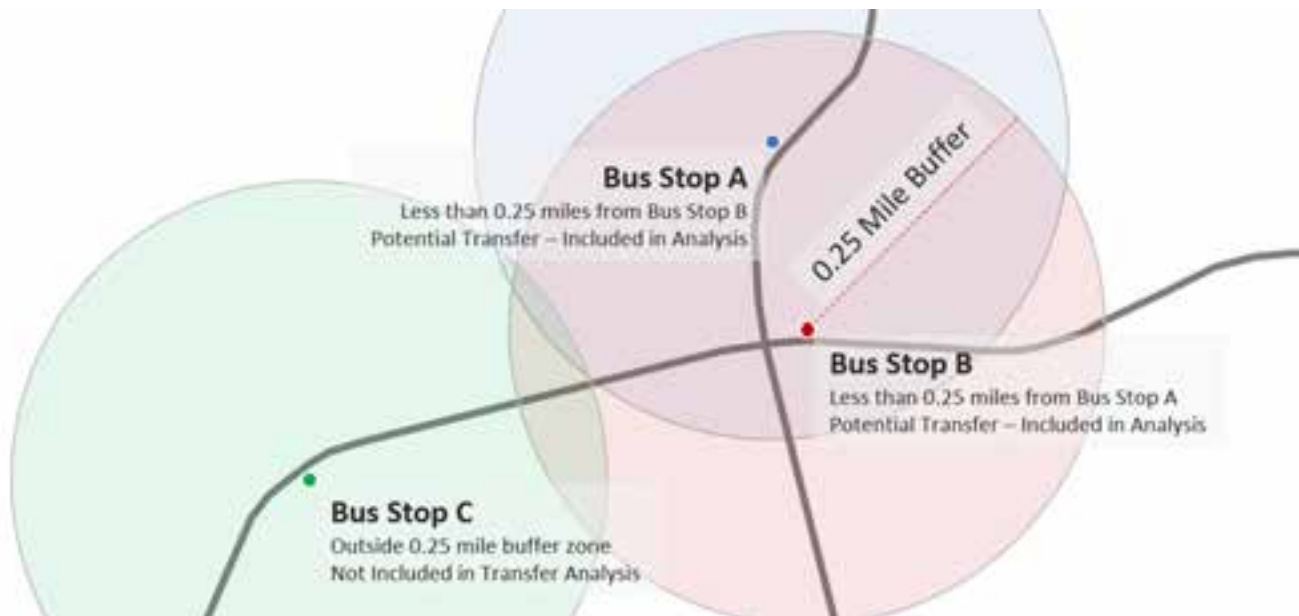
### Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)

## Methodology

### *Identification of Transfer Stops*

Following a detailed review of the regional services and using data gathered from Maryland's iMAP, stops were uploaded into GIS software for a proximity analysis. The proximity analysis used a buffer of one-quarter (0.25) mile, as this is generally recognized as close walking distance. Bus stops within a quarter mile of one another, seen in Figure 2-2, were selected for further analysis.

**Figure 2-2: Transfer Stop Selection Methodology**



Following the initial GIS analysis, a more thorough visual analysis was conducted for each transfer location. Identified bus stops were within a quarter mile sight distance; however, that does not necessarily mean that they are a similar walking distance. This second step ensured that each potential transfer location was within walking distance based on the roadway/pathway network.

## Assessment

A survey tool was developed to successfully undertake the inventory and assessment of transfer locations. The tool consisted of five major categories that included bus stops, pathway obstructions, curb ramps, intersections, and wayfinding signage.

The survey tool was uploaded onto a Global Positioning Satellites (GPS) enabled hand-held Trimble device (Figure 2-3). This device allowed all bus stop information to be digitally entered and geo-tagged, providing greater efficiency while minimizing the number of entry errors normally associated with manual data entry.

The following Figure 2-4 provides a brief description of the information collected for each of the five major categories. A copy of the complete data dictionary is provided in **Appendix A**.



**Figure 2-3: Trimble GPS Device**  
Source: www.trimble.com

### Figure 2-4: Survey Tool Categories

<b>Bus Stops</b>	<ul style="list-style-type: none"> <li>• <b>Location:</b> on street and cross street, orientation, and positioning</li> <li>• <b>Signage:</b> location, visibility, and route/schedule information</li> <li>• <b>Amenities:</b> shelters, benches, trash receptacles, etc.</li> <li>• <b>Accessibility:</b> landing pad and pedestrian connections</li> </ul>
<b>Pathway Obstructions</b>	<ul style="list-style-type: none"> <li>• <b>Widths:</b> continuous clear pathways free of obstructions</li> <li>• <b>Grades:</b> minimum cross slopes and running slopes</li> <li>• <b>Surface Condition:</b> firm and stable pathways with flush transitions</li> <li>• <b>Protruding Objects:</b> encroaching edges (e.g. bus stop signs)</li> </ul>
<b>Curb Ramps</b>	<ul style="list-style-type: none"> <li>• <b>Position:</b> placement, type of ramps, and tactile surfaces</li> <li>• <b>Slopes:</b> ramps, landing areas, and counter slopes</li> <li>• <b>Connections:</b> sidewalks, crosswalks, and companion ramps</li> </ul>
<b>Intersections</b>	<ul style="list-style-type: none"> <li>• <b>Travel Controls:</b> traffic signals, crosswalks, and pedestrian controls</li> <li>• <b>Connection:</b> curb ramps and pedestrian refuge islands</li> </ul>
<b>Wayfinding Signage</b>	<ul style="list-style-type: none"> <li>• <b>Location:</b> orientation and positioning</li> <li>• <b>Information:</b> wayfinding information</li> </ul>

After the post-survey desk review, bus stops were split into three different compliance categories: Compliant, ADA Non-Compliant, and No Improvements. These categories are defined below.

- **Compliant:** A stop meets all ADA guidelines for bus stops and is connected to a paved pathway.
- **ADA Non-Compliant:** A stop does not meet all ADA guidelines for bus stops.
- **No Improvements:** While technically ADA compliant, this stop is not connected to a paved pedestrian pathway.

The post-survey desk review also categorized the pathways connecting the bus stops by ADA compliance. In order to demonstrate the compliance of each sidewalk and intersection, three compliance categories were created. They are defined below.

- **Compliant:** The sidewalk or intersection satisfies all ADA guidelines and is accessible.
- **Non-Compliant, Functional:** A sidewalk or intersection is not completely ADA compliant, but is still usable (i.e. an intersection between two curb ramps without detectable warnings).
- **Non-Compliant, Non-Functional:** A sidewalk or intersection is not ADA compliant or usable (i.e. an unpaved pathway or intersection without traffic control or marked crosswalk).

## Annapolis Transit & Anne Arundel County OOT<sup>1</sup>

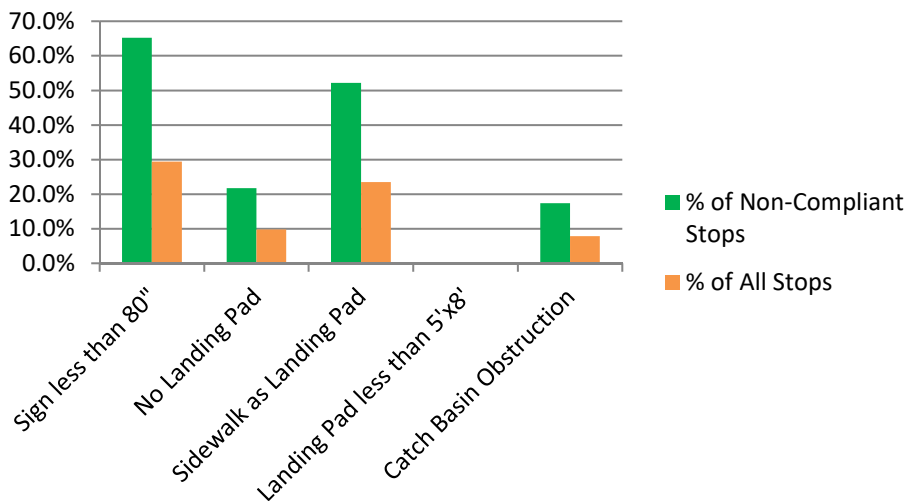


In Annapolis Transit’s service area, 51 bus stops were recorded and surveyed for ADA compliance. Of the surveyed stops, 16 (31%) are owned by Annapolis Transit, 3 (6%) are owned by Anne Arundel County OOT, 18 (36%) are owned by MDOT MTA LINK routes, and 14 (28%) are owned by MDOT MTA Commuter routes. One bus stop at the Anne Arundel Medical Center lacked any signage or indication of ownership. Regardless of stop owner, 22 (44%) stops are Compliant, 26 (52%) are ADA Non-Compliant and 2 (4%) are No Improvements. MDOT MTA LINK (12) owns the most ADA Non-Compliant stops. Table 2-1 breaks down the stop ownership, compliance, and pathway accessible within the Annapolis Transit/Anne Arundel OOT service area. More than half of the 27 ADA Non-Compliant stops in the region have signs less than 80” tall and/or use the sidewalk as a landing pad. Of the 1.7 miles of pathways in the region, 1.1 miles (62.3%) are ADA compliant.

**Table 2-1: Compliance Breakdown of Annapolis Transit/AACOOT/MDOT MTA Stops**

Annapolis/Anne Arundel County Bus Stop Compliance Overview					
Primary Owner	Compliant	ADA Non-Compliant	No Improvements	Total	Percent
Annapolis Transit	10	6	0	16	30.8%
Anne Arundel County	2	1	0	3	5.8%
MDOT MTA LINK	4	12	2	18	34.6%
MDOT MTA Commuter	7	8	0	15	28.8%
Total	23	27	2	52	
Percent	44.2%	51.9%	3.8%		

### Reasons for Non-Compliance



### Pathway Compliance



<sup>1</sup> During the survey period, most Anne Arundel County stops were designated as Annapolis Transit stops due to old signage still being present, therefore Anne Arundel County is included within this section.

## Harford Transit LINK

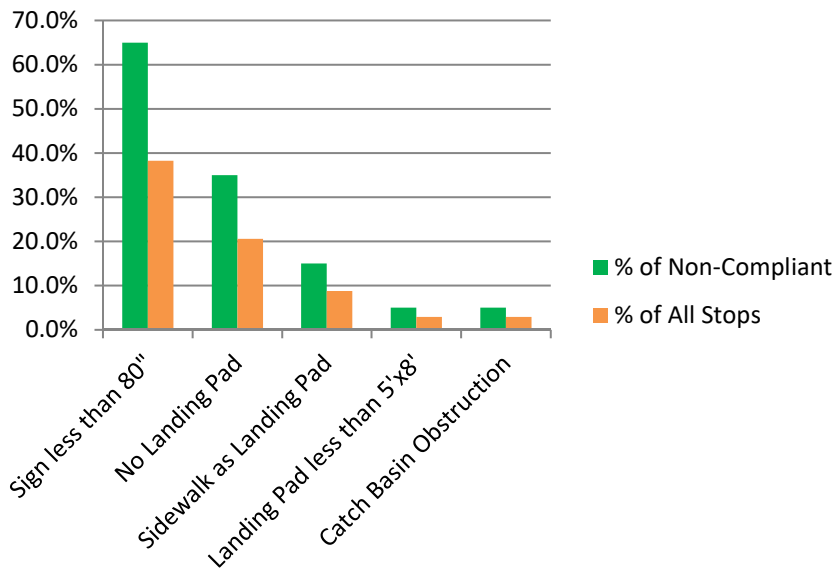


In Harford Transit LINK’s service area, 34 bus stops were recorded and surveyed for ADA compliance. Of the surveyed stops, 16 (47.1%) are owned by Harford Transit LINK and 18 (52.9%) are owned by MDOT MTA Commuter routes. Regardless of the stop owner, 7 (20.6%) stops are Compliant, 20 (58.8%) are ADA Non-Compliant, and 7 (20.6%) are No Improvements. MDOT MTA Commuter (11) owns the most ADA Non-Compliant stops. Over half of ADA non-compliant stops have signs that are less than 80 inches tall. Of the 2.5 miles of pathways that make up the study area, 1.6 miles (63.7%) are ADA compliant.

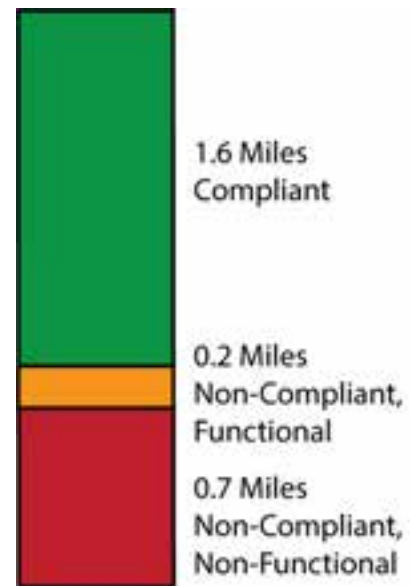
**Table 2-2: Compliance Breakdown of Harford Transit LINK/MDOT MTA Stops**

Harford Transit LINK Service Area - Bus Stop Compliance Overview					
Primary Owner	Compliant	ADA Non-Compliant	No Improvements	Total	Percent
Harford LINK	3	9	4	16	47.1%
MDOT MTA LINK	0	0	0	0	0.0%
MDOT MTA Commuter	4	11	3	18	52.9%
<b>Total</b>	<b>7</b>	<b>20</b>	<b>7</b>	<b>34</b>	
<b>Percent</b>	<b>20.6%</b>	<b>58.8%</b>	<b>20.6%</b>		

**Reasons for Non-Compliance**



**Pathway Compliance**



## Queen Anne's County Ride

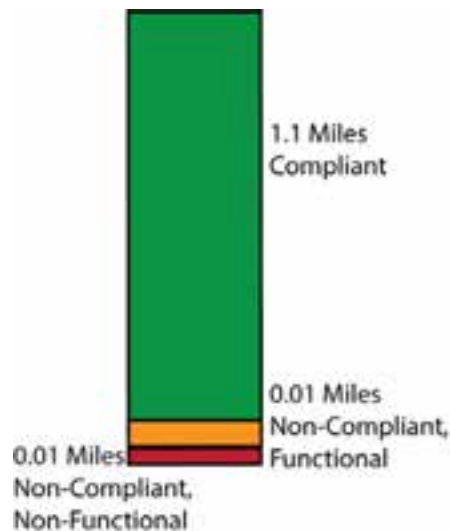


Four County Ride bus stops qualified for the field survey. Out of these stops, three locations are within Annapolis: at Westfield Mall, Anne Arundel Medical Center, and Church Circle. Stevensville Park & Ride is the only surveyed location in Queen Anne's County. Surveyors initially struggled to locate County Ride stops due to a lack of signage indicating that County Ride stops at any of the locations. At the Anne Arundel Medical Center, County Ride stops at the Sajak Pavilion; however, a specific location could not be determined. County Ride does not own any of its identified transfer stops. The only ADA Non-Compliant stop is at Church Circle because it uses the sidewalk as a landing pad. Of the four locations surveyed for Queen Anne's County Ride, 0.3 miles of pathways connect the stops to each other. Nearly all of the pathways are Compliant, though there are small portions of pathways that are Non-Compliant, Functional and Non-Compliant, Non-Functional. The breakdown of ADA compliance for the three confirmed Queen Anne's County Ride stops can be found in Table 2-3.

**Table 2-3: Compliance Breakdown of Annapolis Transit/County Ride/MDOT MTA Stops**

Queen Anne's County Ride Service Area - Bus Stop Compliance Overview					
Primary Owner	Compliant	ADA Non-Compliant	No Improvements	Total	Percent
Annapolis Transit	0	1	0	1	33.3%
MDOT MTA LINK	0	0	0	0	0.0%
MDOT MTA Commuter	2	0	0	2	66.7%
Total	2	1	0	3	
Percent	66.7%	33.3%	0.0%		

### Pathway Compliance



## RTA of Central Maryland

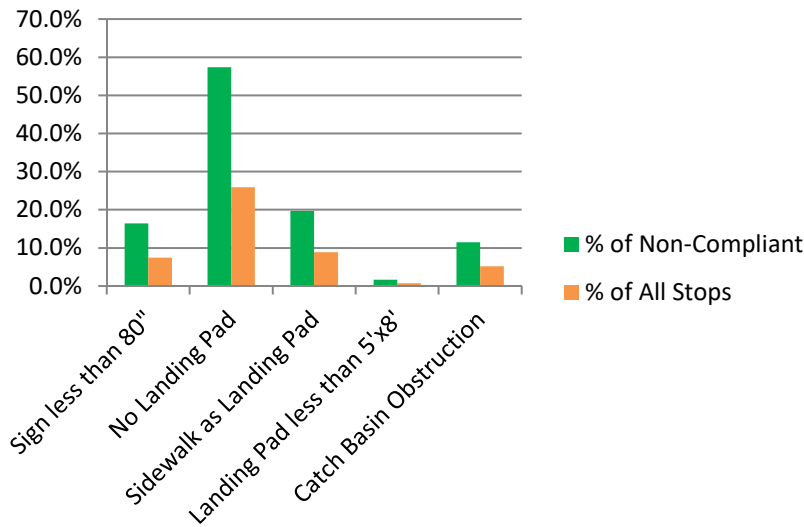


RTA of Central Maryland’s service area, the largest LOTS implicated within this study, produced over half of the stops surveyed. Of the 135 surveyed bus stops, 74 (54.8%) are owned by RTA of Central Maryland, 18 (13.3%) are owned by MDOT MTA LINK, and 43 (31.9%) are owned by MDOT MTA Commuter. Of these owners, RTA of Central Maryland (26) owns the most ADA Non-Compliant stops. Of the 61 stops deemed ADA Non-Compliant, 35 (57.4%) do not have a landing pad. Of the 4.7 miles of observed pathways, 2.9 miles (61.4%) are compliant. Table 2-4 further breaks down the distribution of stop owners and stop compliance in RTA of Central Maryland’s service area.

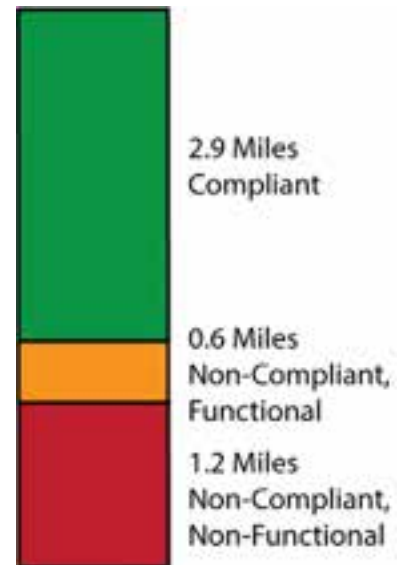
**Table 2-4: Compliance Breakdown of RTA of Central Maryland/MDOT MTA Stops**

RTA of Central Maryland Service Area - Bus Stop Compliance Overview					
Primary Owner	Compliant	ADA Non-Compliant	No Improvements	Total	Percent
RTA	34	26	14	74	54.8%
MDOT MTA LINK	6	11	1	18	13.3%
MDOT MTA Commuter	13	24	6	43	31.9%
Total	53	61	21	135	
Percent	39.3%	45.2%	15.6%		

### Reasons for Non-Compliance



### Pathway Compliance





## Other Observations & Impediments to Connectivity

During the field survey and post-survey desk review, some common impediments to connectivity were observed. Some of these impediments include:

### ***Damaged Signage***



**Figure 2-5: Damaged signage.** From left, Columbia Gateway & John McAdams, 1257 Ritchie, and Robert

### ***Inconsistent and/or Nonexistent Sign Design***



**Figure 2-6: Distinct MDOT MTA Sign Designs.** From left, Harpers Farm & Twin Rivers, Route 1 & Montevideo, MD Wholesale Food Center, and Riva & Forest

### ***Locations Without Paved Pathways***



**Figure 2-7: No improvements stop at Dorsey & Candlewood.**

None of the four stops at this location are connected to a paved pathway, making transfers extremely difficult for individuals with disabilities.

### ***Locations where Unpaved Pathway Breaks the Connection.***



**Figure 2-8: Aberdeen Wal-Mart Stop.**

Nearside MDOT MTA stop does not have a paved connection to the farside Harford Transit stop, which is an ADA compliant shelter stop. There is not a safe crossing between these stops.

# Chapter 3: Recommended Improvements

## RECOMMENDED IMPROVEMENTS

After the completion of the post-desk survey, transfer locations and stops were recommended for improvements that will help better facilitate transfers between area transportation providers. Locations were prioritized by land use and ridership to better organize planning efforts so that improvements are made to the stops with higher ridership and larger destinations. The following section discusses the prioritization process, the regional transit centers, and breaks down the costs and reasons for improvement in the study area. Location and stop improvement profiles are separated by LOTS in **Appendices C-G**.

### Prioritization

The prioritization of improvements ranks transfer locations rather than specific improvements to specific stops. This highlights the importance of approaching improvements or enhancements through regional coordination. If only one provider makes improvements to their stop, it does not necessarily improve a transit rider's experience when transferring between service providers.

The prioritization process includes two basic factors – the hierarchy of bus stops and the average daily ridership at each stop. This process will be updated with stop level ridership once it is available. Figure 3-1 provides a graphic of the prioritization process.

The first step in the prioritization ranking was classifying each transfer location as either a transit center, enhanced stop, or basic stop. Within each classification, trip frequencies were calculated and ranked from highest to lowest. For example, a transit center with 50 daily trips was ranked higher than a transit center with 40 daily trips. In contrast, an enhanced stop with 60 daily trips would be a lower priority than the transit center with 50 daily trips.

**Figure 3-1: Prioritization Methodology**



## Regional Transit Centers

The field survey and Chapter 2 analyzed 95 locations with transfer possibilities, and found that only 15% currently operate as regional transit hubs with connections to other multi-modal transportation options including neighboring transit systems, light rail, intercity bus, and commuter rail services. The following shopping centers, park & ride lots, and train stations have been categorized as transit centers; they are listed in order by average daily ridership:

1. Columbia Mall
2. Truman Park & Ride
3. Arundel Mills
4. Cromwell Station
5. Broken Land Park & Ride
6. Snowden River Park & Ride
7. BWI Terminal
8. Westfield Mall
9. Stevensville Park & Ride
10. Aberdeen MARC Station
11. Church Circle
12. US 40 & Paul Martin
13. BWI Business District Light Rail
14. BWI MARC Station

The following figures provide an overview of the transit providers, locations, and costs associated with each of the surveyed transit centers. The complete prioritization rankings can be found in **Appendix H**.

Figure 3-2: Transit Center Overview

# 14 Transit Centers

### Local Transit Providers



### Regional Transit Providers



**Most Costly:**  
Truman Park & Ride  
\$35,425

**Most Trafficked:**  
Columbia Mall  
755 Daily Riders

**Total Improvement Cost:**  
\$132,865

Figure 3-3: Transfer Locations by Prioritization Category

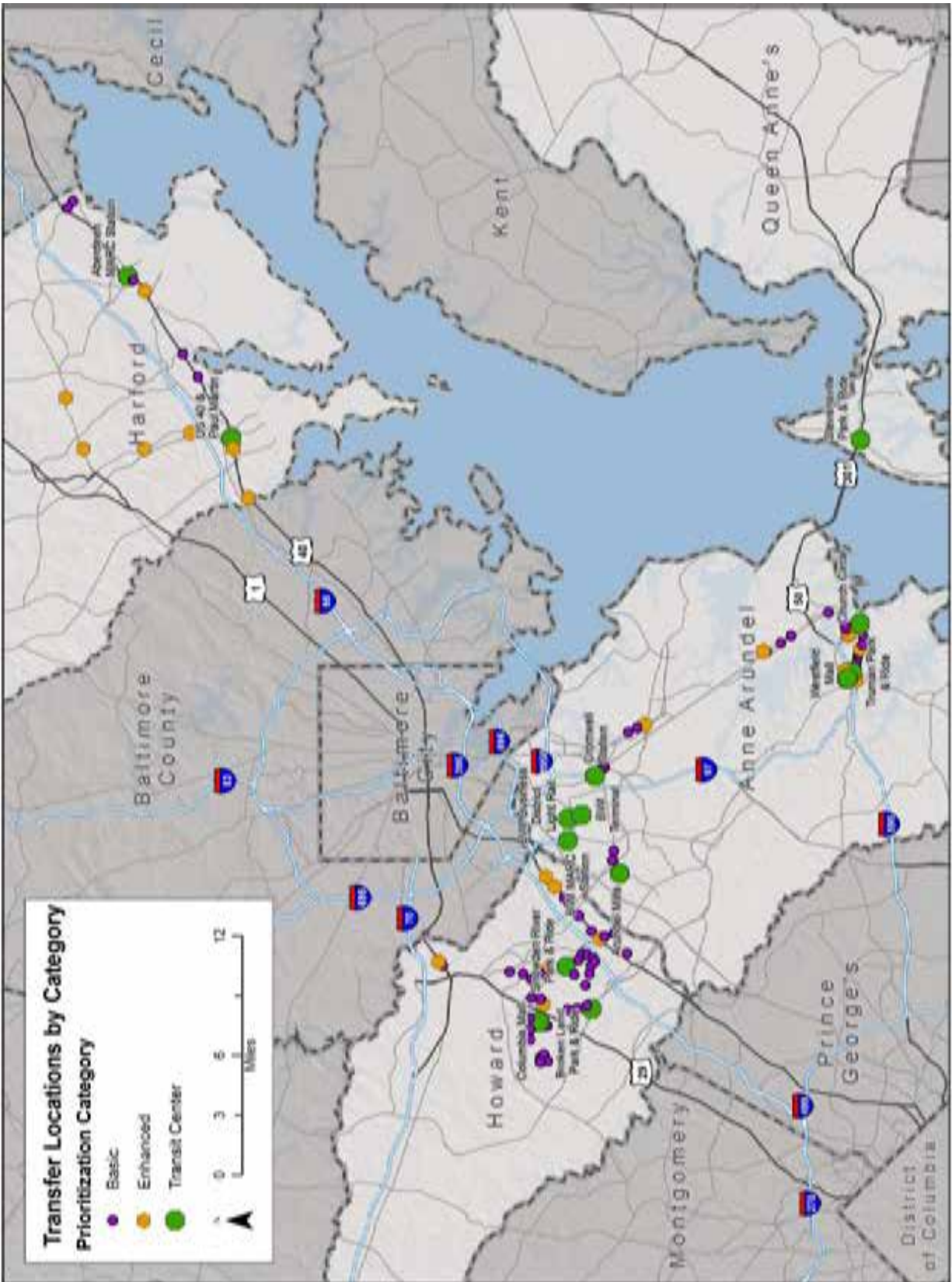


Table 3-1: Transit Center Summary Table

Location	Providers	Most Costly Improvement	Total Cost
Aberdeen MARC Station	Harford Transit LINK, MDOT MTA Commuter, MARC, Amtrak	Landing Pads	\$6,600
Arundel Mill	MDOT MTA Local Link, WMATA, RTA, UMBC Transit, Anne Arundel County	Curb Ramps	\$4,195
Broken Land Park & Ride	MDOT MTA Commuter, RTA	Digital Display	\$1,075
BWI Business District Light Rail	MDOT MTA Light Rail, MDOT MTA Local Link, WMATA, Anne Arundel	Digital Display	\$1,275
BWI MARC Station	MDOT MTA Commuter, MDOT MTA Local Link, MARC, RTA	Shelter	\$16,775
BWI Airport Terminal	MDOT MTA Commuter Bus, MDOT MTA Local Bus, MDOT MTA Light Rail, WMATA, RTA	Digital Display	\$2,475
Church Circle	MDOT MTA Commuter, MDOT MTA Local Link, Annapolis Transit, Anne Arundel County, County Ride	Shelter	\$24,275
Columbia Mall	MDOT MTA Commuter, RTA	Curb Ramps	\$20,195
Cromwell Station	MDOT MTA Light Rail, MDOT MTA Local Link, RTA	Digital Display	\$1,000
Snowden River Park & Ride	MDOT MTA Commuter, RTA	Digital Display	\$1,000
Stevensville Park & Ride	MDOT MTA Commuter, County Ride	Digital Display	\$1,000
Truman Park & Ride	MDOT MTA Commuter, Megabus, Annapolis Transit, Anne Arundel County	New Sidewalk	\$35,425
US 40 & Paul Martin	MDOT MTA Commuter, Harford Transit LINK	Shelter	\$15,475
Westfield Mall	MDOT MTA Commuter, Annapolis Transit, Anne Arundel County, County Ride	Digital Display	\$1,900

The following sections highlight recommended improvements and estimated costs for the six regional transit providers.

## Annapolis Transit

Annapolis Transit, which has service at 15 transfer locations, is recommended to make \$119,380 worth of improvements. The costliest improvement category is the creation of three new compliant shelters (\$45,000). Other improvement categories are eight new landing pads (\$32,000) and seven new curb ramps (\$24,500). Location and stop profiles for Annapolis Transit are available in **Appendix C**.



**Table 3-2: Annapolis Transit Improvement Summary and Cost Estimates**

Annapolis Transit Improvement Summaries		
Improvement Type	Amount	Cost
Crosswalk	4	\$1,200.00
Curb Ramps	7	\$24,500.00
Detectable Warnings	16	\$1,200.00
Digital Display	3	\$3,000.00
Information Case	8	\$4,000.00
Landing Pad	8	\$32,000.00
Obstructions to Remove	1	\$2,900.00
Pedestrian Control	4	\$2,780.00
Shelter	3	\$45,000.00
Signs	14	\$2,800.00
<b>Total</b>		<b>\$119,380.00</b>

## Anne Arundel County OOT

The Anne Arundel County Office of Transportation, which has service at 13 of the 95 transfer locations, is recommended to make \$116,225 worth of improvements. The costliest of these improvements is the installation of 2,018 ft. of compliant sidewalk (\$50,450). Other improvement categories are the installation of 12 curb ramps (\$42,000) and 16 bus stop signs (\$3,200). Location and stop profiles for OOT are available in **Appendix D**.



Table 3-3: Anne Arundel County OOT Improvement Summary and Cost Estimates

Anne Arundel County OOT Transit Improvement Summaries		
Improvement Type	Number	Cost
Crosswalks	4	\$1,200.00
Detectable Warnings	12	\$900.00
Landing Pads	3	\$12,000.00
Curb Ramps	12	\$42,000.00
Digital Display	2	\$2,000.00
Information Cases	2	\$1,000.00
Sidewalk (ft)	2018	\$50,450.00
Pedestrian Controls	5	\$3,475.00
Bus Stop Signs	16	\$3,200.00
<b>Total</b>		<b>\$116,225.00</b>

## Harford Transit LINK

Harford Transit LINK, which has service at 14 transfer locations, is recommended to make \$203,915 worth of improvements. The installation of 3,656 ft. of compliant sidewalk (\$91,400) is the costliest improvement category. Other improvement categories are the installation of 13 curb ramps (\$45,500) and 10 landing pads (\$40,000). Location and stop profiles for Harford Transit LINK are available in **Appendix E**.



Table 3-4: Harford Transit LINK Improvement Summary and Cost Estimates

Harford Transit LINK Improvement Summaries		
Improvement Type	Number	Cost
Crosswalks	8	\$2,400.00
Curb Ramps	13	\$45,500.00
Detectable Warnings	22	\$1,650.00
Digital Displays	1	\$1,000.00
Landing Pads	10	\$40,000.00
Information Cases	1	\$500.00
Shelters	1	\$15,000.00
Sidewalk (ft)	3656	\$91,400.00
Pedestrian Controls	7	\$4,865.00
Bus Stop Signs	8	\$1,600.00
<b>Total</b>		<b>\$203,915.00</b>

## MDOT MTA

MDOT MTA's LINK and Commuter Bus have service at all 95 of the transfer locations. The MDOT MTA is recommended to make \$437,415 worth of improvements throughout the study area. The most costly improvement is the installation of 74 landing pads (\$296,000). Other improvements of note are the installation of six shelters (\$90,000) and 53 bus stop signs (\$10,600).



**Table 3-5: MDOT MTA Improvement Summary and Cost Estimates**

MDOT MTA Improvement Summaries		
Improvement Type	Number	Cost
Crosswalks	2	\$600.00
Curb Ramps	6	\$21,000.00
Detectable Warnings	10	\$750.00
Digital Displays	10	\$10,000.00
Information Cases	7	\$3,500.00
Landing Pads	74	\$296,000.00
Shelters	6	\$90,000.00
Sidewalk (ft)	19	\$475.00
Obstructions	1	\$2,900.00
Pedestrian Controls	2	\$1,390.00
Bus Stop Signs	53	\$10,600.00
Wayfinding Signs	1	\$200.00
<b>Total</b>		<b>\$437,415.00</b>

## Queen Anne's County Ride

Queen Anne's County Ride has service at four of the transfer locations but does not own stops at any of these locations. The only recommended improvement for County Ride is the installation of bus stop signs at each of its four locations (\$800). Location and stop profiles for County Ride are found in **Appendix F**.



**Table 3-6: Queen Anne's County Ride Improvement Summary and Cost Estimates**

QACR Improvement Summaries		
Improvement Type	Number	Cost
Bus Stop Signs	4	\$800.00
<b>Total</b>		<b>\$800.00</b>



## RTA of Central Maryland

The RTA of Central Maryland, which has service at 57 of the 95 transfer locations, is recommended to make \$532,396 worth of improvements. The costliest recommended improvement is the installation of 45 landing pads (\$142,500). Other improvements are the installation of 5,700 ft. of compliant sidewalk (\$142,500) and 57 new curb ramps (\$157,500). Location and stop profiles for RTA are available in **Appendix G**.



**Table 3-7: RTA of Central Maryland Improvement Summary and Cost Estimates**

RTA of Central Maryland Improvement Summaries		
Improvement Type	Number	Cost
Crosswalks	27	\$8,100.00
Curb Ramps	45	\$157,500.00
Detectable Warnings	73	\$5,475.00
Digital Displays	12	\$12,000.00
Information Cases	11	\$5,500.00
Landing Pads	45	\$180,000.00
Median/Side Islands	1	\$156.00
Sidewalk (ft)	5700	\$142,500.00
Pedestrian Controls	27	\$18,765.00
Bus Stop Signs	12	\$2,400.00
<b>Total</b>		<b>\$532,396.00</b>

## CONCLUSIONS

This study was administered to assess current bus stop design and placement coordination between transit providers within BMC's jurisdictional area. Current bus stop coordination between LOTS and MDOT MTA services leave much to be desired. Outside of the 14 regional transit centers, there are 81 potential transfer bus stops within the region; many of these stops are inconveniently located, not ADA compliant, and/or lack information about other transit options at their respective locations. Regional transit providers typically use ridership or surrounding land uses to prioritize bus stop improvements. One element that should also be considered when implementing bus stop improvements is transferability between services.

By sheer number of bus stops, MDOT MTA's Commuter Bus is the largest provider of regional trips within the Baltimore region. In many cases, commuter bus stops are co-located or located in close proximity with LOTS bus stops. Despite having two or more providers, these stops are in large part under-improved and lacking key accessibility features. Coordination of bus stop improvements among local providers and regional services is key to enhancing the rider's experience and ridership overall.

As the Baltimore metropolitan area continues to grow, the need for safe, reliable, and convenient public transportation becomes increasingly important. Investing in transit and regional connections can provide an economic benefit to both local residents and the community at large by augmenting mobility to allow for greater employment and social opportunities throughout the region.

This report, the associated survey findings, and improvement profiles can help local and regional transit providers strategically update the transfer bus stops within the region. Transfer bus stops represent just one element of regional coordination. As neighboring transit providers begin to coordinate on potential bus stop improvements this could also foster coordination between other aspects of service; including timed connections at transfer stops, fare reciprocity agreements, etc. As cooperation and collaboration efforts increase in the region, transit connectivity and accessibility will increase in step.

# Appendix A

## Field Survey Data Dictionary

# Field Survey Data Dictionary

## BUS STOP ASSESSMENT

### **Longitude**

Generated by GPS receiver and manually checked for accuracy.

### **Latitude**

Generated by GPS receiver and manually checked for accuracy.

### **Stop ID**

A unique value that is assigned to each bus stop. This value is either taken from the bus stop sign or manually generated.

### **On Street**

On Street is the name of the street the bus is stopped on when serving the stop.

### **Cross Street**

Cross Street is the closest cross street. It may, on occasion, be an address, business name or a descriptor, such as "EAST END OF RAIL OVERPASS" or "WALMART".

### **Heading**

Heading is the direction a bus would be facing when stopped at the bus stop (360=North, 90=East, 180=South, 270=West). Expressed in decimal degrees. Range: 0-360.

## Placement

Identify the location of the bus stop relative to the Cross Street.

Valid designations are:

1. Nearside
2. Farside
3. Mid-block
4. Across From
5. At Location

## Speed Limit

Identify the posted speed limit for the roadway adjacent to the bus stop.

Valid designations are:

- 10 mph
- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph
- 50 mph
- 55 mph
- 60 mph
- 65 mph
- Not Applicable

## Travel Lanes

Identify the number of travel lanes along the roadway adjacent to the bus stop.

Valid designations are:

- 1
- 2
- 3
- 4
- 5
- 6+
- Not Applicable

## Median

Identify if there is a raised median or pedestrian refuge island across the on-street.

Valid designations are:

- Yes
- No

## Bus Stop Signage

Identify the number of a head signs at the stop.

Valid designations are:

- 0
- 1
- 2
- 3

## Bus Stop Owner

Identify the owner of each head sign.

Valid designations are:

- Annapolis Transit
- Charm City Circulator
- Harford LINK
- MTA Commuter Bus
- MTA LINK
- RTA of Central Maryland
- Queen Anne's County Commuter
- Other

## Sign Installation

Identify how the bus stop sign is installed at the bus stop.

Valid designations are:

- Bus Stop pole
- Traffic sign pole
- Utility pole
- Light pole
- Shelter
- Building
- Traffic light pole
- Other

## Sign Height

Identify if the distance from the bottom of the sign to the ground is greater or less than 80 inches.

Valid designations are:

- Less than 80”
- 80” or greater

## Route Information

Document the route information that is posted on the bus stop sign. Separate route numbers with a comma. Leave blank if there is not route information on the bus stop sign. Free form text.

## Contact or Bus Tracker Information on Sign

Identify if there is a phone number on the bus stop sign.

Valid designations are:

- Yes
- No

## **Sign or Pole Damage**

Identify if there is any physical damage to the bus stop pole.

Valid designations are:

- None
- Rust
- Bent
- Severed
- Graffiti
- Loose
- Leaning
- Other

## **Sign or Pole Comments**

Freeform notes field to capture any miscellaneous comments.

## **Information Case**

Identify if there is an information case at the bus stop.

Valid designations are:

- Yes
- No

## **Information Case Accessible**

Identify if the information case is accessible meaning there is a paved unobstructed 36" area around the information case.

Valid designations are:

- Accessible
- Obstructed
- Unpaved
- Not Applicable



## Information Case Damage

Identify if there is any physical damage to the information case.

Valid designations are:

- None
- Loose
- Graffiti
- Stickers
- Broken
- Other

## Digital Display

Identify if there is a digital information display at the bus stop.

Valid designations are:

- Yes
- No

## Route Schedule

Identify if there is a schedule of the route available at the bus stop.

Valid designations are:

- Yes
- No

## Route Map

Identify if there is a map of the route available at the bus stop.

Valid designations are:

- Yes
- No

## **System Map**

Identify if there is a map of the system map available at the bus stop.

Valid designations are:

- Yes
- No

## **Bus Stop Lighting**

Identify if there is lighting within 30 feet of the bus stop location.

Valid designations are:

- Yes
- No

## **Trash Can**

Identify if there is a trash receptacle at the bus stop.

Valid designations are:

- Yes
- No

## **Trash Can Comments**

Freeform notes field to capture miscellaneous information about trash-related issues.

## **Vendor Publication Box**

Identify the number of vendor publication boxes at the bus stop.

Valid designations are: 0-10

## **Vendor Publication Box Comments**

Freeform notes field to capture miscellaneous information about vendor box issues.

## **Bike Racks**

Identify if there are bike racks at the bus stop.

Valid designations are:

- Yes
- No

## **Shelter Count**

Identify the number of shelters at bus stop.

Choice variable is 0-5.

## **Shelter Foundation**

Identify the type of surface the shelter is mounted on.

Valid designations are:

- Concrete
- Brick
- Dirt
- Stone
- Grass
- Other

## **Shelter Damage**

Identify any physical damage to the shelter.

Valid designations are:

- None
- Loose
- Panel
- Graffiti
- Rust
- Roof
- Stickers
- Other

## Shelter Access

Identify if there is unobstructed access to the entrance of the shelter.

Valid designations are:

- Yes
- No

## Shelter Entrance

Is there at an opening at the front of the shelter that is at least 36" wide and obstructed?

Valid designations are:

- Yes
- No

## Shelter Interior

Identify if there is an unobstructed space completely under the shelter that is at least 30" wide by 48" deep.

Valid designations are:

- Yes
- No

## Shelter Comments

Freeform text field to capture any miscellaneous information about shelters.

## Bench

Identify the number of benches at the bus stop.

Choice variable is 0-10.

## **Bench Location**

Identify the location of the bench(es).

Valid designations are:

- Shelter
- Freestanding
- Shelter and Freestanding

## **Bench Damage**

Identify any physical damage to the bench.

Valid designations are:

- None
- Broken Pieces
- Graffiti
- Poor Installation
- Other

## **Bench Comments**

Freeform text field to capture any miscellaneous information about the benches.

## **Landing Pad**

Identify if there is a presence of a 5' x 8' non-dirt paved ADA landing pad at the bus stop.

Valid designations are:

- None
- Yes, unobstructed
- Yes, obstructed
- No, <5'x8'
- No, Sidewalk

## Landing Pad Material

Identify the surface material of the landing pad.

Valid designations are:

- Concrete
- Asphalt
- Brick Pavers
- Other

## Landing Pad Surface Problem

Identify if the landing pad have problems that could impede its use by pedestrians or persons with a mobility device.

Valid designations are:

- None
- Major cracks
- Uneven pavement
- Vegetation
- Slope
- Catch basin
- Other

## Landing Pad Obstruction

Identify if there is a potential obstruction on the landing pad area that would make it less than 5' x 8'.

Valid designations are:

- None
- Trash Can
- Shelter
- Utility Pole
- Bus Stop Pole
- Traffic Sign Pole
- USPS Mailbox
- Fence
- Wall
- Other

## **Landing Pad Connect to Sidewalk**

Identify if the landing pad is connected by a sidewalk.

Valid designations are:

- Yes
- No
- Not Applicable (there's a pad but no sidewalk)

## **Landing Pad Connect to Curb**

Identify if the landing pad connects to the on-street curb.

Valid designations are:

- Yes
- No
- Not Applicable (no curb)

## **Landing Pad Comments**

Freeform comments field to capture any miscellaneous information about the landing pad.

## **Sidewalk Width**

Document the width of the sidewalk in inches. If no sidewalk is present enter "None". Free form text field.

## **Sidewalk Landscape Buffer**

Identify if there is a presence of landscaping/grassy area between the sidewalk and the curb.

Valid designations are:

- Yes
- No

## Sidewalk Obstruction

Identify if there is an object along the sidewalk between the bus stop and the nearest intersection that reduces the sidewalk width to less than 48”.

Valid designations are:

- None
- Vendor Publication Box
- Utility Pole
- Shelter
- Bench
- Trash Can
- Landscaping
- Fence
- Wall
- Mailbox
- Street Sign Pole
- Bus Stop Pole
- Other

## Sidewalk Surface Problem

Identify if there is an impediment that could make travel along the sidewalk difficult and/or unsafe.

Valid designations are:

- None
- Major cracks
- Uneven pavement
- Vegetation
- Slope
- Sink hole
- Other



## Curb Ramp Type

Identify the type of curb ramp that is closest to the bus stop.

Valid designations are:

- None
- Perpendicular
- Diagonal
- Parallel

## Detectable Warning

Identify if there is a detectable warning surface on the curb ramp closest to the bus stop.

Valid designations are:

- Yes
- No

## Curb Ramps

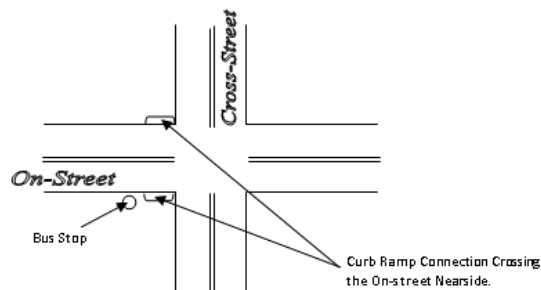
The following four fields are designed to determine if there are connecting curb ramp pairs at the stop in the location specified – On-street/Nearside, On-street/Farside, At-street/At Stop, or At Street/Opposite Side.

## Curb Ramp Connection OSNS

Curb ramp connection at the on-street nearside intersection crossing location.

Valid designations are:

- Yes
- No
- Not Applicable

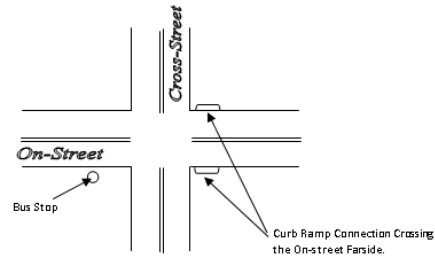


## Curb Ramp Connection OSFS

Curb ramp connection at the on-street farside intersection crossing location.

Valid designations are:

- Yes
- No
- Not Applicable

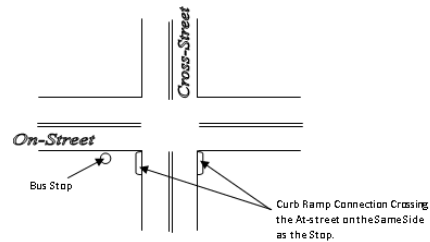


## Curb Ramp Connection CSAS

Curb ramp connection for the cross-street on the side of the onstreet where the bus stop is located.

Valid designations are:

- Yes
- No
- Not Applicable

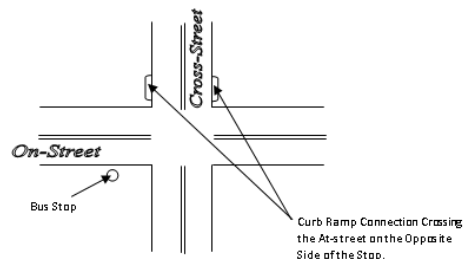


## Curb Ramp Connection CSOP

Curb ramp connection for the cross-street on the opposite side of the onstreet where the bus stop is located.

Valid designations are:

- Yes
- No
- Not Applicable



## **Crosswalks**

The following four fields are designed to determine if there are marked crosswalks at the stop in the location specified – On-street/Nearside, On-street/Farside, At-street/At Stop, or At Street/Opposite Side.

### **Crosswalk OSNS**

Marked crosswalk along the on-street (the street the bus is traveling on) nearside of the intersection or stop (if it is a mid-block stop).

Valid designations are:

- Yes
- No
- Not Applicable

### **Crosswalk OSFS**

Crosswalk that cross the on-street (the street the bus is traveling on) farside of the intersection.

Valid designations are:

- Yes
- No
- Not Applicable

### **Crosswalk CSAS**

Crosswalk that cross the cross-street on the same side of the street as the bus stop location.

Valid designations are:

- Yes
- No
- Not Applicable

## **Crosswalk CSOP**

Crosswalk that cross the cross-street on the opposite side of the intersection where the bus stop is located.

Valid designations are:

- Yes
- No
- Not Applicable

## **Traffic Control Device OS**

Identify if there is a traffic control device for the on-street at the intersection nearest the bus stop.

Valid designations are:

- Traffic Light
- Stop Sign
- Yield Sign
- None
- Not Applicable

## **Traffic Control Device CS**

Identify if there is a traffic control device for the cross-street at the intersection nearest the bus stop.

Valid designations are:

- Traffic Light
- Stop Sign
- Yield Sign
- None
- Not Applicable

## **Pedestrian Control OS**

Identify if there is a pedestrian crossing signal to cross the on-street.

Valid designations are:

- Yes
- No
- Not Applicable

## **Pedestrian Control CS**

Identify if there is a pedestrian control signal to cross the cross-street.

Valid designations are:

- Yes
- No
- Not Applicable

## **WAYFINDING SIGNAGE INVENTORY**

### **Longitude**

Generated by GPS receiver and manually checked for accuracy.

### **Latitude**

Generated by GPS receiver and manually checked for accuracy.

### **Sign Information**

Document the information conveyed by the sign. Free from text field.

## **CURB RAMPS**

### **Longitude**

Generated by GPS receiver and manually checked for accuracy.

---

## Latitude

Generated by GPS receiver and manually checked for accuracy.

## Heading

Directional heading. For curb ramps, the heading is determined based on the direction of vehicle traffic perpendicular to the sidewalk; for diagonal curb ramps base the heading on the direction of travel of the larger road. For intersections and pathways, heading is determined based on the evaluator's direction of travel.

Valid designations are:

- North
- South
- East
- West
- Southwest
- Southeast
- Northeast
- Northwest

## Position

Position of curb ramp relative to intersection, based on the direction of vehicle traffic. Nearside is prior to reaching an intersection. Farside is after passing through the intersection.

Valid designations are:

- Nearside
- Farside
- Midblock

## Placement

Identifies location of curb ramp. Valid designations are:

- Block
- Block Corner
- Median
- Side Island
- Side Island SL – (Slip Lane)
- Driveway

## Type

Identifies the type of curb ramp design. Valid designations are:

- Perpendicular
- Diagonal
- Parallel
- Depressed Corner/Blended Transition
- Modified (Other)

## Companion Ramp

Identifies if there is an accessible transition on the opposite side of the intersection (i.e. Can a person in a wheelchair exit off the opposite side of the street?) Valid designations are:

- Yes
- No
- N/A

## Sidewalk Connection

Identifies if the curb ramp is connected to a sidewalk? Valid designations are:

- Yes
- No

## Tactile Surfaces

Identifies the presence of raised features across the curb ramp that provide a detectable warning for the visually impaired. Valid designations are:

- Yes, Placed Correctly
- Yes, Not Placed Correctly
- No

## Ramp in Marked Crosswalk

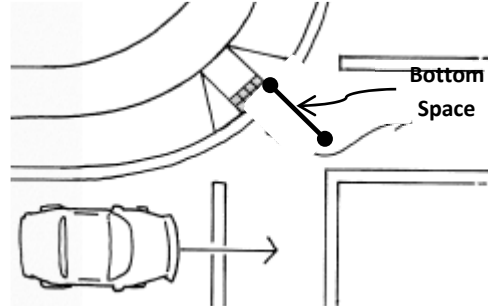
Identifies if the bottom of the curb ramp is within a marked crosswalk. Valid designations are:

- Yes
- No
- No Marked Crosswalk

## Bottom Space

Length of the level area within the crosswalk at the bottom of the curb ramp, measured from the street-gutter interface to the edge of the marked crosswalk. Valid designations are:

- $\geq 48''$
- $< 48''$
- N/A



## Ramp Width

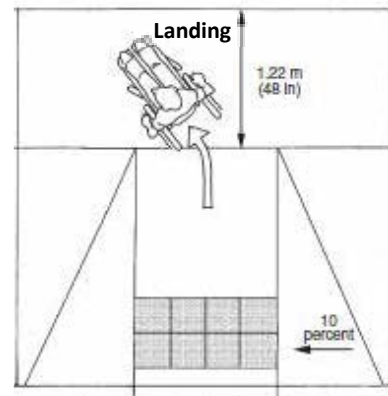
Width of curb ramp along edge of street. Measurements do not include flares. Valid designations are:

- $< 48''$
- $\geq 48''$

## Top Landing Size

Identifies size of landing at top of the curb ramp. Valid designations

- None
- $\geq 48'' \times 48''$
- $< 48'' \times 48''$



are:

## Ramp Running Slope

Slope of the curb ramp in the direction of pedestrian travel. Valid designations are:

- $\leq 5\%$
- 5.1% to 8.3%
- 8.4% to 10%
- $> 10\%$

## Ramp Cross Slope

Slope of the ramp perpendicular to the direction of pedestrian travel. Valid designations are:

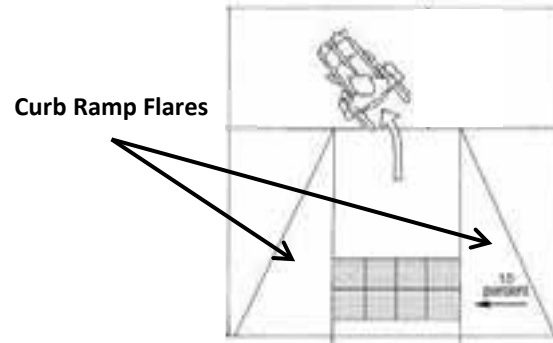
- $\leq 2\%$
- $> 4\%$



## Flare Slopes

Slope of the flares connecting the ramp to the sidewalk. Valid designations are:

- $\leq 8.3\%$
- 8.4% to 10%
- $>10\%$
- No Flare



## Top Landing Cross Slope

Slope of the area at the top of the curb ramp, measured perpendicular and parallel to a pedestrian walking up the curb ramp. Valid designations are:

- $\leq 2\%$
- 2.1% to 4%
- 4.1% to 10%
- $> 10\%$
- "Null"

## Transition

Identifies if the curb ramp is flush with the top landing. Valid designations are:

- Flush
- Not Flush
- N/A

## Perpendicular

Identifies if the curb ramp has an even perpendicular surface transition with the top landing. Valid designations are:

- Perpendicular
- Not Perpendicular
- N/A

## Bottom Surface Counter Slope

Identifies the counter slope of the street surface/gutter at the grade break of the ramp. It is the slope opposite the curb ramp slope. Valid designations are:

- $\leq 5\%$
- $> 5\%$



## INTERSECTIONS

### Longitude

Generated by GPS receiver and manually checked for accuracy.

### Latitude

Generated by GPS receiver and manually checked for accuracy.

### Traffic Control

What type of traffic control measure are present at the intersection? Valid designations are:

- Traffic Light
- Stop Sign
- Round-a-Bout
- None
- N/A

### Marked Crosswalk

Is there a distinct material used to demarcate crosswalk at intersections and mid-block crossings. Valid designations are:

- Yes
- No
- Damaged/Faded
- "Null" – (e.g. under construction)

## **Curb Ramp Connection**

Identifies the presence of connected companion curb ramps on either end of the intersection segment. Valid designations are:

- Yes
- No
- N/A

## **Presence of Pedestrian Refuge Island**

Identifies the presence and type of pedestrian refuge island. Valid designations are:

- None
- Median Island
- Side Island

## **Pedestrian Refuge Island Length**

Length of the pedestrian refuge island in the direction of pedestrian travel. Valid designations are:

- None
- <6'
- >=6'

## **Pedestrian Refuge Island Tactile Surface**

Presence of truncated domes on curb ramps or cut-throughs on refuge islands. Valid designations are:

- One Side
- Both Sides
- None
- N/A

## **Pedestrian Signal Countdown**

Identifies whether a pedestrian signal provides a countdown to assist pedestrians in determining how much time is available to safely cross the street. Valid designations are:

- Yes
- No
- "Null"

## Pedestrian Signal Audible

Identifies whether a pedestrian signal provides audible sounds or instructions to assist the visually impaired. Valid designations are:

- Yes
- No
- "Null"

## Pedestrian Signal Button Accessible

Identifies whether there is a flat landing 48" by 48" that allows individuals with limited mobility to press the pedestrian signal button. Valid designations are:

- Yes
- No
- "Null"

## Pedestrian Signal Button Height

Height from ground (improved surface) to the middle of button measured in inches. Valid designations are:

- <15"
- 15" to 48"
- >48"

## SIDEWALK BARRIERS

### Longitude

Generated by GPS receiver and manually checked for accuracy.

### Latitude

Generated by GPS receiver and manually checked for accuracy.

## Barrier

Identifies each sidewalk barrier along the pathway between transfer stops. Valid designations are:

- Cross Slope
- Obstruction
- Protrusion
- Running Slope
- Surface Gap
- Vertical Elevation



# Appendix B

## Scheduled Transfers Summary Tables



Harford Transit LINK: Transfer Analysis

Location	Route			Daily Trip Frequency			Potential Transfers*																Timing Transfers												
	Harford LINK	MTA Commute	MARC	Harford LINK	MTA Commute	MARC	LINK to Commuter				Commuter to LINK				LINK to MARC				MARC to LINK				LINK to Commuter			Commuter to LINK			LINK to MARC			MARC to LINK			
							≤ 2 hrs	≤ 1 hr	≤ 30 min	≤ 15 min	≤ 2 hrs	≤ 1 hr	≤ 30 min	≤ 15 min	≤ 2 hrs	≤ 1 hr	≤ 30 min	≤ 15 min	≤ 2 hrs	≤ 1 hr	≤ 30 min	≤ 15 min	Average	Min	Max	Average	Min	Max	Average	Min	Max	Average	Min	Max	
Campus Hills Shopping Center	Route 1	410	NA	20	8	NA	1	3	3	1	0	4	0	3	-	-	-	-	-	-	-	-	-	0:43	0:05	1:29	0:21	0:01	0:43	-	-	-	-	-	-
Aberdeen Train Station	Green, Blue, Yellow, Teal, Silver	420	Penn	73	10	6	11	7	7	10	3	18	8	10	12	7	5	11	7	18	5	3	0:41	0:04	1:45	0:38	0:01	1:56	0:42	0:03	1:37	0:50	0:02	1:47	
Emmorton-Woodsdale	Route 2	410	NA	20	8	NA	2	3	3	3	4	4	4	4	-	-	-	-	-	-	-	-	0:14	0:02	0:28	0:42	0:08	1:57	-	-	-	-	-	-	
Festival at Bel Air	Route 2	410	NA	20	8	NA	2	2	4	2	1	6	2	5	-	-	-	-	-	-	-	-	0:41	0:01	1:12	0:38	0:06	1:08	-	-	-	-	-	-	
Aberdeen WalMart	Blue, Yellow	420	NA	34	9	NA	6	3	3	2	1	4	1	4	-	-	-	-	-	-	-	-	0:52	0:00	1:56	0:32	0:04	1:02	-	-	-	-	-	-	
US 40 & BATA	Silver	420	NA	30	9	NA	4	4	4	4	2	6	4	4	-	-	-	-	-	-	-	-	0:39	0:06	1:35	0:33	0:06	1:24	-	-	-	-	-	-	
Greenbrier Shopping Center	Route 1	410	NA	26	8	NA	2	2	3	4	2	7	3	4	-	-	-	-	-	-	-	-	0:34	0:00	2:00	0:39	0:00	1:36	-	-	-	-	-	-	
Havre De Grace McDonalds	Green, Teal	420	NA	20	9	NA	3	4	1	2	5	7	2	3	-	-	-	-	-	-	-	-	0:52	0:12	1:50	0:43	0:03	1:36	-	-	-	-	-	-	
Joppatowne Plaza	Silver	420	NA	15	9	NA	2	2	2	2	1	4	2	2	-	-	-	-	-	-	-	-	0:45	0:11	1:51	0:31	0:05	1:01	-	-	-	-	-	-	
US 40 & Plater	Yellow	420	NA	6	9	NA	1	2	0	0	1	1	0	0	-	-	-	-	-	-	-	-	1:09	0:40	2:00	1:10	1:49	0:32	-	-	-	-	-	-	
Union & Pennington	Green	420	NA	28	9	NA	3	4	3	4	3	6	4	5	-	-	-	-	-	-	-	-	0:37	0:05	1:37	0:36	0:04	1:52	-	-	-	-	-	-	
US 40 & Long Bar Harbor	Green	420	NA	29	9	NA	2	4	5	4	2	8	4	4	-	-	-	-	-	-	-	-	0:30	0:02	1:13	0:35	0:02	1:28	-	-	-	-	-	-	
US 40 & Paul Martin	Blue, Silver	420	NA	82	9	NA	2	11	6	11	7	12	5	8	-	-	-	-	-	-	-	-	0:26	0:01	1:13	0:41	0:06	1:53	-	-	-	-	-	-	
Woodbridge Shopping Center	Blue, Silver	420	NA	60	9	NA	7	9	9	5	3	15	9	8	-	-	-	-	-	-	-	-	0:39	0:00	1:53	0:31	0:00	1:23	-	-	-	-	-	-	





# Appendix C

## Annapolis Transit

### Stop Improvement Profiles



# Appendix C

## Annapolis Transit Transfer Locations

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AA Medical Center .....1

Church Circle .....5

Rowe & Taylor .....8

Truman Park & Ride .....14

West & Admiral .....17

West & Calvert .....21

West & Garrett .....25

West & Hudson .....31

West & Lafayette .....35

West & Legion .....39

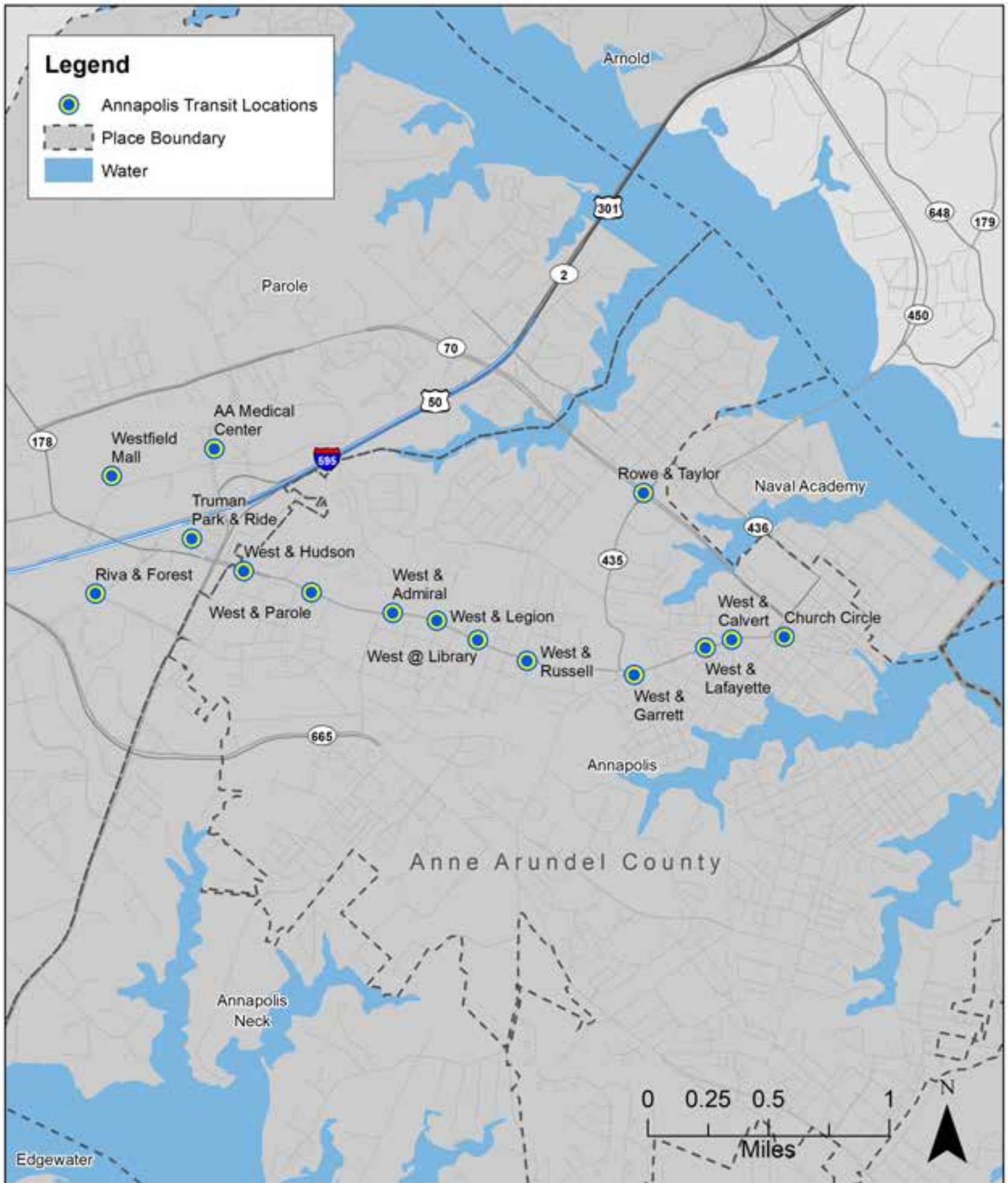
West & Parole .....44

West & Russell .....48

West @ Library .....52

Westfield Mall .....56

# Annapolis Transit-MTA Transfer Locations Reference Map



# BMC Transfer Study Location Profiles

## AA Medical Center

LOTS: Anne Arundel Transit, Annapolis Transit, & Queen Anne's County Ride  
 MTA Bus Service: Commuter & LINK  
 Location Type: Medical Center  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:41
Daily LOTS Stops:	62	<15 Minute Transfers:	28

**Total Estimated Improvement Costs:**  
**\$8,050.00**

<b>AA Medical Center</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New Curb Ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA Stop</b>	Primary Owner:	MTA Commuter Bus
Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 2: Unknown Izzo Pav</b>	Primary Owner:	Unknown
New Compliant Landing Pad	0	\$0.00
New Signs	2	\$400.00
	Location Cost:	\$7,450.00
	Stop 1 Cost:	\$200.00
	Stop 2 Cost:	\$400.00
	<b>Total Cost</b>	<b>\$8,050.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: AA Medical Center    Heading: 180  
 Stop ID: NA    Placement: Farside  
 On Street: MEDICAL PKWY    Speed: 40 mph  
 Cross Street: SAJAK PAVILIO    Travel Lanes: 6+  
 Survey Date: 11/27/2018    Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole    Stop Owner 2: NA  
 Sign Height: Less than 80"    Stop Owner 3: NA  
 Route Info: MTA 210,215



Approaching Stop

## Shelters and Other Amenities

Shelters: 1    Info Case: No  
 Shelter Foundation: Concrete    Info Case Accessible: NA  
 Shelter Damage: None    Info Case Damage: None  
 Shelter Accessible? Yes    Digital Display? No  
 Entrance Accessible? Yes    Route Schedule? No  
 Interior Accessible? Yes    System Map? No  
 Benches? 1    Route Map? No  
 Bench Location: Shelter    Trash Can? Yes  
 Bench Damage: None    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 8  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: Yes  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: None  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes    Crosswalk CSAS: Yes    Ped Control OS: No  
 CR Connect CSOP: NA    Crosswalk CSOP: NA    Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 0  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **AA Medical Center**    Heading: **150**  
 Stop ID: **NA**    Placement: **Farside**  
 On Street: **PAVILION PKWY**    Speed: **10 mph**  
 Cross Street: **IZZO WAY**    Travel Lanes: **2**  
 Survey Date: **11/27/2018**    Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **0**    Stop Owner 1: **NA**  
 Sign Installation: **NA**    Stop Owner 2: **NA**  
 Sign Height: **NA**    Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**    Info Case: **No**  
 Shelter Foundation: **Concrete**    Info Case Accessible: **NA**  
 Shelter Damage: **None**    Info Case Damage: **NA**  
 Shelter Accessible? **Yes**    Digital Display? **No**  
 Entrance Accessible? **Yes**    Route Schedule? **No**  
 Interior Accessible? **Yes**    System Map? **No**  
 Benches? **1**    Route Map? **No**  
 Bench Location: **Shelter**    Trash Can? **Yes**  
 Bench Damage: **None**    Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**    Sidewalk Width: **5**  
 Material: **Concrete**    Obstruction: **None**  
 Surface Problem: **None**    Land Buffer: **No**  
 Obstruction: **None**    Surface Problem: **None**  
 Connect Sidewalk? **Yes**    Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**    Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**    Crosswalk OSNS: **No**    Traffic Control OS: **None**  
 CR Connect OSFS: **No**    Crosswalk OSFS: **No**    Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**    Crosswalk CSAS: **Yes**    Ped Control OS: **No**  
 CR Connect CSOP: **NA**    Crosswalk CSOP: **NA**    Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **12**

**Estimated Stop Improvement Cost:**  
**\$400.00**



# BMC Transfer Study Location Profiles

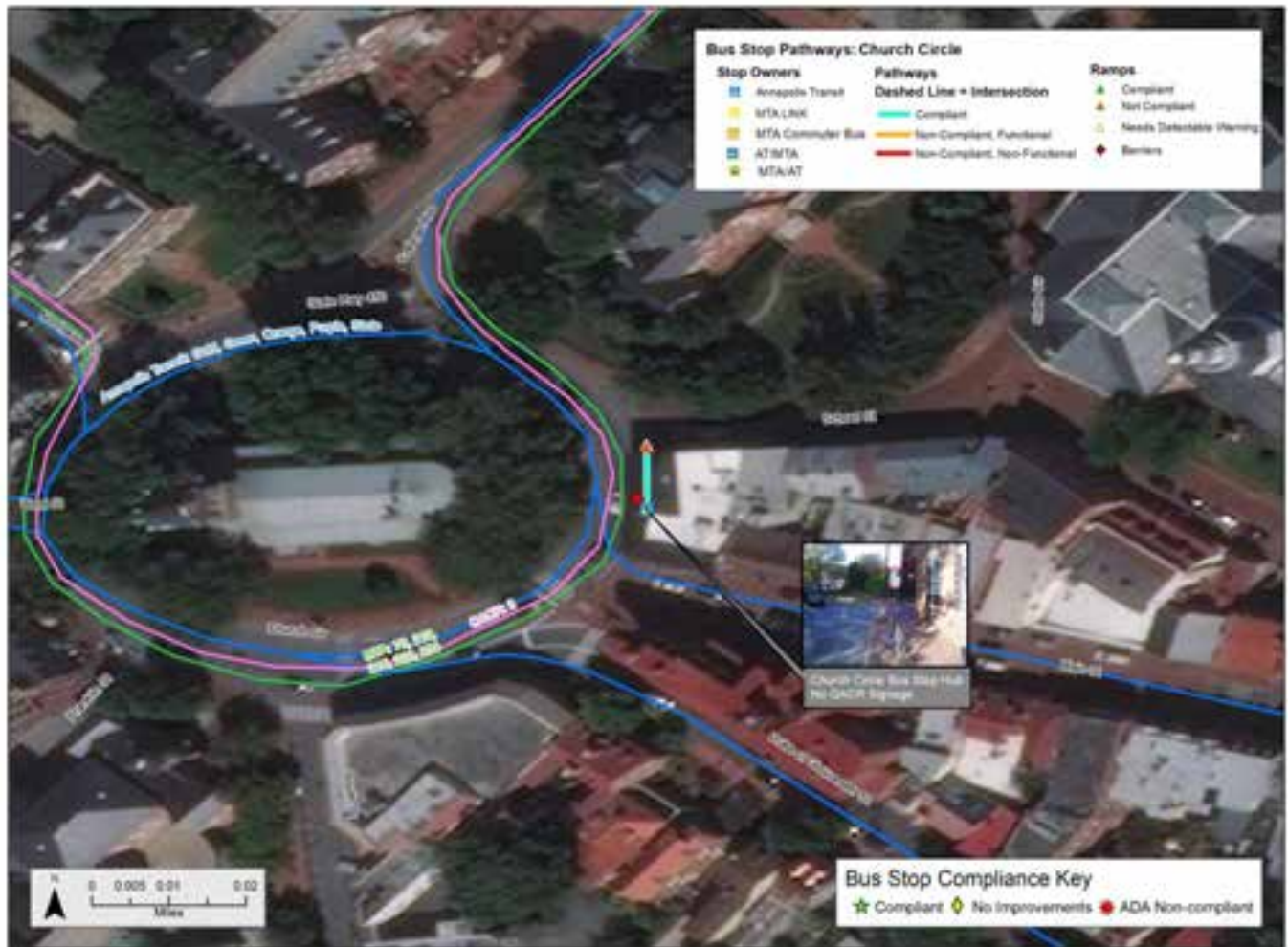
## Church Circle

LOTS: Anne Arundel Transit, Annapolis Transit, & Queen Anne's County Ride

MTA Bus Service: Commuter & Link

Location Type: Transit Center-Basic Bus Stop

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	8	Average Transfer Time:	0:47
Daily LOTS Stops:	14	<15 Minute Transfers:	9

**Total Estimated Improvement Costs:**  
**\$24,275.00**

<b>Church Circle</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/AA/MTA/QACR Stop</b>	Primary Owner: Annapolis Transit	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Shelter	1	\$15,000.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$3,575.00
	Stop 1 Cost:	\$20,700.00
	<b>Total Cost</b>	<b>\$24,275.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Church Circle      Heading: 360  
 Stop ID: NA      Placement: Nearside  
 On Street: CHURCH CIR      Speed: 25 mph  
 Cross Street: SCHOOL ST      Travel Lanes: 2  
 Survey Date: 11/27/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: Annapolis Transit  
 Sign Installation: Bus Stop Pole      Stop Owner 2: MTA Commuter Bus  
 Sign Height: Less than 80"      Stop Owner 3: NA  
 Route Info: AT GREEN, GOLD, ORANGE, STATE, CIRCULATOR MTA 210, 250



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: None  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 1      Route Map? No  
 Bench Location: Freestandin      Trash Can? Yes  
 Bench Damage: None      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: No, sidewalk      Sidewalk Width: 8  
 Material: Brick Pavers      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: Uneven pavem  
 Connect Sidewalk? Yes      Curb Ramp: Perpendicular  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: Yes      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

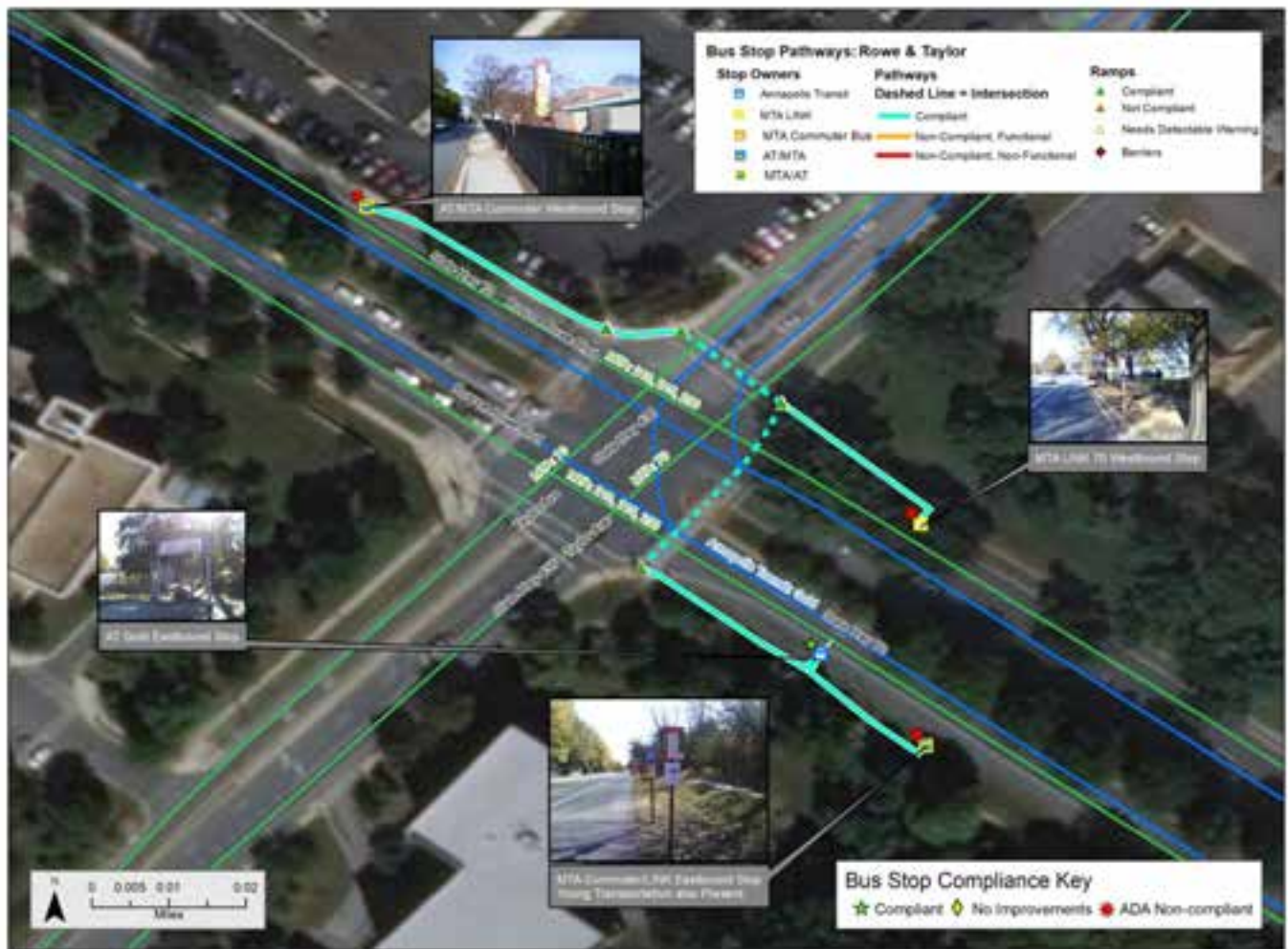
MTA Ridership: 79  
 LOTS Riders: 14

**Estimated Stop Improvement Cost:**  
**\$20,700.00**

# BMC Transfer Study Location Profiles

## Rowe & Taylor

LOTS: Anne Arundel Transit & Annapolis Transit  
 MTA Bus Service: Commuter & LINK  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	18	Average Transfer Time:	0:42
Daily LOTS Stops:	14	<15 Minute Transfers:	7

**Total Estimated Improvement Costs:**  
\$9,170.00

<b>Rowe &amp; Taylor</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA/AA EB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 3: MTA WB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 4: AT WB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,200.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$1,500.00
	<b>Total Cost</b>	<b>\$8,200.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **300**  
 Stop ID: **10921**      Placement: **Farside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Other**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70, MTA 210, 215, 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Diagonal**  
 Connect Curb? **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **125**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **3**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **Annapolis Transit**  
 Route Info: **MTA 220, 210, 215, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Freestanding**      Trash Can? **No**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **11**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **300**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Shelter**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **AT GOLD**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Too High**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,500.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **110**  
 Stop ID: **13653**      Placement: **Nearside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **Vegetation**  
 Connect Sidewalk? **NA**      Curb Ramp: **Diagonal**  
 Connect Curb? **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **24**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

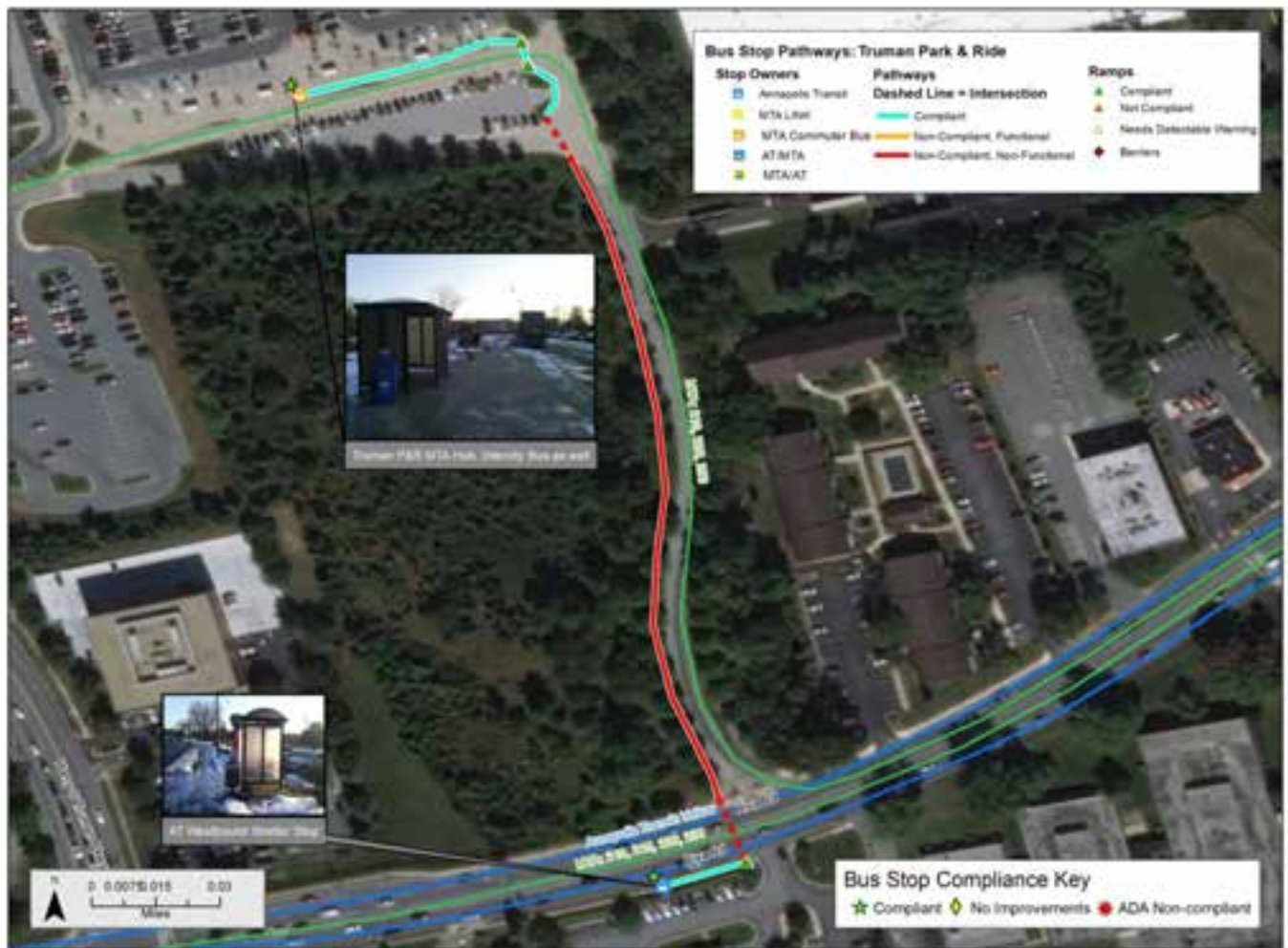
## Truman Park & Ride

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Transit Center-Park & Ride**

Number of Distinct Stops: **2**



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	3
Sidewalk (ft) to be installed/repaired:	828	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	NA
Daily LOTS Stops:	12	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$8,400.00

<b>Truman Park &amp; Ride</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	828	\$20,700.00
New curb ramps	3	\$10,500.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA Park &amp; Ride Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
<b>Stop 2: AA Stop</b>	Primary Owner: Anne Arundel County Office of Transportation	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$31,425.00
	Stop 1 Cost:	\$1,500.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$37,125.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Truman Park & Ride** Heading: **270**  
 Stop ID: **NA** Placement: **At Location**  
 On Street: **TRUMAN P&R B** Speed: **10 mph**  
 Cross Street: **@TRUMAN P&** Travel Lanes: **1**  
 Survey Date: **1/16/2019** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 210, 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **4** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**  
 Shelter Damage: **Graffiti** Info Case Damage: **Graffiti**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **Yes**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **7** Route Map? **Yes**  
 Bench Location: **Shelter/Fre** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **9**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **16**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **None**  
 CR Connect CSAS: **Not Applicable** Crosswalk CSAS: **Not Applicable** Ped Control OS: **No**  
 CR Connect CSOP: **Not Applicable** Crosswalk CSOP: **Not Applicable** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **524**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,500.00**

# BMC Transfer Study Location Profiles

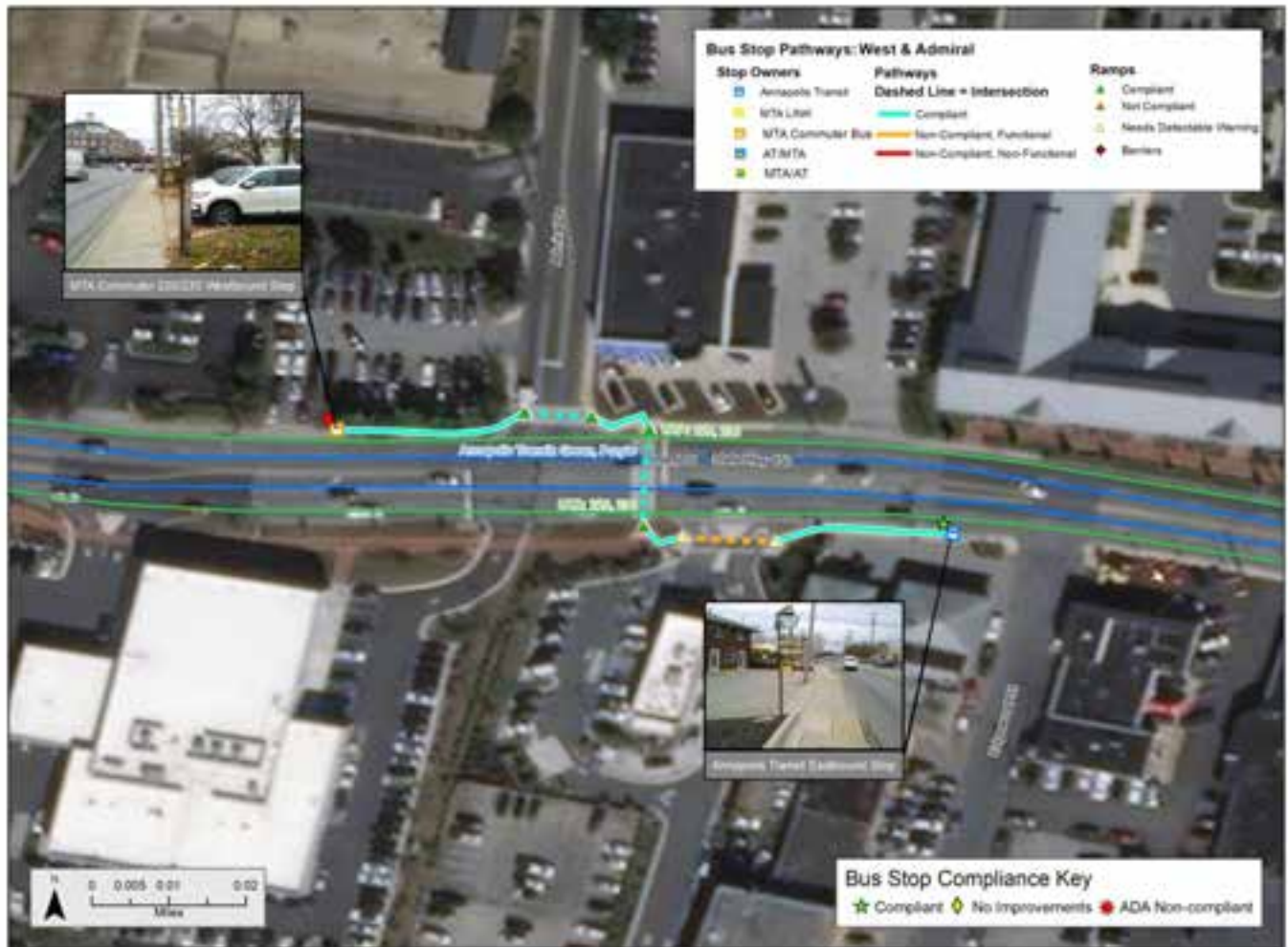
## West & Admiral

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Basic Bus Stop-Commercial**

Number of Distinct Stops: **4**



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	6	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$9,395.00

<b>West &amp; Admiral</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: AT EB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign (MTA Sign)	1	\$200.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$1,145.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$9,545.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Admiral**      Heading: **290**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **ADMIRAL DR**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **Utility pole**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Admiral**      Heading: **100**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **ADMIRAL DR**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **Catch basin**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**



# BMC Transfer Study Location Profiles

## West & Calvert

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Government Building**

Number of Distinct Stops: **4**



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:32
Daily LOTS Stops:	32	<15 Minute Transfers:	12

**Total Estimated Improvement Costs:**  
**\$23,625.00**

<b>West &amp; Calvert</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: AT EB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign (MTA Sign)	1	\$200.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$995.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$9,395.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Calvert**      Heading: **300**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **25 mph**  
 Cross Street: **CALVERT ST**      Travel Lanes: **2**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **Yes**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **6**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **NA**      Crosswalk OSNS: **NA**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **NA**      Crosswalk OSFS: **NA**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **Yes**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **17**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Calvert**      Heading: **90**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **25 mph**  
 Cross Street: **CALVERT ST**      Travel Lanes: **2**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Shelter**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Brick**      Info Case Accessible: **Too High**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **6**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **Uneven pavem**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **NA**      Crosswalk OSNS: **NA**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **NA**      Crosswalk OSFS: **NA**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **Yes**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **58**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

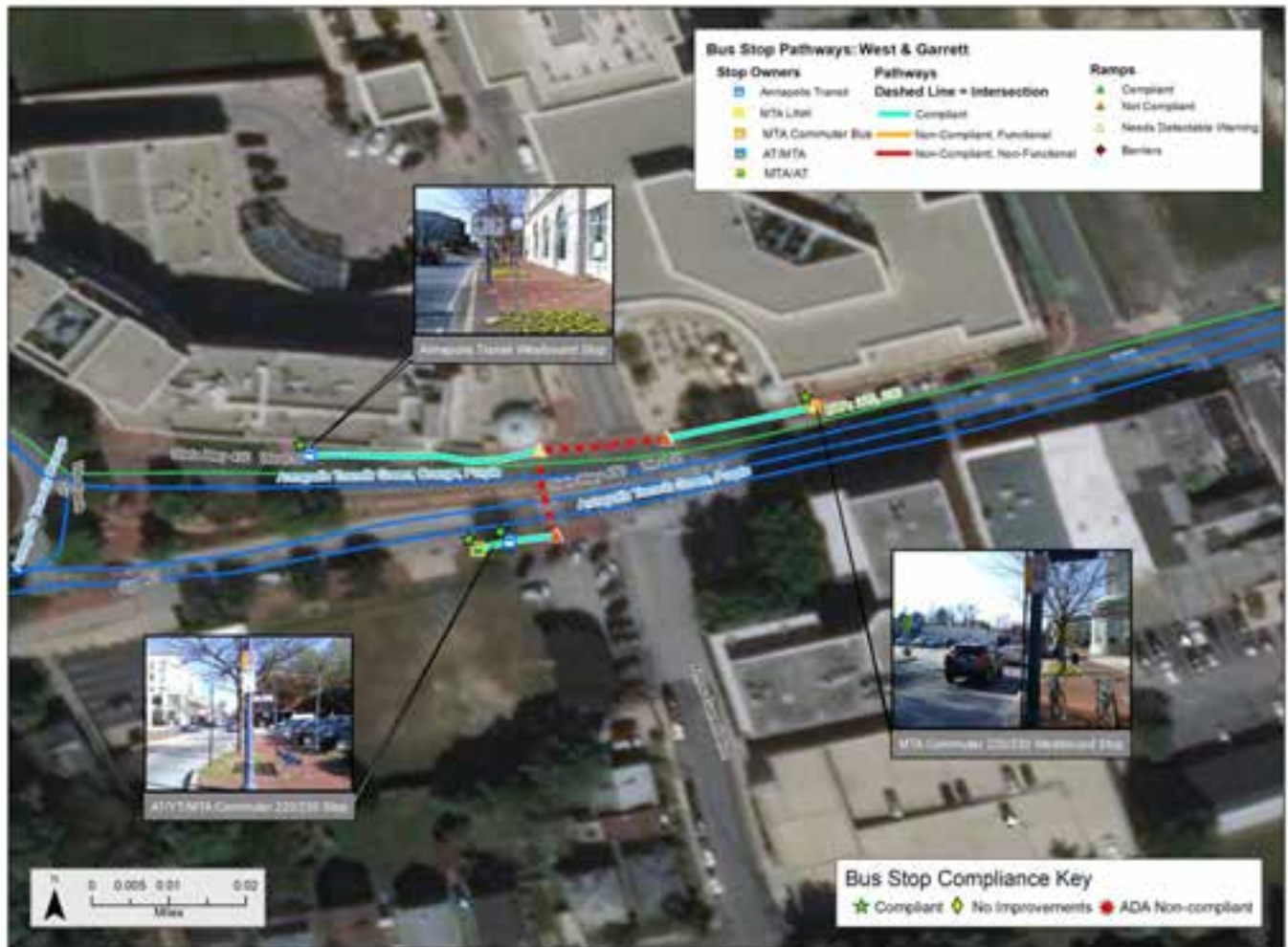
## West & Garrett

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Basic Bus Stop-Commercial**

Number of Distinct Stops: **2**



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$14,045.00**

<b>West &amp; Garrett</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT WB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: AT EB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 4: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$7,225.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,200.00
	Stop 4 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$23,625.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Garrett**      Heading: **300**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **25 mph**  
 Cross Street: **AMOS GARRET**      Travel Lanes: **3**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **Yes**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Garrett** Heading: **80**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **WEST ST** Speed: **25 mph**  
 Cross Street: **AMOS GARRET** Travel Lanes: **3**  
 Survey Date: **11/29/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole** Stop Owner 2: **Other**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230, YT 921**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Freestanding** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed** Sidewalk Width: **5**  
 Material: **Brick Pavers** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **Utility pole** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **None**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **West & Garrett**      Heading: **80**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WEST ST**      Speed: **25 mph**  
 Cross Street: **AMOS GARRET**      Travel Lanes: **3**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Freestandin**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**      Sidewalk Width: **5**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **Utility pole**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Garrett**      Heading: **280**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WEST ST**      Speed: **25 mph**  
 Cross Street: **AMOS GARRET**      Travel Lanes: **2**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **Yes**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**      Sidewalk Width: **6**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **Catch basin**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>None</b>
CR Connect OSFS: <b>Yes</b>	Crosswalk OSFS: <b>Yes</b>	Traffic Control CS: <b>Yield</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>Yes</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>Yes</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

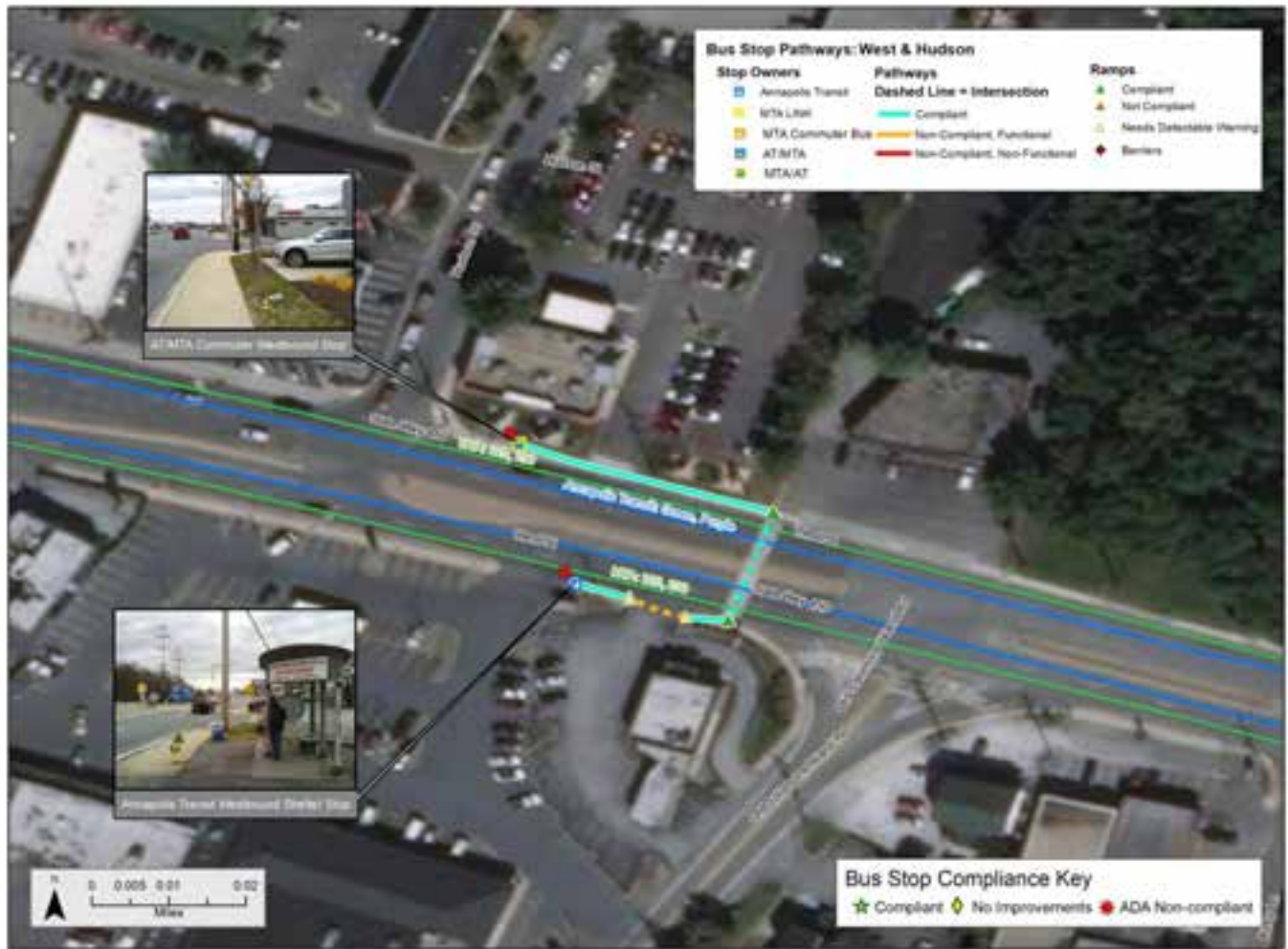
## West & Hudson

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Basic Bus Stop-Commercial**

Number of Distinct Stops: **2**



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	No	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:22
Daily LOTS Stops:	37	<15 Minute Transfers:	17

**Total Estimated Improvement Costs:**  
\$3,725.00

<b>West &amp; Hudson</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA/AT WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign (MTA Sign)	1	\$200.00
Remove Obstruction	1	\$3,000.00
<b>Stop 2: AT EB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$1,145.00
	Stop 1 Cost:	\$7,200.00
	Stop 2 Cost:	\$5,700.00
	<b>Total Cost</b>	<b>\$14,045.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Hudson**      Heading: **290**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **HUDSON ST**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$7,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Hudson**      Heading: **100**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **HUDSON ST**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Shelter**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **Fire hydrant**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: <b>No</b>	Crosswalk OSNS: <b>No</b>	Traffic Control OS: <b>None</b>
CR Connect OSFS: <b>Yes</b>	Crosswalk OSFS: <b>Yes</b>	Traffic Control CS: <b>None</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>Yes</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>Yes</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$5,700.00**

# BMC Transfer Study Location Profiles

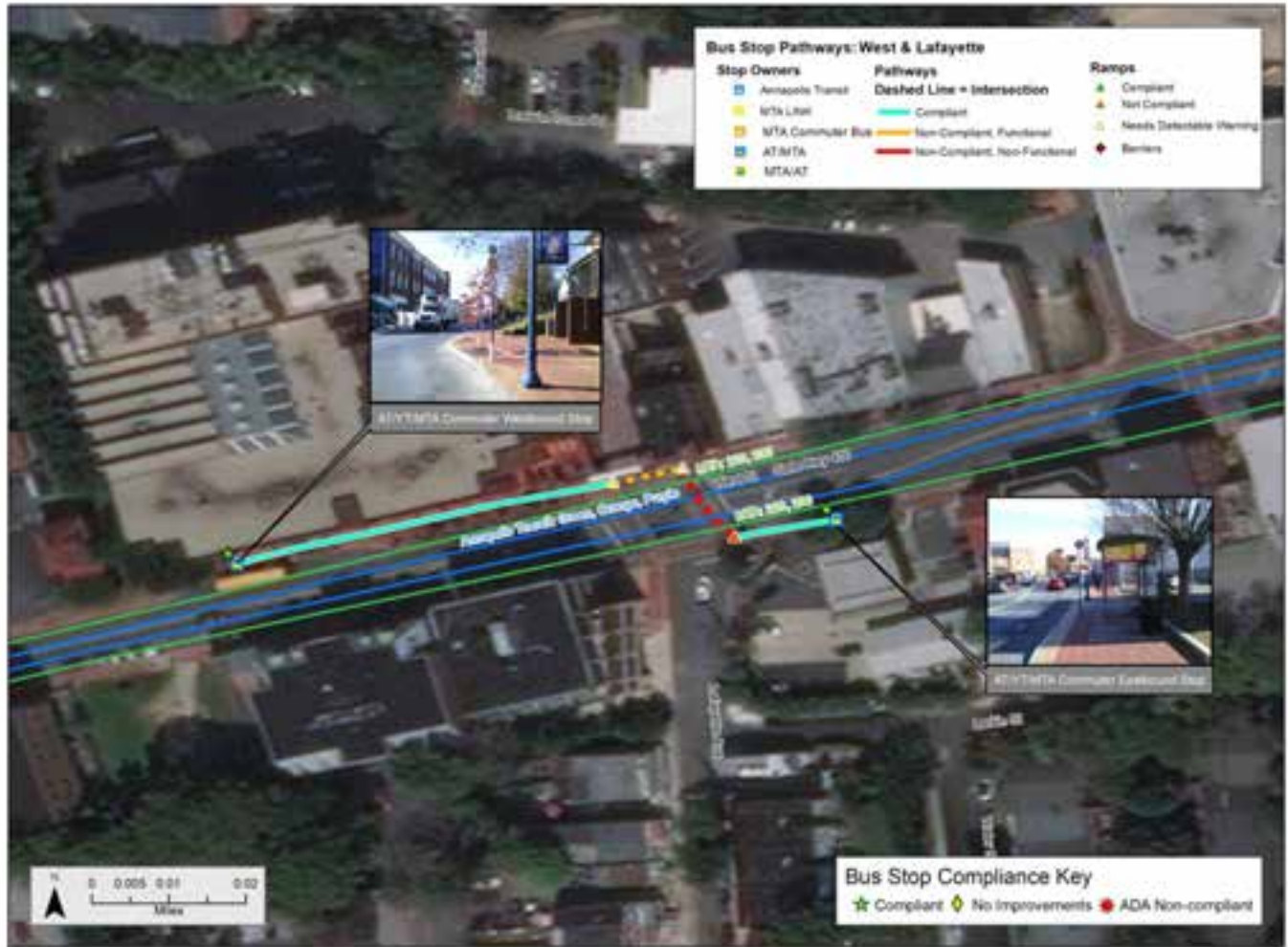
## West & Lafayette

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Basic Bus Stop-Commercial**

Number of Distinct Stops: **3**



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	No	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:37
Daily LOTS Stops:	3	<15 Minute Transfers:	1

**Total Estimated Improvement Costs:**  
\$10,170.00

<b>West &amp; Lafayette</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/MTA EB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	0	\$0.00
New Sign (MTA Sign)	0	\$0.00
<b>Stop 2: AT/MTA WB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$3,725.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$3,725.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **West & Lafayette** Heading: **250**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **WEST ST** Speed: **25 mph**  
 Cross Street: **LAFAYETTE AVE** Travel Lanes: **2**  
 Survey Date: **11/29/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **3** Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **Other**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Freestanding** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **10**  
 Material: **Brick Pavers** Obstruction: **None**  
 Surface Problem: **Other** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **Other**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders: **9**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Lafayette** Heading: **80**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **WEST ST** Speed: **25 mph**  
 Cross Street: **LAFAYETTE AVE** Travel Lanes: **2**  
 Survey Date: **11/29/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **3** Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **Other**  
 Sign Height: **80" or greater** Stop Owner 3: **MTA Commuter Bus**  
 Route Info: **AT TROLLEY, YT 921, MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Too High**  
 Shelter Damage: **None** Info Case Damage: **None**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **No**  
 Interior Accessible? **Yes** System Map? **Yes**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **10**  
 Material: **Other** Obstruction: **Bus stop pole**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders: **8**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

## West & Legion

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Basic Bus Stop-Commercial**

Number of Distinct Stops: **2**



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$8,100.00**

<b>West &amp; Legion</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: AT WB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 3: AT/MTA EB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
	Location Cost:	\$4,570.00
	Stop 1 Cost:	\$700.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$4,700.00
	<b>Total Cost</b>	<b>\$10,170.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Legion**      Heading: **280**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **LEGION AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

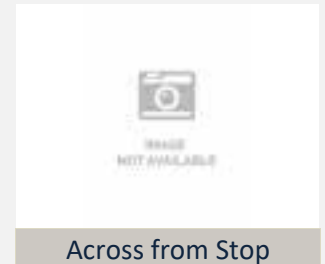
Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Shelter**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **AT GREEN, PURPLE**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Too High**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **No**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Legion**      Heading: **80**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **GOODWILL**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **3**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **Other**  
 Route Info: **MTA 220, 230, AT GREEN, PURPLE**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **Graffiti**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **No**  
 Bench Damage: **Graffiti**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **12**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Legion**      Heading: **280**  
 Stop ID: **NA**      Placement: **Mid-block**  
 On Street: **WEST ST**      Speed: **25 mph**  
 Cross Street: **LEGION AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Location Profiles

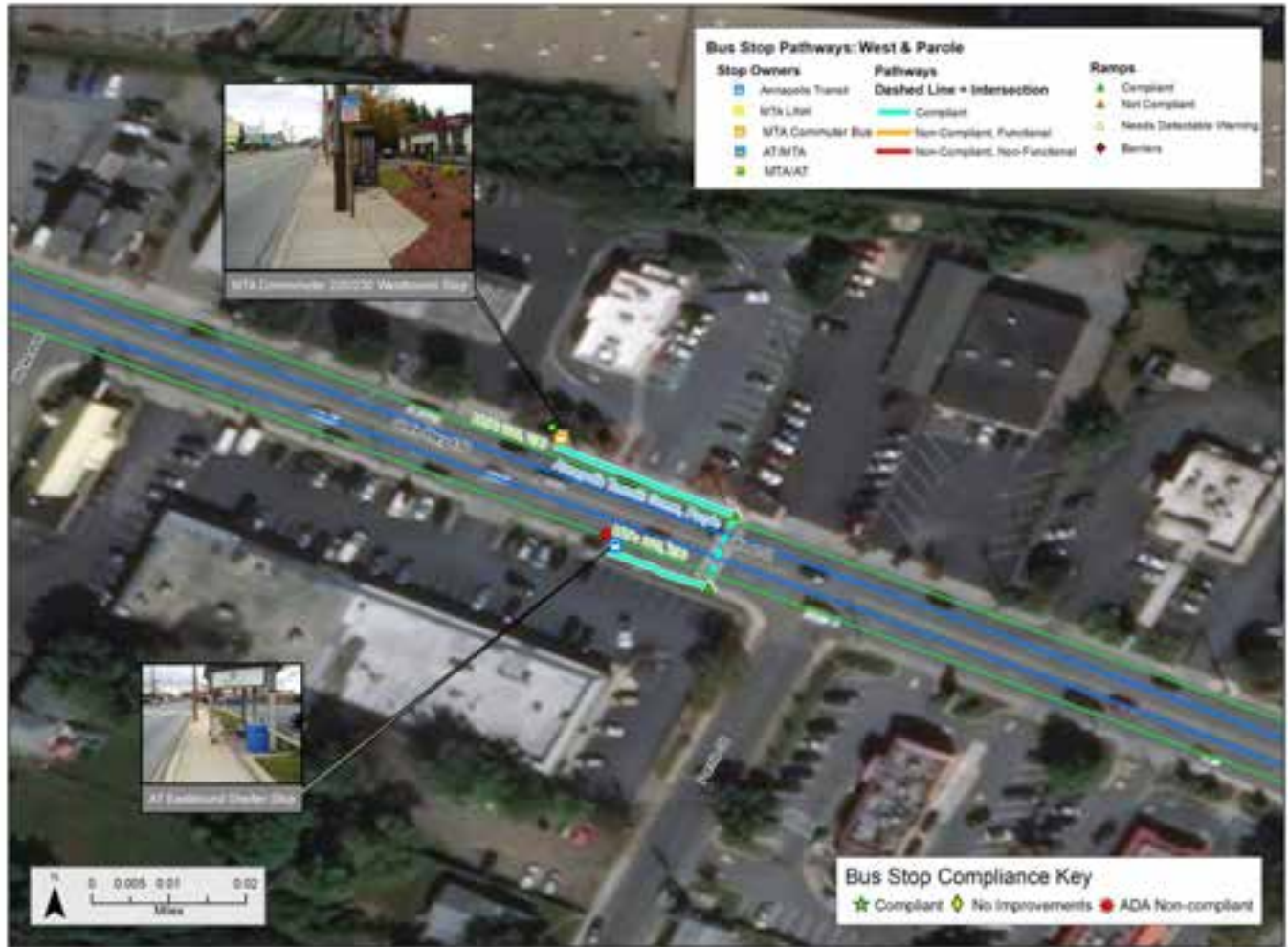
## West & Parole

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Basic Bus Stop-Commercial**

Number of Distinct Stops: **2**



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	No	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:33
Daily LOTS Stops:	6	<15 Minute Transfers:	5

**Total Estimated Improvement Costs:**  
**\$4,550.00**



<b>West &amp; Parole</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Remove Obstruction	1	\$2,900.00
<b>Stop 1: MTA WB Stop</b>	Primary Owner: Annapolis Transit	
New Compliant Landing Pad	0	\$0.00
New Sign (AT Sign)	1	\$200.00
New Information Case	1	\$500.00
<b>Stop 2: AT EB Stop</b>	Primary Owner: Annapolis Transit	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
	Location Cost:	\$2,900.00
	Stop 1 Cost:	\$700.00
	Stop 2 Cost:	\$4,500.00
	<b>Total Cost</b>	<b>\$8,100.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Parole**      Heading: **290**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **PAROLE ST**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **Graffiti**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **Utility pole**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **9**

**Estimated Stop Improvement Cost:**  
**\$700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Parole**      Heading: **100**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **PAROLE ST**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Shelter**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **1**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **Vendor Pub Bo**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,500.00**

# BMC Transfer Study Location Profiles

## West & Russell

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Basic Bus Stop-Commercial**

Number of Distinct Stops: **2**



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$24,245.00

<b>West &amp; Russell</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/MTA WB Stop</b>	Primary Owner: Annapolis Transit	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
<b>Stop 2: AT/MTA EB Stop</b>	Primary Owner: Annapolis Transit	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$3,650.00
	Stop 1 Cost:	\$700.00
	Stop 2 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$4,550.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Russell**      Heading: **270**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **RUSSELL ST**      Travel Lanes: **2**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **3**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **Other**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **Graffiti**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West & Russell**      Heading: **90**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **RUSSELL ST**      Travel Lanes: **2**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **Utility pole**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders: **4**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Location Profiles

## West @ Library

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Government Building**

Number of Distinct Stops: **1**



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:32
Daily LOTS Stops:	57	<15 Minute Transfers:	16

**Total Estimated Improvement Costs:**

**\$1,900.00**



<b>West @ Library</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	0	\$0.00
<b>Stop 1: AT WB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Shelter	1	\$15,000.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$845.00
	Stop 1 Cost:	\$19,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$24,245.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **West @ Library**      Heading: **290**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **ANNAPOLIS LIB**      Travel Lanes: **2**  
 Survey Date: **12/4/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **Utility pole**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **Utility pole**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$19,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **West @ Library**      Heading: **290**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **WEST ST**      Speed: **35 mph**  
 Cross Street: **LIBRARY**      Travel Lanes: **2**  
 Survey Date: **12/4/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Other**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Westfield Mall

LOTS: Anne Arundel Transit, Annapolis Transit & Queen Anne's County Ride  
 MTA Bus Service: Commuter & LINK  
 Location Type: Transit Center-Shopping Center  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:55
Daily LOTS Stops:	47	<15 Minute Transfers:	61

**Total Estimated Improvement Costs:**  
\$9,475.00

<b>Westfield Mall</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/MTA/AA/QACR Stop</b>	Primary Owner: Anne Arundel County	
New Compliant Landing Pad	0	\$0.00
New Sign	2	\$400.00
New Digital Display	1	\$1,000.00
New Information Case	1	\$500.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,900.00
	Total Cost	\$1,900.00

# BMC Transfer Study Stop Inventory

Transfer Location: **Westfield Mall**      Heading: **255**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **WESTFIELD TRA**      Speed: **30 mph**  
 Cross Street: **JCPENNEY PAR**      Travel Lanes: **4**  
 Survey Date: **11/27/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 210, 215**



Approaching Stop

## Shelters and Other Amenities

Shelters: **3**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **3**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **6**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **None**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **10**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$1,900.00**

# Appendix D

## Anne Arundel County Office of Transportation Stop Improvement Profiles



# Appendix D

## Anne Arundel OOT Potential Transfer Stops

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1257 Ritchie .....1

AA Medical Center .....5

Anne Arundel Community College.....9

Bladen & Calvert .....13

BWI Business District Light Rail.....17

BWI MARC Station .....20

BWI Terminal .....23

Church Circle .....27

Ritchie & Arnold .....30

Riva & Forest.....38

Route 450 & Badger .....43

Route 450 & Brice .....47

Route 450 & King George.....52

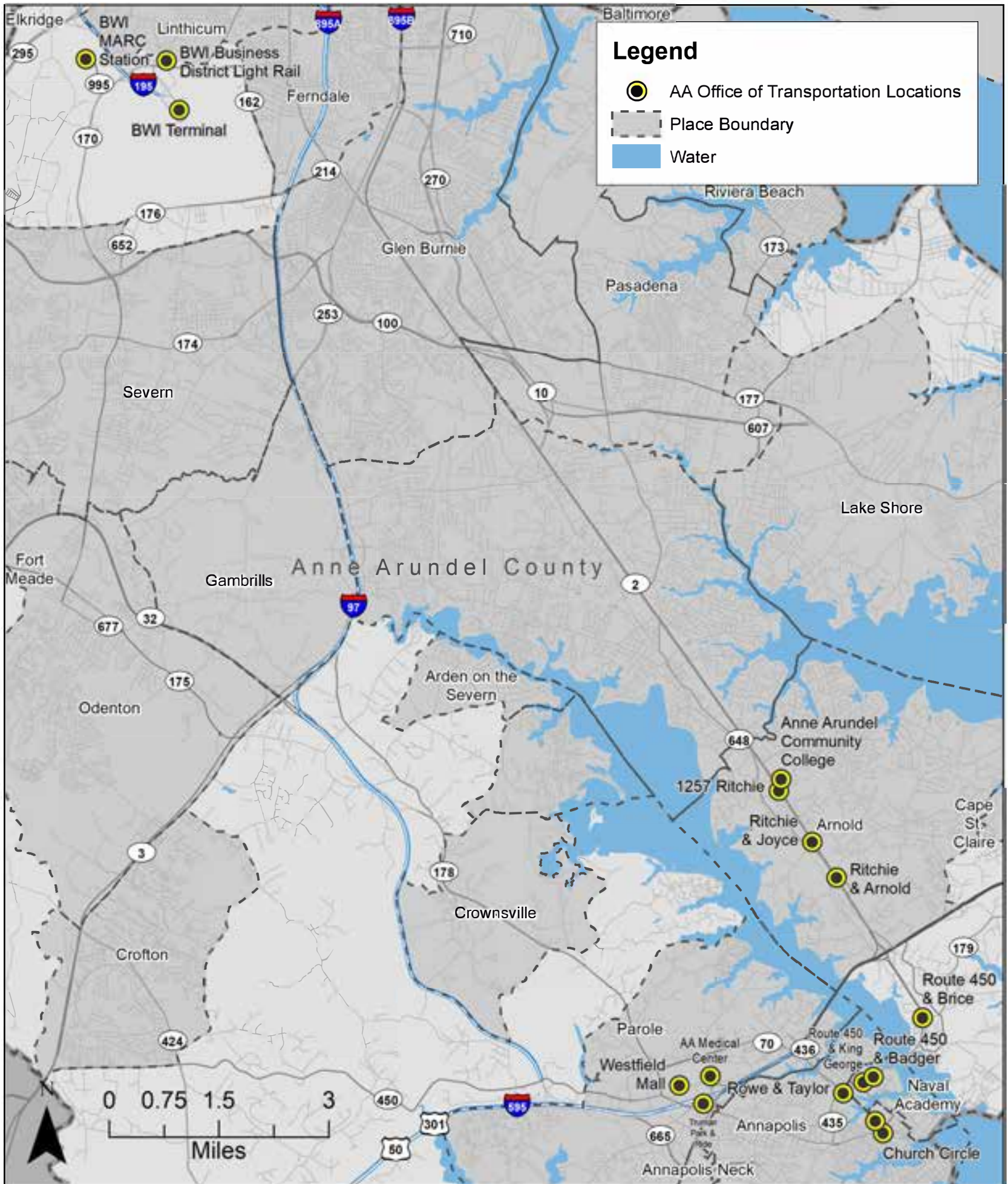
Rowe & Taylor.....55

Truman Park & Ride .....61

Westfield Mall.....64



# Anne Arundel Office of Transportation-MTA Transfer Locations Reference Map



# BMC Transfer Study Location Profiles

## 1257 Ritchie

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Commercial-Office  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$9,665.00

<b>1257 Ritchie</b>		
<b>Anne Arundel County</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New Curb Ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	1	\$300.00
<b>Stop 1: AA NB</b>	Primary Owner:	Anne Arundel County Office of Transportation
New Compliant Landing Pad	1	\$4,000.00
New Signs	1	\$200.00
<b>Stop 2: MTA/AA SB</b>	Primary Owner:	MTA LINK
New Signs	1	\$200.00
	Location Cost:	\$5,265.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$9,665.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: 1257 Ritchie      Heading: 180  
 Stop ID: 2826      Placement: Nearside  
 On Street: RITCHIE HWY      Speed: 55 mph  
 Cross Street: 1244      Travel Lanes: 4  
 Survey Date: 11/28/2018      Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: MTA LINK  
 Sign Installation: Bus Stop Pole      Stop Owner 2: Annapolis Transit  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA LINK 70



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: None  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed      Sidewalk Width: 5  
 Material: Concrete      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? Yes      Curb Ramp: Diagonal  
 Connect Curb? Yes      Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: None  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: NA      Crosswalk CSOP: NA      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 12  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: 1257 Ritchie      Heading: 0  
 Stop ID: NA      Placement: At Location  
 On Street: RITCHIE HWY      Speed: 55 mph  
 Cross Street: SEVERNA PARK      Travel Lanes: 4  
 Survey Date: 11/28/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: Annapolis Transit  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: Less than 80"      Stop Owner 3: NA  
 Route Info: AT C40



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? Yes  
 Benches? 0      Route Map? Yes  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, obstructed      Sidewalk Width: 5  
 Material: Concrete      Obstruction: None  
 Surface Problem: Vegetation      Land Buffer: No  
 Obstruction: Other      Surface Problem: Vegetation  
 Connect Sidewalk? Yes      Curb Ramp: Perpendicular  
 Connect Curb? Yes      Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: None  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 12  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## AA Medical Center

LOTS: Anne Arundel Transit, Annapolis Transit, & Queen Anne's County Ride

MTA Bus Service: Commuter & LINK

Location Type: Medical Center

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:41
Daily LOTS Stops:	62	<15 Minute Transfers:	28

**Total Estimated Improvement Costs:**  
**\$8,050.00**

<b>AA Medical Center</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New Curb Ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA Stop</b>	Primary Owner:	MTA Commuter Bus
Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 2: Unknown Izzo Pav</b>	Primary Owner:	Unknown
New Compliant Landing Pad	0	\$0.00
New Signs	2	\$400.00
	Location Cost:	\$7,450.00
	Stop 1 Cost:	\$200.00
	Stop 2 Cost:	\$400.00
	<b>Total Cost</b>	<b>\$8,050.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: AA Medical Center    Heading: 180  
 Stop ID: NA    Placement: Farside  
 On Street: MEDICAL PKWY    Speed: 40 mph  
 Cross Street: SAJAK PAVILIO    Travel Lanes: 6+  
 Survey Date: 11/27/2018    Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole    Stop Owner 2: NA  
 Sign Height: Less than 80"    Stop Owner 3: NA  
 Route Info: MTA 210,215



Approaching Stop

## Shelters and Other Amenities

Shelters: 1    Info Case: No  
 Shelter Foundation: Concrete    Info Case Accessible: NA  
 Shelter Damage: None    Info Case Damage: None  
 Shelter Accessible? Yes    Digital Display? No  
 Entrance Accessible? Yes    Route Schedule? No  
 Interior Accessible? Yes    System Map? No  
 Benches? 1    Route Map? No  
 Bench Location: Shelter    Trash Can? Yes  
 Bench Damage: None    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 8  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: Yes  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: None  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes    Crosswalk CSAS: Yes    Ped Control OS: No  
 CR Connect CSOP: NA    Crosswalk CSOP: NA    Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 0  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**



# BMC Transfer Study Stop Inventory

Transfer Location: AA Medical Center    Heading: 150  
 Stop ID: NA    Placement: Farside  
 On Street: PAVILION PKWY    Speed: 10 mph  
 Cross Street: IZZO WAY    Travel Lanes: 2  
 Survey Date: 11/27/2018    Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 0    Stop Owner 1: NA  
 Sign Installation: NA    Stop Owner 2: NA  
 Sign Height: NA    Stop Owner 3: NA  
 Route Info: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 1    Info Case: No  
 Shelter Foundation: Concrete    Info Case Accessible: NA  
 Shelter Damage: None    Info Case Damage: NA  
 Shelter Accessible? Yes    Digital Display? No  
 Entrance Accessible? Yes    Route Schedule? No  
 Interior Accessible? Yes    System Map? No  
 Benches? 1    Route Map? No  
 Bench Location: Shelter    Trash Can? Yes  
 Bench Damage: None    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 5  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: No  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: None  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes    Crosswalk CSAS: Yes    Ped Control OS: No  
 CR Connect CSOP: NA    Crosswalk CSOP: NA    Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 12

**Estimated Stop Improvement Cost:**  
**\$400.00**

# BMC Transfer Study Location Profiles

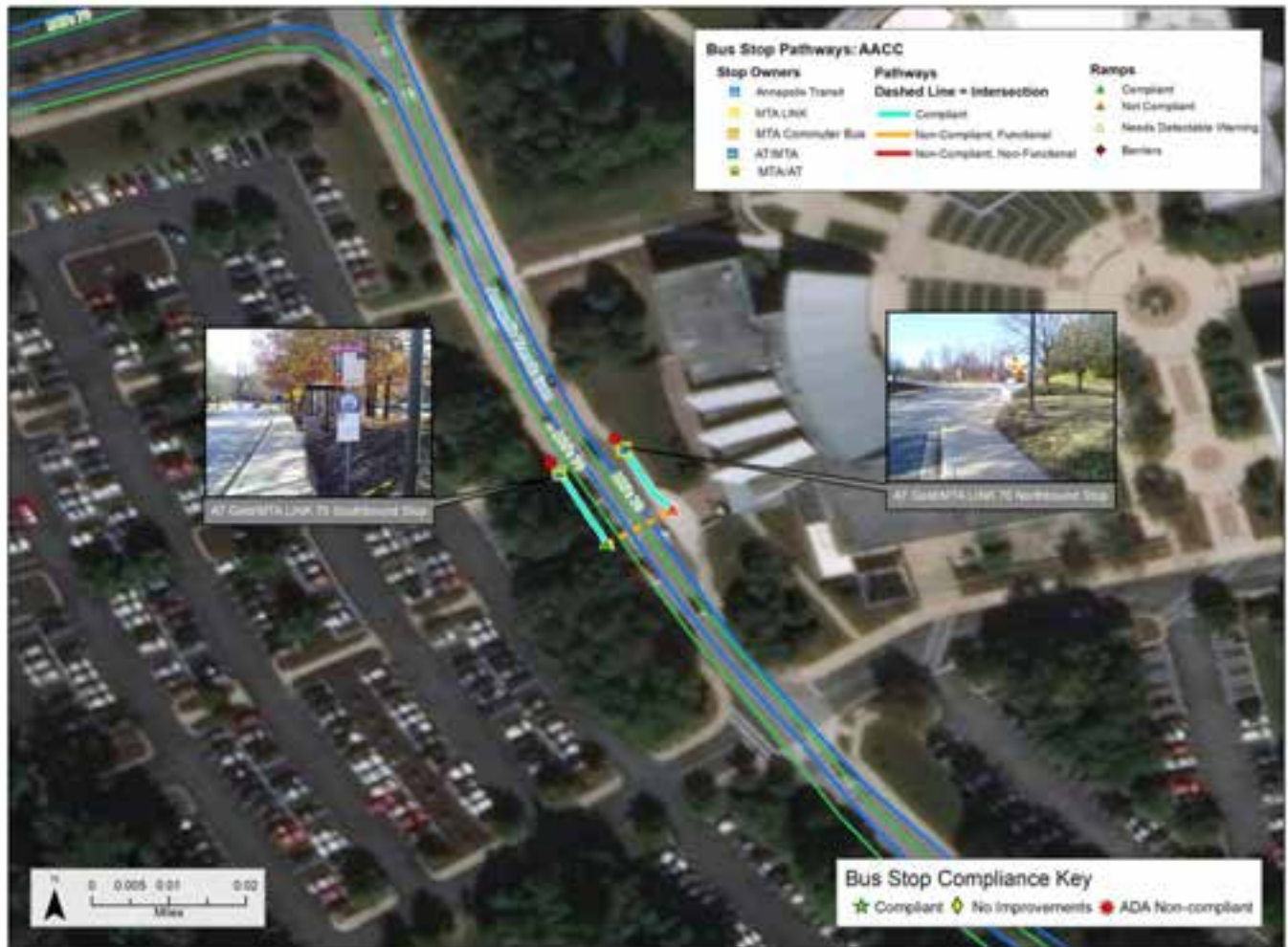
## Anne Arundel Community College

LOTS: Anne Arundel Transit

MTA Bus Service: LINK

Location Type: Educational Facility

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	2	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	37	Average Transfer Time:	0:38
Daily LOTS Stops:	14	<15 Minute Transfers:	11

**Total Estimated Improvement Costs:**  
\$4,975.00

<b>Anne Arundel CC</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: NB MTA/AA Gold</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
<b>Stop 2: SB MTA/AA Gold</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
	Location Cost:	\$3,575.00
	Stop 1 Cost:	\$700.00
	Stop 2 Cost:	\$700.00
	<b>Total Cost</b>	<b>\$4,975.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Anne Arundel Community College**      Heading: **270**  
 Stop ID: **10397**      Placement: **At Location**  
 On Street: **AACC LOOP RD**      Speed: **25 mph**  
 Cross Street: **FINE ARTS CEN**      Travel Lanes: **2**  
 Survey Date: **11/28/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **None**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **None**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **54**  
 LOTS Riders: **4**

**Estimated Stop Improvement Cost:**  
**\$700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Anne Arundel Community College**      Heading: **90**  
 Stop ID: **10398**      Placement: **Across From**  
 On Street: **AACC LOOP RD**      Speed: **25 mph**  
 Cross Street: **FINE ARTS BUIL**      Travel Lanes: **2**  
 Survey Date: **11/28/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Yield**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **NA**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **NA**

## Ridership and Improvements

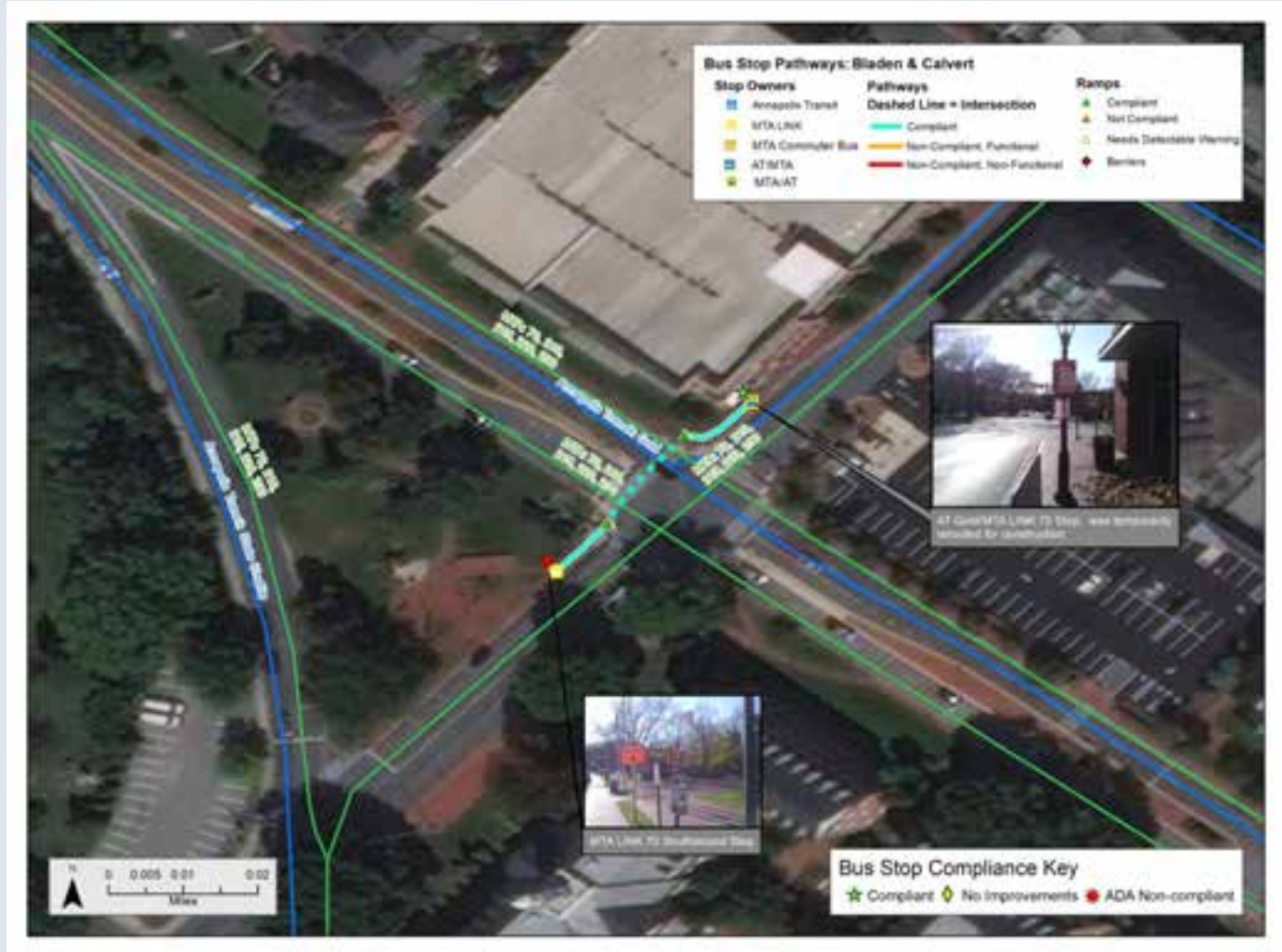
MTA Ridership: **49**  
 LOTS Riders: **4**

**Estimated Stop Improvement Cost:**  
**\$700.00**

# BMC Transfer Study Location Profiles

## Bladen & Calvert

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Government Building  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	46	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$5,900.00

<b>Bladen &amp; Calvert</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AA Sheltered Stop</b>	Primary Owner: Anne Arundel County	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
<b>Stop 2: MTA 75 Stop</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,700.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$5,900.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Bladen & Calvert** Heading: **225**  
 Stop ID: **12266** Placement: **Nearside**  
 On Street: **CALVERT ST** Speed: **25 mph**  
 Cross Street: **BLADEN ST** Travel Lanes: **2**  
 Survey Date: **11/29/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Light pole** Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70, MTA 215**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **No**  
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**  
 Shelter Damage: **Other** Info Case Damage: **NA**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **No**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **4** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **3**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **7**  
 Material: **Brick Pavers** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **Vegetation**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **137**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,700.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Bladen & Calvert**      Heading: **225**  
 Stop ID: **2835**      Placement: **Farside**  
 On Street: **CALVERT ST**      Speed: **25 mph**  
 Cross Street: **BLADEN ST**      Travel Lanes: **3**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **Yes**  
 Shelter Foundation: **NA**      Info Case Accessible: **Accessible**  
 Shelter Damage: **NA**      Info Case Damage: **None**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **2**      Route Map? **No**  
 Bench Location: **Freestanding**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **4**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>Yes</b>	Crosswalk OSFS: <b>Yes</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>Yes</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>Yes</b>	Ped Control CS: <b>Yes</b>

## Ridership and Improvements

MTA Ridership: **107**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## BWI Business District Light Rail

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Transit Center-Light Rail  
 Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$1,275.00**

<b>BWI Bus. District Light Rail</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: Station Bus Bay</b>	Primary Owner: MTA Link	
New Compliant Landing Pad	0	\$0.00
New Sign (RTA)	1	\$200.00
Digital Display	1	\$1,000.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$1,200.00
	<b>Total Cost</b>	<b>\$1,275.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **BWI Business District Light Rail**      Heading: **90**  
 Stop ID: **3311**      Placement: **At Location**  
 On Street: **BWI BUSINESS L**      Speed: **10 mph**  
 Cross Street: **BWI BUSINESS**      Travel Lanes: **1**  
 Survey Date: **12/18/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Light pole**      Stop Owner 2: **Other**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 75, WMATA B30**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **Yes**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **2**      Route Map? **No**  
 Bench Location: **Freestanding**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **15**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>None</b>
CR Connect OSFS: <b>NA</b>	Crosswalk OSFS: <b>NA</b>	Traffic Control CS: <b>None</b>
CR Connect CSAS: <b>NA</b>	Crosswalk CSAS: <b>NA</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>NA</b>	Crosswalk CSOP: <b>NA</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **50**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,200.00**

# BMC Transfer Study Location Profiles

## BWI MARC Station

LOTS: Anne Arundel Transit

MTA Bus Service: LINK

Location Type: Transit Center-Commuter Rail

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	No
New Signs Needed:	Yes	Pedestrian Control:	NA
Compliant Amenities:	No	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	80	Average Transfer Time:	0:24
Daily LOTS Stops:	16	<15 Minute Transfers:	63

**Total Estimated Improvement Costs:**  
**\$16,775.00**

<b>BWI MARC Station</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: Station Bus Bay</b>	Primary Owner: MTA Link	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
Compliant Shelter	1	\$15,000.00
New Information Case	1	\$500.00
Digital Display	1	\$1,000.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$16,700.00
	<b>Total Cost</b>	<b>\$16,775.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **BWI MARC Station** Heading: **155**  
 Stop ID: **12461** Placement: **At Location**  
 On Street: **MARC STATION** Speed: **10 mph**  
 Cross Street: **@ BUS BAY** Travel Lanes: **1**  
 Survey Date: **12/18/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **3** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Other** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **Less than 80"** Stop Owner 3: **RTA of Central MD**  
 Route Info: **MTA LINK 75, MTA 201, UMBC MARC**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **No**  
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**  
 Shelter Damage: **None** Info Case Damage: **NA**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **No**  
 Interior Accessible? **No** System Map? **No**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **No**  
 Bench Damage: **None** Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **8**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **None**  
 CR Connect OSFS: **NA** Crosswalk OSFS: **NA** Traffic Control CS: **None**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **21**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$16,700.00**

# BMC Transfer Study Location Profiles

## BWI Terminal

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Transit Center-Airport  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	No
New Signs Needed:	Yes	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	80	Average Transfer Time:	NA
Daily LOTS Stops:	17	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$2,475.00



<b>BWI Terminal</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA Cedar Rd</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign (RTA)	1	\$200.00
Digital Display	1	\$1,000.00
<b>Stop 2: RTA/MTA Terminal Rd</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign (RTA Sign)	1	\$200.00
Digital Display	1	\$1,000.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$1,200.00
	Stop 2 Cost:	\$1,200.00
	<b>Total Cost</b>	<b>\$2,475.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **BWI Terminal**      Heading: **135**  
 Stop ID: **3317**      Placement: **At Location**  
 On Street: **TERMINAL RD**      Speed: **25 mph**  
 Cross Street: **BWI TERMINAL**      Travel Lanes: **3**  
 Survey Date: **12/18/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **3**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Other**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **Less than 80"**      Stop Owner 3: **RTA of Central MD**  
 Route Info: **MTA LINK 75, MTA 201, RTA 501**



Approaching Stop

## Shelters and Other Amenities

Shelters: **3**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **Yes**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **3**      Route Map? **Yes**  
 Bench Location: **Shelter**      Trash Can? **No**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **12**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **None**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **162**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **BWI Terminal**      Heading: **315**  
 Stop ID: **11175**      Placement: **At Location**  
 On Street: **CEDAR RD**      Speed: **25 mph**  
 Cross Street: **BWI TERMINAL**      Travel Lanes: **4**  
 Survey Date: **12/18/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **3**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Utility pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **RTA of Central MD**  
 Route Info: **MTA LINK 75, 107, MTA 201, RTA 501, WMATA B30**



Approaching Stop

## Shelters and Other Amenities

Shelters: **3**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **Yes**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **10**      Route Map? **Yes**  
 Bench Location: **Shelter/Fre**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **10**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Yield**  
 CR Connect OSFS: **NA**      Crosswalk OSFS: **NA**      Traffic Control CS: **NA**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **28**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,200.00**

# BMC Transfer Study Location Profiles

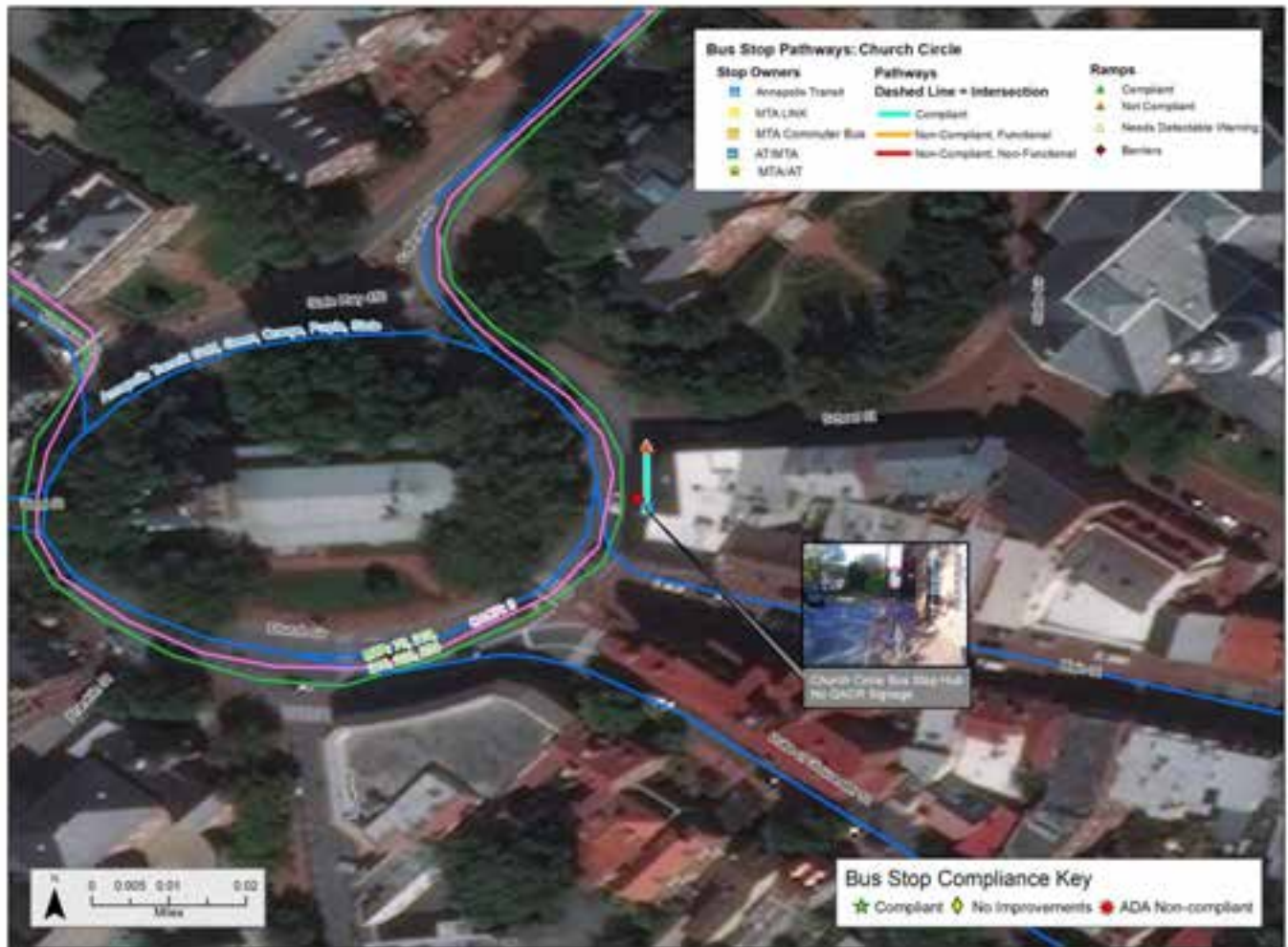
## Church Circle

LOTS: Anne Arundel Transit, Annapolis Transit, & Queen Anne's County Ride

MTA Bus Service: Commuter & Link

Location Type: Transit Center-Basic Bus Stop

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	8	Average Transfer Time:	0:47
Daily LOTS Stops:	14	<15 Minute Transfers:	9

**Total Estimated Improvement Costs:**  
**\$24,275.00**

<b>Church Circle</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/AA/MTA/QACR Stop</b>	Primary Owner: Annapolis Transit	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Shelter	1	\$15,000.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$3,575.00
	Stop 1 Cost:	\$20,700.00
	<b>Total Cost</b>	<b>\$24,275.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Church Circle      Heading: 360  
 Stop ID: NA      Placement: Nearside  
 On Street: CHURCH CIR      Speed: 25 mph  
 Cross Street: SCHOOL ST      Travel Lanes: 2  
 Survey Date: 11/27/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: Annapolis Transit  
 Sign Installation: Bus Stop Pole      Stop Owner 2: MTA Commuter Bus  
 Sign Height: Less than 80"      Stop Owner 3: NA  
 Route Info: AT GREEN, GOLD, ORANGE, STATE, CIRCULATOR MTA 210, 250



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: None  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 1      Route Map? No  
 Bench Location: Freestanding      Trash Can? Yes  
 Bench Damage: None      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: No, sidewalk      Sidewalk Width: 8  
 Material: Brick Pavers      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: Uneven pavement  
 Connect Sidewalk? Yes      Curb Ramp: Perpendicular  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: Yes      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

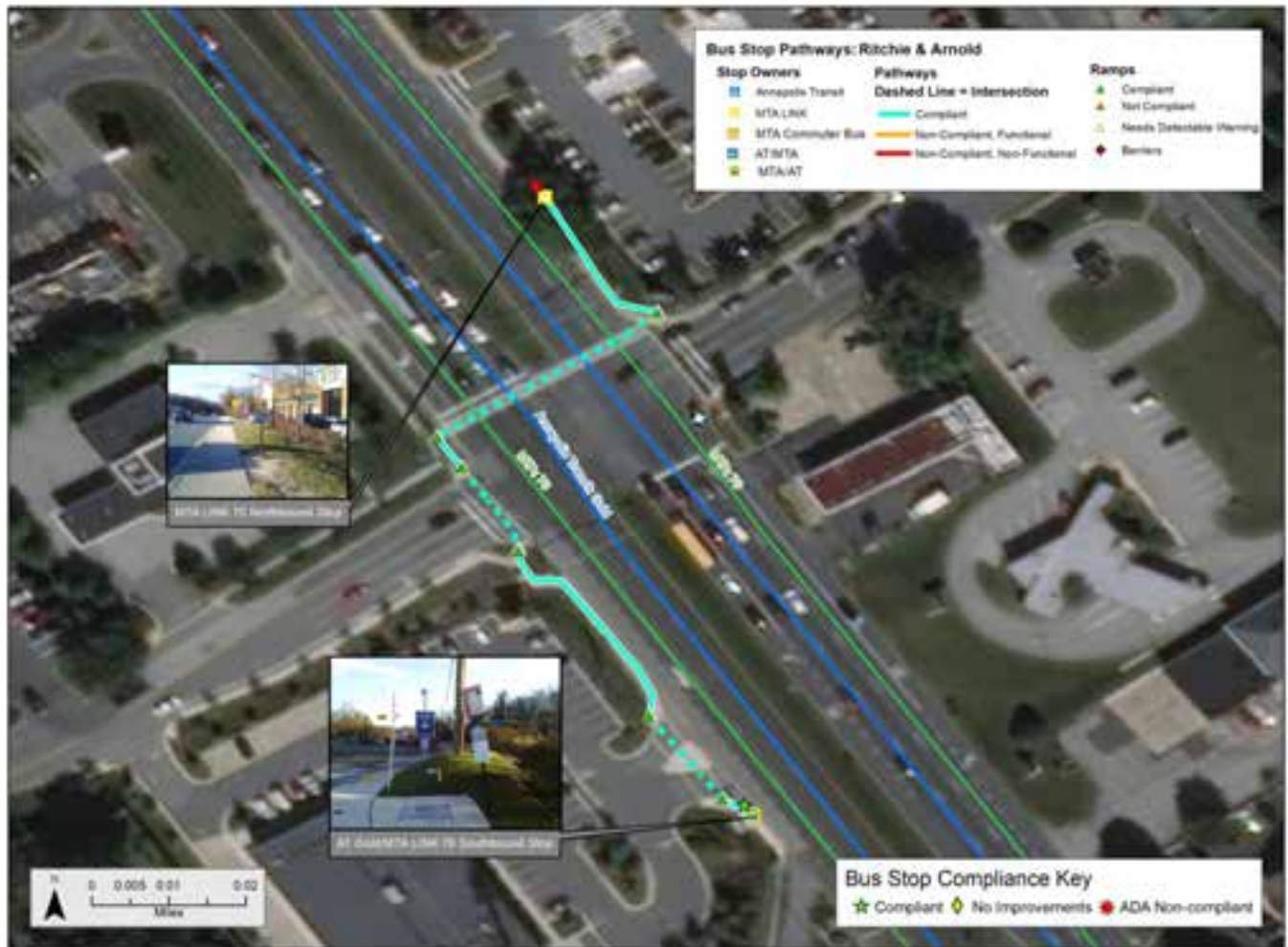
MTA Ridership: 79  
 LOTS Riders: 14

**Estimated Stop Improvement Cost:**  
**\$20,700.00**

# BMC Transfer Study Location Profiles

## Ritchie & Arnold

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Basic Bus Stop-Commercial  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	14	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$19,870.00

<b>Ritchie &amp; Arnold</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA/AA SB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 2: MTA/AA NB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 3: MTA NB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$200.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$4,600.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Ritchie & Arnold**      Heading: **360**  
 Stop ID: **2842**      Placement: **Farside**  
 On Street: **RITCHIE HWY**      Speed: **55 mph**  
 Cross Street: **ARNOLD FARM**      Travel Lanes: **4**  
 Survey Date: **11/28/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **None**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **None**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **19**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Ritchie & Arnold**      Heading: **150**  
 Stop ID: **2828**      Placement: **Farside**  
 On Street: **RITCHIE HWY**      Speed: **50 mph**  
 Cross Street: **ARNOLD RD**      Travel Lanes: **6+**  
 Survey Date: **11/28/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70, AT GOLD**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Ritchie & Arnold**      Heading: **360**  
 Stop ID: **2840**      Placement: **Farside**  
 On Street: **RITCHIE HWY**      Speed: **55 mph**  
 Cross Street: **ARNOLD RD**      Travel Lanes: **6+**  
 Survey Date: **11/28/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **None**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb?: **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

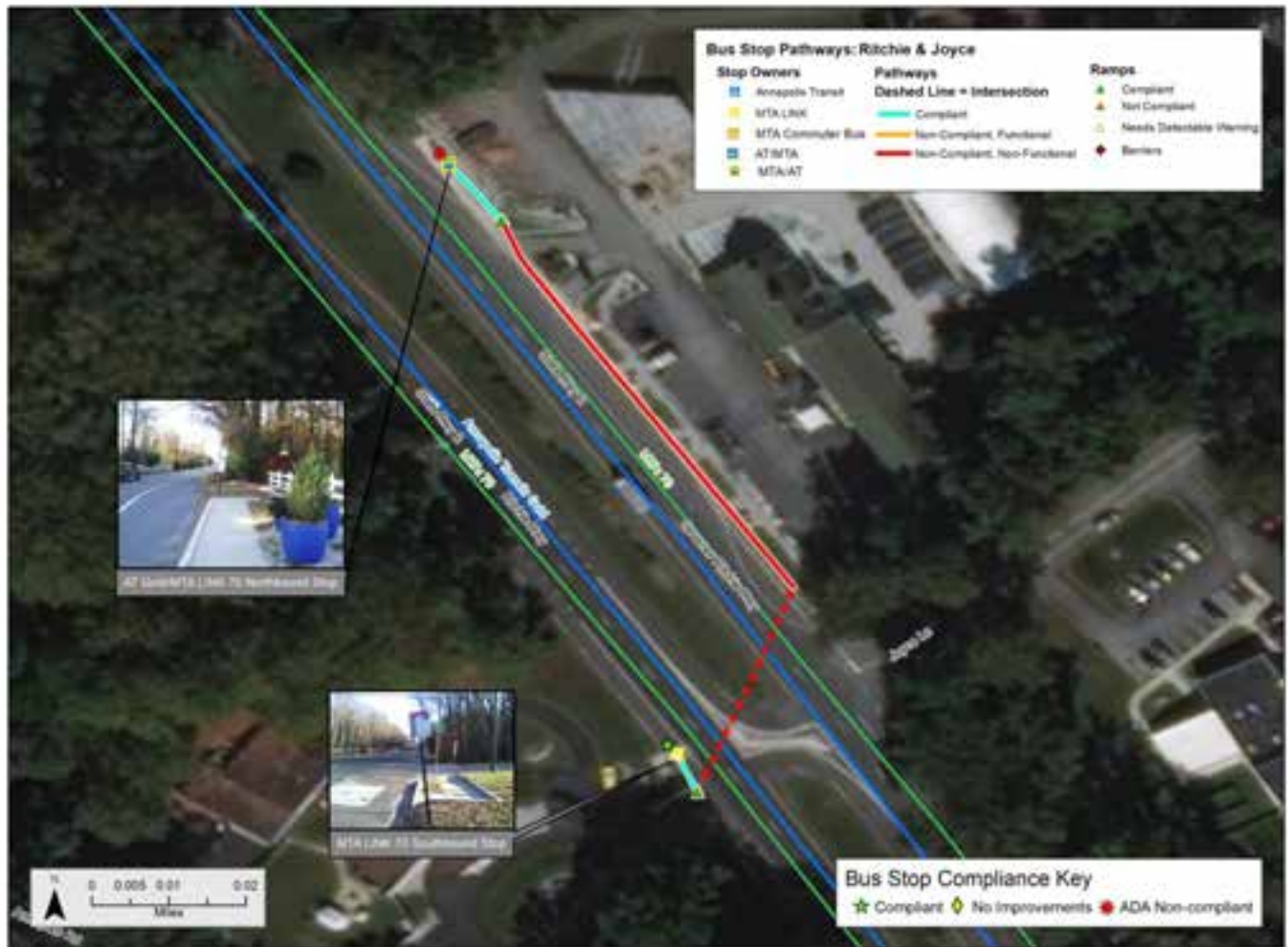
MTA Ridership: **19**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Location Profiles

## Ritchie & Joyce

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	293	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$20,100.00

<b>Ritchie &amp; Joyce</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	293	\$7,325.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: AA/MTA SB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA NB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$15,470.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$19,870.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Ritchie & Joyce**      Heading: **150**  
 Stop ID: **2827**      Placement: **Nearside**  
 On Street: **RITCHIE HWY**      Speed: **55 mph**  
 Cross Street: **JOYCE LN**      Travel Lanes: **4**  
 Survey Date: **11/28/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

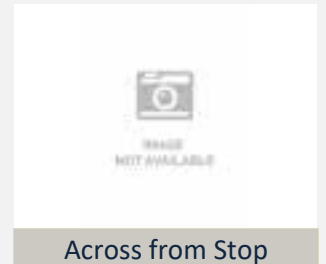
Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule?   
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Yield**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

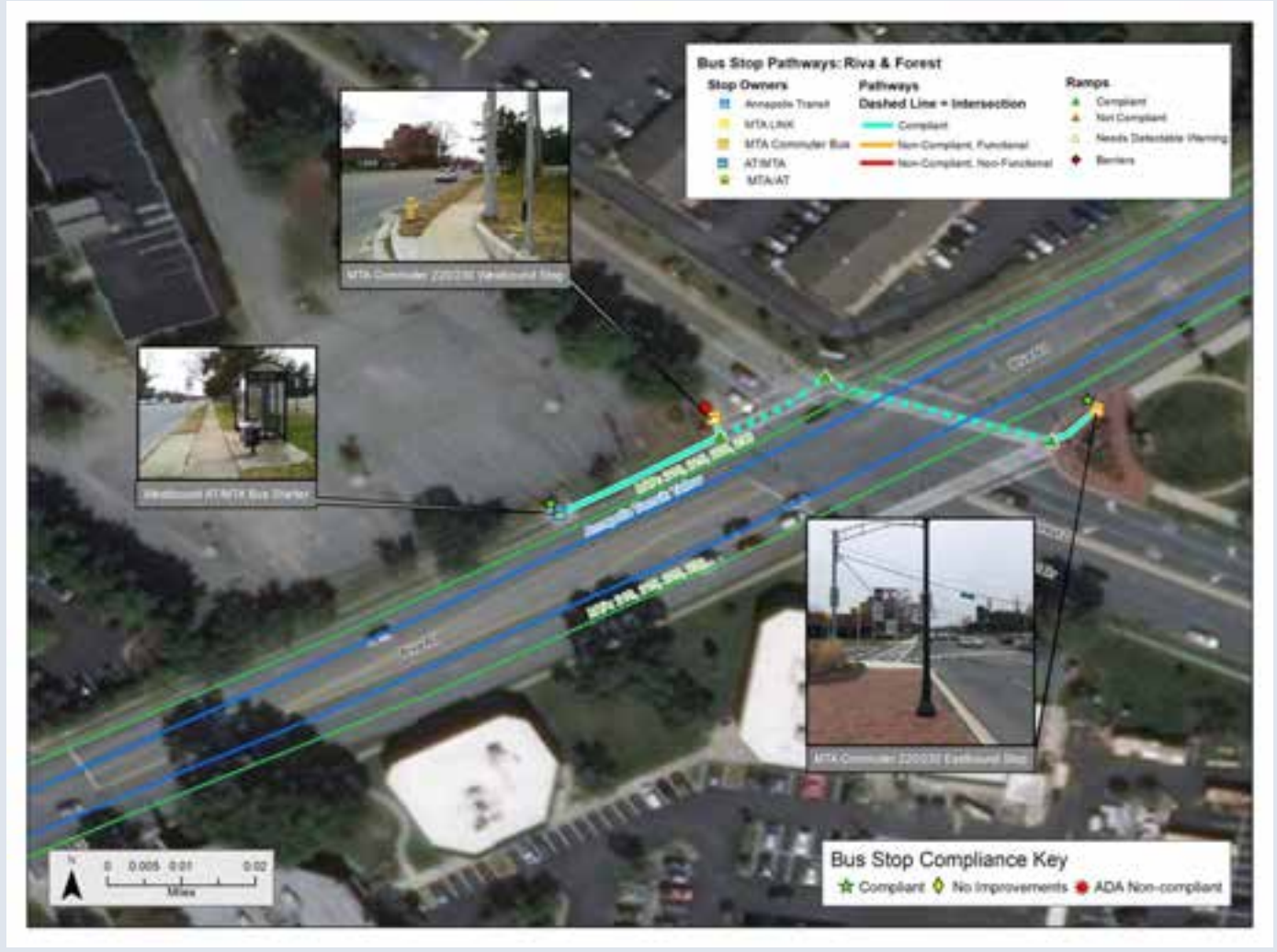
MTA Ridership: **2**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Riva & Forest

LOTS: Anne Arundel Transit  
 MTA Bus Service: Commuter  
 Location Type: Commercial-Shopping Center  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:30
Daily LOTS Stops:	12	<15 Minute Transfers:	5

**Total Estimated Improvement Costs:**  
\$15,825.00

<b>Riva &amp; Forest</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT SB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Shelter	1	\$15,000.00
New Information Case	1	\$500.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 3: MTA EB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$15,700.00
	Stop 2 Cost:	\$4,200.00
	Stop 3 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$20,100.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Riva & Forest**      Heading: **50**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **RIVA RD**      Speed: **35 mph**  
 Cross Street: **FOREST DR**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **3**      Route Map?: **No**  
 Bench Location: **Freestanding**      Trash Can?: **No**  
 Bench Damage: **None**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **10**  
 Material: **Brick Pavers**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **19**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Riva & Forest      Heading: 240  
 Stop ID: NA      Placement: Farside  
 On Street: RIVA RD      Speed: 35 mph  
 Cross Street: HOLIDAY CT      Travel Lanes: 4  
 Survey Date: 12/4/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 220, 230



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: 4  
 Material: NA      Obstruction: None  
 Surface Problem: NA      Land Buffer: Yes  
 Obstruction: NA      Surface Problem: None  
 Connect Sidewalk? NA      Curb Ramp: Perpendicular  
 Connect Curb? NA      Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: Yes	Crosswalk OSNS: Yes	Traffic Control OS: Traffic light
CR Connect OSFS: No	Crosswalk OSFS: No	Traffic Control CS: Traffic light
CR Connect CSAS: Yes	Crosswalk CSAS: Yes	Ped Control OS: Yes
CR Connect CSOP: Yes	Crosswalk CSOP: Yes	Ped Control CS: Yes

## Ridership and Improvements

MTA Ridership: 1  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$15,700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Riva & Forest**      Heading: **240**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **RIVA RD**      Speed: **35 mph**  
 Cross Street: **HOLIDAY CT**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **0**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **NA**      Stop Owner 2: **NA**  
 Sign Height: **NA**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **Graffiti**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **Graffiti**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Route 450 & Badger

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	416	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	2	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	14	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$13,570.00**

<b>Route 450 &amp; Badger</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	416	\$10,400.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA/AA EB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA/AA WB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$17,550.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$25,950.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 450 & Badger** Heading: **280**  
 Stop ID: **12267** Placement: **Across From**  
 On Street: **RT 450** Speed: **35 mph**  
 Cross Street: **BADGER RD** Travel Lanes: **2**  
 Survey Date: **11/29/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **Yes**  
 Benches? **0** Route Map? **Yes**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **3**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **NA**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 450 & Badger** Heading: **70**  
 Stop ID: **12265** Placement: **Nearside**  
 On Street: **RT 450** Speed: **35 mph**  
 Cross Street: **BADGER RD** Travel Lanes: **2**  
 Survey Date: **11/29/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

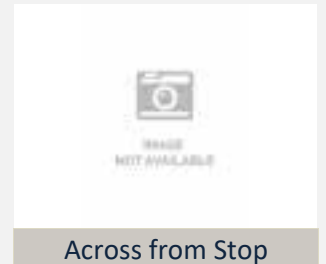
Number of Signs: **2** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **Annapolis Transit**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70, AT NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Yield**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

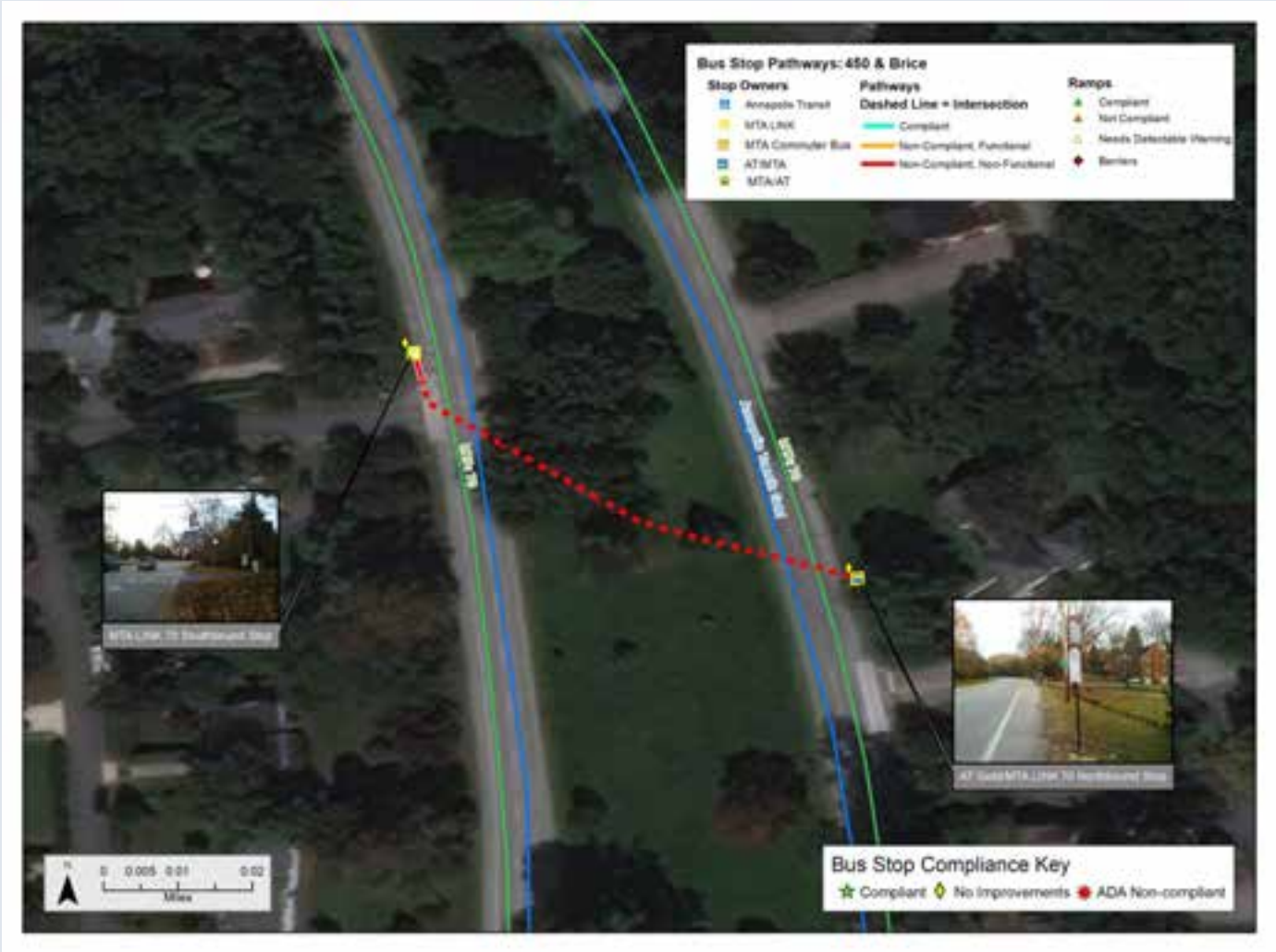
MTA Ridership: **3**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Route 450 & Brice

LOTS: Anne Arundel Transit  
 MTA Bus Service: LINK  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	24	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$27,970.00



<b>Route 450 &amp; Brice</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	24	\$600.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA/AA EB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA/AA WB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$5,170.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$13,570.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 450 & Brice** Heading: **170**  
 Stop ID: **12264** Placement: **Nearside**  
 On Street: **RITCHIE HWY** Speed: **50 mph**  
 Cross Street: **BRICE RD** Travel Lanes: **2**  
 Survey Date: **11/29/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **NA** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **NA** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **NA** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 450 & Brice** Heading: **340**  
 Stop ID: **12268** Placement: **Farside**  
 On Street: **RITCHIE HWY** Speed: **50 mph**  
 Cross Street: **RITCHIE RD** Travel Lanes: **2**  
 Survey Date: **11/29/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70, AT NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

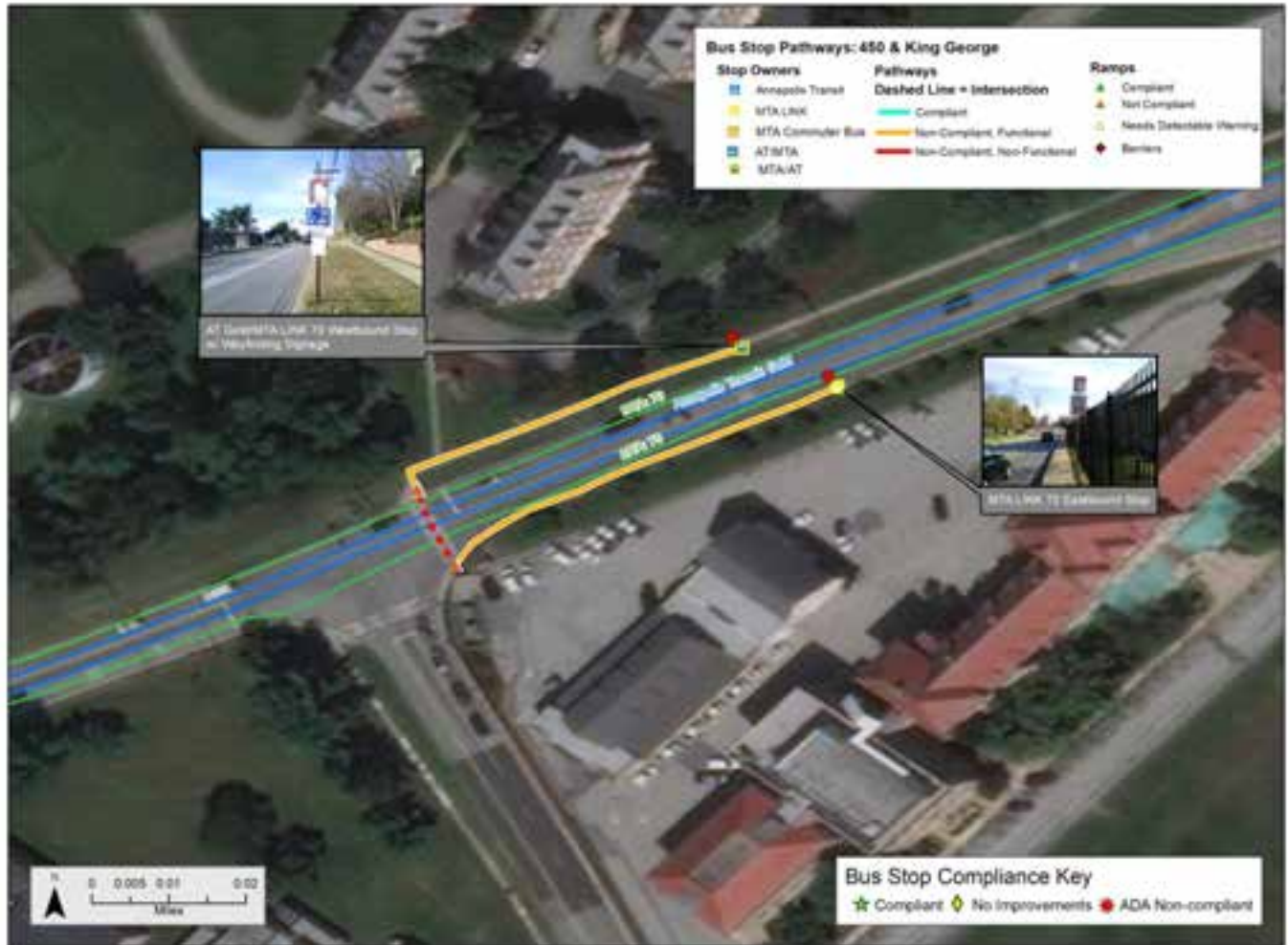
## Route 450 & King George

LOTS: Anne Arundel Transit

MTA Bus Service: LINK

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	457	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	1	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$8,200.00

<b>Route 450 &amp; King George</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	457	\$11,425.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA/AA SB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA/AA NB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$19,570.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$27,970.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 450 & King George**      Heading: **270**  
 Stop ID: **8436**      Placement: **At Location**  
 On Street: **RT 450**      Speed: **30 mph**  
 Cross Street: **@ PERRY CIRCL**      Travel Lanes: **2**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70, AT NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **5**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>No</b>	Crosswalk OSFS: <b>No</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>No</b>	Crosswalk CSAS: <b>No</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>No</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>NA</b>

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 450 & King George**      Heading: **80**  
 Stop ID: **8430**      Placement: **Across From**  
 On Street: **RT 450**      Speed: **30 mph**  
 Cross Street: **@ PERRY CIRCL**      Travel Lanes: **2**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **3**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

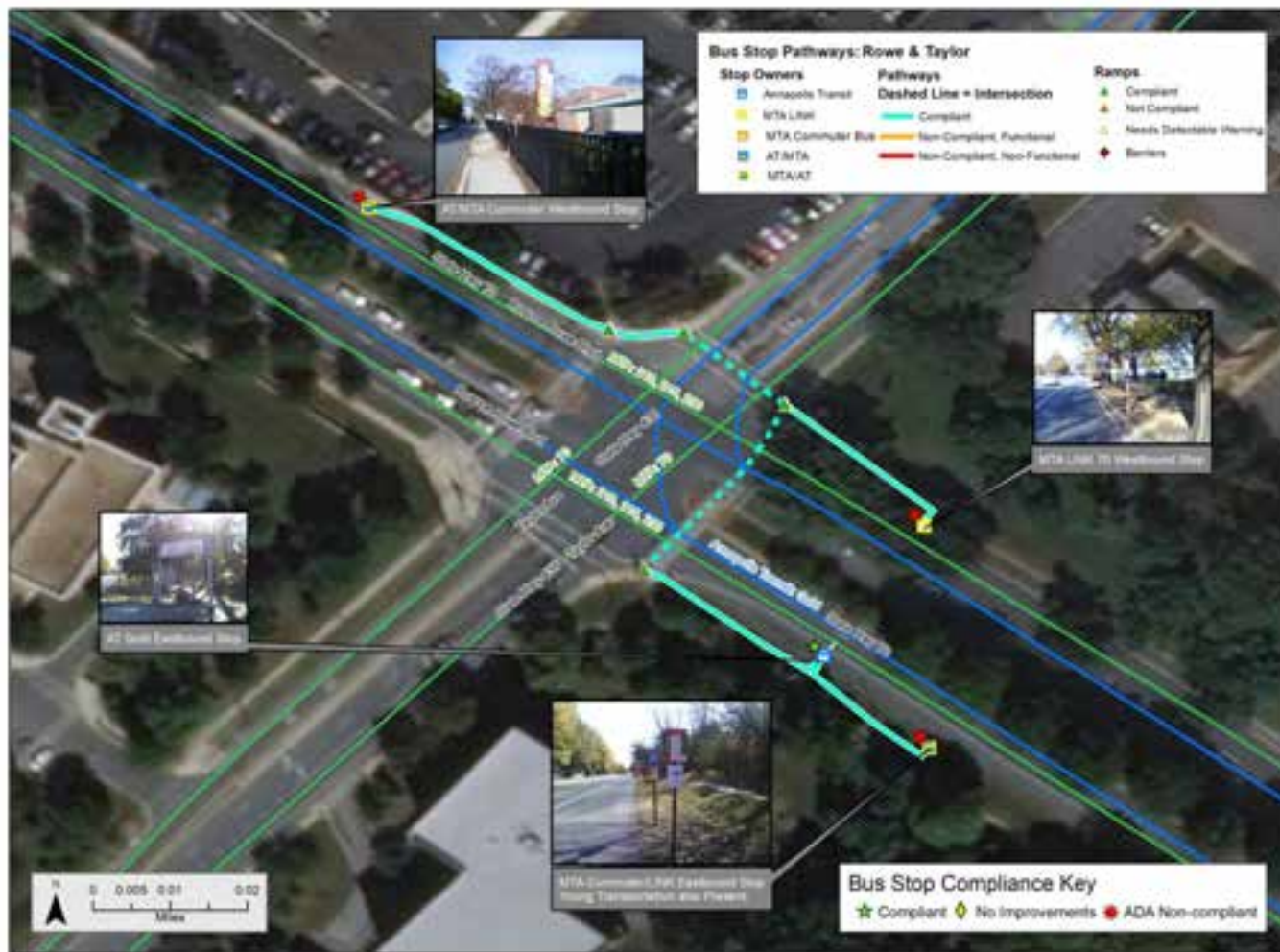
MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Rowe & Taylor

LOTS: Anne Arundel Transit & Annapolis Transit  
 MTA Bus Service: Commuter & LINK  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	18	Average Transfer Time:	0:42
Daily LOTS Stops:	14	<15 Minute Transfers:	7

**Total Estimated Improvement Costs:**  
\$9,170.00



<b>Rowe &amp; Taylor</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA/AA EB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 3: MTA WB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 4: AT WB Stop</b>	Primary Owner:	Annapolis Transit
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,200.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$1,500.00
	<b>Total Cost</b>	<b>\$8,200.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **300**  
 Stop ID: **10921**      Placement: **Farside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Other**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70, MTA 210, 215, 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Diagonal**  
 Connect Curb? **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **125**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **3**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **Annapolis Transit**  
 Route Info: **MTA 220, 210, 215, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Freestanding**      Trash Can? **No**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **11**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **300**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Annapolis Transit**  
 Sign Installation: **Shelter**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **AT GOLD**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Too High**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,500.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Rowe & Taylor**      Heading: **110**  
 Stop ID: **13653**      Placement: **Nearside**  
 On Street: **ROWE BLVD**      Speed: **40 mph**  
 Cross Street: **TAYLOR AVE**      Travel Lanes: **4**  
 Survey Date: **11/29/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **Vegetation**  
 Connect Sidewalk?: **NA**      Curb Ramp: **Diagonal**  
 Connect Curb?: **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **24**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

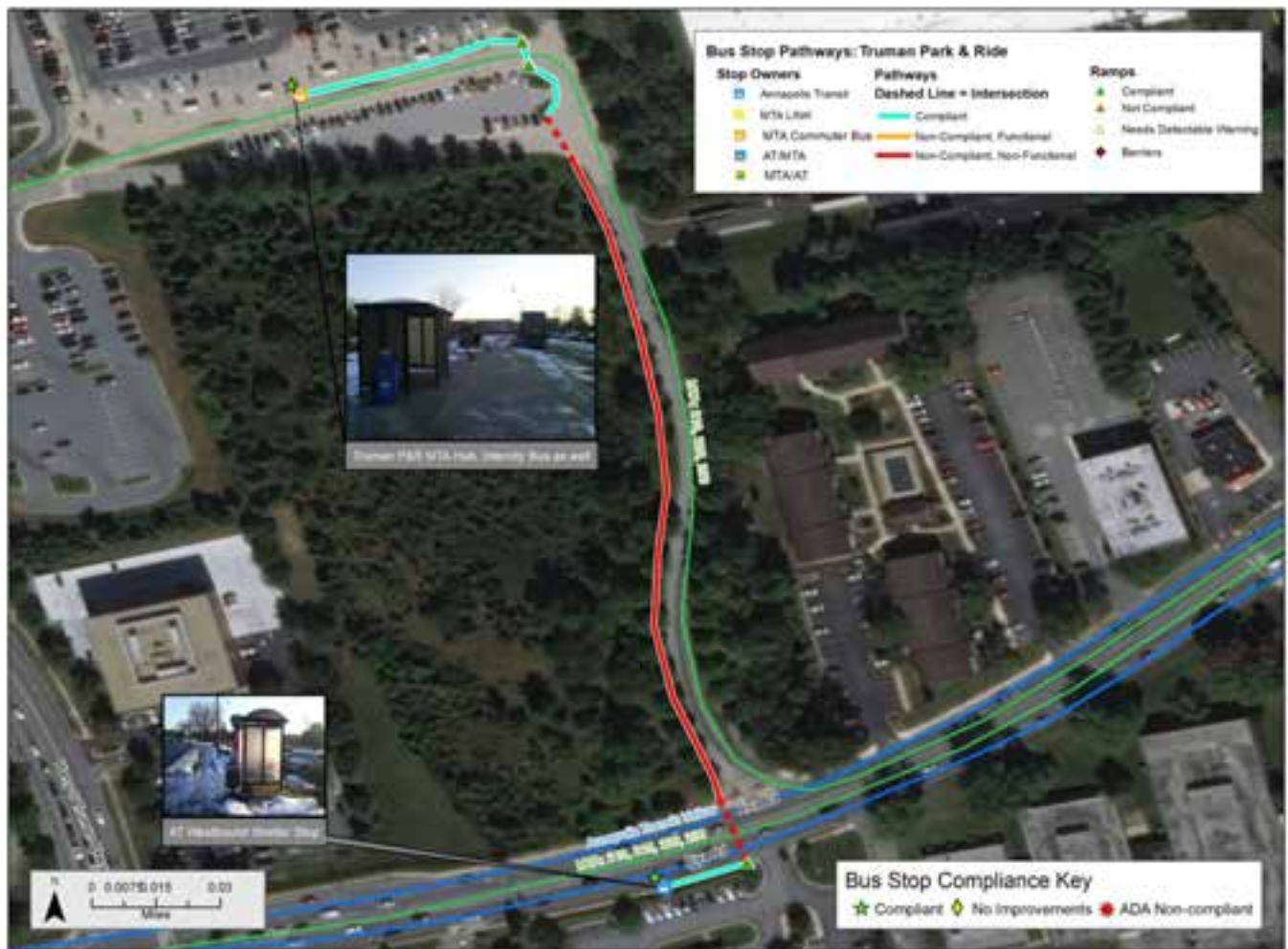
## Truman Park & Ride

LOTS: **Annapolis Transit**

MTA Bus Service: **Commuter**

Location Type: **Transit Center-Park & Ride**

Number of Distinct Stops: **2**



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	3
Sidewalk (ft) to be installed/repaired:	828	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	NA
Daily LOTS Stops:	12	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$8,400.00**

<b>Truman Park &amp; Ride</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	828	\$20,700.00
New curb ramps	3	\$10,500.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA Park &amp; Ride Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
<b>Stop 2: AA Stop</b>	Primary Owner: Anne Arundel County Office of Transportation	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$31,425.00
	Stop 1 Cost:	\$1,500.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$37,125.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Truman Park & Ride** Heading: **270**  
 Stop ID: **NA** Placement: **At Location**  
 On Street: **TRUMAN P&R B** Speed: **10 mph**  
 Cross Street: **@TRUMAN P&** Travel Lanes: **1**  
 Survey Date: **1/16/2019** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 210, 220, 230**



Approaching Stop

## Shelters and Other Amenities

Shelters: **4** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**  
 Shelter Damage: **Graffiti** Info Case Damage: **Graffiti**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **Yes**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **7** Route Map? **Yes**  
 Bench Location: **Shelter/Fre** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **9**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **16**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **None**  
 CR Connect CSAS: **Not Applicable** Crosswalk CSAS: **Not Applicable** Ped Control OS: **No**  
 CR Connect CSOP: **Not Applicable** Crosswalk CSOP: **Not Applicable** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **524**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$1,500.00**



# BMC Transfer Study Location Profiles

## Westfield Mall

LOTS: Anne Arundel Transit, Annapolis Transit & Queen Anne's County Ride

MTA Bus Service: Commuter & LINK

Location Type: Transit Center-Shopping Center

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:55
Daily LOTS Stops:	47	<15 Minute Transfers:	61

**Total Estimated Improvement Costs:**  
\$9,475.00

<b>Westfield Mall</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/MTA/AA/QACR Stop</b>	Primary Owner: Anne Arundel County	
New Compliant Landing Pad	0	\$0.00
New Sign	2	\$400.00
New Digital Display	1	\$1,000.00
New Information Case	1	\$500.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,900.00
	Total Cost	\$1,900.00

# BMC Transfer Study Stop Inventory

Transfer Location: **Westfield Mall**      Heading: **255**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **WESTFIELD TRA**      Speed: **30 mph**  
 Cross Street: **JCPENNEY PAR**      Travel Lanes: **4**  
 Survey Date: **11/27/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 210, 215**



Approaching Stop

## Shelters and Other Amenities

Shelters: **3**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **3**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **6**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **None**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **10**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$1,900.00**

# Appendix E

## Harford Transit LINK

### Stop Improvement Profiles



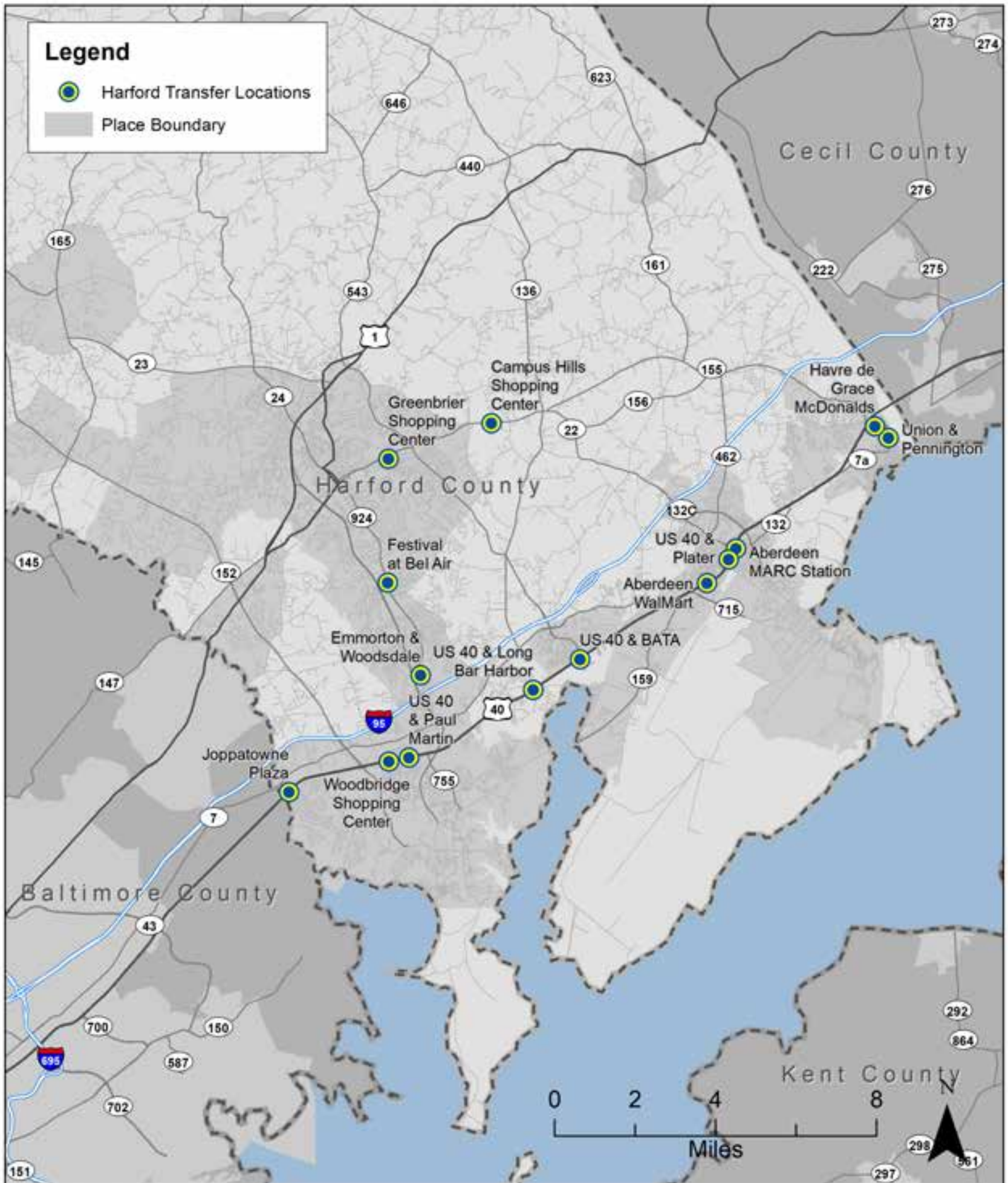
## Appendix E

# Harford Transit LINK Potential Transfer Stops

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Aberdeen MARC Station .....	1
Aberdeen Wal-Mart.....	5
Campus Hills Shopping Center .....	10
Emmorton & Woodsdale .....	19
Festival at Bel Air.....	17
Greenbrier Shopping Center.....	23
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Union & Pennington.....	37
US 40 & BATA.....	41
US 40 & Long Bar Harbor .....	45
US 40 & Paul Martin.....	50
US 40 & Plater .....	54
Woodbridge Shopping Center .....	58

# Harford Transit LINK-MTA Transfer Locations Reference Map



# BMC Transfer Study Location Profiles

## Aberdeen MARC Station

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Transit Center-Shopping Center  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	11	Average Transfer Time:	0:40
Daily LOTS Stops:	76	<15 Minute Transfers:	34

**Total Estimated Improvement Costs:**  
\$6,600.00

<b>Aberdeen MARC Station</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New Curb Ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Wayfinding Signage	1	\$200.00
<b>Stop 1</b>	<b>Primary Owner:</b>	<b>MTA Commuter Bus</b>
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
<b>Stop 2</b>	<b>Primary Owner:</b>	<b>Harford Transit Link</b>
New Compliant Landing Pad	0	\$0.00
New Information Case	1	\$500.00
Digital Display	1	\$1,000.00
New Signs	1	\$200.00
	<b>Location Cost:</b>	<b>\$200.00</b>
	<b>Stop 1 Cost:</b>	<b>\$4,700.00</b>
	<b>Stop 2 Cost:</b>	<b>\$1,700.00</b>
	<b>Total Cost</b>	<b>\$6,600.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Aberdeen MARC Station**      Heading: **210**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **US 40**      Speed: **45 mph**  
 Cross Street: **APG RD**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **5**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Aberdeen MARC Station**      Heading: **0**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **APG RD**      Speed: **25 mph**  
 Cross Street: **US 40**      Travel Lanes: **2**  
 Survey Date: **12/5/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **HT 6A, 1A, 1, 6, 4, 7, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **Yes**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

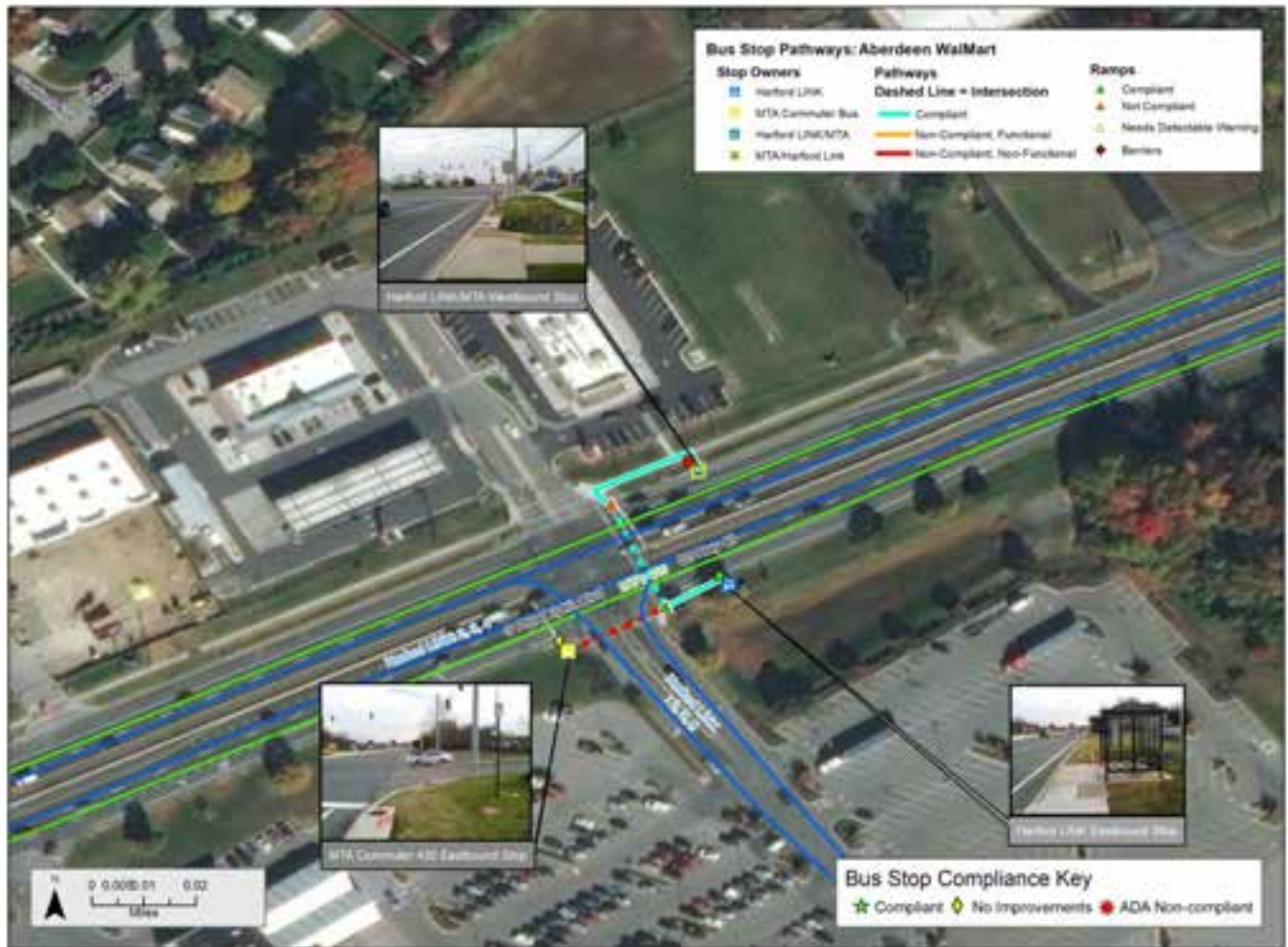
MTA Ridership: **8**  
 LOTS Riders: **88**

**Estimated Stop Improvement Cost:**  
**\$1,700.00**

# BMC Transfer Study Location Profiles

## Aberdeen Wal-Mart

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Commercial-Shopping Center  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	10	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	11	Average Transfer Time:	0:42
Daily LOTS Stops:	29	<15 Minute Transfers:	6

**Total Estimated Improvement Costs:**  
\$12,795.00

<b>Aberdeen Wal-Mart</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	10	\$250.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: NB MTA</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Information Case	0	\$0.00
<b>Stop 2: SB MTA/HT LINK</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 3: NB HT LINK Shelter</b>	Primary Owner:	Harford Transit Link
New Compliant Landing Pad	0	\$0.00
New Information Case	0	\$0.00
New Signs	1	\$200.00
	Location Cost:	\$8,395.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$12,795.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Aberdeen Wal-Mart** Heading: **60**  
 Stop ID: **NA** Placement: **At Location**  
 On Street: **US 40** Speed: **55 mph**  
 Cross Street: **ABERDEEN WA** Travel Lanes: **4**  
 Survey Date: **12/5/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Aberdeen Wal-Mart** Heading: **60**  
 Stop ID: **NA** Placement: **At Location**  
 On Street: **US 40** Speed: **55 mph**  
 Cross Street: **ABERDEEN WA** Travel Lanes: **4**  
 Survey Date: **12/5/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **Harford LINK**  
 Sign Installation: **Shelter** Stop Owner 2: **NA**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **HT 6, 6A, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**  
 Shelter Damage: **None** Info Case Damage: **None**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **No**  
 Interior Accessible? **Yes** System Map? **Yes**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **No**  
 Bench Damage: **None** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **4**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Aberdeen Wal-Mart** Heading: **230**  
 Stop ID: **NA** Placement: **Across From**  
 On Street: **US 40** Speed: **55 mph**  
 Cross Street: **ABERDEEN WA** Travel Lanes: **4**  
 Survey Date: **12/5/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **Harford LINK**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **MTA 420, HT 6, 6A, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **Yes**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders: **5**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Location Profiles

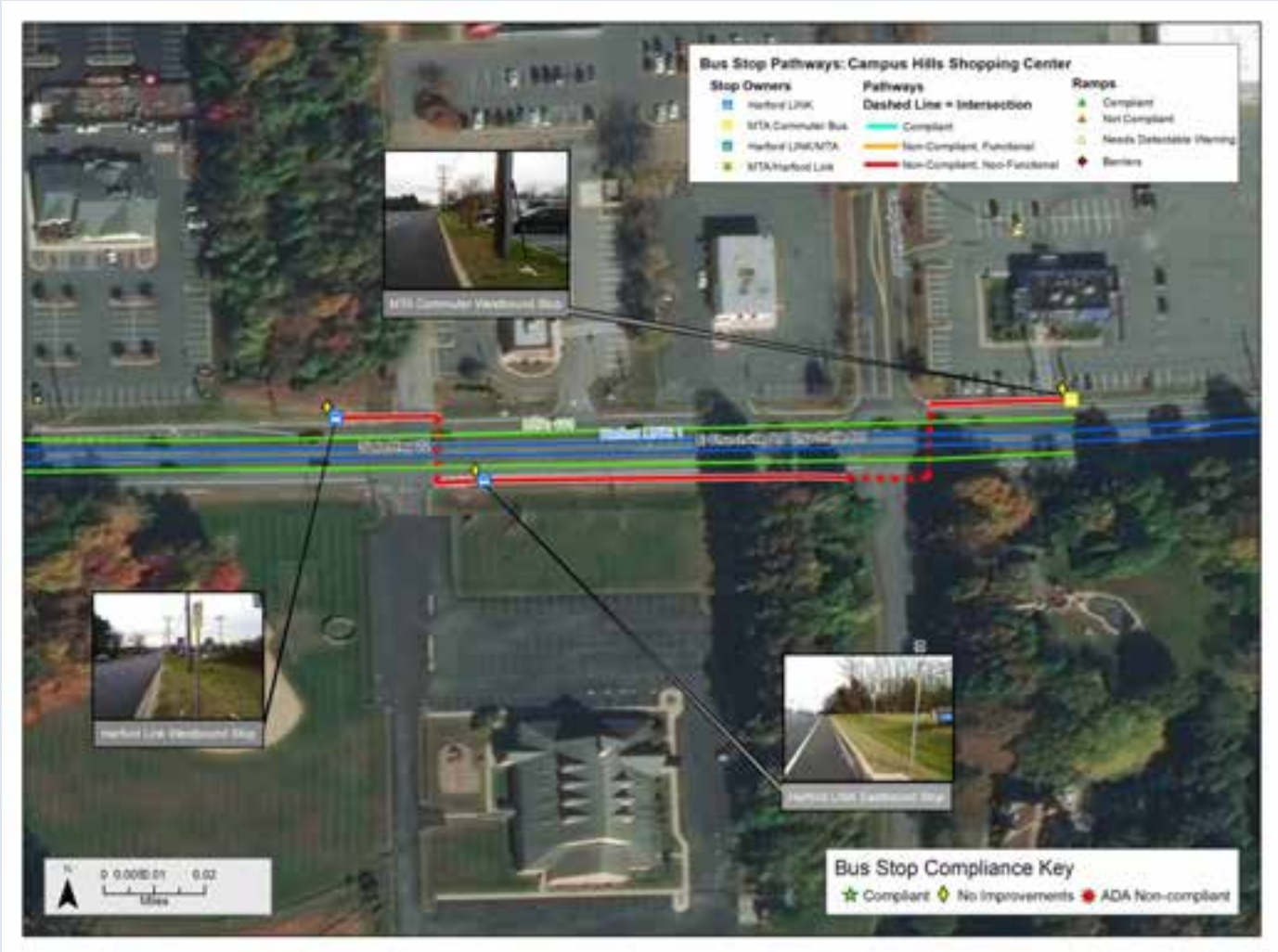
## Campus Hills Shopping Center

LOTS: Harford Transit

MTA Bus Service: Commuter

Location Type: Shopping Center

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	6
Sidewalk (ft) to be installed/repaired:	493	Detectable Warnings Needed:	6
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:32
Daily LOTS Stops:	14	<15 Minute Transfers:	4

**Total Estimated Improvement Costs:**  
\$47,965.00



<b>Campus Hills Shopping Center</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	493	\$12,325.00
New curb ramps	6	\$21,000.00
Detectable warning	6	\$450.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
<b>Stop 1: MTA SB Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: HT LINK SB Stop</b>	Primary Owner:	Harford Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: HT LINK NB Stop</b>	Primary Owner:	Harford Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign (Need MTA Sign)	1	\$200.00
	Location Cost:	\$35,765.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$47,965.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Campus Hills Shopping Center**      Heading: **270**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **CHURCHVILLE R**      Speed: **50 mph**  
 Cross Street: **CAMPUS HILLS**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Utility pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 410**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Campus Hills Shopping Center**      Heading: **90**  
 Stop ID: **NA**      Placement: **Across From**  
 On Street: **CHURCHVILLE R**      Speed: **50 mph**  
 Cross Street: **AMC**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Yield**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Campus Hills Shopping Center**      Heading: **270**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **CHURCHVILLE R**      Speed: **50 mph**  
 Cross Street: **AMC**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **HT 1A, 1**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

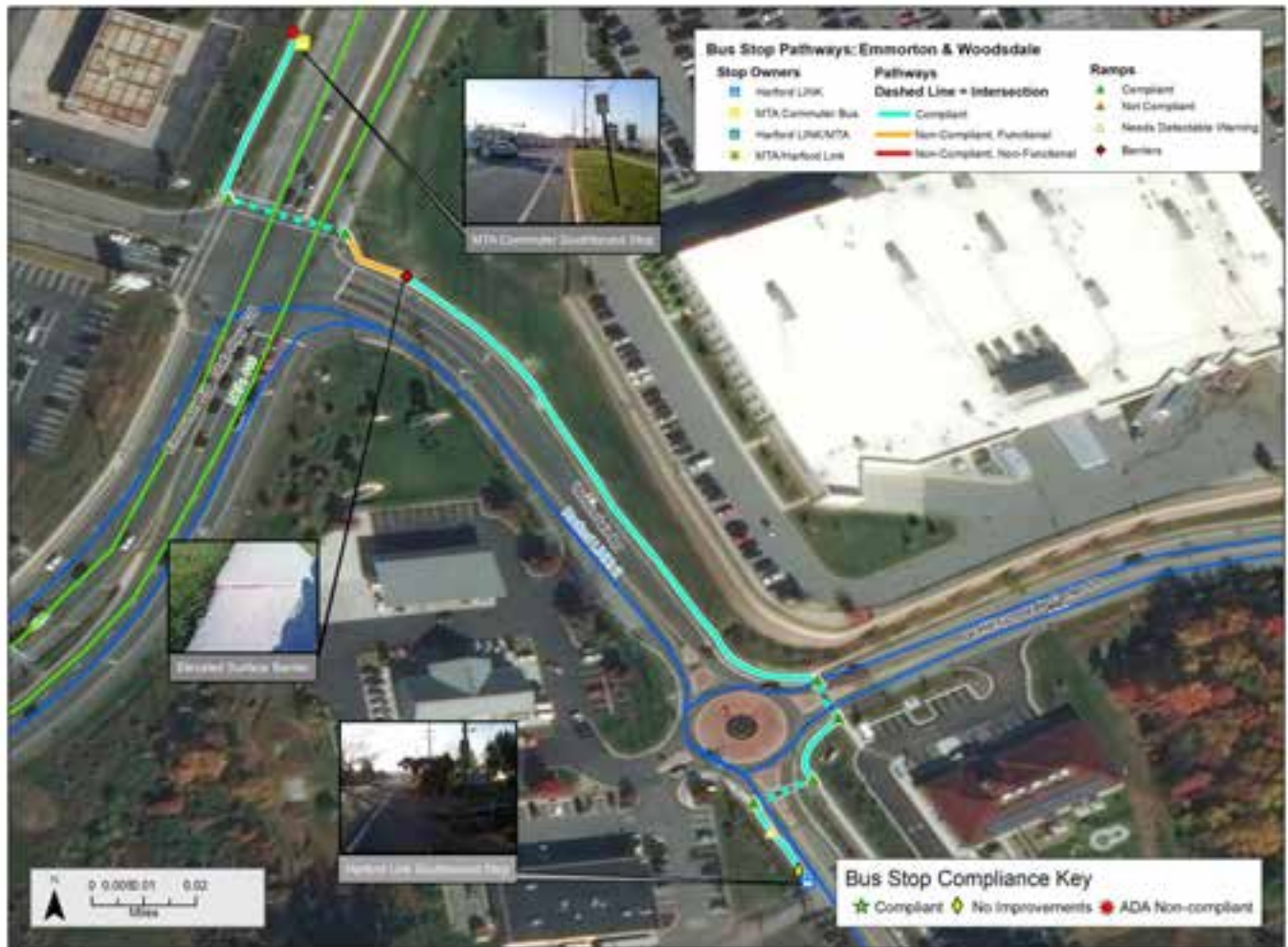
## Emmorton & Wooddale

LOTS: Harford Transit

MTA Bus Service: Commuter

Location Type: Commercial-Shopping

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	68	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:28
Daily LOTS Stops:	14	<15 Minute Transfers:	7

**Total Estimated Improvement Costs:**  
\$10,175.00

<b>Emmorton &amp; Woodsdale</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	68	\$1,700.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: HT LINK WaWa Stop</b>	Primary Owner:	Harford Transit Link
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$1,775.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$10,175.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Emmorton & Woodsdale**      Heading: **290**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **EMMORTON RD**      Speed: **40 mph**  
 Cross Street: **WOODSDALE R**      Travel Lanes: **5**  
 Survey Date: **12/11/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 410**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **5**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Diagonal**  
 Connect Curb? **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>No</b>	Crosswalk OSFS: <b>No</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>Yes</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>No</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>Yes</b>

## Ridership and Improvements

MTA Ridership: **14**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Emmorton & Woodsdale**      Heading: **135**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **WOODSDALE D**      Speed: **25 mph**  
 Cross Street: **WAWA\LIQUO**      Travel Lanes: **2**  
 Survey Date: **12/11/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **HT 2, 2A**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **Parallel**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **NA**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **NA**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**



# BMC Transfer Study Location Profiles

## Festival at Bel Air

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Commercial-Shopping  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	670	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:39
Daily LOTS Stops:	28	<15 Minute Transfers:	7

**Total Estimated Improvement Costs:**  
\$20,825.00

<b>Festival at BelAir</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	670	\$16,750.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: HT LINK AC Moore Stop</b>	Primary Owner:	Harford Transit Link
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$16,825.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$20,825.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Festival at Bel Air**      Heading: **340**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **FESTIVAL BEL AI**      Speed: **10 mph**  
 Cross Street: **AC MOORE**      Travel Lanes: **2**  
 Survey Date: **12/5/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **0**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Building**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **HT 2, 2A**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **Yes**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **8**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **NA**      Crosswalk OSNS: **NA**      Traffic Control OS: **None**  
 CR Connect OSFS: **NA**      Crosswalk OSFS: **NA**      Traffic Control CS: **NA**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Festival at Bel Air**      Heading: **180**  
 Stop ID: **NA**      Placement: **Mid-block**  
 On Street: **EMMORTON RD**      Speed: **40 mph**  
 Cross Street: **BELAIR SOUTH**      Travel Lanes: **3**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 410**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **NA**  
 Material: **Concrete**      Obstruction: **NA**  
 Surface Problem: **None**      Land Buffer: **NA**  
 Obstruction: **None**      Surface Problem: **NA**  
 Connect Sidewalk? **No**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>Yes</b>	Crosswalk OSFS: <b>Yes</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>Yes</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>Yes</b>	Ped Control CS: <b>Yes</b>

## Ridership and Improvements

MTA Ridership: **10**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

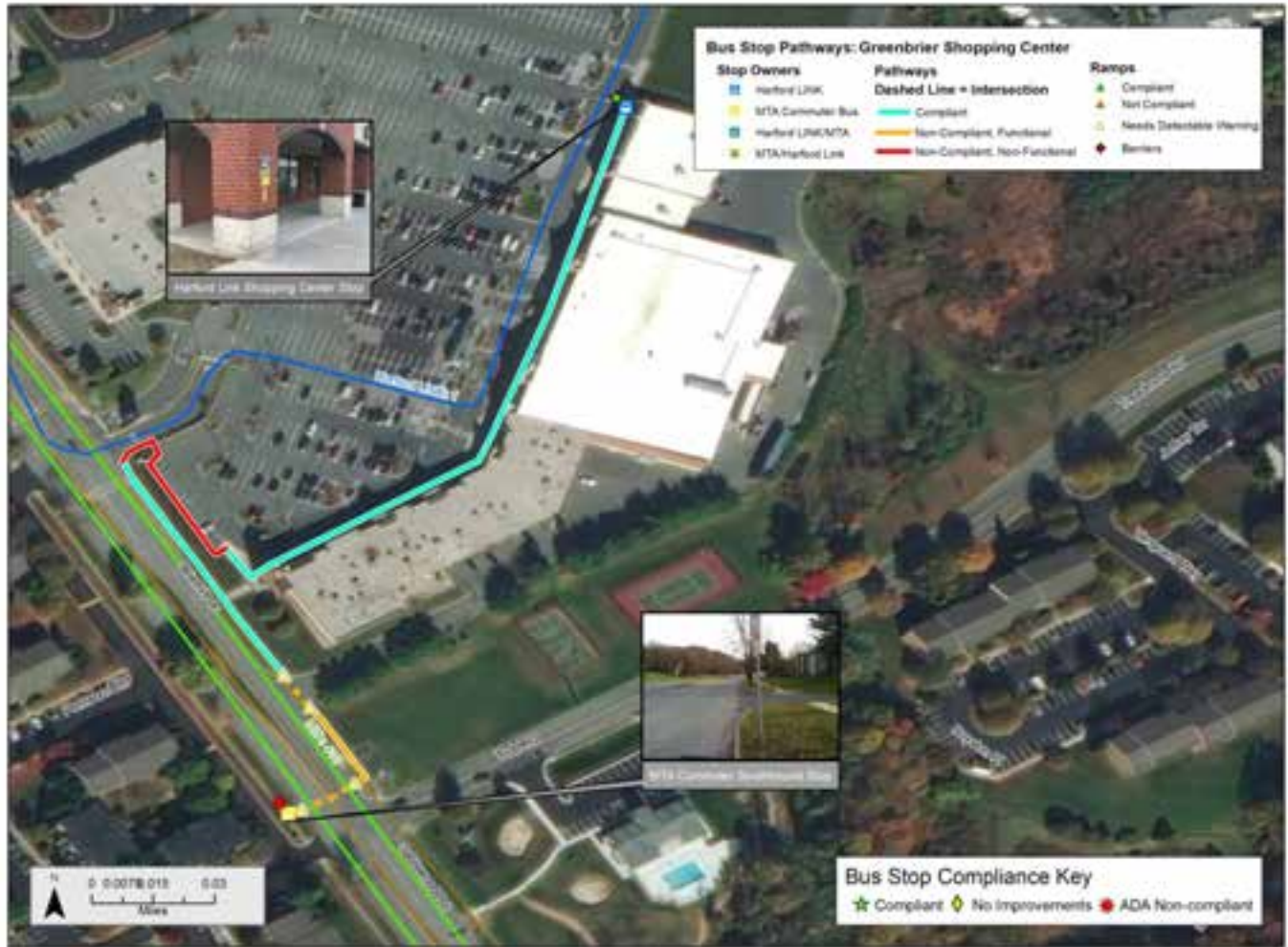
## Greenbrier Shopping Center

LOTS: Harford Transit

MTA Bus Service: Commuter

Location Type: Commercial-Shopping

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	228	Detectable Warnings Needed:	4
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:36
Daily LOTS Stops:	14	<15 Minute Transfers:	8

**Total Estimated Improvement Costs:**  
\$10,000.00

<b>Greenbrier Shopping Center</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	228	\$5,700.00
New curb ramps	0	\$0.00
Detectable warning	4	\$300.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: HT LINK AC Moore Stop</b>	Primary Owner:	Harford Transit Link
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$6,000.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$10,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Greenbrier Shopping Center**      Heading: **150**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **BRIERHILL DR**      Speed: **35 mph**  
 Cross Street: **TODD RD**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 410**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **11**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Greenbrier Shopping Center      Heading: 45  
 Stop ID: NA      Placement: At Location  
 On Street: GREENBRIER PA      Speed: 10 mph  
 Cross Street: DOLLAR TREE      Travel Lanes: 2  
 Survey Date: 12/5/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: Harford LINK  
 Sign Installation: Building      Stop Owner 2: NA  
 Sign Height: Less than 80"      Stop Owner 3: NA  
 Route Info: HT 1, 1A



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? Yes  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed      Sidewalk Width: 8  
 Material: Concrete      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? Yes      Curb Ramp: Perpendicular  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: Yes      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: Yes      Traffic Control CS: None  
 CR Connect CSAS: NA      Crosswalk CSAS: NA      Ped Control OS: No  
 CR Connect CSOP: NA      Crosswalk CSOP: NA      Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 15

**Estimated Stop Improvement Cost:**  
**\$0.00**



# BMC Transfer Study Location Profiles

## Havre de Grace McDonalds

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	495	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	No	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	0:48
Daily LOTS Stops:	26	<15 Minute Transfers:	5

**Total Estimated Improvement Costs:**  
\$31,775.00

<b>Havre de Grace McDonalds</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	495	\$12,375.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA NB Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Shelter	1	\$15,000.00
New Information Case	1	\$500.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 3: HT WB Stop</b>	Primary Owner:	Harford Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$12,375.00
	Stop 1 Cost:	\$15,200.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$31,775.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Havre de Grace McDonalds**      Heading: **270**  
 Stop ID: **NA**      Placement: **Mid-block**  
 On Street: **OTSEGO ST**      Speed: **25 mph**  
 Cross Street: **JUNIATA ST**      Travel Lanes: **2**  
 Survey Date: **12/5/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **Slope**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **7**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$15,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Havre de Grace** Heading: **0**  
**McDonalds** Placement: **Farside**  
 Stop ID: **NA** Speed: **25 mph**  
 On Street: **JUNIATA ST** Travel Lanes: **2**  
 Cross Street: **OTSEGO ST** Compliance Level: **Compliant**  
 Survey Date: **12/5/2018**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **No**  
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**  
 Shelter Damage: **Loose** Info Case Damage: **NA**  
 Shelter Accessible? **No** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **No**  
 Interior Accessible? **No** System Map? **No**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **No**  
 Bench Damage: **None** Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$500.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Havre de Grace McDonalds**      Heading: **270**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **OTSEGO ST**      Speed: **25 mph**  
 Cross Street: **LEGION DR**      Travel Lanes: **2**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **HT 1A, 1**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **Yes**  
 Shelter Foundation: **NA**      Info Case Accessible: **Accessible**  
 Shelter Damage: **NA**      Info Case Damage: **None**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **Yes**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Diagonal**  
 Connect Curb? **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **10**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Location Profiles

## Joppatowne Plaza

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Shopping Center  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	584	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	0:38
Daily LOTS Stops:	15	<15 Minute Transfers:	4

**Total Estimated Improvement Costs:**  
\$23,100.00

<b>Joppatowne Plaza</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	584	\$14,600.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA NB Stop</b>	Primary Owner: MTA Commuter Bus	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA SB Stop</b>	Primary Owner: MTA Commuter Bus	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: HT WB Stop</b>	Primary Owner: Harford Transit	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$14,900.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$23,100.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Joppatowne Plaza**    Heading: **225**  
 Stop ID: **NA**    Placement: **Mid-block**  
 On Street: **US 40**    Speed: **50 mph**  
 Cross Street: **JOPPA FARM R**    Travel Lanes: **4**  
 Survey Date: **12/11/2018**    Compliance Level: **Compliant**



## Bus Stop Sign

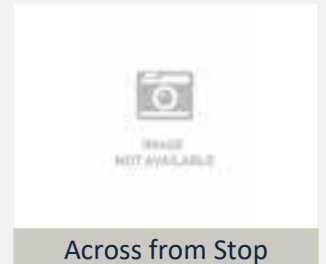
Number of Signs: **1**    Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**    Stop Owner 2: **NA**  
 Sign Height: **80" or greater**    Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**    Info Case: **No**  
 Shelter Foundation: **NA**    Info Case Accessible: **NA**  
 Shelter Damage: **NA**    Info Case Damage: **NA**  
 Shelter Accessible?: **NA**    Digital Display?: **No**  
 Entrance Accessible?: **NA**    Route Schedule?: **No**  
 Interior Accessible?: **NA**    System Map?: **No**  
 Benches?: **0**    Route Map?: **No**  
 Bench Location: **NA**    Trash Can?: **No**  
 Bench Damage: **NA**    Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**    Sidewalk Width: **5**  
 Material: **Concrete**    Obstruction: **None**  
 Surface Problem: **Catch basin**    Land Buffer: **Yes**  
 Obstruction: **None**    Surface Problem: **None**  
 Connect Sidewalk?: **Yes**    Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**    Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**    Crosswalk OSNS: **Yes**    Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**    Crosswalk OSFS: **No**    Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**    Crosswalk CSAS: **NA**    Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**    Crosswalk CSOP: **Yes**    Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **12**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**



# BMC Transfer Study Stop Inventory

Transfer Location: Joppatowne Plaza    Heading: 45  
 Stop ID: NA    Placement: Nearside  
 On Street: US 40    Speed: 50 mph  
 Cross Street: JOPPA FARM R    Travel Lanes: 4  
 Survey Date: 12/11/2018    Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Traffic sign po    Stop Owner 2: NA  
 Sign Height: Less than 80"    Stop Owner 3: NA  
 Route Info: MTA 420



Approaching Stop

## Shelters and Other Amenities

Shelters: 0    Info Case: No  
 Shelter Foundation: NA    Info Case Accessible: NA  
 Shelter Damage: NA    Info Case Damage: NA  
 Shelter Accessible? NA    Digital Display? No  
 Entrance Accessible? NA    Route Schedule? No  
 Interior Accessible? NA    System Map? No  
 Benches? 0    Route Map? No  
 Bench Location: NA    Trash Can? No  
 Bench Damage: NA    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, obstructed    Sidewalk Width: 4  
 Material: Concrete    Obstruction: None  
 Surface Problem: Uneven Pavem    Land Buffer: Yes  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: Traffic light  
 CR Connect OSFS: Yes    Crosswalk OSFS: Yes    Traffic Control CS: Traffic light  
 CR Connect CSAS: Yes    Crosswalk CSAS: Yes    Ped Control OS: Yes  
 CR Connect CSOP: No    Crosswalk CSOP: No    Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 16  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Joppatowne Plaza**    Heading: **100**  
 Stop ID: **NA**    Placement: **At Location**  
 On Street: **REDNERS PARKI**    Speed: **10 mph**  
 Cross Street: **@ JOPPATOW**    Travel Lanes: **2**  
 Survey Date: **12/11/2018**    Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**    Stop Owner 1: **Harford LINK**  
 Sign Installation: **Building**    Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**    Stop Owner 3: **NA**  
 Route Info: **HT 2, 2A**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**    Info Case: **No**  
 Shelter Foundation: **NA**    Info Case Accessible: **NA**  
 Shelter Damage: **NA**    Info Case Damage: **NA**  
 Shelter Accessible?: **NA**    Digital Display?: **No**  
 Entrance Accessible?: **NA**    Route Schedule?: **No**  
 Interior Accessible?: **NA**    System Map?: **No**  
 Benches?: **0**    Route Map?: **No**  
 Bench Location: **NA**    Trash Can?: **No**  
 Bench Damage: **NA**    Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**    Sidewalk Width: **10**  
 Material: **Concrete**    Obstruction: **None**  
 Surface Problem: **None**    Land Buffer: **No**  
 Obstruction: **None**    Surface Problem: **None**  
 Connect Sidewalk?: **Yes**    Curb Ramp: **None**  
 Connect Curb?: **Yes**    Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**    Crosswalk OSNS: **No**    Traffic Control OS: **None**  
 CR Connect OSFS: **No**    Crosswalk OSFS: **No**    Traffic Control CS: **None**  
 CR Connect CSAS: **NA**    Crosswalk CSAS: **NA**    Ped Control OS: **No**  
 CR Connect CSOP: **NA**    Crosswalk CSOP: **NA**    Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Union & Pennington

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	0:36
Daily LOTS Stops:	28	<15 Minute Transfers:	9

**Total Estimated Improvement Costs:**  
\$19,400.00

<b>Union &amp; Pennington</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: Harford Link Stop</b>	Primary Owner:	Harford Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$8,400.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Union & Pennington** Heading: **0**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **UNION AVE** Speed: **25 mph**  
 Cross Street: **GREEN ST** Travel Lanes: **2**  
 Survey Date: **12/5/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **5**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **Vegetation**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **Yes** Traffic Control OS: **None**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Union & Pennington** Heading: **0**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **UNION AVE** Speed: **25 mph**  
 Cross Street: **PENNINGTON** Travel Lanes: **2**  
 Survey Date: **12/5/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **HT 1A, 1, 7**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible?: **NA** Digital Display?: **No**  
 Entrance Accessible?: **NA** Route Schedule?: **No**  
 Interior Accessible?: **NA** System Map?: **No**  
 Benches?: **1** Route Map?: **No**  
 Bench Location: **Freestanding** Trash Can?: **Yes**  
 Bench Damage: **None** Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **5**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk?: **NA** Curb Ramp: **Perpendicular**  
 Connect Curb?: **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **None**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

## Ridership and Improvements

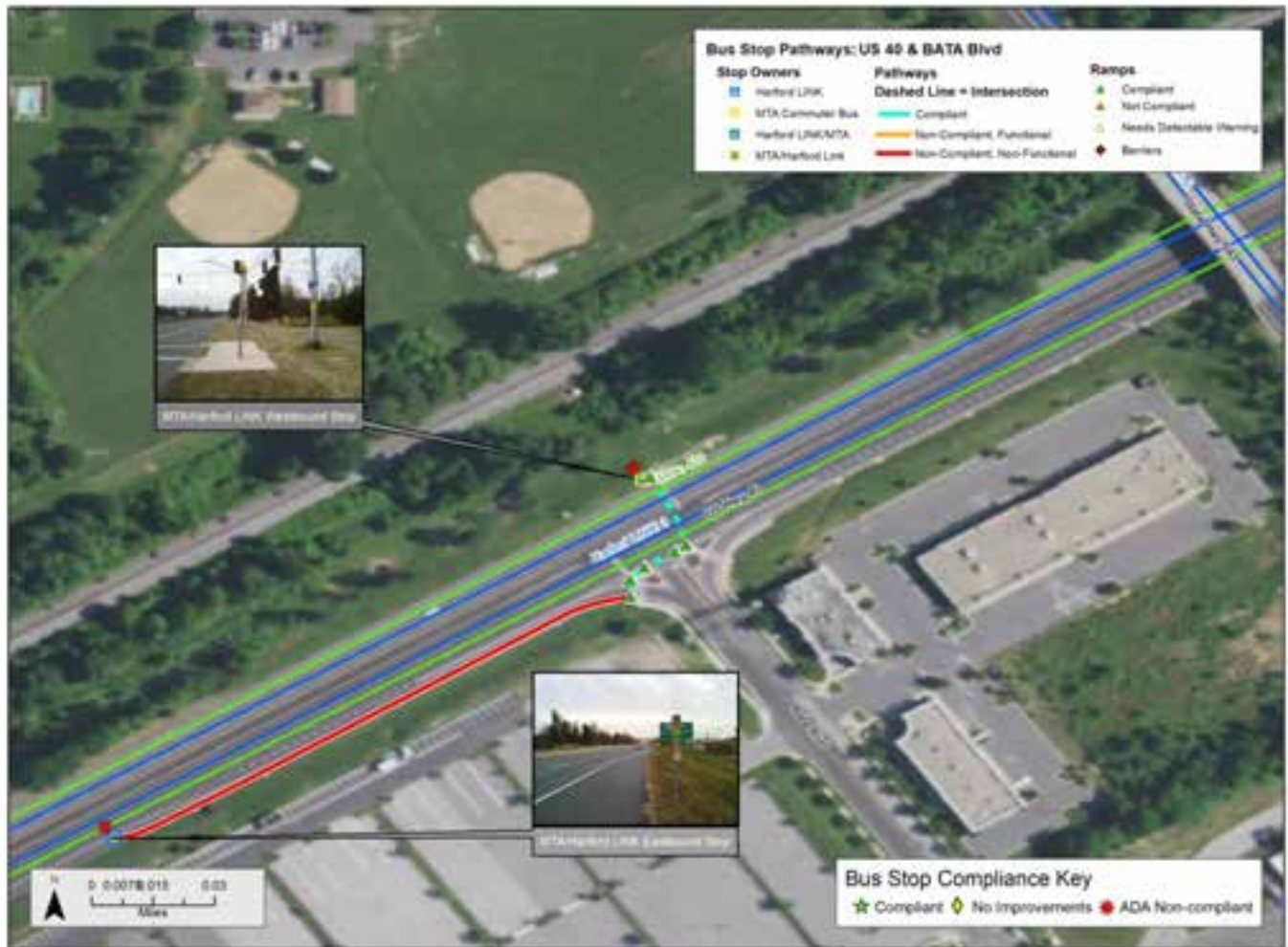
MTA Ridership:  
 LOTS Riders: **8**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## US 40 & BATA

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Basic Bus Stop-Commercial  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	600	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	0:36
Daily LOTS Stops:	30	<15 Minute Transfers:	8

**Total Estimated Improvement Costs:**  
\$24,715.00

## US 40 & BATA

### Harford County

Required Improvements		
New sidewalk to be installed	600	\$15,000.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: HT/MTA EB Stop</b>	Primary Owner: Harford LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: HT/MTA WB Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$15,000.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$19,400.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & BATA**      Heading: **230**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **US 40**      Speed: **55 mph**  
 Cross Street: **BATA BLVD**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic light p**      Stop Owner 2: **Harford LINK**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA 420, HT 6A, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **8**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders: **0**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & BATA**      Heading: **60**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **US 40**      Speed: **55 mph**  
 Cross Street: **BOOZ ALLEN**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA 420, HT 6A, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## US 40 & Long Bar Harbor

LOTS: Harford Transit

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	3
Sidewalk (ft) to be installed/repaired:	160	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	0:32
Daily LOTS Stops:	30	<15 Minute Transfers:	8

**Total Estimated Improvement Costs:**  
\$15,475.00

<b>US 40 &amp; Long Bar Harbor</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	160	\$4,000.00
New curb ramps	3	\$10,500.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
<b>Stop 1: HT EB Stop</b>	Primary Owner:	Harford Transit
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: MTA/HT WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$16,715.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$24,715.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Long Bar Harbor**      Heading: **60**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **US 40**      Speed: **55 mph**  
 Cross Street: **LONG BAR HAR**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **HT 6A, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **4**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Long Bar Harbor**      Heading: **60**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **US 40**      Speed: **55 mph**  
 Cross Street: **LONG BAR HAR**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Long Bar Harbor**      Heading: **230**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **US 40**      Speed: **55 mph**  
 Cross Street: **LONG BAR HAR**      Travel Lanes: **4**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Harford LINK**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA 420, HT 6A, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## US 40 & Paul Martin

LOTS: Harford Transit

MTA Bus Service: Commuter

Location Type: Transit Center-Shopping Center

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	0:34
Daily LOTS Stops:	30	<15 Minute Transfers:	19

**Total Estimated Improvement Costs:**

**\$13,670.00**



<b>US 40 &amp; Paul Martin</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: HT/MTA WB Stop</b>	Primary Owner:	Harford LINK
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Shelter	1	\$15,000.00
<b>Stop 2: HT/MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$15,200.00
	Stop 2 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$15,475.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Paul Martin** Heading: **90**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **US 40** Speed: **45 mph**  
 Cross Street: **TREETOP DR** Travel Lanes: **4**  
 Survey Date: **12/11/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **Harford LINK**  
 Sign Installation: **Light pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **HT 2, 2A, 5, 6**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **Yes**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **9**  
 LOTS Riders: **16**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Paul Martin** Heading: **270**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **US 40** Speed: **45 mph**  
 Cross Street: **PAUL MARTIN** Travel Lanes: **4**  
 Survey Date: **12/11/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **Harford LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 420, HT 2, 2A, 5, 6A, 8**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**  
 Shelter Damage: **Panel** Info Case Damage: **None**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **Yes**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **Yes**  
 Bench Damage: **Graffiti** Publication Boxes? **2**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **17**  
 LOTS Riders: **16**

**Estimated Stop Improvement Cost:**  
**\$15,200.00**

# BMC Transfer Study Location Profiles

## US 40 & Plater

LOTS: Harford Transit

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Mixed Use

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	2	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	1:09
Daily LOTS Stops:	6	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$12,075.00**

<b>US 40 &amp; Plater</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: HT NB Stop</b>	Primary Owner:	Harford LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 3: MTA WB Stop</b>	Primary Owner:	Unknown
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$1,070.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	Stop 3 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$13,670.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Plater**      Heading: **30**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **PARKE ST**      Speed: **25 mph**  
 Cross Street: **PLATER ST**      Travel Lanes: **2**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **Harford LINK**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **HT 4**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **Yes**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, <5'x8'**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Plater**      Heading: **210**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **S PHILADELPHIA**      Speed: **25 mph**  
 Cross Street: **PLATER ST**      Travel Lanes: **1**  
 Survey Date: **12/5/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 420**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction:   
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

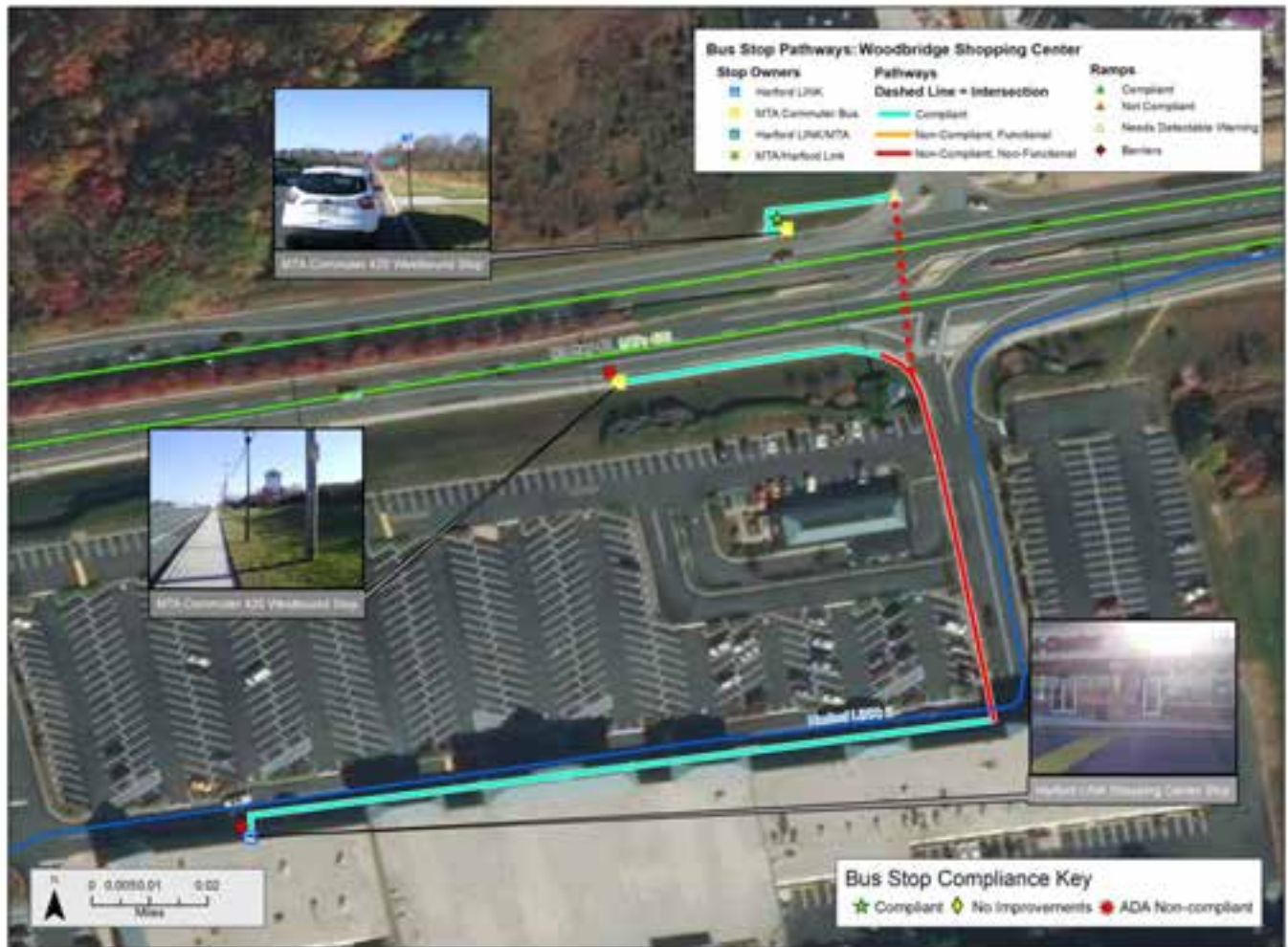
MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Woodbridge Shopping Center

LOTS: Harford Transit  
 MTA Bus Service: Commuter  
 Location Type: Commercial-Shopping Center  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	348	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	9	Average Transfer Time:	0:35
Daily LOTS Stops:	30	<15 Minute Transfers:	13

**Total Estimated Improvement Costs:**  
\$21,125.00



<b>Woodbridge Shopping Center</b>		
<b>Harford County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	348	\$8,700.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: HT Shopping Center Stop</b>	Primary Owner:	Harford Transit
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$16,845.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$21,045.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Woodbridge Shopping Center      Heading: 90  
 Stop ID: NA      Placement: At Location  
 On Street: WOODBRIDGE      Speed: 10 mph  
 Cross Street: RENT A CENTE      Travel Lanes: 2  
 Survey Date: 12/11/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: Harford LINK  
 Sign Installation: Building      Stop Owner 2: NA  
 Sign Height: Less than 80"      Stop Owner 3: NA  
 Route Info: HT 5



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: None  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 1      Route Map? No  
 Bench Location: Freestandin      Trash Can? Yes  
 Bench Damage: None      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed      Sidewalk Width: 10  
 Material: Concrete      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? Yes      Curb Ramp: None  
 Connect Curb? Yes      Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: NA      Crosswalk OSNS: NA      Traffic Control OS: None  
 CR Connect OSFS: NA      Crosswalk OSFS: Yes      Traffic Control CS: None  
 CR Connect CSAS: NA      Crosswalk CSAS: NA      Ped Control OS: No  
 CR Connect CSOP: NA      Crosswalk CSOP: NA      Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 1

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Woodbridge Shopping Center      Heading: 90  
 Stop ID: NA      Placement: At Location  
 On Street: US 40      Speed: 45 mph  
 Cross Street: @ WOODBRID      Travel Lanes: 4  
 Survey Date: 12/11/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 420



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: No, sidewalk      Sidewalk Width: 5  
 Material: Concrete      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? Yes      Curb Ramp: None  
 Connect Curb? Yes      Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Yield  
 CR Connect CSAS: Yes      Crosswalk CSAS: Yes      Ped Control OS: No  
 CR Connect CSOP: Yes      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 18  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Woodbridge Shopping Center      Heading: 270  
 Stop ID: NA      Placement: At Location  
 On Street: US 40      Speed: 45 mph  
 Cross Street: @ AUTO ZONE      Travel Lanes: 4  
 Survey Date: 12/11/2018      Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 420



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed      Sidewalk Width: 4  
 Material: Concrete      Obstruction: None  
 Surface Problem: None      Land Buffer: Yes  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? Yes      Curb Ramp: Perpendicular  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Yield  
 CR Connect CSAS: Yes      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: Yes      Crosswalk CSOP: Yes      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 21  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# Appendix F

## Queen Anne's County Ride Stop Improvement Profiles



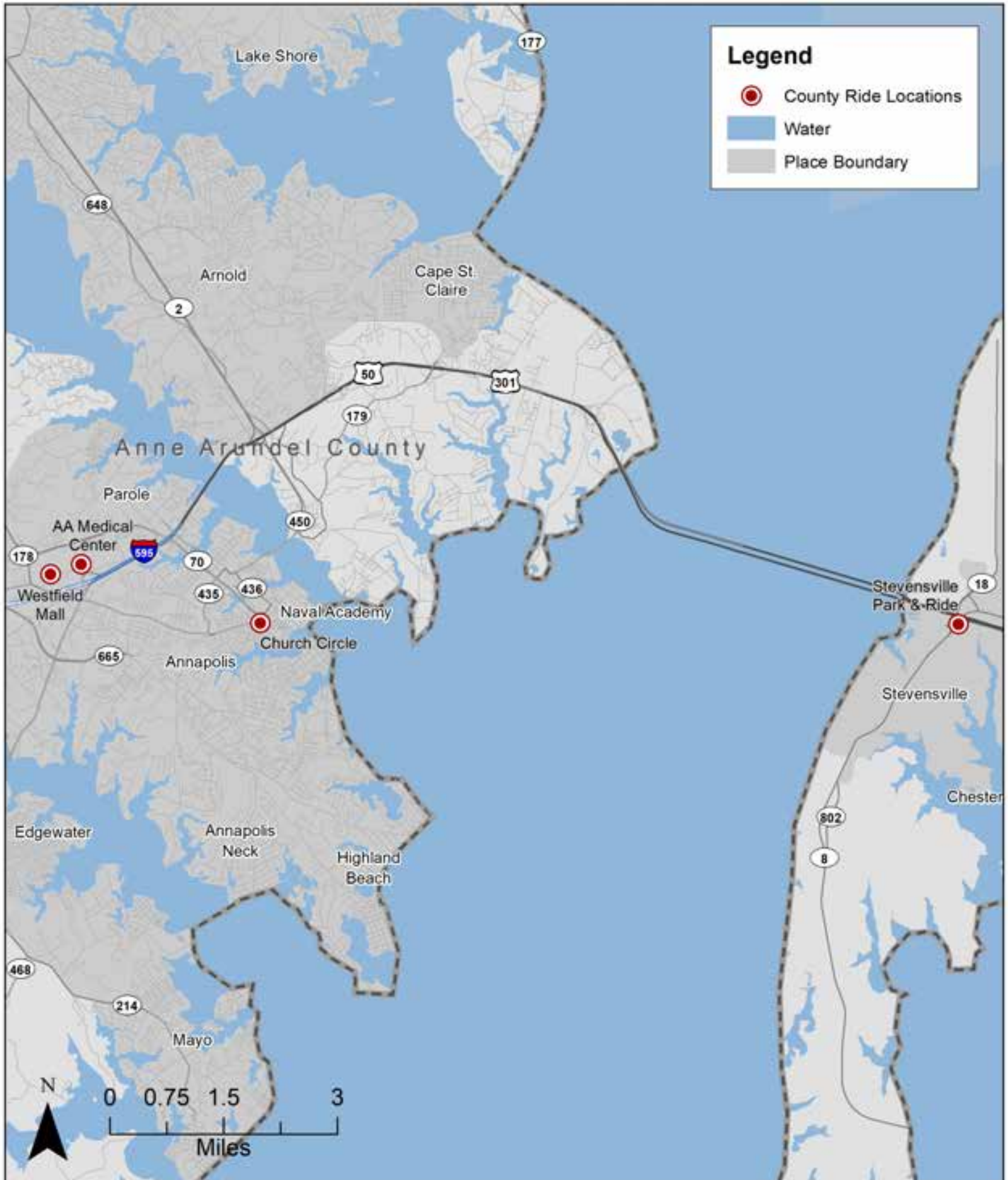
## Appendix F

# Queen Anne’s County Ride Potential Transfer Stops

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AA Medical Center .....	1
Church Circle .....	5
Stevensville Park & Ride.....	8
Westfield Mall.....	11

# Queen Anne's County Ride-MTA Transfer Locations Reference Map



# BMC Transfer Study Location Profiles

## AA Medical Center

LOTS: Anne Arundel Transit, Annapolis Transit, & Queen Anne's County Ride

MTA Bus Service: Commuter & LINK

Location Type: Medical Center

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:41
Daily LOTS Stops:	62	<15 Minute Transfers:	28

**Total Estimated Improvement Costs:**  
**\$8,050.00**



<b>AA Medical Center</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New Curb Ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA Stop</b>	Primary Owner:	MTA Commuter Bus
Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 2: Unknown Izzo Pav</b>	Primary Owner:	Unknown
New Compliant Landing Pad	0	\$0.00
New Signs	2	\$400.00
	Location Cost:	\$7,450.00
	Stop 1 Cost:	\$200.00
	Stop 2 Cost:	\$400.00
	<b>Total Cost</b>	<b>\$8,050.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: AA Medical Center    Heading: 180  
 Stop ID: NA    Placement: Farside  
 On Street: MEDICAL PKWY    Speed: 40 mph  
 Cross Street: SAJAK PAVILIO    Travel Lanes: 6+  
 Survey Date: 11/27/2018    Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole    Stop Owner 2: NA  
 Sign Height: Less than 80"    Stop Owner 3: NA  
 Route Info: MTA 210,215



Approaching Stop

## Shelters and Other Amenities

Shelters: 1    Info Case: No  
 Shelter Foundation: Concrete    Info Case Accessible: NA  
 Shelter Damage: None    Info Case Damage: None  
 Shelter Accessible? Yes    Digital Display? No  
 Entrance Accessible? Yes    Route Schedule? No  
 Interior Accessible? Yes    System Map? No  
 Benches? 1    Route Map? No  
 Bench Location: Shelter    Trash Can? Yes  
 Bench Damage: None    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 8  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: Yes  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: None  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes    Crosswalk CSAS: Yes    Ped Control OS: No  
 CR Connect CSOP: NA    Crosswalk CSOP: NA    Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 0  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: AA Medical Center    Heading: 150  
 Stop ID: NA    Placement: Farside  
 On Street: PAVILION PKWY    Speed: 10 mph  
 Cross Street: IZZO WAY    Travel Lanes: 2  
 Survey Date: 11/27/2018    Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 0    Stop Owner 1: NA  
 Sign Installation: NA    Stop Owner 2: NA  
 Sign Height: NA    Stop Owner 3: NA  
 Route Info: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 1    Info Case: No  
 Shelter Foundation: Concrete    Info Case Accessible: NA  
 Shelter Damage: None    Info Case Damage: NA  
 Shelter Accessible? Yes    Digital Display? No  
 Entrance Accessible? Yes    Route Schedule? No  
 Interior Accessible? Yes    System Map? No  
 Benches? 1    Route Map? No  
 Bench Location: Shelter    Trash Can? Yes  
 Bench Damage: None    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 5  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: No  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: None  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes    Crosswalk CSAS: Yes    Ped Control OS: No  
 CR Connect CSOP: NA    Crosswalk CSOP: NA    Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 2

**Estimated Stop Improvement Cost:**  
**\$400.00**

# BMC Transfer Study Location Profiles

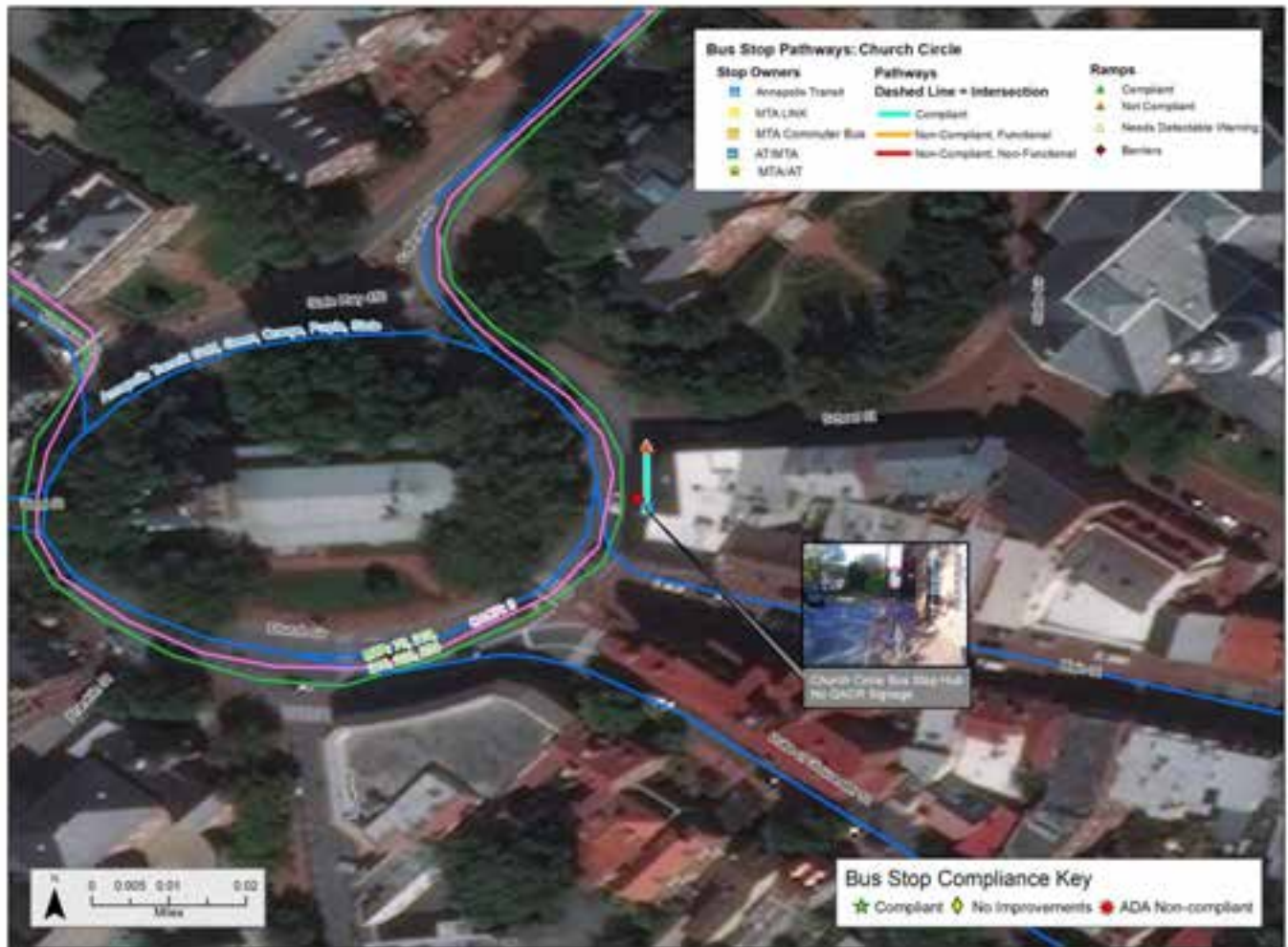
## Church Circle

LOTS: Anne Arundel Transit, Annapolis Transit, & Queen Anne's County Ride

MTA Bus Service: Commuter & Link

Location Type: Transit Center-Basic Bus Stop

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	8	Average Transfer Time:	0:47
Daily LOTS Stops:	14	<15 Minute Transfers:	9

**Total Estimated Improvement Costs:**  
**\$24,275.00**

<b>Church Circle</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/AA/MTA/QACR Stop</b>	Primary Owner: Annapolis Transit	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Shelter	1	\$15,000.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$3,575.00
	Stop 1 Cost:	\$20,700.00
	<b>Total Cost</b>	<b>\$24,275.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Church Circle      Heading: 360  
 Stop ID: NA      Placement: Nearside  
 On Street: CHURCH CIR      Speed: 25 mph  
 Cross Street: SCHOOL ST      Travel Lanes: 2  
 Survey Date: 11/27/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: Annapolis Transit  
 Sign Installation: Bus Stop Pole      Stop Owner 2: MTA Commuter Bus  
 Sign Height: Less than 80"      Stop Owner 3: NA  
 Route Info: AT GREEN, GOLD, ORANGE, STATE, CIRCULATOR MTA 210, 250



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: None  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 1      Route Map? No  
 Bench Location: Freestanding      Trash Can? Yes  
 Bench Damage: None      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: No, sidewalk      Sidewalk Width: 8  
 Material: Brick Pavers      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: Uneven pavement  
 Connect Sidewalk? Yes      Curb Ramp: Perpendicular  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: Yes      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 79  
 LOTS Riders: 2

**Estimated Stop Improvement Cost:**  
**\$20,700.00**

# BMC Transfer Study Location Profiles

## Stevensville Park & Ride

LOTS: Queen Anne's County Ride

MTA Bus Service: Commuter

Location Type: Transit Center-Park & Ride

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	33	Average Transfer Time:	0:54
Daily LOTS Stops:	5	<15 Minute Transfers:	7

**Total Estimated Improvement Costs:**  
\$18,120.00

<b>Stevensville Park &amp; Ride</b>		
<b>Queen Anne's County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: Park &amp; Ride Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,200.00
	<b>Total Cost</b>	<b>\$1,200.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Stevensville Park & Ride** Heading: **230**  
 Stop ID: **NA** Placement: **At Location**  
 On Street: **STEVENSVILLE P** Speed: **NA**  
 Cross Street: **BUS BAY** Travel Lanes: **NA**  
 Survey Date: **11/27/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Shelter** Stop Owner 2: **MTA LINK**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **MTA 210, 240**



Approaching Stop

## Shelters and Other Amenities

Shelters: **2** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**  
 Shelter Damage: **None** Info Case Damage: **Other**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **Yes**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **2** Route Map? **Yes**  
 Bench Location: **Shelter** Trash Can? **No**  
 Bench Damage: **None** Publication Boxes? **6**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Concrete** Sidewalk Width: **4**  
 Material: **None** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **None**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **113**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$1,200.00**

# BMC Transfer Study Location Profiles

## Westfield Mall

LOTS: Anne Arundel Transit, Annapolis Transit & Queen Anne's County Ride  
 MTA Bus Service: Commuter & LINK  
 Location Type: Transit Center-Shopping Center  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:55
Daily LOTS Stops:	47	<15 Minute Transfers:	61

**Total Estimated Improvement Costs:**  
\$9,475.00

<b>Westfield Mall</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: AT/MTA/AA/QACR Stop</b>	Primary Owner: Anne Arundel County	
New Compliant Landing Pad	0	\$0.00
New Sign	2	\$400.00
New Digital Display	1	\$1,000.00
New Information Case	1	\$500.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,900.00
	Total Cost	\$1,900.00

# BMC Transfer Study Stop Inventory

Transfer Location: **Westfield Mall**      Heading: **255**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **WESTFIELD TRA**      Speed: **30 mph**  
 Cross Street: **JCPENNEY PAR**      Travel Lanes: **4**  
 Survey Date: **11/27/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **Annapolis Transit**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 210, 215**



Approaching Stop

## Shelters and Other Amenities

Shelters: **3**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **3**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **6**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **None**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **10**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$1,900.00**

# Appendix G

## RTA of Central Maryland Stop Improvement Profiles



Appendix G

# RTA of Central Maryland & MDOT-MTA Potential Transfer Stops

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Columbia Gateway & Albert Einstein.....47

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# BMC Transfer Study Location Profiles

## Arundel Mills

LOTS: RTA of Central MD

MTA Bus Service: Commuter & LINK

Location Type: Transit Center-Commuter Rail

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	89	Average Transfer Time:	0:29
Daily LOTS Stops:	101	<15 Minute Transfers:	83

**Total Estimated Improvement Costs:**  
\$20,695.00

<b>Arundel Mills</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	0	\$0.00
<b>Stop 1: Arundel Mills Bus Bay</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
Digital Display	1	\$1,000.00
New Shelter	1	\$15,000.00
	Location Cost:	\$4,195.00
	Stop 1 Cost:	\$16,500.00
	<b>Total Cost</b>	<b>\$20,695.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Arundel Mills**      Heading: **270**  
 Stop ID: **2507**      Placement: **At Location**  
 On Street: **ARUNDEL MILLS**      Speed: **25 mph**  
 Cross Street: **@ BEST BUY**      Travel Lanes: **4**  
 Survey Date: **12/18/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **3**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater**      Stop Owner 3: **Other**  
 Route Info: **MTA LINK 75, MTA 201 RTA 502, 201**



Approaching Stop

## Shelters and Other Amenities

Shelters: **2**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **Panel**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **8**      Route Map? **No**  
 Bench Location: **Shelter/Fre**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **325**  
 LOTS Riders: **139**

**Estimated Stop Improvement Cost:**  
**\$16,500.00**

# BMC Transfer Study Location Profiles

## Assateague & Conowingo

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Industrial

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	55	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:35
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	6

**Total Estimated Improvement Costs:**

**\$13,485.00**

<b>Assateague &amp; Conowingo</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	55	\$1,375.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA NB</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA/MTA SB</b>	Primary Owner:	Unknown (Unmarked)
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$5,645.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$13,845.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Assateague & Conowingo      Heading: 340  
 Stop ID: NA      Placement: Nearside  
 On Street: ASSATEAGUE D      Speed: 35 mph  
 Cross Street: CONOWINGO      Travel Lanes: 4  
 Survey Date: 12/11/2018      Compliance Level: No Improvement



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: MTA Commuter Bus  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 320



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: NA  
 Material: NA      Obstruction: NA  
 Surface Problem: NA      Land Buffer: NA  
 Obstruction: NA      Surface Problem: NA  
 Connect Sidewalk? NA      Curb Ramp: None  
 Connect Curb? NA      Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 35  
 LOTS Riders: 1

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Baltimore-Annapolis & Crain

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Commercial-Mixed

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	No	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$37,150.00**



<b>Balt-Anna &amp; Crain</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA EB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Shelter	1	\$15,000.00
<b>Stop 2: RTA/MTA WB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Shelter	1	\$15,000.00
	Location Cost:	\$7,150.00
	Stop 1 Cost:	\$15,000.00
	Stop 2 Cost:	\$15,000.00
	<b>Total Cost</b>	<b>\$37,150.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Crain** Heading: **315**  
 Stop ID: **2891** Placement: **Farside**  
 On Street: **BALTIMORE AN** Speed: **30 mph**  
 Cross Street: **CRAIN HWY** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69, 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **69**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$15,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Crain** Heading: **135**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **BALTIMORE AN** Speed: **30 mph**  
 Cross Street: **CRAIN HWY** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **70**  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$15,000.00**

# BMC Transfer Study Location Profiles

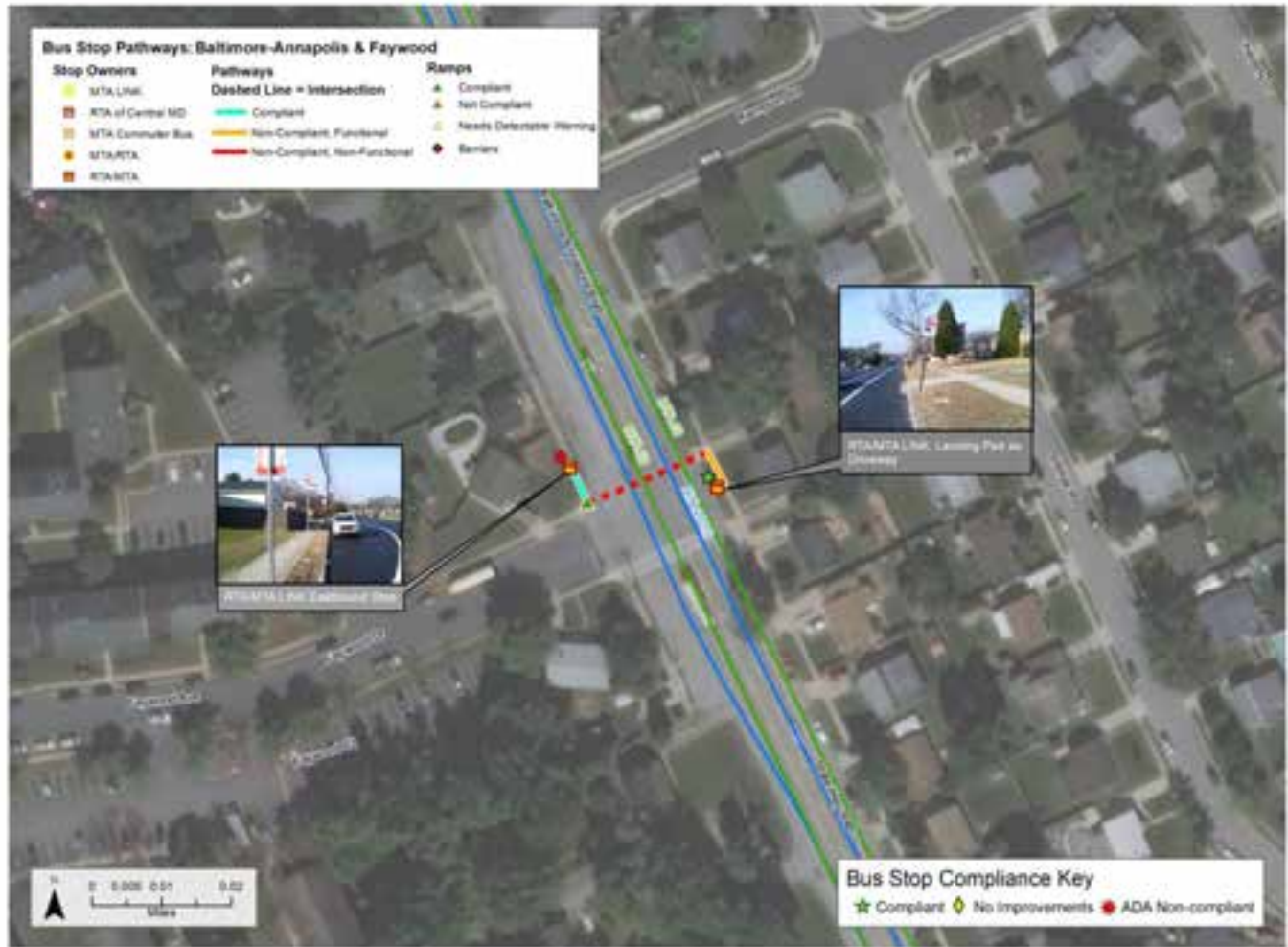
## Baltimore-Annapolis & Faywood

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Residential

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	35	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	No	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	31	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$12,145.00

<b>Balt-Anna &amp; Faywood</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA/MTA EB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA/MTA WB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$8,145.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$12,145.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Faywood** Heading: **135**  
 Stop ID: **12275** Placement: **Nearside**  
 On Street: **BALTIMORE AN** Speed: **40 mph**  
 Cross Street: **FAYWOOD AVE** Travel Lanes: **2**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **35**  
 LOTS Riders: **4**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Faywood** Heading: **315**  
 Stop ID: **8727** Placement: **Across From**  
 On Street: **BALTIMORE AN** Speed: **40 mph**  
 Cross Street: **FAYWOOD AVE** Travel Lanes: **2**  
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA LINK**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **None**  
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **35**  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

## Baltimore-Annapolis & Maple

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Residential

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	19	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$9,245.00



<b>Balt-Anna &amp; Maple</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	19	\$475.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA/MTA EB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign (Consolidate)	1	\$200.00
<b>Stop 2: RTA/MTA WB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$5,045.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$9,245.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Maple** Heading: **135**  
 Stop ID: **2779** Placement: **Nearside**  
 On Street: **BALTIMORE AN** Speed: **30 mph**  
 Cross Street: **MAPLE AVE** Travel Lanes: **2**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA LINK**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69, 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **3**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **11**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Maple** Heading: **315**  
 Stop ID: **2893** Placement: **Nearside**  
 On Street: **BALTIMORE AN** Speed: **30 mph**  
 Cross Street: **MAPLE AVE** Travel Lanes: **2**  
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA LINK**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69, 70**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

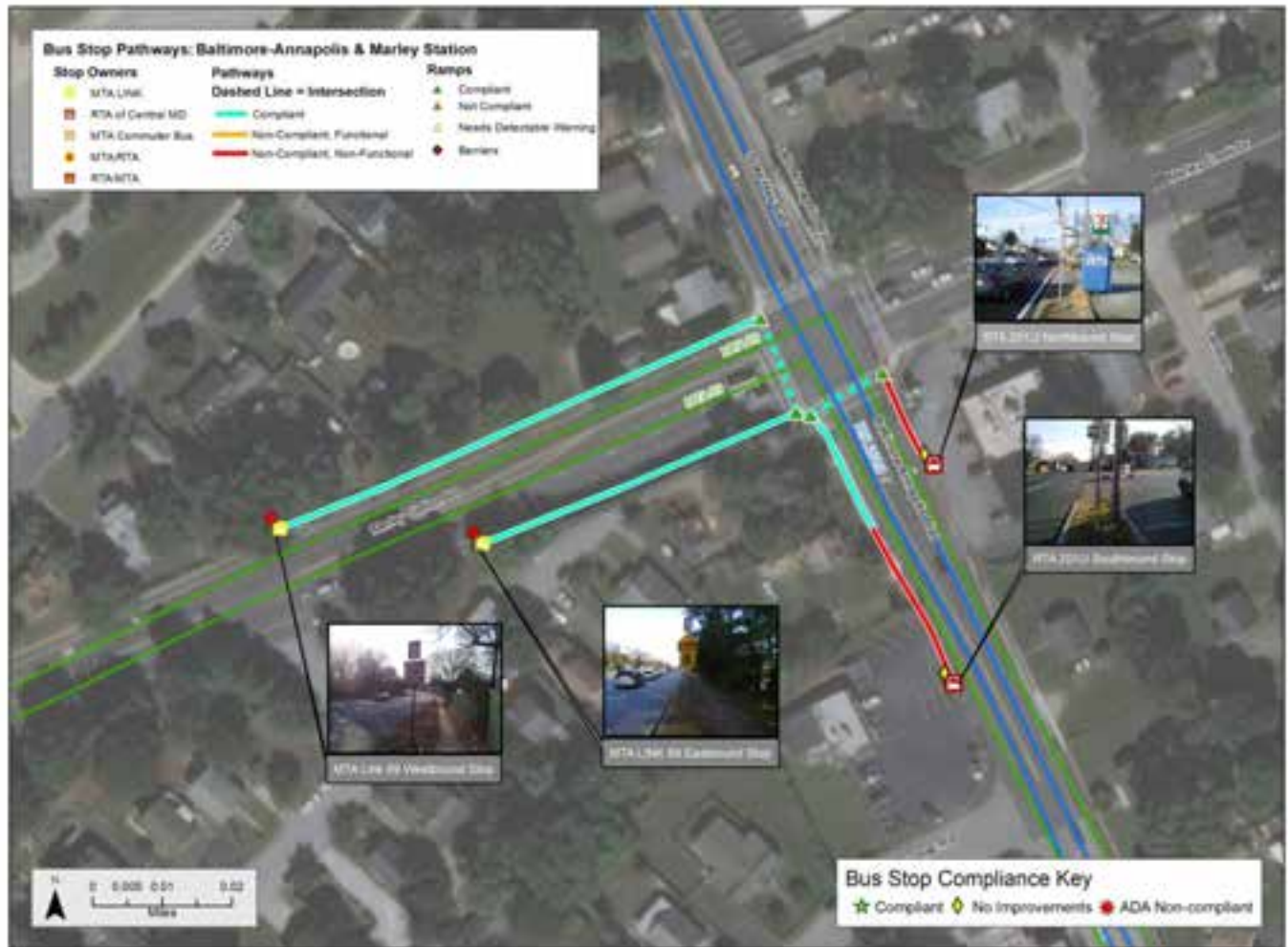
## Baltimore-Annapolis & Marley Station

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	4	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	215	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	48	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$24,950.00**

<b>Balt-Anna &amp; Marley Station</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	215	\$5,375.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA 201 WB</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA 201 EB</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: MTA 69 WB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 4: MTA 69 EB</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign (Consolidate)	0	\$0.00
	Location Cost:	\$8,950.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$24,950.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **250**  
 Stop ID: **2803** Placement: **Nearside**  
 On Street: **MARLEY STATIO** Speed: **25 mph**  
 Cross Street: **BALTIMORE AN** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **17**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **135**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **BALTIMORE AN** Speed: **40 mph**  
 Cross Street: **MARLEY STATI** Travel Lanes: **2**  
 Survey Date: **12/13/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **70**  
 Stop ID: **12490** Placement: **Farside**  
 On Street: **MARLEY STATIO** Speed: **25 mph**  
 Cross Street: **BALTIMORE AN** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **19**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **315**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **BALTIMORE AN** Speed: **40 mph**  
 Cross Street: **MARLEY NECK** Travel Lanes: **2**  
 Survey Date: **12/13/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **Yes**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Broken Land & Cradlerock North

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	0:29
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	16

**Total Estimated Improvement Costs:**

**\$12,970.00**

## Broken Land & Cradlerock N.

### Howard County

<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA/MTA NB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: SB Stop</b>	Primary Owner: Unknown	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$4,570.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$12,970.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Cradlerock North**      Heading: **20**  
 Stop ID: **50108**      Placement: **Farside**  
 On Street: **BROKEN LAND P**      Speed: **45 mph**  
 Cross Street: **CRADLEROCK**      Travel Lanes: **6+**  
 Survey Date: **12/7/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

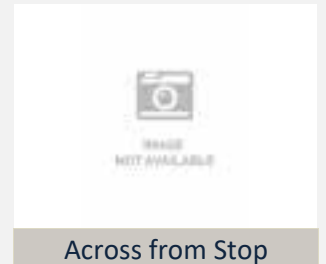
Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 305, 315, RTA COLUMBIA MALL**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Asphalt**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

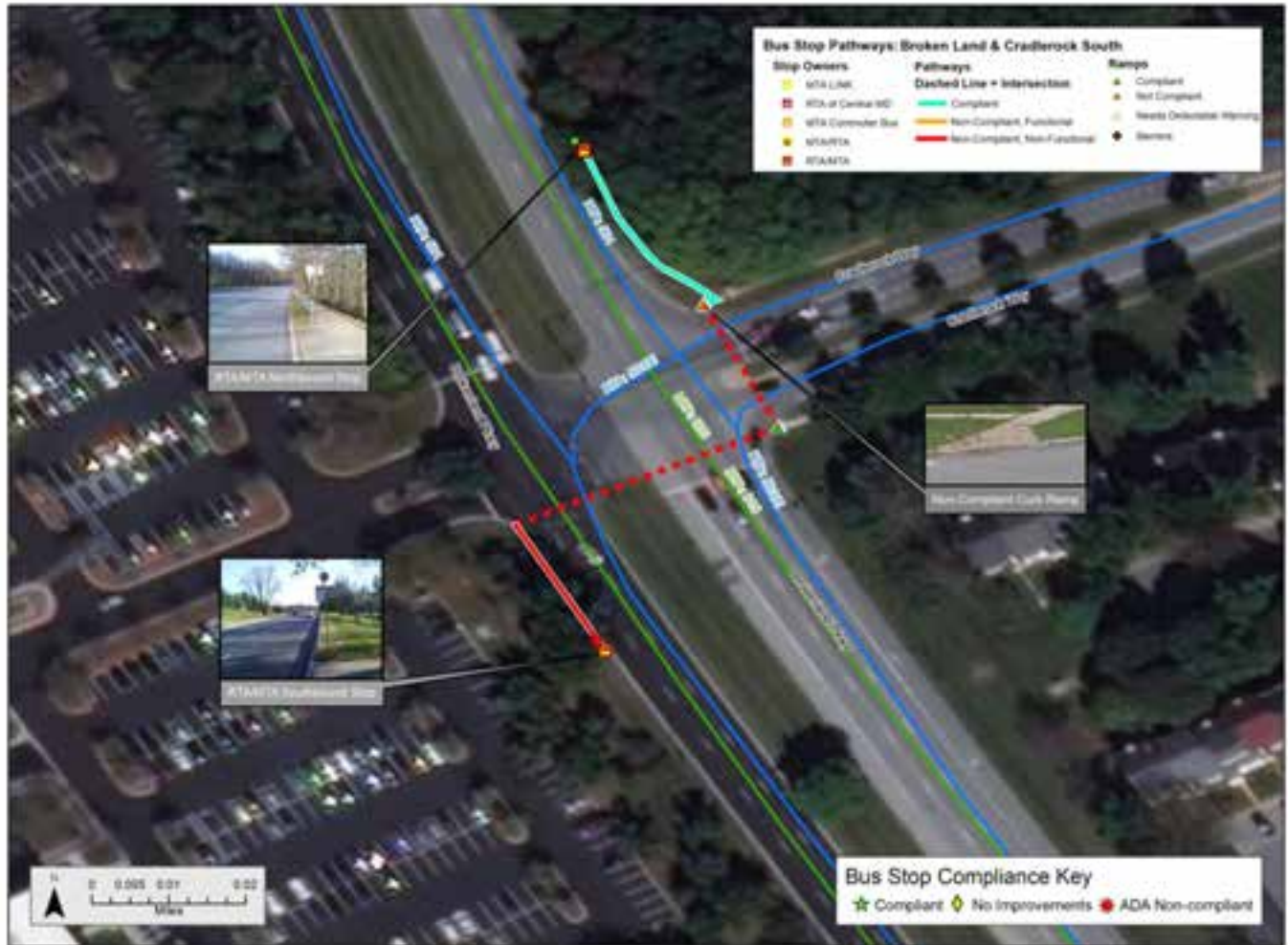
## Broken Land & Cradlerock South

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	95	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	24

**Total Estimated Improvement Costs:**  
\$14,676.00

## Broken Land & Cradlerock S.

### Howard County

<b>Required Improvements</b>		
New sidewalk to be installed	95	\$2,375.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Median/Side Island	1	\$156.00
<b>Stop 1: RTA/MTA NB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: SB Stop</b>	Primary Owner: Unknown	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,676.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$14,676.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Cradlerock South**      Heading: **330**  
 Stop ID: **50110**      Placement: **Farside**  
 On Street: **BROKEN LAND P**      Speed: **45 mph**  
 Cross Street: **CRADLEROCK**      Travel Lanes: **6+**  
 Survey Date: **12/7/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA COLUMBIA MALL, MTA 305, 315**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Parallel**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Cradlerock South**      Heading: **150**  
 Stop ID: **50109**      Placement: **Farside**  
 On Street: **BROKEN LAND P**      Speed: **45 mph**  
 Cross Street: **CRADLEROCK**      Travel Lanes: **6+**  
 Survey Date: **12/7/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 501, 503, MTA 305, 315**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **NA**  
 Material: **Concrete**      Obstruction: **NA**  
 Surface Problem: **None**      Land Buffer: **NA**  
 Obstruction: **None**      Surface Problem: **NA**  
 Connect Sidewalk? **No**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders: **7**

**Estimated Stop Improvement Cost:**  
**\$0.00**



# BMC Transfer Study Location Profiles

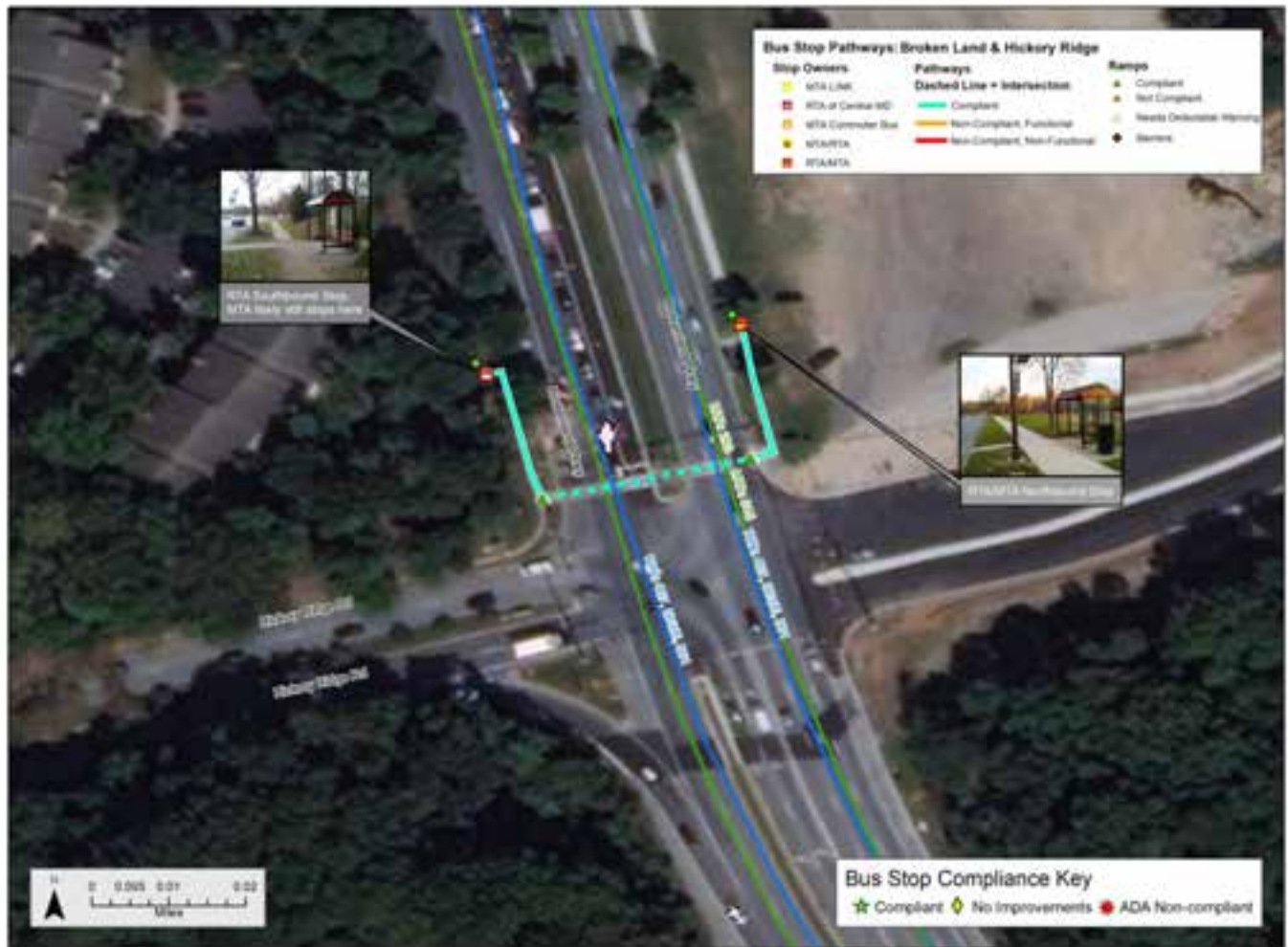
## Broken Land & Hickory Ridge

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	20	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	24

**Total Estimated Improvement Costs:**

**\$2,200.00**

<b>Broken Land &amp; Hickory Ridge</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA SB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Digital Display	1	\$1,000.00
<b>Stop 2: RTA NB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign (Need MTA Sign)	1	\$200.00
Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Stop 2 Cost:	\$1,200.00
	<b>Total Cost</b>	<b>\$2,200.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Hickory Ridge**      Heading: **160**  
 Stop ID: **50104**      Placement: **Farside**  
 On Street: **BROKEN LAND P**      Speed: **45 mph**  
 Cross Street: **HICKORY RIDG**      Travel Lanes: **6+**  
 Survey Date: **11/30/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 501, MTA 305, 315**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **12**  
 LOTS Riders: **10**

**Estimated Stop Improvement Cost:**  
**\$1,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Broken Land & Hickory Ridge  
 Stop ID: NA  
 On Street: BROKEN LAND P  
 Cross Street: HICKORY RIDG  
 Survey Date: 11/30/2018

Heading: 340  
 Placement: Nearside  
 Speed: 45 mph  
 Travel Lanes: 6+  
 Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 1  
 Sign Installation: Bus Stop Pole  
 Sign Height: 80" or greater  
 Route Info: RTA 501, 503

Stop Owner 1: RTA of Central MD  
 Stop Owner 2: NA  
 Stop Owner 3: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 1  
 Shelter Foundation: Concrete  
 Shelter Damage: None  
 Shelter Accessible? Yes  
 Entrance Accessible? Yes  
 Interior Accessible? Yes  
 Benches? 1  
 Bench Location: Shelter  
 Bench Damage: None  
 Bike Racks? No

Info Case: Yes  
 Info Case Accessible: Accessible  
 Info Case Damage: None  
 Digital Display? No  
 Route Schedule? No  
 System Map? Yes  
 Route Map? No  
 Trash Can? Yes  
 Publication Boxes? 0



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed  
 Material: Concrete  
 Surface Problem: None  
 Obstruction: None  
 Connect Sidewalk? Yes  
 Connect Curb? Yes

Sidewalk Width: 4  
 Obstruction: None  
 Land Buffer: Yes  
 Surface Problem: None  
 Curb Ramp: Perpendicular  
 Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: Yes  
 CR Connect OSFS: No  
 CR Connect CSAS: No  
 CR Connect CSOP: Yes

Crosswalk OSNS: Yes  
 Crosswalk OSFS: No  
 Crosswalk CSAS: No  
 Crosswalk CSOP: Yes

Traffic Control OS: Traffic light  
 Traffic Control CS: Traffic light  
 Ped Control OS: Yes  
 Ped Control CS: Yes

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 5

**Estimated Stop Improvement Cost:**  
**\$1,200.00**

# BMC Transfer Study Location Profiles

## Broken Land & Snowden River

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$2,000.00**

<b>Broken Land &amp; Snowden River</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA SB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Digital Display	1	\$1,000.00
<b>Stop 2: RTA/MTA NB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign (Need MTA Sign)	0	\$0.00
Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Stop 2 Cost:	\$1,000.00
	<b>Total Cost</b>	<b>\$2,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Snowden River**      Heading: **200**  
 Stop ID: **50111**      Placement: **Nearside**  
 On Street: **BROKEN LAND P**      Speed: **45 mph**  
 Cross Street: **SNOWDEN RIV**      Travel Lanes: **6+**  
 Survey Date: **12/7/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 501, 503, MTA 305, 315**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **7**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$1,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Snowden River**      Heading: **315**  
 Stop ID: **50112**      Placement: **Farside**  
 On Street: **BROKEN LAND P**      Speed: **45 mph**  
 Cross Street: **SNOWDEN RIV**      Travel Lanes: **6+**  
 Survey Date: **12/7/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA COLUMBIA MALL, MTA 305, 315**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **7**  
 Material: **Asphalt**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **8**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$1,000.00**



# BMC Transfer Study Location Profiles

## Broken Land Park & Ride

LOTS: RTA of Central MD  
 MTA Bus Service: Commuter  
 Location Type: Transit Center-Park & Ride  
 Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$16,075.00

<b>Broken Land Park &amp; Ride</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA P&amp;R Stop</b>	Primary Owner: MTA Commuter Bus	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Shelter	1	\$15,000.00
Digital Display	1	\$1,000.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$16,000.00
	<b>Total Cost</b>	<b>\$16,075.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land Park & Ride** Heading: **180**  
 Stop ID: **NA** Placement: **At Location**  
 On Street: **BROKEN LAND P** Speed: **10 mph**  
 Cross Street: **BUS BAY** Travel Lanes: **1**  
 Survey Date: **12/7/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 335, 345**



Approaching Stop

## Shelters and Other Amenities

Shelters: **2** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**  
 Shelter Damage: **Stickers** Info Case Damage: **Other**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **Yes**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **2** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **No**  
 Bench Damage: **None** Publication Boxes? **10**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **6**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Parallel**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: <b>NA</b>	Crosswalk OSNS: <b>NA</b>	Traffic Control OS: <b>NA</b>
CR Connect OSFS: <b>Yes</b>	Crosswalk OSFS: <b>No</b>	Traffic Control CS: <b>NA</b>
CR Connect CSAS: <b>NA</b>	Crosswalk CSAS: <b>NA</b>	Ped Control OS: <b>NA</b>
CR Connect CSOP: <b>NA</b>	Crosswalk CSOP: <b>NA</b>	Ped Control CS: <b>NA</b>

## Ridership and Improvements

MTA Ridership: **266**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$16,000.00**

# BMC Transfer Study Location Profiles

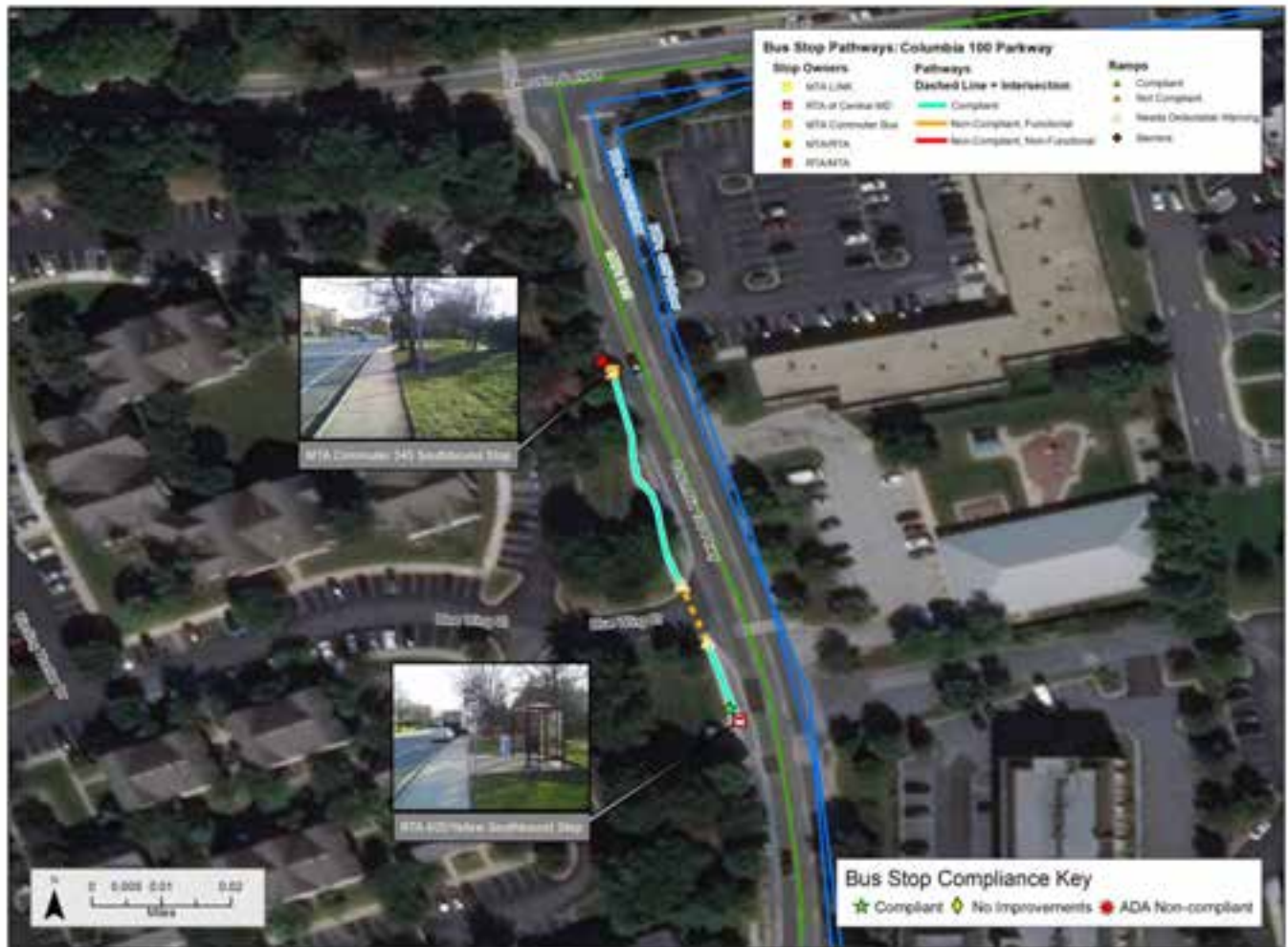
## Columbia 100 Parkway

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$6,490.00**

<b>Columbia 100 Parkway</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
<b>Stop 1: RTA Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
<b>Stop 2: MTA Stop</b>	Primary Owner: MTA Commuter Bus	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$1,990.00
	Stop 1 Cost:	\$500.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$6,490.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia 100 Parkway**      Heading: **170**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **COLUMBIA 100**      Speed: **25 mph**  
 Cross Street: **EXECUTIVE PAR**      Travel Lanes: **2**  
 Survey Date: **12/13/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 345**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **None**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **NA**      Crosswalk OSNS: **NA**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **No**      Traffic Control CS: **None**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia 100 Parkway**      Heading: **170**  
 Stop ID: **NA**      Placement: **Mid-block**  
 On Street: **COLUMBIA 100**      Speed: **25 mph**  
 Cross Street: **ORCHARD CRO**      Travel Lanes: **2**  
 Survey Date: **12/13/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 405**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **1**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **NA**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **NA**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$500.00**

# BMC Transfer Study Location Profiles

## Columbia Gateway & Albert Einstein

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$0.00**



**Gateway & Albert Einstein**

**Howard County**

<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$0.00
	Total Cost	\$0.00

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Albert Einstein** Heading: **200**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **ALBERT EINSTEI** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406, MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

## Columbia Gateway & Benjamin Franklin

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	13	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$8,770.00

## Gateway & Benjamin Franklin

### Howard County

<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA Stop</b>	Primary Owner: MTA Commuter Bus	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: RTA Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$4,570.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$8,770.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Benjamin Franklin** Heading: **225**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **BENJAMIN FRA** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406, MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Benjamin Franklin** Heading: **45**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **BENJAMIN FRA** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible?: **NA** Digital Display?: **No**  
 Entrance Accessible?: **NA** Route Schedule?: **No**  
 Interior Accessible?: **NA** System Map?: **No**  
 Benches?: **0** Route Map?: **No**  
 Bench Location: **NA** Trash Can?: **No**  
 Bench Damage: **NA** Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, <5'x8'** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **Catch basin** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk?: **No** Curb Ramp: **Diagonal**  
 Connect Curb?: **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **Yes** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

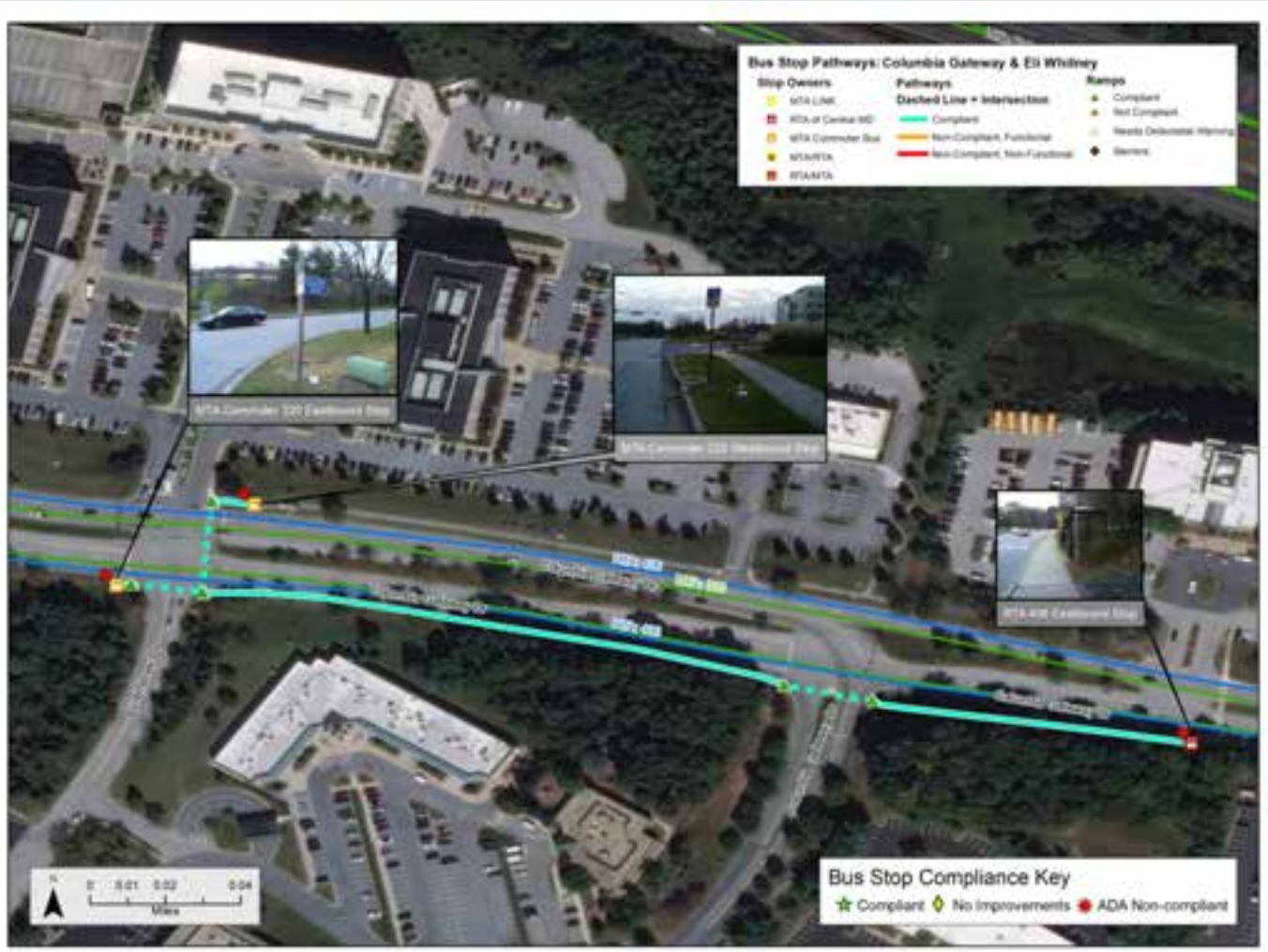
## Columbia Gateway & Eli Whitney

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	13	Average Transfer Time:	NA
Daily LOTS Stops:	30	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$17,995.00

<b>Gateway &amp; Eli Whitney</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	29	\$725.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA WB Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: RTA Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
<b>Stop 3: MTA EB Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$5,295.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,500.00
	Stop 3 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$17,995.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Eli Whitney** Heading: **100**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **ELI WHITNEY D** Travel Lanes: **6+**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>No</b>	Crosswalk OSFS: <b>No</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>No</b>	Crosswalk CSAS: <b>No</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Eli Whitney** Heading: **90**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **ELI WHITNEY D** Travel Lanes: **6+**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **5**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,500.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Eli Whitney** Heading: **90**  
 Stop ID: **NA** Placement: **Across From**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **675 GATEWAY** Travel Lanes: **5**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **No**  
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**  
 Shelter Damage: **None** Info Case Damage: **NA**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **No**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **6**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Columbia Gateway & John McAdams

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	8	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$8,970.00**

<b>Gateway &amp; John McAdams</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	8	\$200.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA NB Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA/MTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$4,770.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$8,970.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & John McAdams** Heading: **350**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **JOHN MCADA** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & John McAdams** Heading: **170**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **JOHN MCADA** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **None**  
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Location Profiles

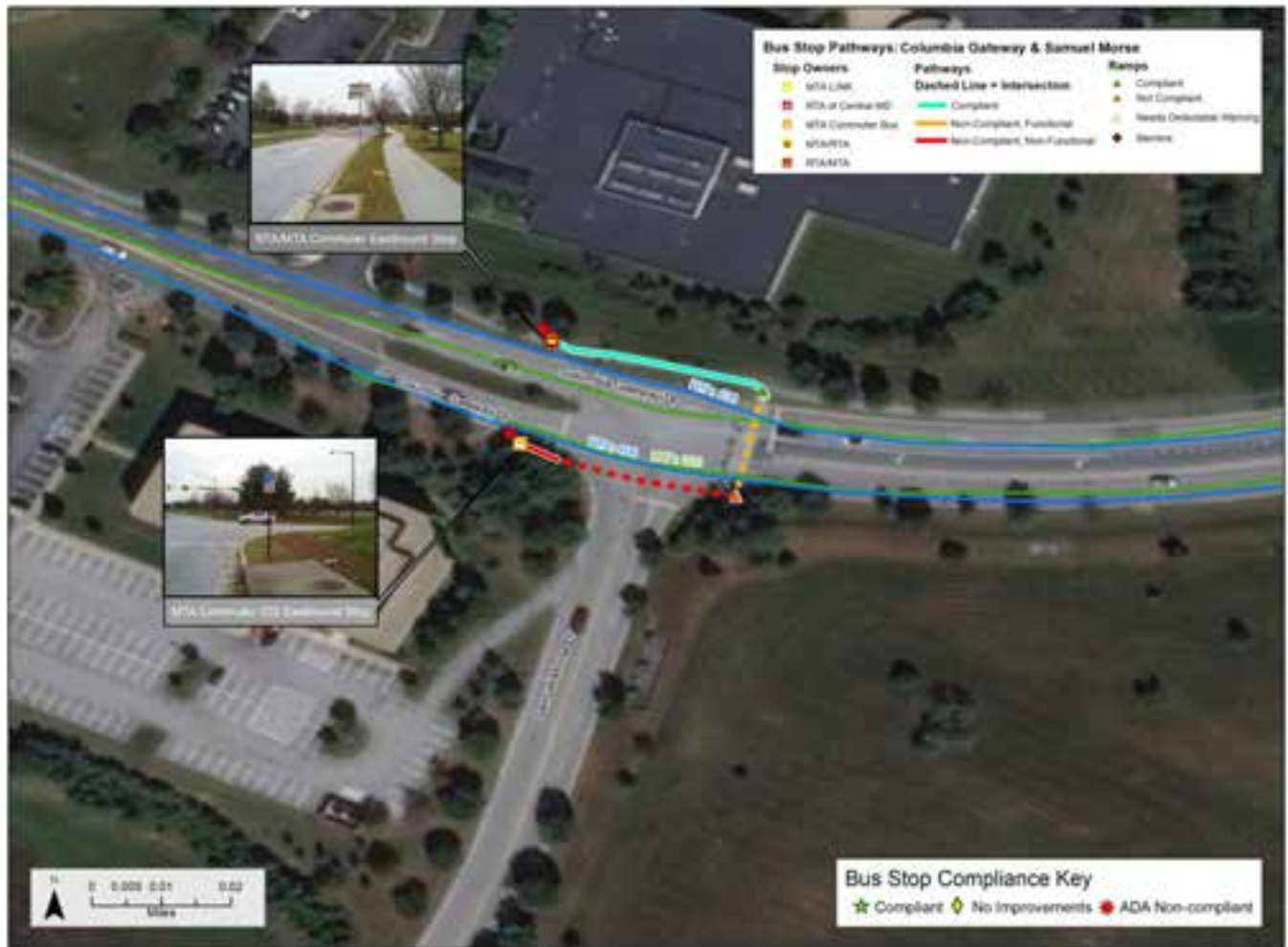
## Columbia Gateway & Samuel Morse

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	29	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$11,775.00**



<b>Gateway &amp; Samuel Morse</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	8	\$200.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA WB Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$3,775.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$11,775.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Samuel Morse** Heading: **290**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **SAMUEL MORS** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406, MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **6**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Samuel Morse** Heading: **90**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **COLUMBIA GAT** Speed: **35 mph**  
 Cross Street: **SAMUEL MORS** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed** Sidewalk Width: **NA**  
 Material: **Concrete** Obstruction: **NA**  
 Surface Problem: **Catch basin** Land Buffer: **NA**  
 Obstruction: **None** Surface Problem: **NA**  
 Connect Sidewalk? **No** Curb Ramp: **None**  
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Columbia Mall

LOTS: RTA of Central MD

MTA Bus Service: Commuter & LINK

Location Type: Transit Center-Shopping Center

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	154	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:35
Daily LOTS Stops:	187	<15 Minute Transfers:	43

**Total Estimated Improvement Costs:**

**\$20,195.00**

<b>Columbia Mall</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	154	\$3,850.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA Ring Rd. Stop</b>	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA/RTA Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$11,995.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$20,195.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Mall**      Heading: **90**  
 Stop ID: **11779**      Placement: **At Location**  
 On Street: **MALL LOOP RD**      Speed: **10 mph**  
 Cross Street: **@ HARKINS BU**      Travel Lanes: **2**  
 Survey Date: **11/30/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Light pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 406, MTA LINK 150, MTA 203, 305, 310, 315, 320, 325**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **2**      Route Map? **No**  
 Bench Location: **Freestanding**      Trash Can? **Yes**  
 Bench Damage: **Other**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **Major cracks**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **NA**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **118**  
 LOTS Riders: **516**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Mall**      Heading: **270**  
 Stop ID: **11844**      Placement: **Across From**  
 On Street: **MALL LOOP RD**      Speed: **10 mph**  
 Cross Street: **HARKINS BLDG**      Travel Lanes: **2**  
 Survey Date: **11/30/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150, MTA 203, 305, 310, 320, 325**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **NA**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **NA**

## Ridership and Improvements

MTA Ridership: **121**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

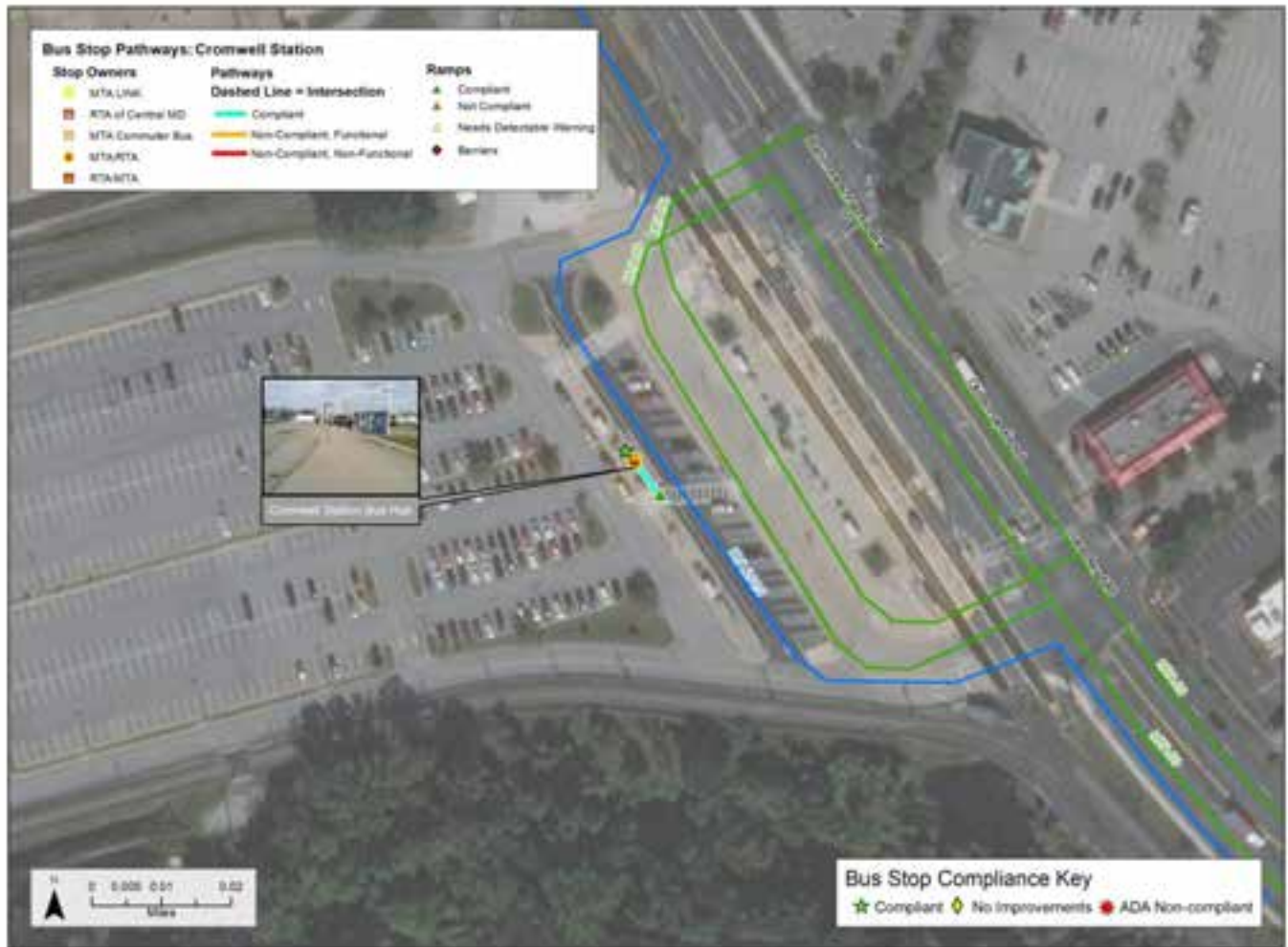
## Cromwell Station

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Transit Center-Light Rail

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	48	Average Transfer Time:	0:34
Daily LOTS Stops:	38	<15 Minute Transfers:	63

**Total Estimated Improvement Costs:**  
\$1,000.00



<b>Cromwell Station</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: Station Bus Bay Stop</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	<b>Total Cost</b>	<b>\$1,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Cromwell Station**      Heading: **135**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **CROMWELL STA**      Speed: **10 mph**  
 Cross Street: **BUS BAY**      Travel Lanes: **1**  
 Survey Date: **12/13/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 69, 70, RTA J**



Approaching Stop

## Shelters and Other Amenities

Shelters: **2**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **2**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **12**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>None</b>
CR Connect OSFS: <b>NA</b>	Crosswalk OSFS: <b>NA</b>	Traffic Control CS: <b>None</b>
CR Connect CSAS: <b>NA</b>	Crosswalk CSAS: <b>NA</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>NA</b>	Crosswalk CSOP: <b>NA</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **369**  
 LOTS Riders: **43**

**Estimated Stop Improvement Cost:**  
**\$1,000.00**

# BMC Transfer Study Location Profiles

## Dorsey & Candlewood

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Basic Bus Stop

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	6
Sidewalk (ft) to be installed/repaired:	504	Detectable Warnings Needed:	6
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	No	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	26	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$48,040.00**

## Dorsey & Candlewood

### Anne Arundel County

<b>Required Improvements</b>		
New sidewalk to be installed	504	\$12,600.00
New curb ramps	6	\$21,000.00
Detectable warning	6	\$450.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
<b>Stop 1: RTA WB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA EB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: MTA Stop</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$36,040.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$48,040.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Dorsey & Candlewood**      Heading: **90**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **DORSEY RD**      Speed: **45 mph**  
 Cross Street: **CANDLEWOOD**      Travel Lanes: **4**  
 Survey Date: **12/18/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Candlewood      Heading: 340  
 Stop ID: 3321      Placement: Farside  
 On Street: CANDLEWOOD      Speed: 35 mph  
 Cross Street: DORSEY RD      Travel Lanes: 4  
 Survey Date: 12/18/2018      Compliance Level: No Improve



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: MTA LINK  
 Sign Installation: Light pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA LINK 75



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: NA  
 Material: NA      Obstruction: NA  
 Surface Problem: NA      Land Buffer: NA  
 Obstruction: NA      Surface Problem: NA  
 Connect Sidewalk? NA      Curb Ramp: None  
 Connect Curb? NA      Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: Traffic light  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Traffic light  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 2  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Candlewood      Heading: 270  
 Stop ID: NA      Placement: Farside  
 On Street: DORSEY RD      Speed: 45 mph  
 Cross Street: CANDLEWOOD      Travel Lanes: 4  
 Survey Date: 12/18/2018      Compliance Level: No Improvement



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: NA  
 Material: NA      Obstruction: NA  
 Surface Problem: NA      Land Buffer: NA  
 Obstruction: NA      Surface Problem: NA  
 Connect Sidewalk? NA      Curb Ramp: None  
 Connect Curb? NA      Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: Traffic light  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Traffic light  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 1

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

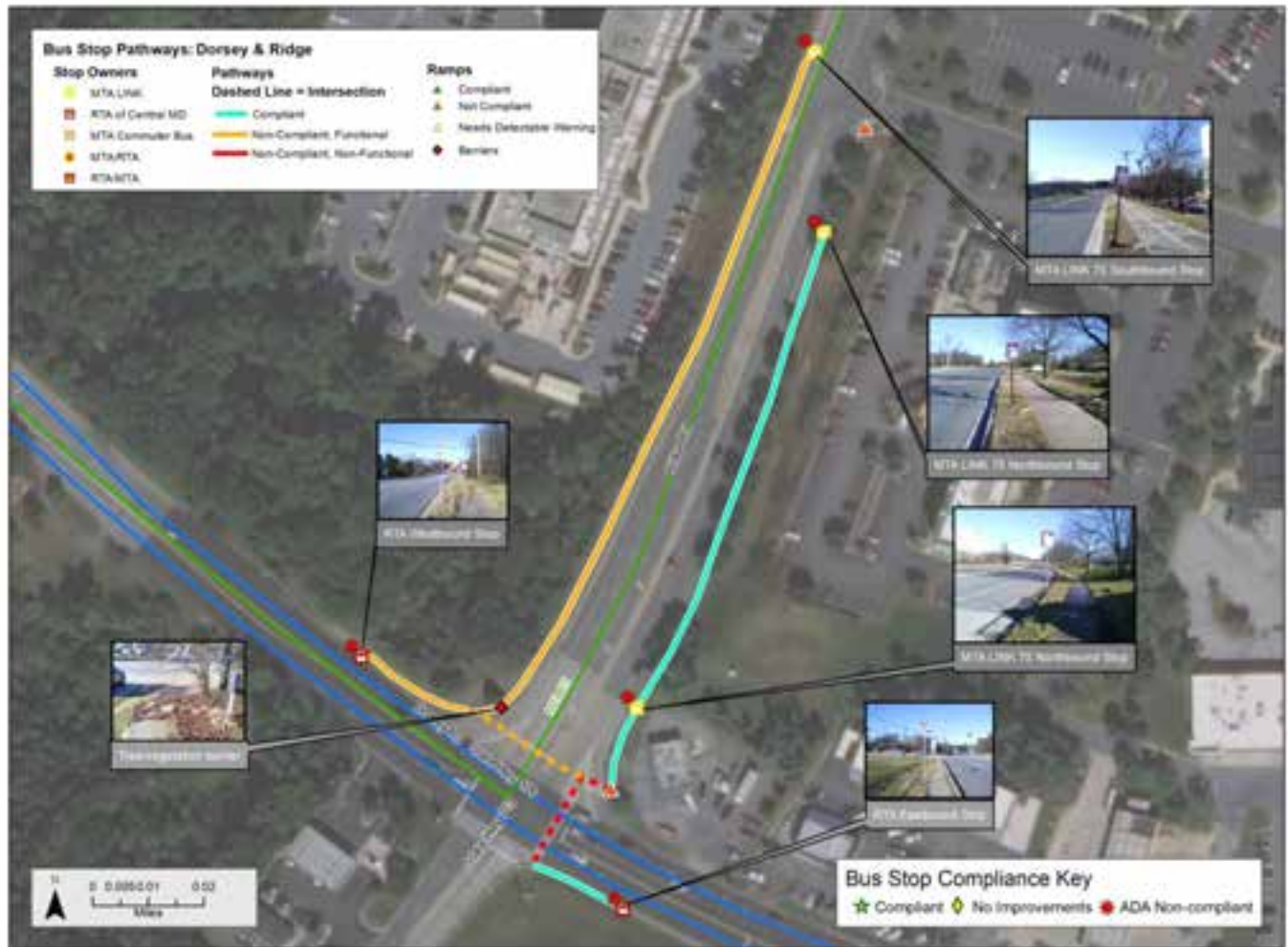
## Dorsey & Ridge

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Basic Bus Stop

Number of Distinct Stops: 5



### Compliance Overview

Landing Pads Needed:	5	Curb Ramps to Install:	6
Sidewalk (ft) to be installed/repaired:	834	Detectable Warnings Needed:	6
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$60,690.00**



<b>Dorsey &amp; Ridge</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	834	\$20,850.00
New curb ramps	6	\$21,000.00
Detectable warning	6	\$450.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
<b>Stop 1: MTA EB Stop</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 3: RTA WB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 4: RTA EB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 5: MTA Stop</b>	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$44,290.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	Stop 5 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$60,690.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Ridge      Heading: 90  
 Stop ID: NA      Placement: Farside  
 On Street: DORSEY RD      Speed: 45 mph  
 Cross Street: RIDGE RD      Travel Lanes: 4  
 Survey Date: 12/18/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: No, sidewalk      Sidewalk Width: 4  
 Material: Concrete      Obstruction: None  
 Surface Problem: None      Land Buffer: No  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? Yes      Curb Ramp: None  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: Traffic light  
 CR Connect OSFS: No      Crosswalk OSFS: Yes      Traffic Control CS: Traffic light  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 2

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Dorsey & Ridge**      Heading: **45**  
 Stop ID: **13985**      Placement: **Farside**  
 On Street: **RIDGE RD**      Speed: **35 mph**  
 Cross Street: **DORSEY RD**      Travel Lanes: **4**  
 Survey Date: **12/18/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 75**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **6**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **Vegetation**  
 Connect Sidewalk? **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Dorsey & Ridge**      Heading: **210**  
 Stop ID: **3324**      Placement: **Nearside**  
 On Street: **RIDGE RD**      Speed: **35 mph**  
 Cross Street: **MELLON RD**      Travel Lanes: **4**  
 Survey Date: **12/18/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 75**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **8**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **None**  
 Connect Curb?: **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **21**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Dorsey & Ridge**      Heading: **45**  
 Stop ID: **3329**      Placement: **Nearside**  
 On Street: **RIDGE RD**      Speed: **35 mph**  
 Cross Street: **MELLON RD**      Travel Lanes: **4**  
 Survey Date: **12/18/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 75**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **5**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk?: **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **76**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Ridge      Heading: 300  
 Stop ID: NA      Placement: Farside  
 On Street: DORSEY RD      Speed: 45 mph  
 Cross Street: RIDGE RD      Travel Lanes: 4  
 Survey Date: 12/18/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: 8  
 Material: NA      Obstruction: Landscaping  
 Surface Problem: NA      Land Buffer: Yes  
 Obstruction: NA      Surface Problem: Vegetation  
 Connect Sidewalk? NA      Curb Ramp: None  
 Connect Curb? NA      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: Yes	Crosswalk OSNS: Yes	Traffic Control OS: Traffic light
CR Connect OSFS: No	Crosswalk OSFS: No	Traffic Control CS: Traffic light
CR Connect CSAS: No	Crosswalk CSAS: No	Ped Control OS: Yes
CR Connect CSOP: No	Crosswalk CSOP: No	Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 1

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

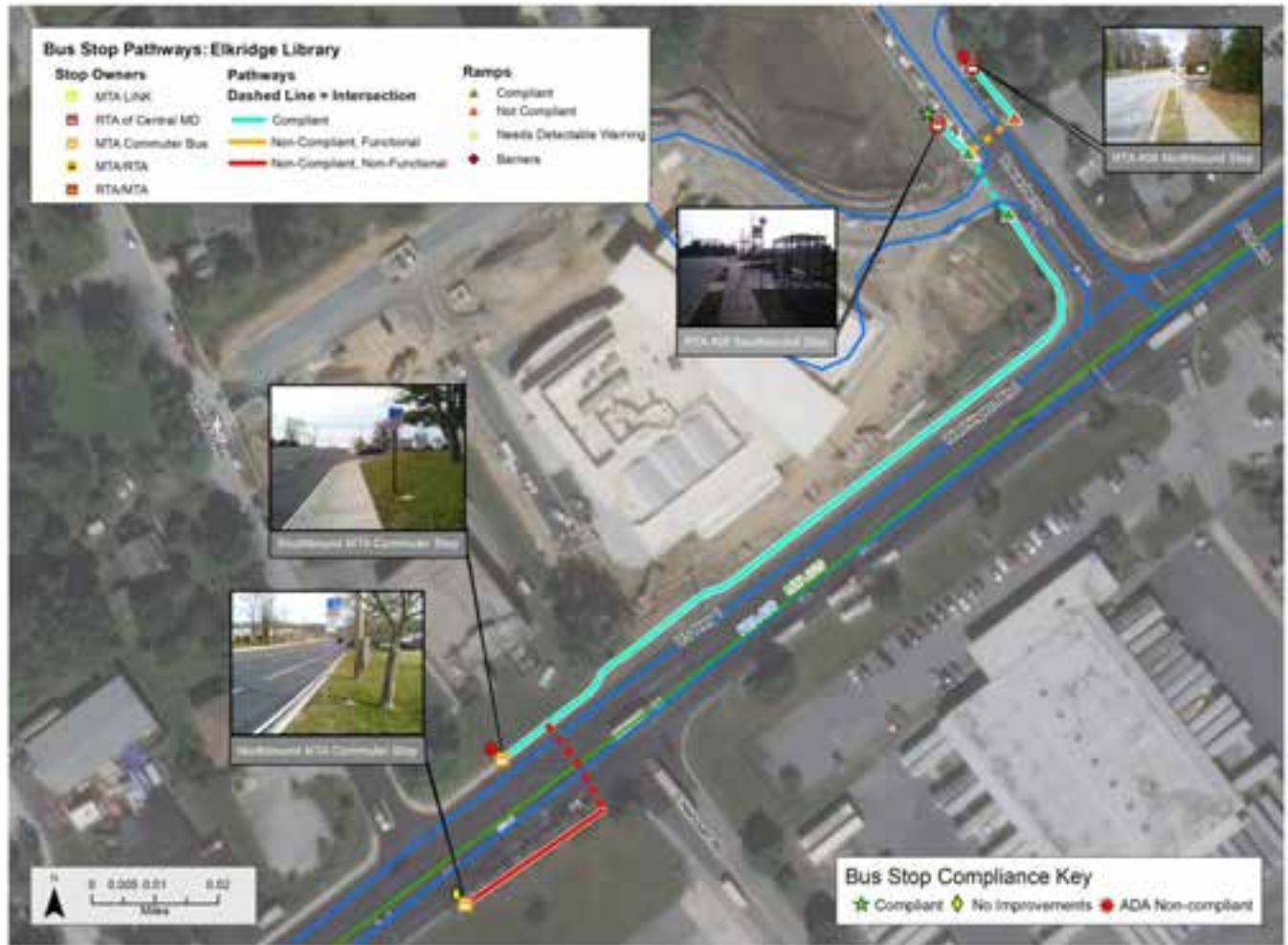
## Elkridge Library

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Government Building

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	3
Sidewalk (ft) to be installed/repaired:	137	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$33,245.00**

<b>Elkridge Library</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	137	\$3,425.00
New curb ramps	3	\$10,500.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA Library SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
<b>Stop 2: RTA Library NB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 4: MTA NB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$15,145.00
	Stop 1 Cost:	\$5,700.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,200.00
	Stop 4 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$33,245.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library**      Heading: **45**  
 Stop ID: **NA**      Placement: **Across From**  
 On Street: **WASHINGTON B**      Speed: **40 mph**  
 Cross Street: **HUNT CLUB RD**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library**      Heading: **135**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **ROWANBERRY**      Speed: **25 mph**  
 Cross Street: **ELKRIDGE LIBR**      Travel Lanes: **2**  
 Survey Date: **12/12/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 409**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$5,700.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library**      Heading: **315**  
 Stop ID: **NA**      Placement: **Across From**  
 On Street: **ROWANBERRY**      Speed: **25 mph**  
 Cross Street: **ELKRIDGE LIBR**      Travel Lanes: **2**  
 Survey Date: **12/12/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 409**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk?: **NA**      Curb Ramp: **Diagonal**  
 Connect Curb?: **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library**      Heading: **225**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WASHINGTON B**      Speed: **40 mph**  
 Cross Street: **HUNT CLUB RD**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

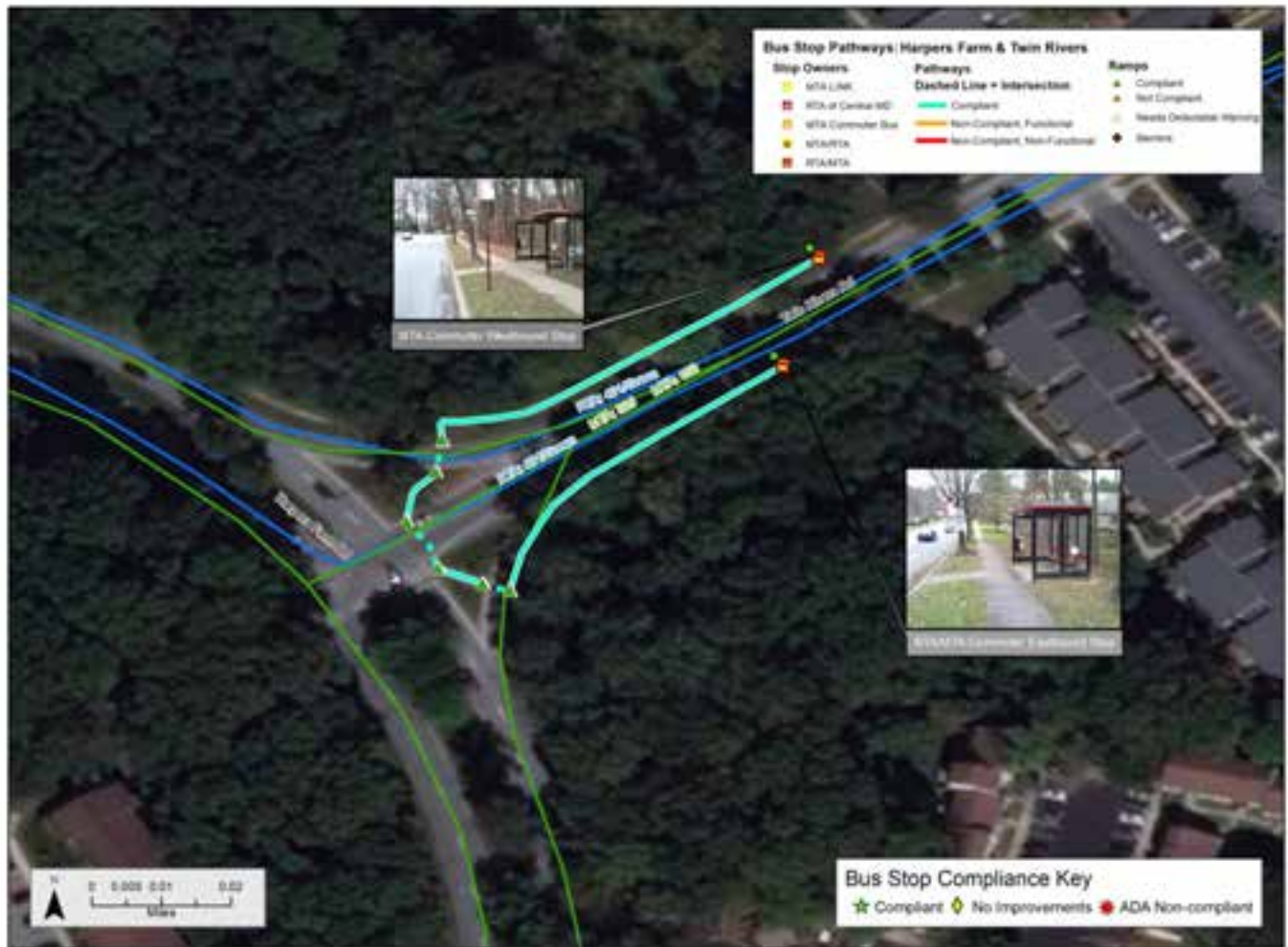
## Harpers Farm & Twin Rivers

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	26	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$1,000.00

<b>Harpers Farm &amp; Twin Rivers</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA EB</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
<b>Stop 2: RTA/MTA WB</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$500.00
	Stop 2 Cost:	\$500.00
	<b>Total Cost</b>	<b>\$1,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Harpers Farm & Twin Rivers**      Heading: **230**  
 Stop ID: **11847**      Placement: **Nearside**  
 On Street: **TWIN RIVERS R**      Speed: **25 mph**  
 Cross Street: **HARPERS FAR**      Travel Lanes: **2**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **NA**      Crosswalk OSFS: **NA**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$500.00**

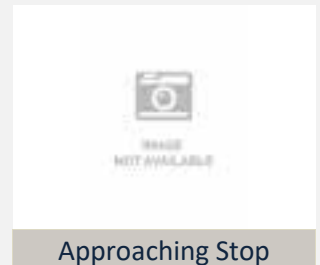
# BMC Transfer Study Stop Inventory

Transfer Location: **Harpers Farm & Twin Rivers**      Heading: **45**  
 Stop ID: **11805**      Placement: **Farside**  
 On Street: **TWIN RIVERS R**      Speed: **25 mph**  
 Cross Street: **HARPERS FAR**      Travel Lanes: **2**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA LINK**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



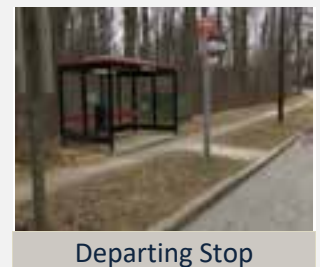
## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>NA</b>	Crosswalk OSFS: <b>NA</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>Yes</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>No</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>Yes</b>

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Location Profiles

## Little Patuxent & Bright Passage

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$9,145.00**

## Little Patuxent & Bright Passage

### Howard County

Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$1,145.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$9,145.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Bright Passage      Heading: 130  
 Stop ID: NA      Placement: Farside  
 On Street: LITTLE PATUXE      Speed: 35 mph  
 Cross Street: BRIGHT PASSA      Travel Lanes: 4  
 Survey Date: 12/4/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 325



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: 4  
 Material: NA      Obstruction: None  
 Surface Problem: NA      Land Buffer: Yes  
 Obstruction: NA      Surface Problem: None  
 Connect Sidewalk? NA      Curb Ramp: Diagonal  
 Connect Curb? NA      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: Yes      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: Yes      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: Yes      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 7  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Bright Passage  
 Stop ID: NA  
 On Street: LITTLE PATUXE  
 Cross Street: LONE TREE CT  
 Survey Date: 12/4/2018

Heading: 320  
 Placement: Nearside  
 Speed: 35 mph  
 Travel Lanes: 4  
 Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1  
 Sign Installation: Traffic sign po  
 Sign Height: 80" or greater  
 Route Info: NA

Stop Owner 1: RTA of Central MD  
 Stop Owner 2: NA  
 Stop Owner 3: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 0  
 Shelter Foundation: NA  
 Shelter Damage: NA  
 Shelter Accessible? NA  
 Entrance Accessible? NA  
 Interior Accessible? NA  
 Benches? 0  
 Bench Location: NA  
 Bench Damage: NA  
 Bike Racks? No

Info Case: No  
 Info Case Accessible: NA  
 Info Case Damage: NA  
 Digital Display? No  
 Route Schedule? No  
 System Map? No  
 Route Map? No  
 Trash Can? No  
 Publication Boxes? 0



Across from Stop

## Accessibility

Landing Pad: Yes, obstructed  
 Material: Concrete  
 Surface Problem: Catch basin  
 Obstruction: None  
 Connect Sidewalk? No  
 Connect Curb? Yes

Sidewalk Width: 4  
 Obstruction: None  
 Land Buffer: Yes  
 Surface Problem: None  
 Curb Ramp: Diagonal  
 Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: Yes  
 CR Connect OSFS: Yes  
 CR Connect CSAS: Yes  
 CR Connect CSOP: Yes

Crosswalk OSNS: No  
 Crosswalk OSFS: No  
 Crosswalk CSAS: No  
 Crosswalk CSOP: No

Traffic Control OS: None  
 Traffic Control CS: Stop sign  
 Ped Control OS: No  
 Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 2

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Little Patuxent & Governor Warfield

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	429	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$22,725.00**

## Little Patuxent & Gov. Warfield

### Howard County

Required Improvements		
New sidewalk to be installed	429	\$10,725.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA NB Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA NB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 3: MTA SB Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 4: RTA NB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,725.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$22,725.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Governor Warfield      Heading: 190  
 Stop ID: NA      Placement: Farside  
 On Street: LITTLE PATUXE      Speed: 35 mph  
 Cross Street: GOVERNOR W      Travel Lanes: 5  
 Survey Date: 11/30/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: RTA 406, 407, 408



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: 4  
 Material: NA      Obstruction: None  
 Surface Problem: NA      Land Buffer: Yes  
 Obstruction: NA      Surface Problem: Major cracks  
 Connect Sidewalk? NA      Curb Ramp: Perpendicular  
 Connect Curb? NA      Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No	Crosswalk OSNS: No	Traffic Control OS: Traffic light
CR Connect OSFS: Yes	Crosswalk OSFS: Yes	Traffic Control CS: Traffic light
CR Connect CSAS: No	Crosswalk CSAS: No	Ped Control OS: Yes
CR Connect CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 5

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Governor Warfield**      Heading: **10**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **LITTLE PATUXE**      Speed: **35 mph**  
 Cross Street: **GOVERNOR W**      Travel Lanes: **5**  
 Survey Date: **11/30/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 406, 407, 408**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **NA**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Governor Warfield**      Heading: **10**  
 Stop ID: **NA**      Placement: **Mid-block**  
 On Street: **LITTLE PATUXE**      Speed: **35 mph**  
 Cross Street: **GOVERNOR W**      Travel Lanes: **5**  
 Survey Date: **11/30/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 305, 310, 320, 325**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb? **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>No</b>	Crosswalk OSFS: <b>No</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>NA</b>	Crosswalk CSAS: <b>NA</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>No</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Little Patuxent & Green Meadows

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	NA	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$4,075.00**

<b>Little Patuxent &amp; Green Meadows</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New Curb Ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$4,075.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Green Meadows      Heading: 100  
 Stop ID: NA      Placement: Farside  
 On Street: LITTLE PATUXE      Speed: 35 mph  
 Cross Street: GREEN MEADO      Travel Lanes: 4  
 Survey Date: 12/4/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: MTA Commuter Bus  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: RTA 401, MTA 325



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, obstructed      Sidewalk Width: 4  
 Material: Concrete      Obstruction: None  
 Surface Problem: Catch basin      Land Buffer: Yes  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? No      Curb Ramp: Perpendicular  
 Connect Curb? No      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: Yes      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: Yes      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: Yes      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 4  
 LOTS Riders: 18

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Little Patuxent & Hickory Ridge

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Mixed Use

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:22
Daily LOTS Stops:	25	<15 Minute Transfers:	13

**Total Estimated Improvement Costs:**  
**\$4,075.00**

<b>Little Patuxent &amp; Hickory Ridge</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA NB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA WB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$4,075.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Hickory Ridge      Heading: 10  
 Stop ID: NA      Placement: Farside  
 On Street: LITTLE PATUXE      Speed: 35 mph  
 Cross Street: HICKORY RIDG      Travel Lanes: 4  
 Survey Date: 12/4/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 325



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, obstructed      Sidewalk Width: 4  
 Material: Concrete      Obstruction: None  
 Surface Problem: Catch basin      Land Buffer: Yes  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? No      Curb Ramp: Perpendicular  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: Yes      Ped Control OS: No  
 CR Connect CSOP: NA      Crosswalk CSOP: NA      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 3  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Hickory Ridge**      Heading: **270**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **HICKORY RIDGE**      Speed: **35 mph**  
 Cross Street: **LITTLE PATUXE**      Travel Lanes: **4**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 401**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **1**      Route Map?: **No**  
 Bench Location: **Freestanding**      Trash Can?: **Yes**  
 Bench Damage: **None**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb?: **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Stop sign</b>
CR Connect OSFS: <b>NA</b>	Crosswalk OSFS: <b>NA</b>	Traffic Control CS: <b>None</b>
CR Connect CSAS: <b>No</b>	Crosswalk CSAS: <b>No</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>No</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **8**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Location Profiles

## Little Patuxent & Vantage Point

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$4,575.00

## Little Patuxent & Vantage Point

### Howard County

Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA SB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Digital Display	1	\$500.00
<b>Stop 2: MTA SB Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 3: RTA WB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$500.00
<b>Stop 4: MTA WB Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$500.00
	Stop 4 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$4,575.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Vantage Point**      Heading: **210**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **LITTLE PATUXE**      Speed: **35 mph**  
 Cross Street: **VANTAGE POIN**      Travel Lanes: **6+**  
 Survey Date: **11/30/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 406, 407, 408**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **Yes**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **1**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **7**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Vantage Point**      Heading: **210**  
 Stop ID: **11781**      Placement: **Nearside**  
 On Street: **LITTLE PATUXE**      Speed: **35 mph**  
 Cross Street: **VANTAGE POIN**      Travel Lanes: **6+**  
 Survey Date: **11/30/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150, MTA 305, 310, 320, 325**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **Yes**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **1**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **7**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Vantage Point**      Heading: **295**  
 Stop ID: **11870**      Placement: **Nearside**  
 On Street: **LITTLE PATUXE**      Speed: **35 mph**  
 Cross Street: **VANTAGE POIN**      Travel Lanes: **6+**  
 Survey Date: **11/30/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150, MTA 305, 310, 320, 325**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **Stickers**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **Yes**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **1**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **Major cracks**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **9**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Vantage Point**      Heading: **295**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **LITTLE PATUXE**      Speed: **35 mph**  
 Cross Street: **VANTAGE POIN**      Travel Lanes: **6+**  
 Survey Date: **11/30/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 405, 406, 407, 408**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **Yes**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **1**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **Major cracks**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>No</b>	Crosswalk OSNS: <b>No</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>Yes</b>	Crosswalk OSFS: <b>Yes</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>No</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$500.00**

# BMC Transfer Study Location Profiles

## Little Patuxent & White Cord

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	72	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$18,320.00**

## Little Patuxent & White Cord

### Howard County

Required Improvements		
New sidewalk to be installed	72	\$1,800.00
New curb ramps	2	\$7,000.00
Detectable warning	3	\$225.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	2	\$600.00
Stop 1: MTA WB Stop	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA EB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,320.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$18,320.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & White Cord      Heading: 80  
 Stop ID: NA      Placement: Farside  
 On Street: LITTLE PATUXE      Speed: 30 mph  
 Cross Street: WHITE CORD      Travel Lanes: 4  
 Survey Date: 11/30/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 325



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: 4  
 Material: NA      Obstruction: None  
 Surface Problem: NA      Land Buffer: Yes  
 Obstruction: NA      Surface Problem: None  
 Connect Sidewalk? NA      Curb Ramp: Diagonal  
 Connect Curb? NA      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: Yes      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: Yes      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: Yes      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 2  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & White Cord      Heading: 70  
 Stop ID: NA      Placement: Farside  
 On Street: LITTLE PATUXE      Speed: 35 mph  
 Cross Street: WHITE CORD      Travel Lanes: 4  
 Survey Date: 11/30/2018      Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: MTA Commuter Bus  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: RTA 401, MTA 325



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, obstructed      Sidewalk Width: 4  
 Material: Concrete      Obstruction: None  
 Surface Problem: Catch basin      Land Buffer: Yes  
 Obstruction: None      Surface Problem: None  
 Connect Sidewalk? No      Curb Ramp: Diagonal  
 Connect Curb? Yes      Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: Yes      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: Yes      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: Yes      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: Yes      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 0  
 LOTS Riders: 2

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Long Reach Village Center

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:39
Daily LOTS Stops:	38	<15 Minute Transfers:	16

**Total Estimated Improvement Costs:**  
\$11,150.00

<b>Long Reach Village Center</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: RTA WB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
<b>Stop 4: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$7,150.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$1,500.00
	Stop 4 Cost:	\$0.00
	Total Cost	\$11,150.00

# BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center    Heading: 315  
 Stop ID: NA    Placement: Nearside  
 On Street: TAMAR DR    Speed: 30 mph  
 Cross Street: CLOUDLEAP CT    Travel Lanes: 4  
 Survey Date: 12/7/2018    Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole    Stop Owner 2: NA  
 Sign Height: 80" or greater    Stop Owner 3: NA  
 Route Info: RTA 406, 408



Approaching Stop

## Shelters and Other Amenities

Shelters: 1    Info Case: No  
 Shelter Foundation: Concrete    Info Case Accessible: NA  
 Shelter Damage: None    Info Case Damage: NA  
 Shelter Accessible? Yes    Digital Display? No  
 Entrance Accessible? Yes    Route Schedule? No  
 Interior Accessible? Yes    System Map? No  
 Benches? 1    Route Map? No  
 Bench Location: Shelter    Trash Can? Yes  
 Bench Damage: None    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 4  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: Yes  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: Yes    Crosswalk OSNS: Yes    Traffic Control OS: Traffic light  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: Traffic light  
 CR Connect CSAS: NA    Crosswalk CSAS: NA    Ped Control OS: Yes  
 CR Connect CSOP: No    Crosswalk CSOP: No    Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 15

**Estimated Stop Improvement Cost:**  
**\$1,500.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center    Heading: 120  
 Stop ID: NA    Placement: Mid-block  
 On Street: TAMAR DR    Speed: 30 mph  
 Cross Street: CLOUDLEAP CT    Travel Lanes: 3  
 Survey Date: 12/7/2018    Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Light pole    Stop Owner 2: NA  
 Sign Height: 80" or greater    Stop Owner 3: NA  
 Route Info: MTA 345



Approaching Stop

## Shelters and Other Amenities

Shelters: 0    Info Case: No  
 Shelter Foundation: NA    Info Case Accessible: NA  
 Shelter Damage: NA    Info Case Damage: NA  
 Shelter Accessible? NA    Digital Display? No  
 Entrance Accessible? NA    Route Schedule? No  
 Interior Accessible? NA    System Map? No  
 Benches? 0    Route Map? No  
 Bench Location: NA    Trash Can? No  
 Bench Damage: NA    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None    Sidewalk Width: 4  
 Material: NA    Obstruction: None  
 Surface Problem: NA    Land Buffer: Yes  
 Obstruction: NA    Surface Problem: None  
 Connect Sidewalk? NA    Curb Ramp: Diagonal  
 Connect Curb? NA    Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: Traffic light  
 CR Connect OSFS: Yes    Crosswalk OSFS: Yes    Traffic Control CS: Traffic light  
 CR Connect CSAS: No    Crosswalk CSAS: No    Ped Control OS: Yes  
 CR Connect CSOP: NA    Crosswalk CSOP: NA    Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 7  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center    Heading: 315  
 Stop ID: NA    Placement: Nearside  
 On Street: TAMAR DR    Speed: 30 mph  
 Cross Street: CLOUDLEAP CT    Travel Lanes: 4  
 Survey Date: 12/7/2018    Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Bus Stop Pole    Stop Owner 2: NA  
 Sign Height: 80" or greater    Stop Owner 3: NA  
 Route Info: MTA 345



Approaching Stop

## Shelters and Other Amenities

Shelters: 0    Info Case: No  
 Shelter Foundation: NA    Info Case Accessible: NA  
 Shelter Damage: NA    Info Case Damage: NA  
 Shelter Accessible? NA    Digital Display? No  
 Entrance Accessible? NA    Route Schedule? No  
 Interior Accessible? NA    System Map? No  
 Benches? 0    Route Map? No  
 Bench Location: NA    Trash Can? Yes  
 Bench Damage: NA    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 4  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: Yes  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: Yes    Crosswalk OSNS: Yes    Traffic Control OS: Traffic light  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: Traffic light  
 CR Connect CSAS: NA    Crosswalk CSAS: NA    Ped Control OS: Yes  
 CR Connect CSOP: Yes    Crosswalk CSOP: No    Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 2  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center    Heading: 160  
 Stop ID: NA    Placement: Farside  
 On Street: TAMAR DR    Speed: 30 mph  
 Cross Street: CLOUDLEAP CT    Travel Lanes: 4  
 Survey Date: 12/7/2018    Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 1    Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole    Stop Owner 2: NA  
 Sign Height: 80" or greater    Stop Owner 3: NA  
 Route Info: RTA 406



Approaching Stop

## Shelters and Other Amenities

Shelters: 1    Info Case: No  
 Shelter Foundation: Concrete    Info Case Accessible: NA  
 Shelter Damage: None    Info Case Damage: NA  
 Shelter Accessible? Yes    Digital Display? No  
 Entrance Accessible? Yes    Route Schedule? No  
 Interior Accessible? Yes    System Map? No  
 Benches? 1    Route Map? No  
 Bench Location: Shelter    Trash Can? No  
 Bench Damage: None    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed    Sidewalk Width: 5  
 Material: Concrete    Obstruction: None  
 Surface Problem: None    Land Buffer: No  
 Obstruction: None    Surface Problem: None  
 Connect Sidewalk? Yes    Curb Ramp: Perpendicular  
 Connect Curb? Yes    Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: Traffic light  
 CR Connect OSFS: Yes    Crosswalk OSFS: Yes    Traffic Control CS: Traffic light  
 CR Connect CSAS: Yes    Crosswalk CSAS: No    Ped Control OS: Yes  
 CR Connect CSOP: NA    Crosswalk CSOP: NA    Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 10

**Estimated Stop Improvement Cost:**  
**\$0.00**



# BMC Transfer Study Location Profiles

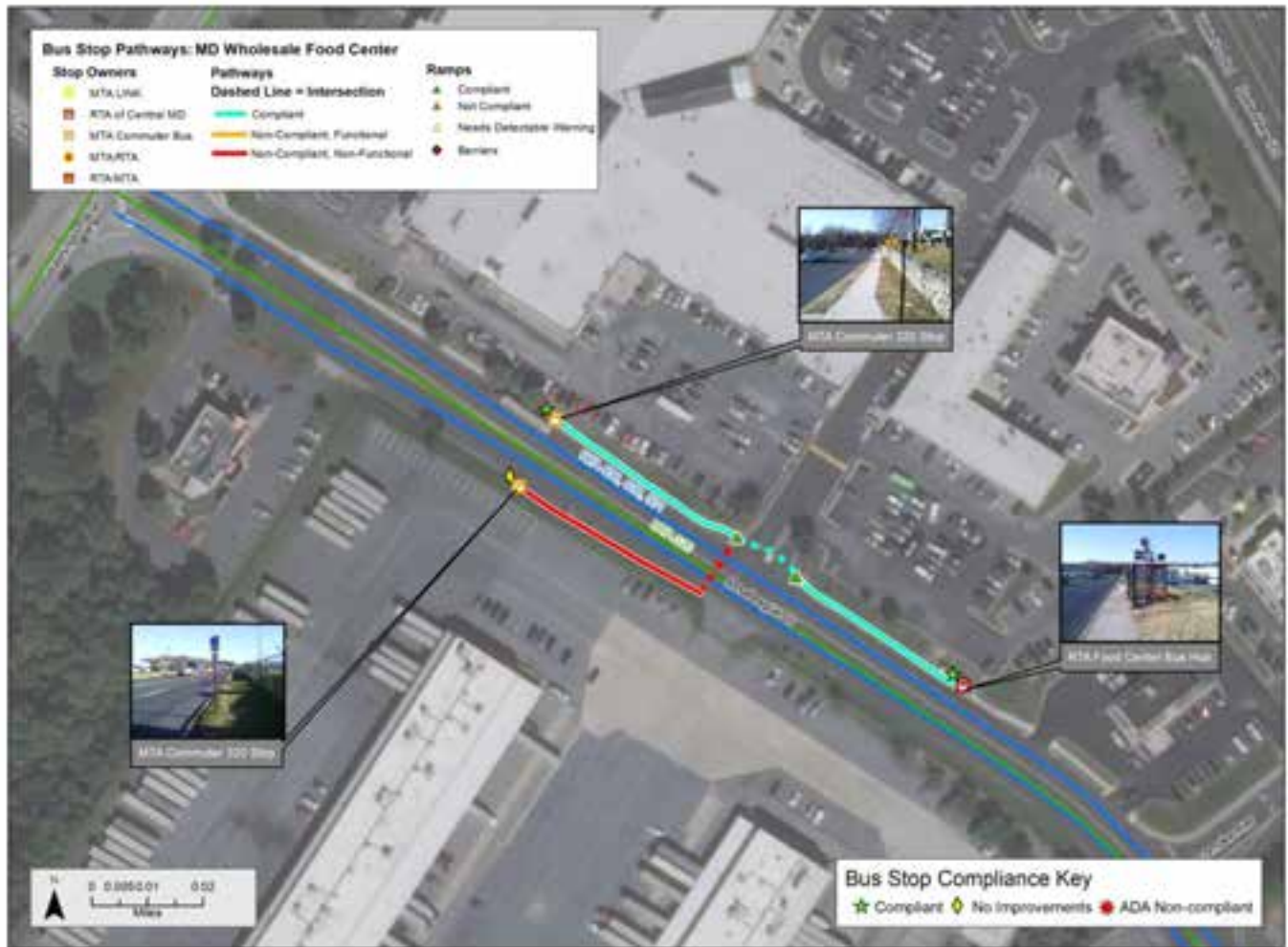
## MD Wholesale Food Center

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	195	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:35
Daily LOTS Stops:	57	<15 Minute Transfers:	31

**Total Estimated Improvement Costs:**  
**\$15,345.00**

<b>MD Wholesale Food Center</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	195	\$4,875.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA NB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
<b>Stop 3: RTA WB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$9,445.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$1,500.00
	<b>Total Cost</b>	<b>\$15,345.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: MD Wholesale Food Center  
 Heading: 100  
 Stop ID: NA  
 Placement: Mid-block  
 On Street: ASSATEAGUE D  
 Speed: 35 mph  
 Cross Street: WASHINGTON  
 Travel Lanes: 4  
 Survey Date: 12/11/2018  
 Compliance Level: No Improvement



## Bus Stop Sign

Number of Signs: 1  
 Sign Installation: Traffic sign post  
 Sign Height: 80" or greater  
 Route Info: MTA 320  
 Stop Owner 1: MTA Commuter Bus  
 Stop Owner 2: NA  
 Stop Owner 3: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 0  
 Shelter Foundation: NA  
 Shelter Damage: NA  
 Shelter Accessible? NA  
 Entrance Accessible? NA  
 Interior Accessible? NA  
 Benches? 0  
 Bench Location: NA  
 Bench Damage: NA  
 Bike Racks? No  
 Info Case: No  
 Info Case Accessible: NA  
 Info Case Damage: NA  
 Digital Display? No  
 Route Schedule? No  
 System Map? No  
 Route Map? No  
 Trash Can? No  
 Publication Boxes? 0



Across from Stop

## Accessibility

Landing Pad: None  
 Material: NA  
 Surface Problem: NA  
 Obstruction: NA  
 Connect Sidewalk? NA  
 Connect Curb? NA  
 Sidewalk Width: NA  
 Obstruction: NA  
 Land Buffer: NA  
 Surface Problem: NA  
 Curb Ramp: None  
 Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No  
 CR Connect OSFS: No  
 CR Connect CSAS: No  
 CR Connect CSOP: Yes  
 Crosswalk OSNS: No  
 Crosswalk OSFS: No  
 Crosswalk CSAS: Yes  
 Crosswalk CSOP: No  
 Traffic Control OS: Traffic light  
 Traffic Control CS: Traffic light  
 Ped Control OS: No  
 Ped Control CS: Yes

## Ridership and Improvements

MTA Ridership: 12  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: MD Wholesale Food Center  
 Heading: 260  
 Stop ID: NA  
 Placement: At Location  
 On Street: ASSATEAGUE D  
 Speed: 35 mph  
 Cross Street: MD FOOD CEN  
 Travel Lanes: 4  
 Survey Date: 12/11/2018  
 Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 1  
 Sign Installation: Bus Stop Pole  
 Sign Height: 80" or greater  
 Route Info: RTA 408, 409B, 501  
 Stop Owner 1: RTA of Central MD  
 Stop Owner 2: NA  
 Stop Owner 3: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 2  
 Shelter Foundation: Concrete  
 Shelter Damage: Graffiti  
 Shelter Accessible? Yes  
 Entrance Accessible? Yes  
 Interior Accessible? Yes  
 Benches? 2  
 Bench Location: Shelter  
 Bench Damage: None  
 Bike Racks? No  
 Info Case: No  
 Info Case Accessible: NA  
 Info Case Damage: NA  
 Digital Display? No  
 Route Schedule? No  
 System Map? No  
 Route Map? No  
 Trash Can? Yes  
 Publication Boxes? 0



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed  
 Material: Concrete  
 Surface Problem: None  
 Obstruction: None  
 Connect Sidewalk? Yes  
 Connect Curb? Yes  
 Sidewalk Width: 4  
 Obstruction: None  
 Land Buffer: Yes  
 Surface Problem: None  
 Curb Ramp: Perpendicular  
 Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No  
 CR Connect OSFS: No  
 CR Connect CSAS: Yes  
 CR Connect CSOP: No  
 Crosswalk OSNS: No  
 Crosswalk OSFS: No  
 Crosswalk CSAS: No  
 Crosswalk CSOP: No  
 Traffic Control OS: None  
 Traffic Control CS: Stop sign  
 Ped Control OS: No  
 Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 67

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: MD Wholesale Food Center  
 Heading: 260  
 Stop ID: NA  
 Placement: Mid-block  
 On Street: ASSATEAGUE D  
 Speed: 25 mph  
 Cross Street: WASHINGTON  
 Travel Lanes: 4  
 Survey Date: 12/11/2018  
 Compliance Level: Compliant



## Bus Stop Sign

Number of Signs: 1  
 Sign Installation: Traffic sign po  
 Sign Height: 80" or greater  
 Route Info: MTA 320  
 Stop Owner 1: MTA Commuter Bus  
 Stop Owner 2: NA  
 Stop Owner 3: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 0  
 Shelter Foundation: NA  
 Shelter Damage: NA  
 Shelter Accessible? NA  
 Entrance Accessible? NA  
 Interior Accessible? NA  
 Benches? 0  
 Bench Location: NA  
 Bench Damage: NA  
 Bike Racks? No  
 Info Case: No  
 Info Case Accessible: NA  
 Info Case Damage: NA  
 Digital Display? No  
 Route Schedule? No  
 System Map? No  
 Route Map? No  
 Trash Can? No  
 Publication Boxes? 0



Across from Stop

## Accessibility

Landing Pad: Yes, unobstructed  
 Material: Concrete  
 Surface Problem: None  
 Obstruction: None  
 Connect Sidewalk? Yes  
 Connect Curb? Yes  
 Sidewalk Width: 4  
 Obstruction: None  
 Land Buffer: Yes  
 Surface Problem: None  
 Curb Ramp: Perpendicular  
 Detectable Warning: Yes



Departing Stop

## Safety

CR Connect OSNS: No  
 CR Connect OSFS: No  
 CR Connect CSAS: Yes  
 CR Connect CSOP: No  
 Crosswalk OSNS: No  
 Crosswalk OSFS: No  
 Crosswalk CSAS: No  
 Crosswalk CSOP: No  
 Traffic Control OS: None  
 Traffic Control CS: Stop sign  
 Ped Control OS: No  
 Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 12  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Normandy Shopping Center

LOTS: RTA of Central MD  
 MTA Bus Service: Commuter  
 Location Type: Commercial-Shopping Center  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	748	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	15	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$32,465.00**

<b>Normandy Shopping Center</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	748	\$18,700.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
<b>Stop 1: RTA NB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$24,265.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$32,465.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Normandy Shopping Center** Heading: **230**  
 Stop ID: **8230** Placement: **Nearside**  
 On Street: **US 40** Speed: **55 mph**  
 Cross Street: **NORMANDY CE** Travel Lanes: **6+**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **14**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Normandy Shopping Center** Heading: **320**  
 Stop ID: **NA** Placement: **At Location**  
 On Street: **NORMANDY SH** Speed: **NA**  
 Cross Street: **PARKING LOT** Travel Lanes: **NA**  
 Survey Date: **12/13/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 405**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **None**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **NA** Crosswalk OSNS: **NA** Traffic Control OS: **None**  
 CR Connect OSFS: **NA** Crosswalk OSFS: **NA** Traffic Control CS: **NA**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**  
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **NA**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **5**

**Estimated Stop Improvement Cost:**  
**\$1,500.00**

# BMC Transfer Study Location Profiles

## Oakland Mills Village Center

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	0:29
Daily LOTS Stops:	60	<15 Minute Transfers:	32

**Total Estimated Improvement Costs:**  
**\$1,000.00**

<b>Oakland Mills Village Center</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$1,000.00
<b>Stop 2: MTA Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Stop 2 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$1,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Oakland Mills Village Center**      Heading: **180**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **OAKLAND MILL**      Speed: **10 mph**  
 Cross Street: **BANK BUILDIN**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 305**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **None**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **19**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Oakland Mills Village Center**      Heading: **180**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **OAKLAND MILL**      Speed: **10 mph**  
 Cross Street: **BANK BUILDIN**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 408**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **Yes**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **Accessible**  
 Shelter Damage: **None**      Info Case Damage: **None**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **Yes**      System Map? **Yes**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>No</b>	Crosswalk OSNS: <b>No</b>	Traffic Control OS: <b>None</b>
CR Connect OSFS: <b>No</b>	Crosswalk OSFS: <b>No</b>	Traffic Control CS: <b>None</b>
CR Connect CSAS: <b>NA</b>	Crosswalk CSAS: <b>NA</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>Yes</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **29**

**Estimated Stop Improvement Cost:**  
**\$1,000.00**

# BMC Transfer Study Location Profiles

## Oceano & Assateague

LOTS: RTA of Central MD  
 MTA Bus Service: Commuter  
 Location Type: Basic Bus Stop-Industrial  
 Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	114	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	NA	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$10,425.00**

**Oceano & Assateague**

**Howard County**

<b>Required Improvements</b>		
New sidewalk to be installed	114	\$2,850.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$6,425.00
	Stop 1 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$10,425.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Oceano & Assateague**      Heading: **180**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **OCEANO DR**      Speed: **35 mph**  
 Cross Street: **ASSATEAGUE D**      Travel Lanes: **2**  
 Survey Date: **12/11/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **7**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$0.00**



# BMC Transfer Study Location Profiles

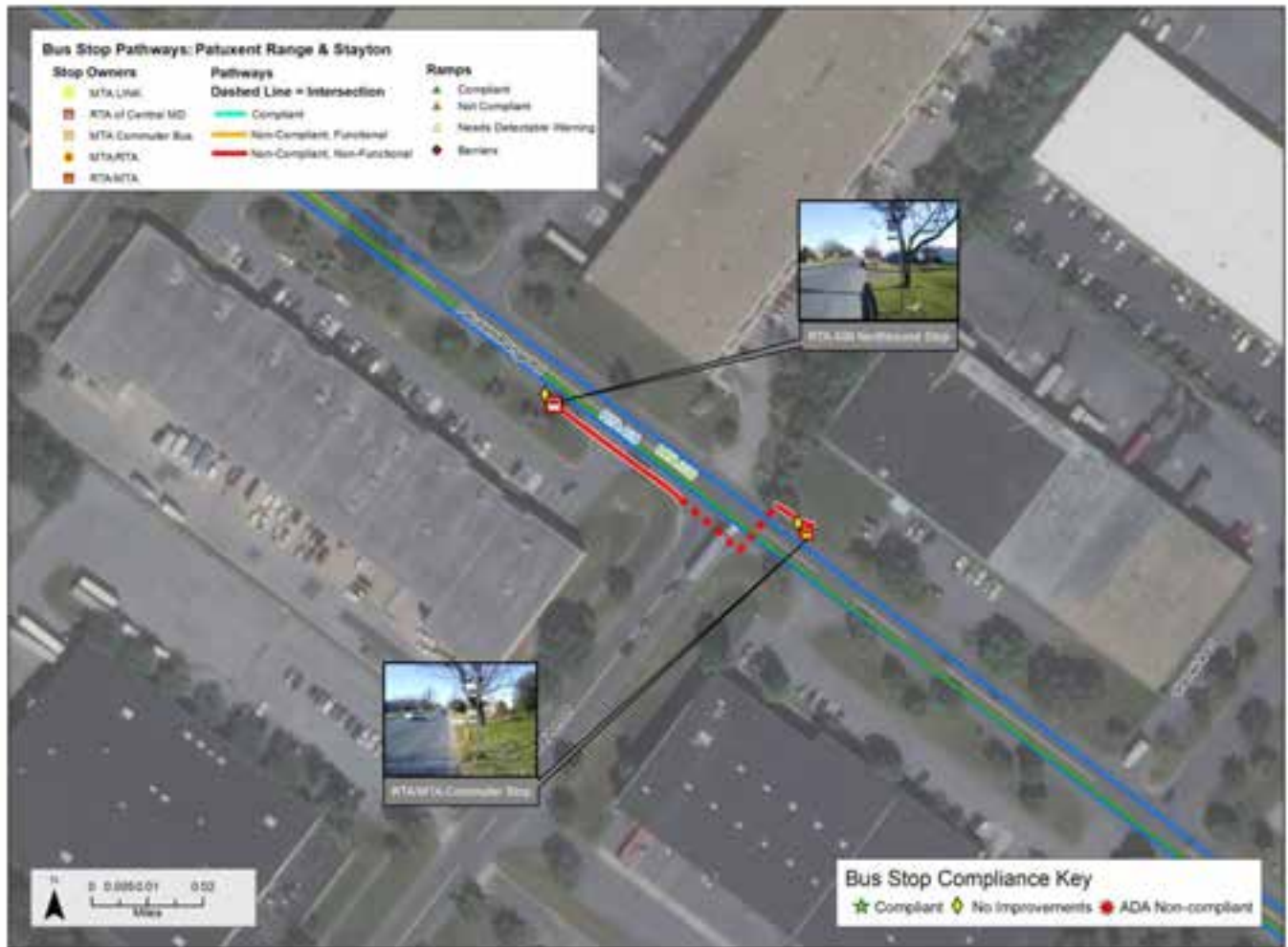
## Patuxent Range & Stayton

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	3
Sidewalk (ft) to be installed/repaired:	174	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	1	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	7	Average Transfer Time:	0:40
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	8

**Total Estimated Improvement Costs:**  
\$25,465.00

<b>Patuxent Range &amp; Stayton</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	174	\$4,350.00
New curb ramps	3	\$10,500.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
<b>Stop 1: RTA/MTA Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: RTA Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign (MTA Sign)	1	\$200.00
	Location Cost:	\$17,065.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$25,465.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Patuxent Range & Stayton      Heading: 315  
 Stop ID: NA      Placement: Nearside  
 On Street: PATUXENT RAN      Speed: 25 mph  
 Cross Street: STAYTON DR      Travel Lanes: 2  
 Survey Date: 12/11/2018      Compliance Level: No Improvement



## Bus Stop Sign

Number of Signs: 2      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: MTA Commuter Bus  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: MTA 320, RTA 409



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: NA  
 Material: NA      Obstruction: NA  
 Surface Problem: NA      Land Buffer: NA  
 Obstruction: NA      Surface Problem: NA  
 Connect Sidewalk? NA      Curb Ramp: None  
 Connect Curb? NA      Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 7  
 LOTS Riders: 2

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: Patuxent Range & Stayton      Heading: 130  
 Stop ID: NA      Placement: Nearside  
 On Street: PATUXENT RAN      Speed: 25 mph  
 Cross Street: STAYTON DR      Travel Lanes: 2  
 Survey Date: 12/11/2018      Compliance Level: No Improvement



## Bus Stop Sign

Number of Signs: 1      Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole      Stop Owner 2: NA  
 Sign Height: 80" or greater      Stop Owner 3: NA  
 Route Info: RTA 409



Approaching Stop

## Shelters and Other Amenities

Shelters: 0      Info Case: No  
 Shelter Foundation: NA      Info Case Accessible: NA  
 Shelter Damage: NA      Info Case Damage: NA  
 Shelter Accessible? NA      Digital Display? No  
 Entrance Accessible? NA      Route Schedule? No  
 Interior Accessible? NA      System Map? No  
 Benches? 0      Route Map? No  
 Bench Location: NA      Trash Can? No  
 Bench Damage: NA      Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None      Sidewalk Width: NA  
 Material: NA      Obstruction: NA  
 Surface Problem: NA      Land Buffer: NA  
 Obstruction: NA      Surface Problem: NA  
 Connect Sidewalk? NA      Curb Ramp: None  
 Connect Curb? NA      Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No      Crosswalk OSNS: No      Traffic Control OS: None  
 CR Connect OSFS: No      Crosswalk OSFS: No      Traffic Control CS: Stop sign  
 CR Connect CSAS: No      Crosswalk CSAS: No      Ped Control OS: No  
 CR Connect CSOP: No      Crosswalk CSOP: No      Ped Control CS: No

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: 1

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Phelps Luck & High Tor Hill

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$21,095.00

<b>Phelps Luck &amp; High Tor Hill</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	195	\$4,875.00
New curb ramps	2	\$7,000.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA WB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: RTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$13,095.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$21,095.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & High Tor Hill** Heading: **220**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **PHELPS LUCK D** Speed: **25 mph**  
 Cross Street: **HIGH TOR HILL** Travel Lanes: **2**  
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**  
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **5**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & High Tor Hill**    Heading: **220**  
 Stop ID: **NA**    Placement: **Nearside**  
 On Street: **PHELPS LUCK D**    Speed: **25 mph**  
 Cross Street: **HIGH TOR HILL**    Travel Lanes: **3**  
 Survey Date: **12/6/2018**    Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**    Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**    Stop Owner 2: **NA**  
 Sign Height: **80" or greater**    Stop Owner 3: **NA**  
 Route Info: **MTA 345**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**    Info Case: **Yes**  
 Shelter Foundation: **NA**    Info Case Accessible: **Accessible**  
 Shelter Damage: **NA**    Info Case Damage: **None**  
 Shelter Accessible? **NA**    Digital Display? **No**  
 Entrance Accessible? **NA**    Route Schedule? **No**  
 Interior Accessible? **NA**    System Map? **No**  
 Benches? **0**    Route Map? **No**  
 Bench Location: **NA**    Trash Can? **No**  
 Bench Damage: **NA**    Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**    Sidewalk Width: **4**  
 Material: **Concrete**    Obstruction: **None**  
 Surface Problem: **Catch basin**    Land Buffer: **Yes**  
 Obstruction: **None**    Surface Problem: **None**  
 Connect Sidewalk? **No**    Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**    Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**    Crosswalk OSNS: **No**    Traffic Control OS: **None**  
 CR Connect OSFS: **Yes**    Crosswalk OSFS: **No**    Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**    Crosswalk CSAS: **No**    Ped Control OS: **No**  
 CR Connect CSOP: **Yes**    Crosswalk CSOP: **No**    Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & High Tor Hill** Heading: **105**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **HIGH TOR HILL** Speed: **25 mph**  
 Cross Street: **PHELPS LUCK D** Travel Lanes: **2**  
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **None**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **None**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **8**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

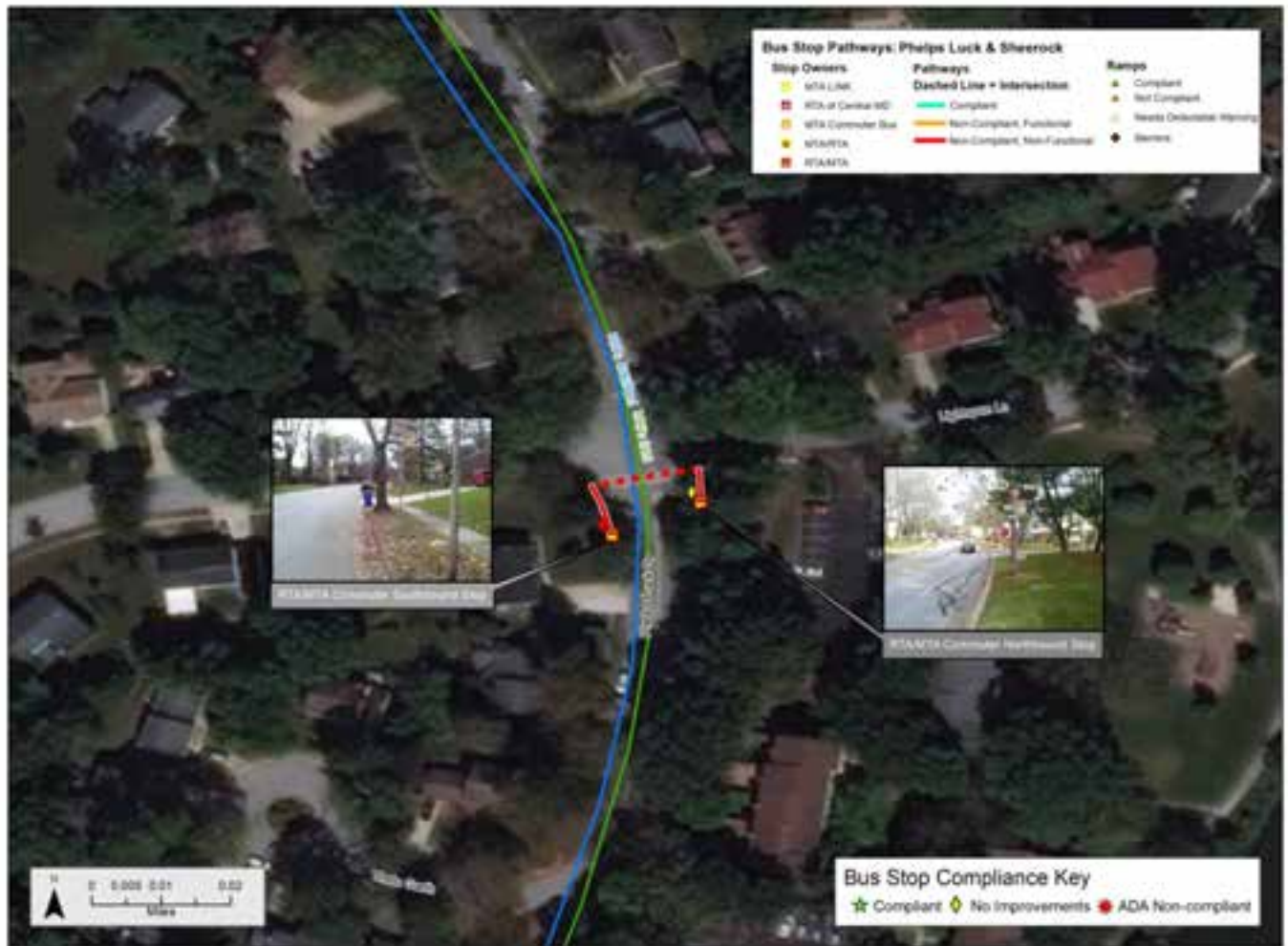
## Phelps Luck & Sheerock

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	62	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$16,700.00**

<b>Phelps Luck &amp; Sheerock</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	62	\$1,550.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA NB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA/MTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$8,700.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$16,700.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Sheerock**      Heading: **340**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **PHELPS LUCK D**      Speed: **25 mph**  
 Cross Street: **LIGHTSPUN LN**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 345, RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Sheerock**      Heading: **180**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **PHELPS LUCK D**      Speed: **25 mph**  
 Cross Street: **SHEEROCK CT**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 345, RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Phelps Luck & Thurso

LOTS: RTA of Central MD  
 MTA Bus Service: Commuter  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$15,225.00

<b>Phelps Luck &amp; Thurso</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA NB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA/MTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$7,225.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$15,225.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Thurso**      Heading: **135**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **PHELPS LUCK D**      Speed: **25 mph**  
 Cross Street: **THURSO CT**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 345, RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Diagonal**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: <b>No</b>	Crosswalk OSNS: <b>No</b>	Traffic Control OS: <b>Stop sign</b>
CR Connect OSFS: <b>Yes</b>	Crosswalk OSFS: <b>Yes</b>	Traffic Control CS: <b>Stop sign</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>No</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>NA</b>	Crosswalk CSOP: <b>NA</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Thurso**      Heading: **130**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **PHELPS LUCK D**      Speed: **25 mph**  
 Cross Street: **THURSO CT**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 345, RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Robert Fulton & Columbia Gateway

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	27	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$15,245.00

<b>Robert Fulton &amp; Gateway</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	27	\$675.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$7,825.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$15,825.00

# BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Columbia Gateway**      Heading: **90**  
 Stop ID: **NA**      Placement: **Across From**  
 On Street: **ROBERT FULTO**      Speed: **35 mph**  
 Cross Street: **RENAISSANCE**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk?: **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **0**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Columbia Gateway**      Heading: **270**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **ROBERT FULTO**      Speed: **35 mph**  
 Cross Street: **RENAISSANCE**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders: **0**

**Estimated Stop Improvement Cost:**  
**\$200.00**

# BMC Transfer Study Location Profiles

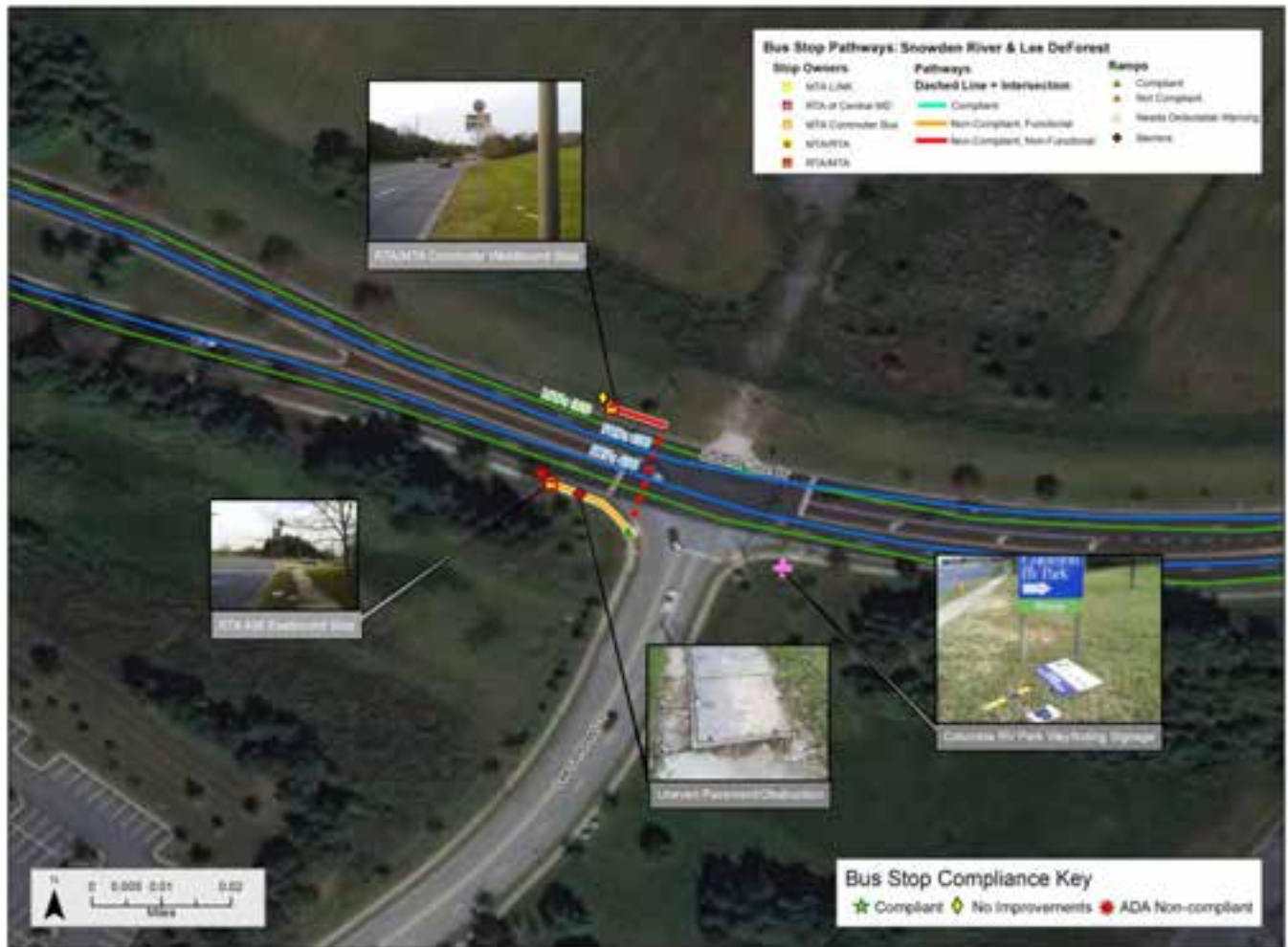
## Robert Fulton & Lee Deforest

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	91	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$39,495.00**

## Robert Fulton & Lee DeForest

### Howard County

Required Improvements		
New sidewalk to be installed	91	\$2,275.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA/MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: RTA/MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$6,845.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$15,245.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Lee Deforest** Heading: **270**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **ROBERT FULTO** Speed: **35 mph**  
 Cross Street: **LEE DEFOREST** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406, MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Lee Deforest** Heading: **90**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **ROBERT FULTO** Speed: **35 mph**  
 Cross Street: **LEE DEFOREST** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320, RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

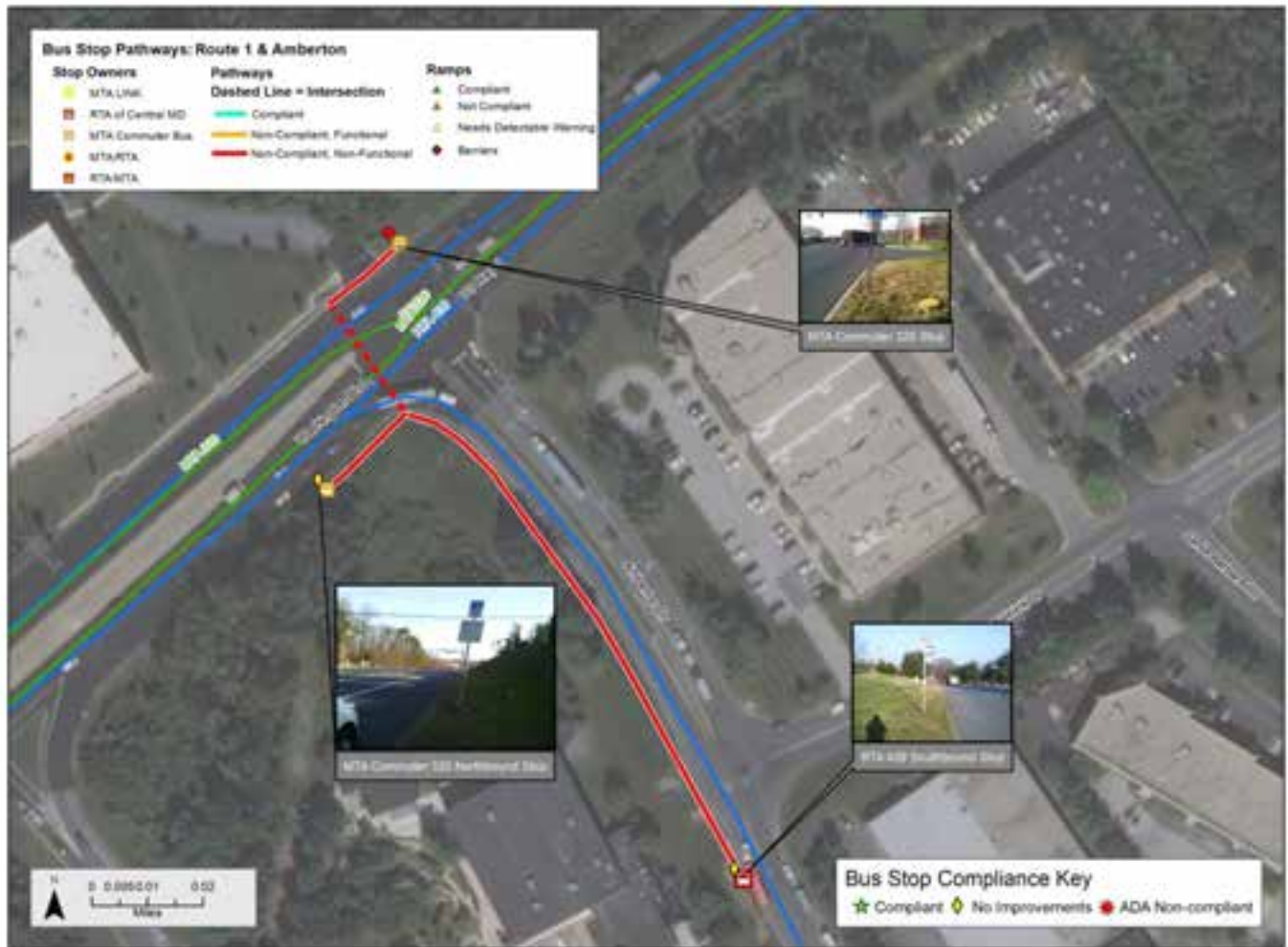
## Route 1 & Amberton

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	750	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$4,500.00

<b>Route 1 &amp; Amberton</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	750	\$18,750.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: MTA NB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 3: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$26,895.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	Stop 3 Cost:	\$4,200.00
	<b>Total Cost</b>	<b>\$39,495.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Amberton** Heading: **135**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **AMBERTON DR** Speed: **35 mph**  
 Cross Street: **SELNIK DR** Travel Lanes: **2**  
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 409**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Amberton** Heading: **215**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **WASHINGTON B** Speed: **50 mph**  
 Cross Street: **AMBERTON DR** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **Less than 80"** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **7**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Amberton** Heading: 45  
 Stop ID: NA Placement: Nearside  
 On Street: **WASHINGTON B** Speed: 50 mph  
 Cross Street: **AMBERTON DR** Travel Lanes: 4  
 Survey Date: 12/12/2018 Compliance Level: No Improve



## Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA Commuter Bus  
 Sign Installation: Traffic sign po Stop Owner 2: NA  
 Sign Height: 80" or greater Stop Owner 3: NA  
 Route Info: MTA 320



Approaching Stop

## Shelters and Other Amenities

Shelters: 0 Info Case: No  
 Shelter Foundation: NA Info Case Accessible: NA  
 Shelter Damage: NA Info Case Damage: NA  
 Shelter Accessible? NA Digital Display? No  
 Entrance Accessible? NA Route Schedule? Yes  
 Interior Accessible? NA System Map? No  
 Benches? 0 Route Map? No  
 Bench Location: NA Trash Can? No  
 Bench Damage: NA Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None Sidewalk Width: NA  
 Material: NA Obstruction: NA  
 Surface Problem: NA Land Buffer: NA  
 Obstruction: NA Surface Problem: NA  
 Connect Sidewalk? NA Curb Ramp: None  
 Connect Curb? NA Detectable Warning: NA



Departing Stop

## Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light  
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light  
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No  
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 0  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

## Route 1 & Meadowridge

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:31
Daily LOTS Stops:	26	<15 Minute Transfers:	24

**Total Estimated Improvement Costs:**  
**\$7,975.00**

<b>Route 1 &amp; Meadowridge</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA/MTA NB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA/MTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$500.00
	<b>Total Cost</b>	<b>\$4,500.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Meadowridge**      Heading: **45**  
 Stop ID: **50135**      Placement: **Nearside**  
 On Street: **WASHINGTON B**      Speed: **50 mph**  
 Cross Street: **DORSEY RD**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320, RTA 409, 501**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **No**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible? **No**      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **6**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Traffic light</b>
CR Connect OSFS: <b>No</b>	Crosswalk OSFS: <b>No</b>	Traffic Control CS: <b>Traffic light</b>
CR Connect CSAS: <b>No</b>	Crosswalk CSAS: <b>No</b>	Ped Control OS: <b>Yes</b>
CR Connect CSOP: <b>No</b>	Crosswalk CSOP: <b>No</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders: **7**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Meadowridge**      Heading: **215**  
 Stop ID: **50136**      Placement: **Farside**  
 On Street: **WASHINGTON B**      Speed: **50 mph**  
 Cross Street: **MEADOWRIDG**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 409, COLUMBIA MALL**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **No**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **7**  
 LOTS Riders: **5**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Location Profiles

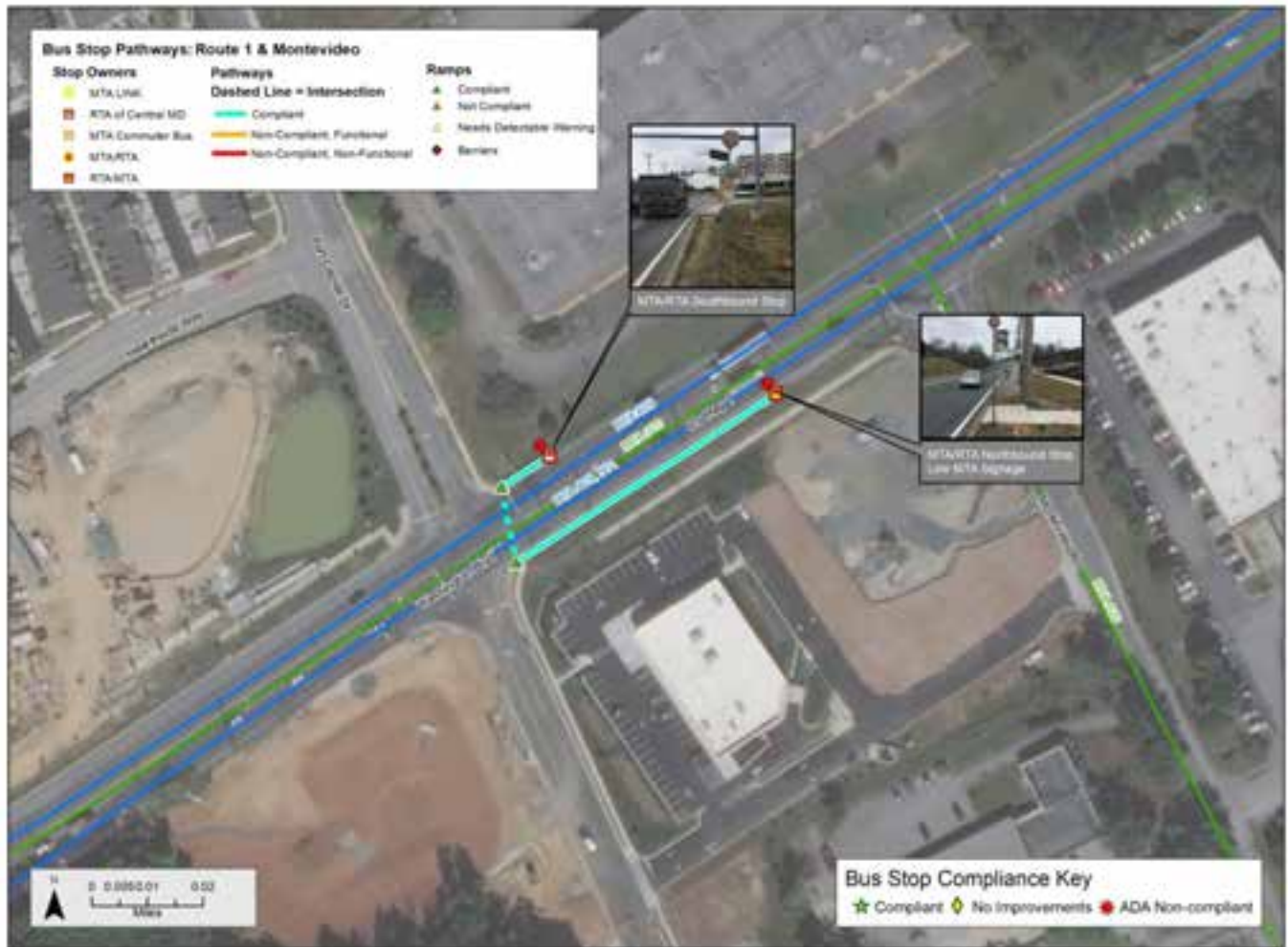
## Route 1 & Montevideo

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Mixed Use

Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$27,875.00

<b>Route 1 &amp; Montevideo</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA NB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
<b>Stop 2: RTA/MTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$3,575.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	<b>Total Cost</b>	<b>\$7,975.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montevideo**      Heading: **45**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WASHINGTON B**      Speed: **45 mph**  
 Cross Street: **PORT CAPITAL**      Travel Lanes: **4**  
 Survey Date: **12/11/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 409, Columbia Mall**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **Yes**  
 Shelter Foundation: **NA**      Info Case Accessible: **Accessible**  
 Shelter Damage: **NA**      Info Case Damage: **None**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **5**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **No**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk? **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb? **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **33**  
 LOTS Riders: **5**

**Estimated Stop Improvement Cost:**  
**\$4,200.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montevideo**      Heading: **215**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WASHINGTON B**      Speed: **45 mph**  
 Cross Street: **PORT CAPITAL**      Travel Lanes: **4**  
 Survey Date: **12/11/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **RTA 501**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

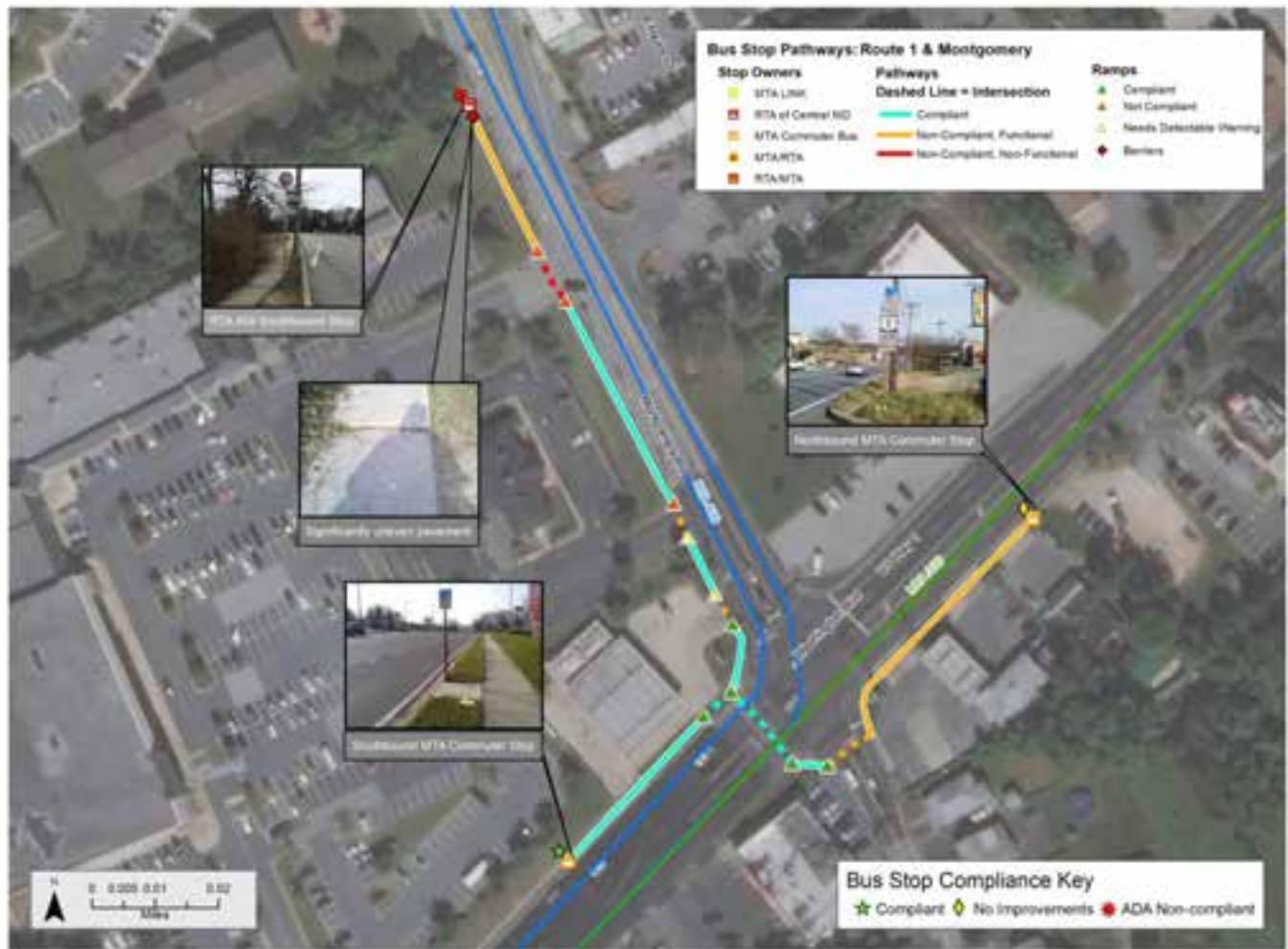
MTA Ridership: **1**  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$500.00**

# BMC Transfer Study Location Profiles

## Route 1 & Montgomery

LOTS: RTA of Central MD  
 MTA Bus Service: Commuter  
 Location Type: Commercial-Shopping Center  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	4
Sidewalk (ft) to be installed/repaired:	377	Detectable Warnings Needed:	6
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:31
Daily LOTS Stops:	26	<15 Minute Transfers:	6

**Total Estimated Improvement Costs:**  
**\$17,825.00**

<b>Route 1 &amp; Montgomery</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	377	\$9,425.00
New curb ramps	4	\$14,000.00
Detectable warning	6	\$450.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 3: MTA NB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$23,875.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$27,875.00</b>



# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montgomery**      Heading: **315**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WASHINGTON B**      Speed: **45 mph**  
 Cross Street: **MONTGOMERY**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **4**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montgomery**      Heading: **160**  
 Stop ID: **NA**      Placement: **At Location**  
 On Street: **MONTGOMERY**      Speed: **25 mph**  
 Cross Street: **ELKRIDGE COR**      Travel Lanes: **2**  
 Survey Date: **12/12/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 409**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **Major cracks**  
 Connect Sidewalk? **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb? **NA**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **None**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **16**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montgomery**      Heading: **45**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WASHINGTON B**      Speed: **45 mph**  
 Cross Street: **MONTGOMERY**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **Yes**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **5**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

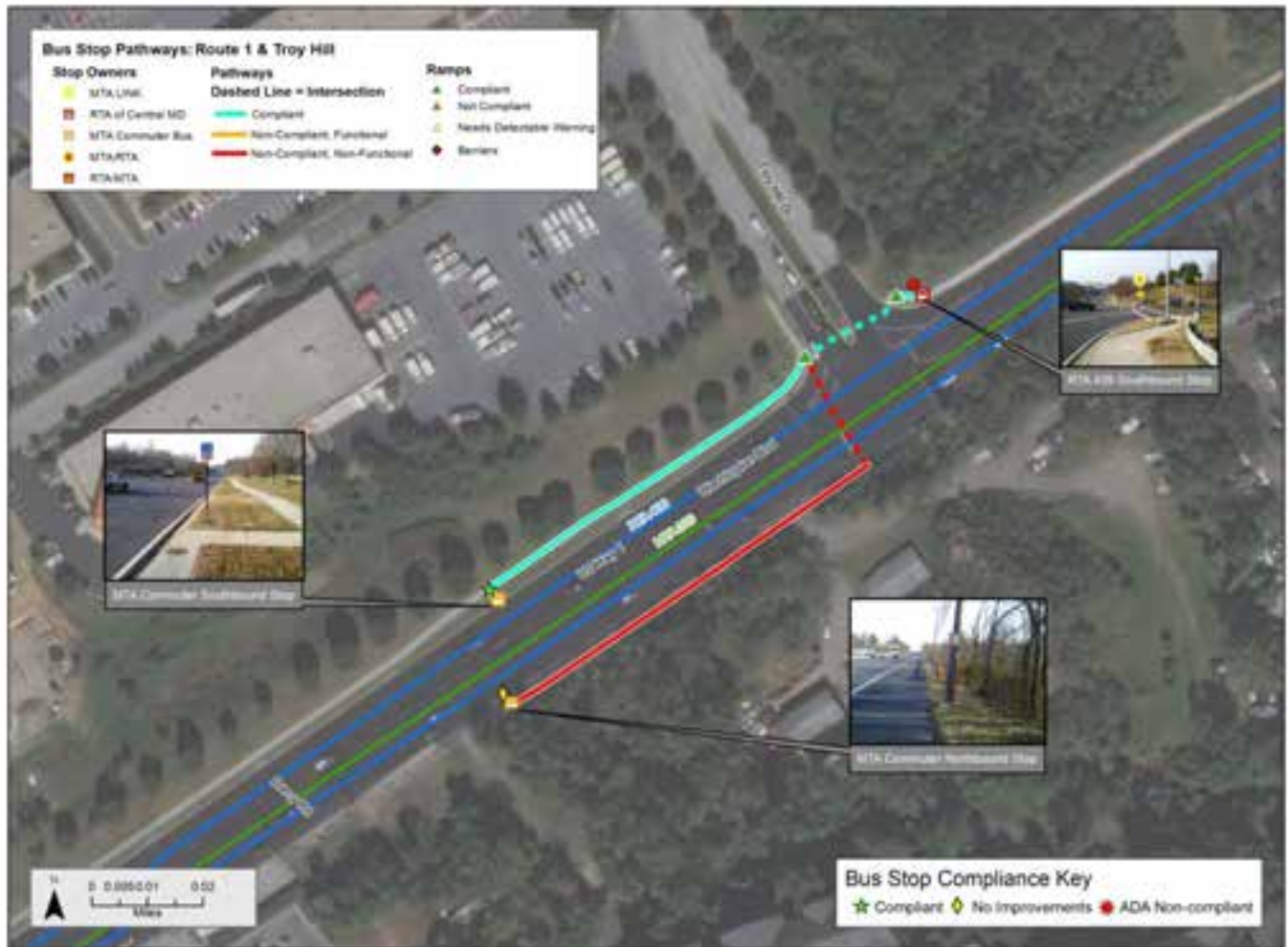
## Route 1 & Troy Hill

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	410	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	2	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:		Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$25,950.00

<b>Route 1 &amp; Troy Hill</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	410	\$10,250.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: MTA NB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: RTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$13,825.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$17,825.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Troy Hill** Heading: **45**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **WASHINGTON B** Speed: **50 mph**  
 Cross Street: **TROY HILL DR** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Utility pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **NA**  
 Material: **NA** Obstruction: **NA**  
 Surface Problem: **NA** Land Buffer: **NA**  
 Obstruction: **NA** Surface Problem: **NA**  
 Connect Sidewalk? **NA** Curb Ramp: **None**  
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **9**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Troy Hill** Heading: **215**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **WASHINGTON B** Speed: **50 mph**  
 Cross Street: **TROY HILL DR** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **NA** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Troy Hill** Heading: **215**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **WASHINGTON B** Speed: **50 mph**  
 Cross Street: **TROY HILL DR** Travel Lanes: **4**  
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 409**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **8**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Location Profiles

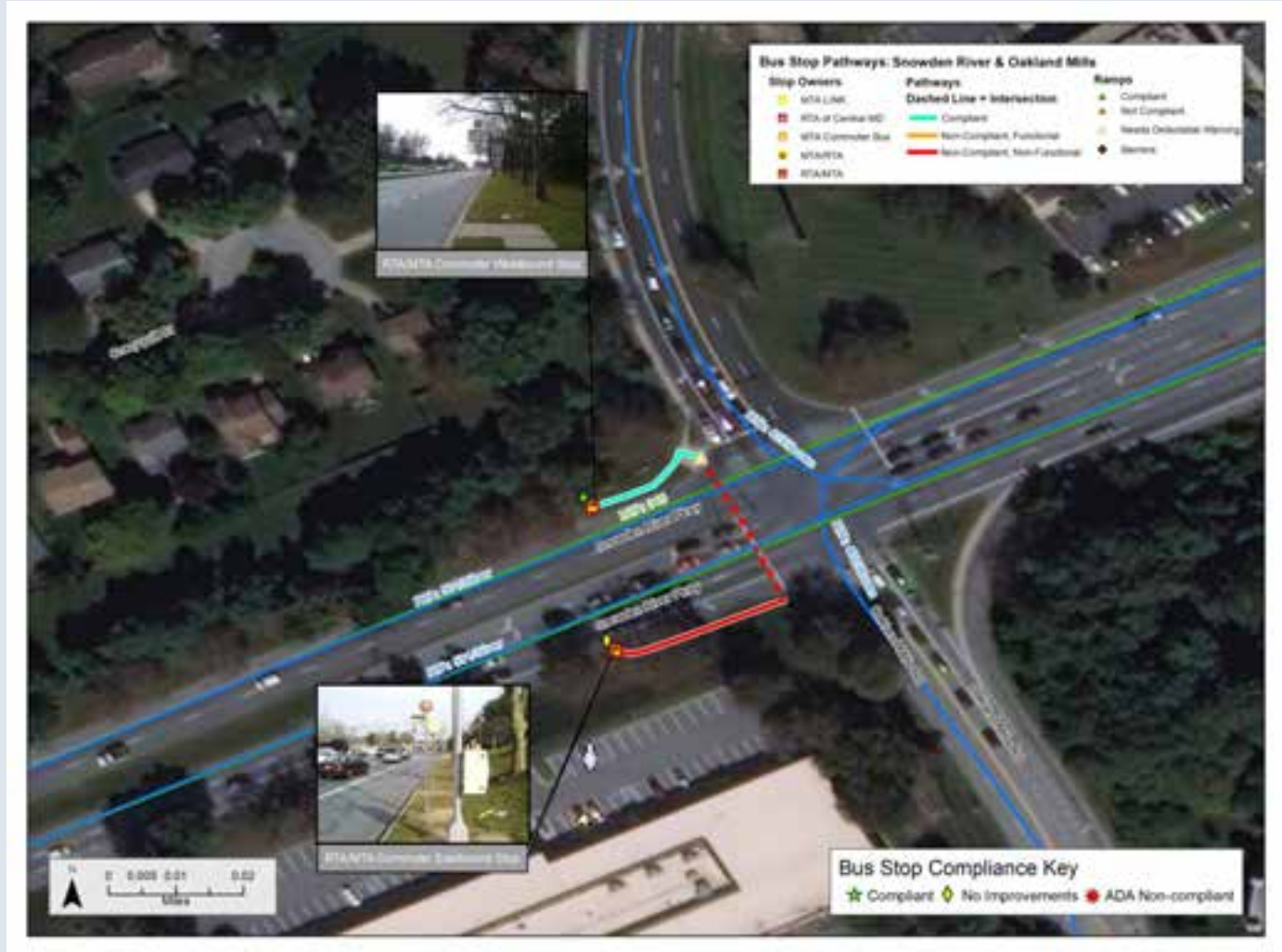
## Snowden River & Oakland Mills

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	110	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$1,000.00

## Snowden River & Oakland Mills

### Howard County

Required Improvements		
New sidewalk to be installed	24	\$600.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA/RTA WB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: MTA/RTA EB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$5,170.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$9,170.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Snowden River & Oakland Mills**      Heading: **45**  
 Stop ID: **50121**      Placement: **Nearside**  
 On Street: **SNOWDEN RIVE**      Speed: **45 mph**  
 Cross Street: **OAKLAND MILL**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **No Improve**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 501, MTA 345**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **NA**  
 Material: **NA**      Obstruction: **NA**  
 Surface Problem: **NA**      Land Buffer: **NA**  
 Obstruction: **NA**      Surface Problem: **NA**  
 Connect Sidewalk? **NA**      Curb Ramp: **None**  
 Connect Curb? **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Snowden River & Oakland Mills**      Heading: **225**  
 Stop ID: **50122**      Placement: **Farside**  
 On Street: **SNOWDEN RIVE**      Speed: **45 mph**  
 Cross Street: **OAKLAND MILL**      Travel Lanes: **4**  
 Survey Date: **12/12/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Traffic sign po**      Stop Owner 2: **MTA Commuter Bus**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA COLUMBIA MALL, MTA 345**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Diagonal**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **No**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders: **6**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

## Snowden River Park & Ride

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Transit Center-Park & Ride

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	NA	Traffic Control:	NA

### Scheduling and Estimated Costs

Daily MTA Stops:	7	Average Transfer Time:	0:36
Daily LOTS Stops:	6	<15 Minute Transfers:	4

**Total Estimated Improvement Costs:**  
\$12,000.00

<b>Snowden River Park &amp; Ride</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: Park &amp; Ride Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	<b>Total Cost</b>	<b>\$1,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Snowden River Park & Ride** Heading: **225**  
 Stop ID: **50125** Placement: **At Location**  
 On Street: **SNOWDEN RIVE** Speed: **10 mph**  
 Cross Street: **SNOWDEN RIV** Travel Lanes: **1**  
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **3** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole** Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 345, 203, 310, 320 RTA 501**



Approaching Stop

## Shelters and Other Amenities

Shelters: **3** Info Case: **Yes**  
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**  
 Shelter Damage: **Stickers** Info Case Damage: **Stickers**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **Yes**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **3** Route Map? **Yes**  
 Bench Location: **Shelter** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **9**  
 Bike Racks? **Yes**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **11**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **NA** Crosswalk OSNS: **NA** Traffic Control OS: **None**  
 CR Connect OSFS: **NA** Crosswalk OSFS: **NA** Traffic Control CS: **NA**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**  
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **NA**

## Ridership and Improvements

MTA Ridership: **222**  
 LOTS Riders: **13**

**Estimated Stop Improvement Cost:**  
**\$1,000.00**

# BMC Transfer Study Location Profiles

## Stanford & McGaw

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 1



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$1,200.00**



<b>Stanford &amp; McGaw</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA WB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: RTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
<b>Stop 4: MTA SB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$12,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **135**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **MCGAW RD** Speed: **30 mph**  
 Cross Street: **STANFORD BLV** Travel Lanes: **6+**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **5**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **315**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **MCGAW RD** Speed: **30 mph**  
 Cross Street: **STANFORD BLV** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 320**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **0**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **225**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **STANFORD BLV** Speed: **35 mph**  
 Cross Street: **MCGAW RD** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **45**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **STANFORD BLV** Speed: **35 mph**  
 Cross Street: **MCGAW RD** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 406**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1** Info Case: **No**  
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**  
 Shelter Damage: **None** Info Case Damage: **NA**  
 Shelter Accessible? **Yes** Digital Display? **No**  
 Entrance Accessible? **Yes** Route Schedule? **No**  
 Interior Accessible? **Yes** System Map? **No**  
 Benches? **1** Route Map? **No**  
 Bench Location: **Shelter** Trash Can? **Yes**  
 Bench Damage: **None** Publication Boxes? **1**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Sun Valley Shopping Center

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	79	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	2	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	32	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**

**\$16,145.00**

<b>Sun Valley Shopping Center</b>		
<b>Anne Arundel County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	79	\$1,975.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA/MTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA WB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,120.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$18,120.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: Sun Valley Shopping Center    Heading: 135  
 Stop ID: 2864    Placement: At Location  
 On Street: BALTIMORE AN    Speed: 40 mph  
 Cross Street: SUN VALLEY SH    Travel Lanes: 3  
 Survey Date: 12/13/2018    Compliance Level: No Improvement



## Bus Stop Sign

Number of Signs: 2    Stop Owner 1: RTA of Central MD  
 Sign Installation: Bus Stop Pole    Stop Owner 2: MTA LINK  
 Sign Height: 80" or greater    Stop Owner 3: NA  
 Route Info: MTA LINK 69



Approaching Stop

## Shelters and Other Amenities

Shelters: 0    Info Case: No  
 Shelter Foundation: NA    Info Case Accessible: NA  
 Shelter Damage: NA    Info Case Damage: NA  
 Shelter Accessible? NA    Digital Display? No  
 Entrance Accessible? NA    Route Schedule? No  
 Interior Accessible? NA    System Map? No  
 Benches? 0    Route Map? No  
 Bench Location: NA    Trash Can? No  
 Bench Damage: NA    Publication Boxes? 0  
 Bike Racks? No



Across from Stop

## Accessibility

Landing Pad: None    Sidewalk Width: NA  
 Material: NA    Obstruction: NA  
 Surface Problem: NA    Land Buffer: NA  
 Obstruction: NA    Surface Problem: NA  
 Connect Sidewalk? NA    Curb Ramp: None  
 Connect Curb? NA    Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No    Crosswalk OSNS: No    Traffic Control OS: None  
 CR Connect OSFS: No    Crosswalk OSFS: No    Traffic Control CS: None  
 CR Connect CSAS: NA    Crosswalk CSAS: NA    Ped Control OS: No  
 CR Connect CSOP: Yes    Crosswalk CSOP: No    Ped Control CS: No

## Ridership and Improvements

MTA Ridership: 32  
 LOTS Riders: 5

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Stop Inventory

Transfer Location: Sun Valley Shopping Center  
 Heading: 315  
 Stop ID: 12282  
 Placement: Across From  
 On Street: BALTIMORE AN  
 Speed: 40 mph  
 Cross Street: SUN VALLEY CE  
 Travel Lanes: 3  
 Survey Date: 12/13/2018  
 Compliance Level: ADA Non-Com



## Bus Stop Sign

Number of Signs: 1  
 Sign Installation: Bus Stop Pole  
 Sign Height: 80" or greater  
 Route Info: MTA LINK 69  
 Stop Owner 1: MTA LINK  
 Stop Owner 2: NA  
 Stop Owner 3: NA



Approaching Stop

## Shelters and Other Amenities

Shelters: 0  
 Shelter Foundation: NA  
 Shelter Damage: NA  
 Shelter Accessible? NA  
 Entrance Accessible? NA  
 Interior Accessible? NA  
 Benches? 0  
 Bench Location: NA  
 Bench Damage: NA  
 Bike Racks? No  
 Info Case: No  
 Info Case Accessible: NA  
 Info Case Damage: NA  
 Digital Display? No  
 Route Schedule? No  
 System Map? No  
 Route Map? No  
 Trash Can? No  
 Publication Boxes? 0



Across from Stop

## Accessibility

Landing Pad: No, sidewalk  
 Material: Concrete  
 Surface Problem: None  
 Obstruction: None  
 Connect Sidewalk? Yes  
 Connect Curb? Yes  
 Sidewalk Width: 5  
 Obstruction: None  
 Land Buffer: No  
 Surface Problem: None  
 Curb Ramp: Perpendicular  
 Detectable Warning: No



Departing Stop

## Safety

CR Connect OSNS: No  
 CR Connect OSFS: No  
 CR Connect CSAS: Yes  
 CR Connect CSOP: NA  
 Crosswalk OSNS: No  
 Crosswalk OSFS: No  
 Crosswalk CSAS: No  
 Crosswalk CSOP: NA  
 Traffic Control OS: None  
 Traffic Control CS: None  
 Ped Control OS: No  
 Ped Control CS: No

## Ridership and Improvements

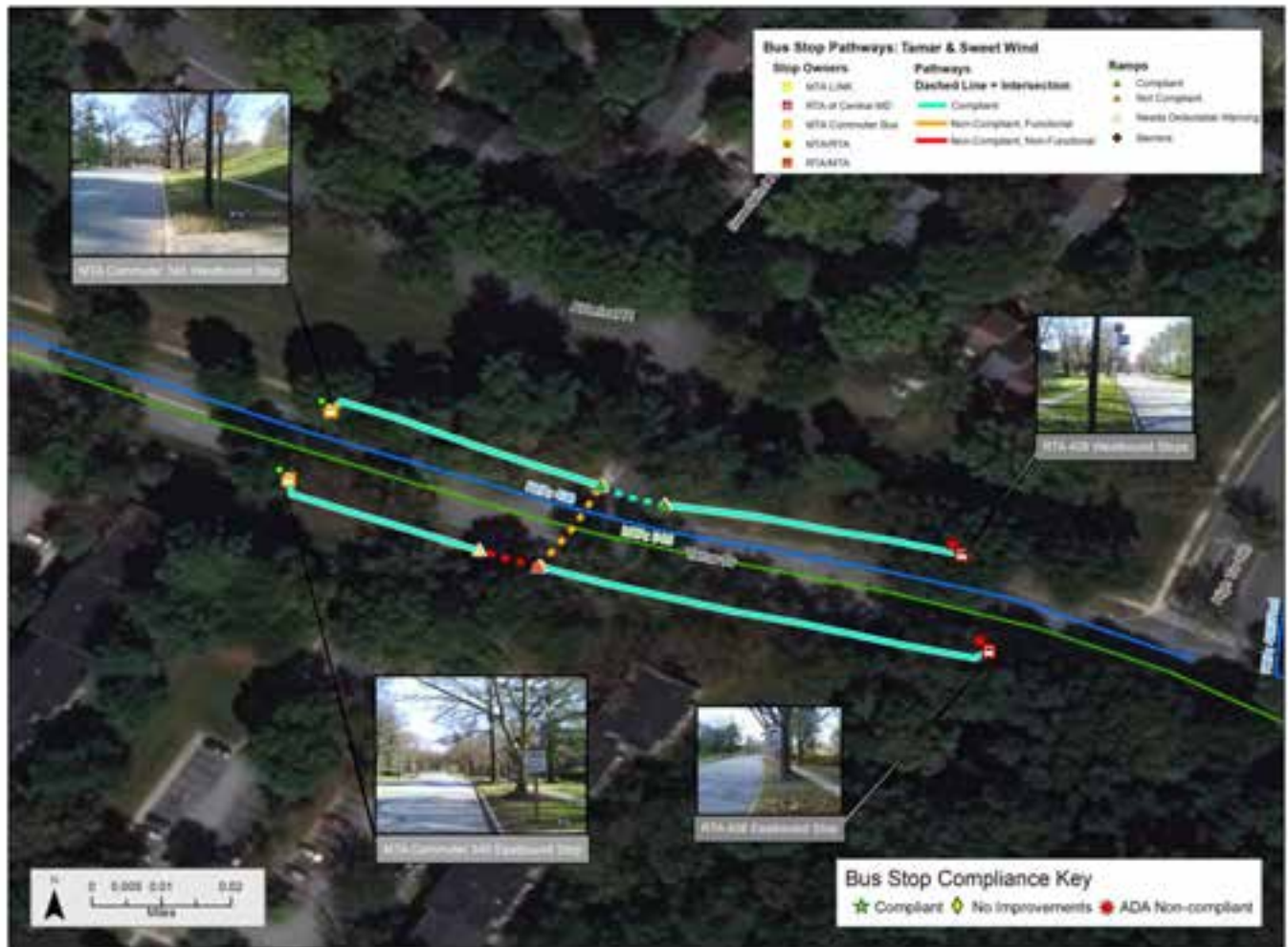
MTA Ridership: 32  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Location Profiles

## Tamar & Sweetwind

LOTS: RTA of Central MD  
 MTA Bus Service: Commuter  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$8,570.00**

<b>Tamar &amp; Sweetwind</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: RTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA WB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 4: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$8,145.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$0.00
	Stop 4 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$16,145.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **110**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **TAMAR DR** Speed: **30 mph**  
 Cross Street: **HIGH TOR HILL** Travel Lanes: **4**  
 Survey Date: **12/7/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **280**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **TAMAR DR** Speed: **30 mph**  
 Cross Street: **SWEET WIND P** Travel Lanes: **4**  
 Survey Date: **12/7/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 345**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **7**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **280**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **TAMAR DR** Speed: **30 mph**  
 Cross Street: **HIGH TOR HILL** Travel Lanes: **4**  
 Survey Date: **12/7/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 408**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **None** Sidewalk Width: **4**  
 Material: **NA** Obstruction: **None**  
 Surface Problem: **NA** Land Buffer: **Yes**  
 Obstruction: **NA** Surface Problem: **None**  
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**  
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**  
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **100**  
 Stop ID: **NA** Placement: **Nearside**  
 On Street: **TAMAR DR** Speed: **30 mph**  
 Cross Street: **SWEET WIND P** Travel Lanes: **4**  
 Survey Date: **12/7/2018** Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA 345**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **Yes**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

## Thunder Hill & Oakland Mills

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 4



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

### Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$12,000.00



<b>Thunder Hill &amp; Oakland Mills</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
<b>Stop 1: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 2: RTA WB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 3: MTA EB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 4: RTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$4,570.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$0.00
	<b>Total Cost</b>	<b>\$8,570.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills**      Heading: **40**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **THUNDER HILL**      Speed: **25 mph**  
 Cross Street: **OAKLAND MILL**      Travel Lanes: **4**  
 Survey Date: **12/6/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 408**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **None**  
 Connect Curb? **Yes**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills**      Heading: **40**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **THUNDER HILL**      Speed: **25 mph**  
 Cross Street: **OAKLAND MILL**      Travel Lanes: **4**  
 Survey Date: **12/6/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **Less than 80"**      Stop Owner 3: **NA**  
 Route Info: **MTA 305**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk?: **NA**      Curb Ramp: **None**  
 Connect Curb?: **NA**      Detectable Warning: **NA**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **No**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **6**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills**      Heading: **240**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **THUNDER HILL**      Speed: **25 mph**  
 Cross Street: **TWIN KNOLLS**      Travel Lanes: **4**  
 Survey Date: **12/6/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **RTA 408**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk?: **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **3**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills**      Heading: **210**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **THUNDER HILL**      Speed: **25 mph**  
 Cross Street: **OAKLAND MILL**      Travel Lanes: **4**  
 Survey Date: **12/6/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 305**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

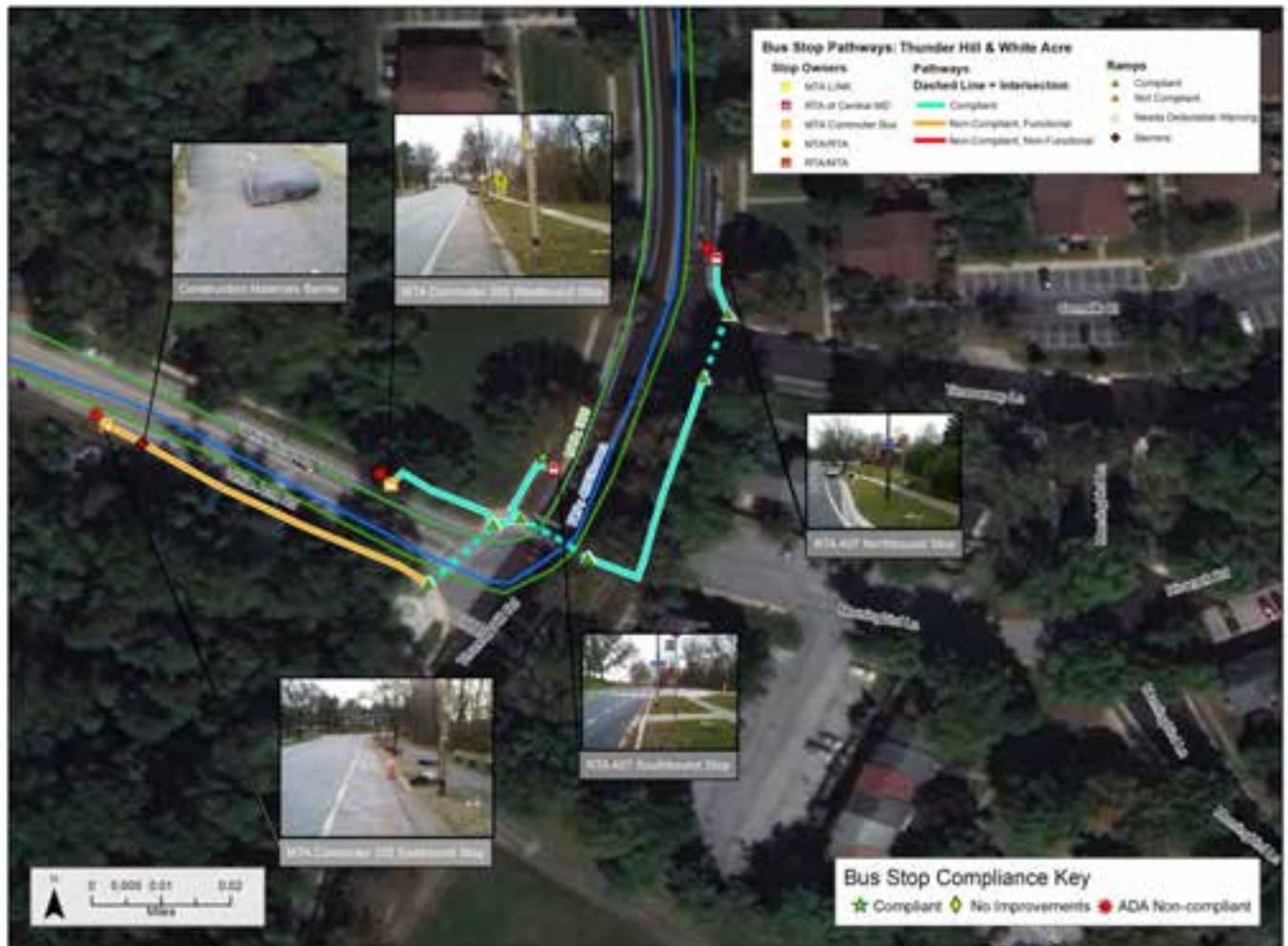
## Thunder Hill & White Acre

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
\$37,125.00

<b>Thunder Hill &amp; White Acre</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: RTA NB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: RTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
<b>Stop 3: MTA WB Stop</b>	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 4: MTA EB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$12,000.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre**      Heading: **110**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **WHITE ACRE RD**      Speed: **25 mph**  
 Cross Street: **THUNDER HILL**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 305**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **8**  
 Material: **NA**      Obstruction: **Other**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk?: **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: <b>Yes</b>	Crosswalk OSNS: <b>Yes</b>	Traffic Control OS: <b>Stop sign</b>
CR Connect OSFS: <b>NA</b>	Crosswalk OSFS: <b>NA</b>	Traffic Control CS: <b>Stop sign</b>
CR Connect CSAS: <b>Yes</b>	Crosswalk CSAS: <b>Yes</b>	Ped Control OS: <b>No</b>
CR Connect CSOP: <b>Yes</b>	Crosswalk CSOP: <b>Yes</b>	Ped Control CS: <b>No</b>

## Ridership and Improvements

MTA Ridership: **2**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre**      Heading: **0**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **THUNDER HILL**      Speed: **25 mph**  
 Cross Street: **TIMESWEEP LN**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk?: **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **None**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **No**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **No**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre**      Heading: **290**  
 Stop ID: **NA**      Placement: **Farside**  
 On Street: **WHITE ACRE RD**      Speed: **25 mph**  
 Cross Street: **THUNDER HILL**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA 305**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible?: **NA**      Digital Display?: **No**  
 Entrance Accessible?: **NA**      Route Schedule?: **No**  
 Interior Accessible?: **NA**      System Map?: **No**  
 Benches?: **0**      Route Map?: **No**  
 Bench Location: **NA**      Trash Can?: **No**  
 Bench Damage: **NA**      Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **None**      Sidewalk Width: **4**  
 Material: **NA**      Obstruction: **None**  
 Surface Problem: **NA**      Land Buffer: **Yes**  
 Obstruction: **NA**      Surface Problem: **None**  
 Connect Sidewalk?: **NA**      Curb Ramp: **Perpendicular**  
 Connect Curb?: **NA**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **NA**      Crosswalk OSNS: **NA**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership: **3**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre**      Heading: **200**  
 Stop ID: **NA**      Placement: **Nearside**  
 On Street: **THUNDER HILL**      Speed: **25 mph**  
 Cross Street: **WHITE ACRE R**      Travel Lanes: **2**  
 Survey Date: **12/6/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **1**      Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole**      Stop Owner 2: **NA**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **NA**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **Yes**      Traffic Control OS: **Stop sign**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Stop sign**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **No**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **No**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$0.00**

# BMC Transfer Study Location Profiles

## US 40 & Rogers Ave

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



### Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	15	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$9,545.00**

<b>US 40 &amp; Rogers</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA WB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 2: MTA EB Stop</b>	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
<b>Stop 3: RTA SB Stop</b>	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$12,075.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Rogers Ave** Heading: **140**  
 Stop ID: **NA** Placement: **Farside**  
 On Street: **ROGERS AVE** Speed: **40 mph**  
 Cross Street: **US 40** Travel Lanes: **4**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **RTA 405**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership:  
 LOTS Riders: **1**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Rogers Ave** Heading: **230**  
 Stop ID: **8232** Placement: **Farside**  
 On Street: **US 40** Speed: **55 mph**  
 Cross Street: **ROGERS AVE** Travel Lanes: **6+**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **None**  
 Shelter Accessible?: **NA** Digital Display?: **No**  
 Entrance Accessible?: **NA** Route Schedule?: **No**  
 Interior Accessible?: **NA** System Map?: **No**  
 Benches?: **0** Route Map?: **No**  
 Bench Location: **NA** Trash Can?: **No**  
 Bench Damage: **NA** Publication Boxes?: **0**  
 Bike Racks?: **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**  
 Material: **Asphalt** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk?: **Yes** Curb Ramp: **Perpendicular**  
 Connect Curb?: **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **5**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Rogers Ave** Heading: **50**  
 Stop ID: **8238** Placement: **Nearside**  
 On Street: **US 40** Speed: **55 mph**  
 Cross Street: **ROGERS AVE** Travel Lanes: **6+**  
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**  
 Sign Installation: **Traffic light p** Stop Owner 2: **NA**  
 Sign Height: **80" or greater** Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0** Info Case: **No**  
 Shelter Foundation: **NA** Info Case Accessible: **NA**  
 Shelter Damage: **NA** Info Case Damage: **NA**  
 Shelter Accessible? **NA** Digital Display? **No**  
 Entrance Accessible? **NA** Route Schedule? **No**  
 Interior Accessible? **NA** System Map? **No**  
 Benches? **0** Route Map? **No**  
 Bench Location: **NA** Trash Can? **No**  
 Bench Damage: **NA** Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **4**  
 Material: **Concrete** Obstruction: **None**  
 Surface Problem: **None** Land Buffer: **No**  
 Obstruction: **None** Surface Problem: **None**  
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**  
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

## Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**  
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **7**  
 LOTS Riders:

**Estimated Stop Improvement Cost:**  
**\$4,000.00**



# BMC Transfer Study Location Profiles

## Wilde Lake Interfaith Center

LOTS: RTA of Central MD  
 MTA Bus Service: Commuter  
 Location Type: Basic Bus Stop-Residential  
 Number of Distinct Stops: 3



### Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	50	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

### Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

**Total Estimated Improvement Costs:**  
**\$21,045.00**

<b>Wilde Lake Interfaith Center</b>		
<b>Howard County</b>		
<b>Required Improvements</b>		
New sidewalk to be installed	50	\$1,250.00
New curb ramps	1	\$3,500.00
Detectable warning	3	\$225.00
<b>Enhanced Improvements</b>		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
<b>Stop 1: MTA/RTA SB Stop</b>	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
<b>Stop 2: MTA/RTA NB Stop</b>	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$4,975.00
	Stop 1 Cost:	\$500.00
	Stop 2 Cost:	\$4,000.00
	<b>Total Cost</b>	<b>\$9,475.00</b>

# BMC Transfer Study Stop Inventory

Transfer Location: **Wilde Lake Interfaith Center**      Heading: **300**  
 Stop ID: **11845**      Placement: **Across From**  
 On Street: **TWIN RIVERS R**      Speed: **25 mph**  
 Cross Street: **TRUMPETER R**      Travel Lanes: **3**  
 Survey Date: **12/4/2018**      Compliance Level: **ADA Non-Com**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Traffic light p**      Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



Approaching Stop

## Shelters and Other Amenities

Shelters: **0**      Info Case: **No**  
 Shelter Foundation: **NA**      Info Case Accessible: **NA**  
 Shelter Damage: **NA**      Info Case Damage: **NA**  
 Shelter Accessible? **NA**      Digital Display? **No**  
 Entrance Accessible? **NA**      Route Schedule? **No**  
 Interior Accessible? **NA**      System Map? **No**  
 Benches? **0**      Route Map? **No**  
 Bench Location: **NA**      Trash Can? **No**  
 Bench Damage: **NA**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, obstructed**      Sidewalk Width: **5**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **Uneven Pavem**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **No**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **Yes**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **NA**      Crosswalk CSAS: **NA**      Ped Control OS: **Yes**  
 CR Connect CSOP: **Yes**      Crosswalk CSOP: **Yes**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$4,000.00**

# BMC Transfer Study Stop Inventory

Transfer Location: **Wilde Lake Interfaith Center**      Heading: **130**  
 Stop ID: **11807**      Placement: **Farside**  
 On Street: **TWIN RIVERS R**      Speed: **25 mph**  
 Cross Street: **TRUMPETER R**      Travel Lanes: **2**  
 Survey Date: **12/4/2018**      Compliance Level: **Compliant**



## Bus Stop Sign

Number of Signs: **2**      Stop Owner 1: **MTA Commuter Bus**  
 Sign Installation: **Light pole**      Stop Owner 2: **RTA of Central MD**  
 Sign Height: **80" or greater**      Stop Owner 3: **NA**  
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



Approaching Stop

## Shelters and Other Amenities

Shelters: **1**      Info Case: **No**  
 Shelter Foundation: **Concrete**      Info Case Accessible: **NA**  
 Shelter Damage: **None**      Info Case Damage: **NA**  
 Shelter Accessible? **Yes**      Digital Display? **Yes**  
 Entrance Accessible? **Yes**      Route Schedule? **No**  
 Interior Accessible?      System Map? **No**  
 Benches? **1**      Route Map? **No**  
 Bench Location: **Shelter**      Trash Can? **Yes**  
 Bench Damage: **None**      Publication Boxes? **0**  
 Bike Racks? **No**



Across from Stop

## Accessibility

Landing Pad: **Yes, unobstructed**      Sidewalk Width: **4**  
 Material: **Concrete**      Obstruction: **None**  
 Surface Problem: **None**      Land Buffer: **Yes**  
 Obstruction: **None**      Surface Problem: **None**  
 Connect Sidewalk? **Yes**      Curb Ramp: **Perpendicular**  
 Connect Curb? **Yes**      Detectable Warning: **No**



Departing Stop

## Safety

CR Connect OSNS: **Yes**      Crosswalk OSNS: **No**      Traffic Control OS: **Traffic light**  
 CR Connect OSFS: **No**      Crosswalk OSFS: **Yes**      Traffic Control CS: **Traffic light**  
 CR Connect CSAS: **Yes**      Crosswalk CSAS: **Yes**      Ped Control OS: **Yes**  
 CR Connect CSOP: **NA**      Crosswalk CSOP: **NA**      Ped Control CS: **Yes**

## Ridership and Improvements

MTA Ridership: **1**  
 LOTS Riders: **2**

**Estimated Stop Improvement Cost:**  
**\$500.00**

# Appendix H

## Prioritization Rankings

# Prioritization Rankings

Location	Number of Stops	Service Providers	Stop Classification	MTA Ridership	LOTS Ridership	Total	Priority Score
Columbia Mall	2	MTA (Commuter & Local), RTA	Transit Center	239	516	755	1
Truman Park & Ride	2	Annapolis Transit, MTA (Commuter)	Transit Center	524	NA	524	2
Arundel Mills	1	MTA (Commuter & Local), RTA	Transit Center	325	139	464	3
Cromwell Station	1	MTA (Local), RTA	Transit Center	369	43	412	4
Broken Land Park & Ride	1	MTA (Commuter), RTA	Transit Center	266	1	267	5
Snowden River Park & Ride	1	MTA (Commuter), RTA	Transit Center	222	13	235	6
BWI Terminal	2	MTA (Local), Anne Arundel	Transit Center	190	NA	190	7
Westfield Mall	1	Annapolis Transit, Anne Arundel, MTA (Commuter & Local), QA County Ride	Transit Center	10	142	152	8
Stevensville Park & Ride	1	MTA (Commuter), QA County Ride	Transit Center	113	1	114	9
Aberdeen MARC Station	2	Harford LINK, MTA (Commuter)	Transit Center	13	88	101	10
Church Circle	1	Annapolis Transit, Anne Arundel, MTA (Commuter & Local), QA County Ride	Transit Center	79	14	93	11
US 40 & Paul Martin	2	Harford LINK, MTA (Commuter)	Transit Center	26	32	58	12
BWI Business District Light Rail	1	MTA (Local), Anne Arundel	Transit Center	50	NA	50	13
BWI MARC Station	1	MTA (Local), Anne Arundel	Transit Center	21	NA	21	14
Bladen & Calvert	2	Anne Arundel, MTA (Local)	Enhanced	244	NA	244	15
Anne Arundel Community College	2	Anne Arundel, MTA (Local)	Enhanced	103	NA	103	16
MD Wholesale Food Center	3	MTA (Commuter), RTA	Enhanced	24	67	91	17
Sun Valley Shopping Center	2	MTA (Local), RTA	Enhanced	64	5	69	18
Oakland Mills Village Center	2	MTA (Commuter), RTA	Enhanced	19	29	48	19
Woodbridge Shopping Center	3	Harford LINK, MTA (Commuter)	Enhanced	39	1	40	20
Long Reach Village Center	4	MTA (Commuter), RTA	Enhanced	9	25	34	21
Joppatowne Plaza	3	Harford LINK, MTA (Commuter)	Enhanced	28	3	31	22
Greenbrier Shopping Center	2	Harford LINK, MTA (Commuter)	Enhanced	11	15	26	23
Route 1 & Montgomery	4	MTA (Commuter), RTA	Enhanced	9	16	25	24
Riva & Forest	3	Anne Arundel, MTA (Commuter)	Enhanced	20	NA	20	25
Normandy Shopping Center	2	MTA (Commuter), RTA	Enhanced	14	5	19	26
West & Calvert	4	Annapolis Transit, MTA (Commuter)	Enhanced	17	NA	17	27
Emmorton & Woodsdale	2	Harford LINK, MTA (Commuter)	Enhanced	14	2	16	28
Aberdeen Wal-Mart	3	Harford LINK, MTA (Commuter)	Enhanced	4	9	13	29

Appendix H: Prioritization Rankings

Location	Number of Stops	Service Providers	Stop Classification	MTA Ridership	LOTS Ridership	Total	Priority Score
Festival at Bel Air	2	Harford LINK, MTA (Commuter)	Enhanced	10	2	12	30
West @ Library	2	Annapolis Transit, MTA (Commuter)	Enhanced	12	NA	12	31
AA Medical Center	2	Annapolis Transit, Anne Arundel, MTA (Commuter & Local), QA County Ride	Enhanced	0	12	12	32
Campus Hills Shopping Center	3	Harford LINK, MTA (Commuter)	Enhanced	3	6	9	33
Elkridge Library	3	MTA (Commuter), RTA	Enhanced	4	2	6	34
Baltimore-Annapolis & Crain	2	MTA (Local), RTA	Basic	139	5	144	35
Dorsey & Ridge	5	MTA (Local), RTA	Basic	97	3	100	36
Baltimore-Annapolis & Faywood	2	MTA (Local), RTA	Basic	35	7	42	37
Route 1 & Montevideo	2	MTA (Commuter), RTA	Basic	34	8	42	38
Rowe & Taylor	3	Annapolis Transit, Anne Arundel, MTA (Commuter & Local)	Basic	41	NA	41	39
Baltimore-Annapolis & Marley Station	4	MTA (Local), RTA	Basic	36	3	39	40
Ritchie & Arnold	3	Anne Arundel, MTA (Local)	Basic	38	NA	38	41
Assateague & Conowingo	1	MTA (Commuter), RTA	Basic	35	1	36	42
1257 Ritchie	2	Anne Arundel, MTA (Local)	Basic	24	NA	24	43
Little Patuxent & Green Meadows	1	MTA (Commuter), RTA	Basic	4	18	22	44
Havre de Grace McDonalds	3	Harford LINK, MTA (Commuter)	Basic	11	10	21	45
West & Legion	3	Annapolis Transit, MTA (Commuter)	Basic	20	NA	20	46
Phelps Luck & High Tor Hill	3	MTA (Commuter), RTA	Basic	6	13	19	47
Route 1 & Meadowridge	2	MTA (Commuter), RTA	Basic	7	12	19	48
Broken Land & Hickory Ridge	2	MTA (Commuter), RTA	Basic	12	5	17	49
Broken Land & Cradlerock South	2	MTA (Commuter), RTA	Basic	6	10	16	50
Little Patuxent & Governor Warfield	4	MTA (Commuter), RTA	Basic	9	7	16	51
Route 1 & Troy Hill	3	MTA (Commuter), RTA	Basic	15	1	16	52
Baltimore-Annapolis & Maple	2	MTA (Local), RTA	Basic	13	2	15	53
Snowden River & Oakland Mills	2	MTA (Commuter), RTA	Basic	6	7	13	54
Thunder Hill & Oakland Mills	4	MTA (Commuter), RTA	Basic	9	4	13	55
US 40 & Rogers Ave	2	MTA (Commuter), RTA	Basic	12	1	13	56
Little Patuxent & Vantage Point	4	MTA (Commuter), RTA	Basic	10	2	12	57
West & Garrett	2	Annapolis Transit, MTA (Commuter)	Basic	12	NA	12	58
Harpers Farm & Twin Rivers	2	MTA (Commuter), RTA	Basic	5	6	11	59
Little Patuxent & Hickory Ridge	2	MTA (Commuter), RTA	Basic	3	8	11	60
Patuxent Range & Stayton	2	MTA (Commuter), RTA	Basic	7	3	10	61
Tamar & Sweetwind	4	MTA (Commuter), RTA	Basic	8	2	10	62
Little Patuxent & Bright Passage	2	MTA (Commuter), RTA	Basic	7	2	9	63
Oceano & Assateague	1	MTA (Commuter), RTA	Basic	7	2	9	64
Union & Pennington	2	Harford LINK, MTA (Commuter)	Basic	1	8	9	65
Phelps Luck & Sheerock	2	MTA (Commuter), RTA	Basic	4	4	8	66
Route 1 & Amberton	3	MTA (Commuter), RTA	Basic	7	1	8	67
Thunder Hill & White Acre	4	MTA (Commuter), RTA	Basic	5	3	8	68
West & Russell	2	Annapolis Transit, MTA (Commuter)	Basic	8	NA	8	69
Columbia 100 Parkway	2	MTA (Commuter), RTA	Basic	6	1	7	70
US 40 & BATA	3	Harford LINK, MTA (Commuter)	Basic	6	1	7	71

Appendix H: Prioritization Rankings

Location	Number of Stops	Service Providers	Stop Classification	MTA Ridership	LOTS Ridership	Total	Priority Score
Broken Land & Snowden River	2	MTA (Commuter), RTA	Basic	4	2	6	72
Route 450 & Badger	2	Anne Arundel, MTA (Local)	Basic	6	NA	6	73
Wilde Lake Interfaith Center	2	MTA (Commuter), RTA	Basic	2	4	6	74
Phelps Luck & Thurso	2	MTA (Commuter), RTA	Basic	3	2	5	75
Stanford & McGaw	4	MTA (Commuter), RTA	Basic	2	3	5	76
US 40 & Long Bar Harbor	2	Harford LINK, MTA (Commuter)	Basic	1	4	5	77
West & Lafayette	2	Annapolis Transit, MTA (Commuter)	Basic	5	NA	5	78
Dorsey & Candlewood	3	MTA (Local), RTA	Basic	2	2	4	79
Little Patuxent & White Cord	2	MTA (Commuter), RTA	Basic	2	2	4	80
Robert Fulton & Lee Deforest	2	MTA (Commuter), RTA	Basic	0	4	4	81
Columbia Gateway & Albert Einstein	1	MTA (Commuter), RTA	Basic	2	1	3	82
Columbia Gateway & Samuel Morse	2	MTA (Commuter), RTA	Basic	2	1	3	83
Columbia Gateway & Eli Whitney	3	MTA (Commuter), RTA	Basic	1	1	2	84
Ritchie & Joyce	1	Anne Arundel, MTA (Local)	Basic	2	NA	2	85
Robert Fulton & Columbia Gateway	2	MTA (Commuter), RTA	Basic	2	0	2	86
Route 450 & Brice	2	Anne Arundel, MTA (Local)	Basic	2	NA	2	87
US 40 & Plater	3	Harford LINK, MTA (Commuter)	Basic	1	1	2	88
West & Parole	2	Annapolis Transit, MTA (Commuter)	Basic	2	NA	2	89
Broken Land & Cradlerock North	1	MTA (Commuter), RTA	Basic	0	1	1	90
Columbia Gateway & Benjamin Franklin	2	MTA (Commuter), RTA	Basic	0	1	1	91
Columbia Gateway & John McAdams	2	MTA (Commuter), RTA	Basic	0	1	1	92
West & Hudson	2	Annapolis Transit, MTA (Commuter)	Basic	1	NA	1	93
Route 450 & King George	2	Anne Arundel, MTA (Local)	Basic	0	NA	0	94
West & Admiral	2	Annapolis Transit, MTA (Commuter)	Basic	0	NA	0	95