

CHARACTER:

The Mount Washington village mainly consists of small scale commercial development in an historic setting. The station is situated adjacent to the commercial business district comprised of retail, restaurants, small galleries and some offices.

LAND USE CONTEXT:

The Mount Washington Light Rail station is located in a Baltimore City Historic District and in an area that is classified as having a low intensity commercial land use. The area is built out and its historic village setting serves as a naturally occurring walkable, transit oriented community.

Year 2000 Population within 3 mile radius -	154,243
Weekday Station Ridership	539
Saturday Station Ridership:	328
Transit Connections:	MTA Routes 27, 58, 60

PARKING:

THERE ARE 78 PARKING SPACES PROVIDED. AN OCCUPANCY RATE OF 96% WAS OBSERVED.

Shared Parking: The station is situated adjacent to the business core. Transit customers are easily able to visit businesses when they park at the station. At times there may be a problem with shoppers using station parking since the historic village has limited parking.

PEDESTRIAN ENVIRONMENT:

This area has adequate sidewalk coverage. However, as typical in older communities, some sidewalks are narrow and obstructed by utility poles in places. General sidewalk maintenance is needed. Crosswalks at intersections could be improved for better pedestrian safety.

BICYCLING ENVIRONMENT:

No bicycle lockers are provided at this station. Three bike racks are provided. Marked bicycle lanes are provided in both directions on Kelly Avenue all the way from Greely Road to Green Spring Avenue and continue further on Green Spring Avenue. A bike lane exists on Newbury and leads to the station. On Newbury Street, a portion of Smith and Greely the bike route is marked with arrows and signs. Signage directs bicyclists from Mount Washington to Chinquapin Park and other nearby destinations. There are plans to extend the Jones Falls Trail to the station area. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	4
Number of Bicycle Crashes within 3 miles	5

HIGHLIGHTS FROM FINDINGS

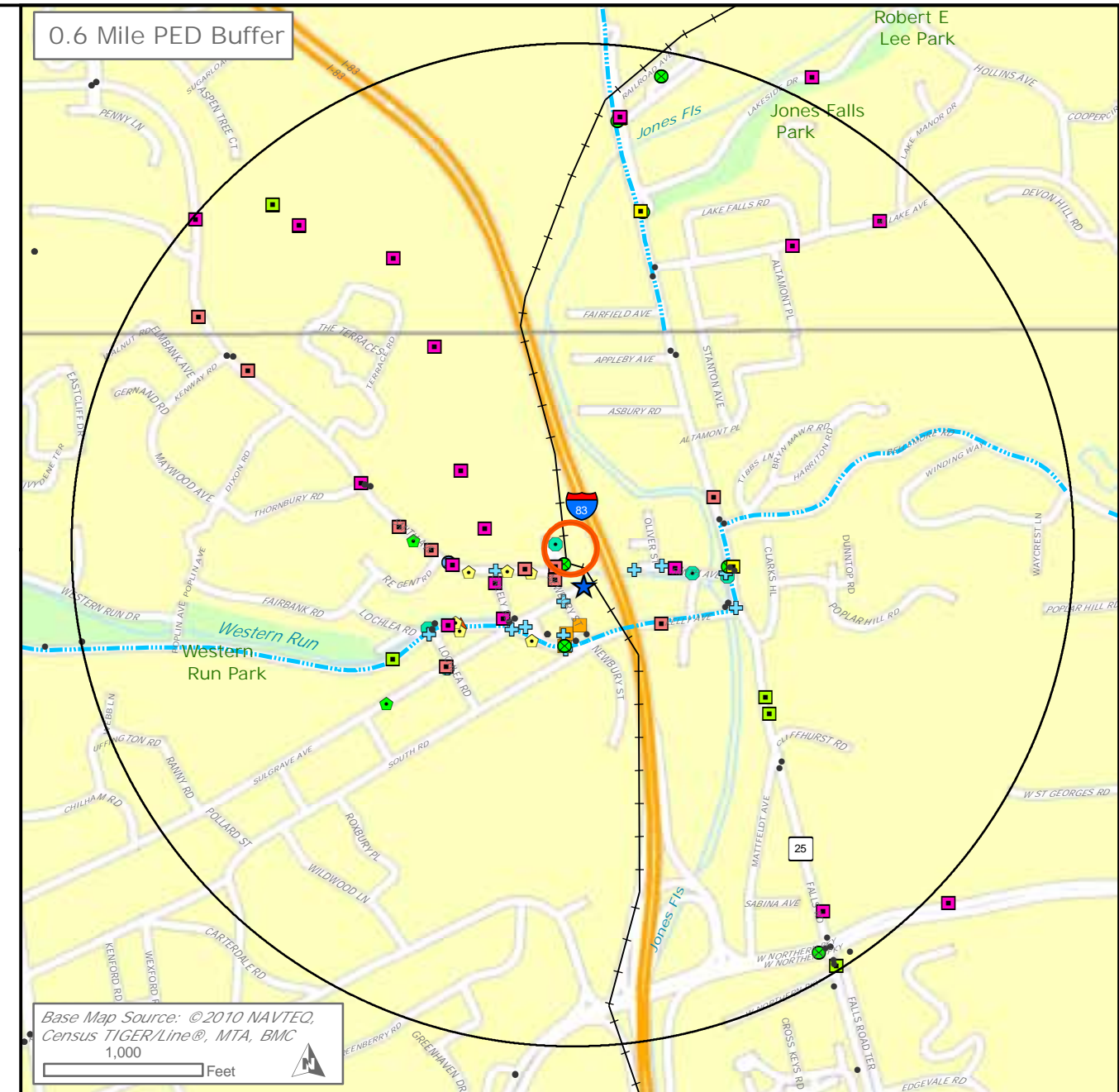
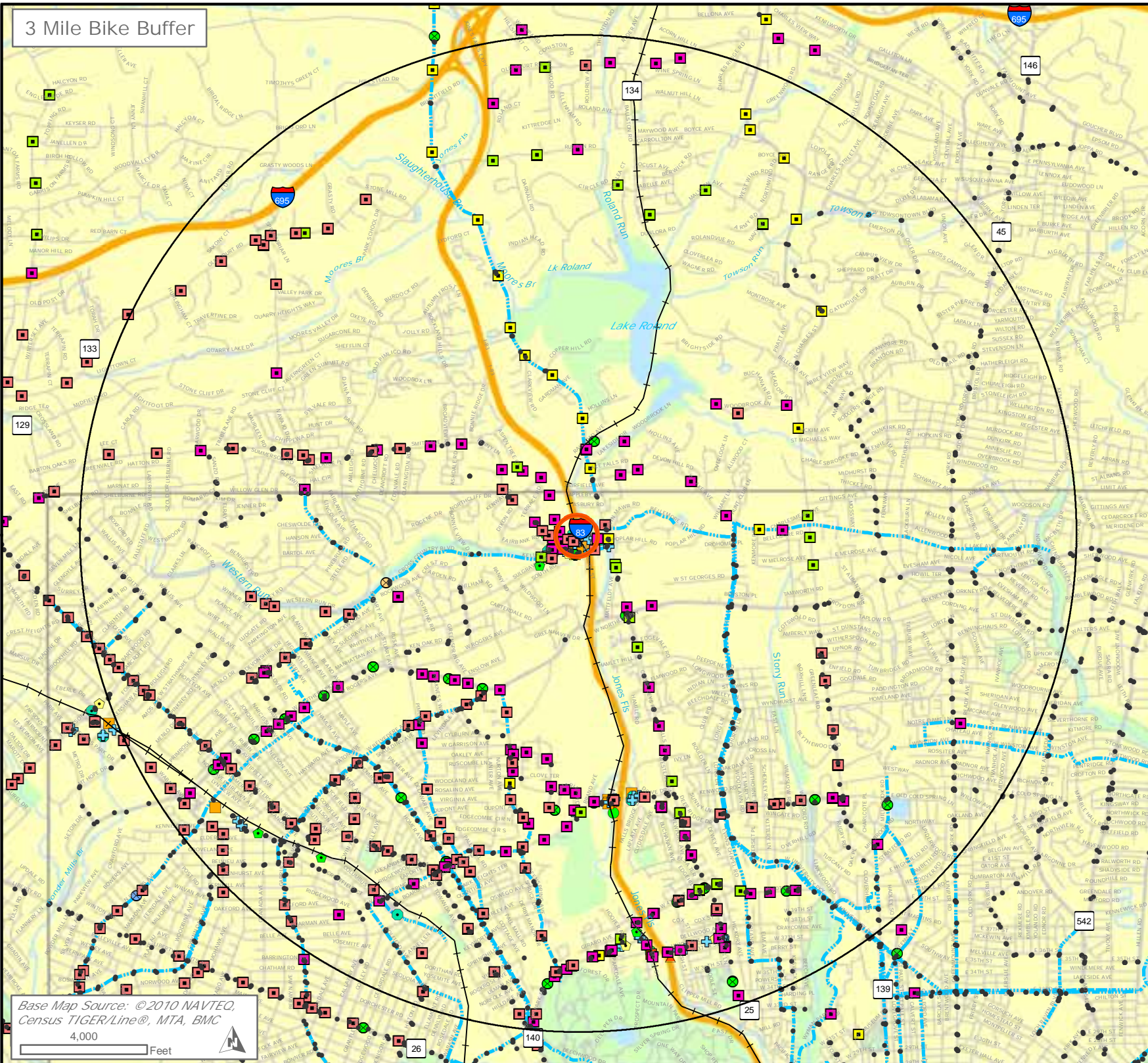
PEDESTRIAN DEFICIENCIES

- In several locations the sidewalks along Smith Ave should be widened.
- On Kelly Ave @ Loch Lea tree removal and sidewalk replacement is needed. Some segments of sidewalk should also be widened.
- On Sulgrave Ave sidewalks gaps should be addressed near the Mount Washington Elementary School.
- Curb ramps are needed from Sulgrave to the station platform, and at a few other locations.
- Crosswalks are faded or missing in several locations such as: Sulgrave & Loch Lea; Kelly & Loch Lea; Kelly & South Road; Kelly & Falls Rd.; Smith & Greely; Newbury & Kelly Street.
- Street lighting is recommended at the bus stop on Kelly @ Loch Lea Road.
- Station wayfinding signage is recommended on Smith Ave.

BIKE DEFICIENCIES

- Bicycle compatible drainage grates are needed within the station site.
- For the bike lane on Cross Country Boulevard, signage is needed.
- For the bike lane on Kelly Ave, some repaving is recommended along with improved signage and marking.
- Bicycle compatible storm drains are recommended along Falls Road, Kelly, Greely, and Smith.
- To support shared lane use, bike route signage is recommended on a number of roads including Cross Country, Kelly, Greely, Smith and Newberry.

For more detailed information refer to the project database.



Existing Conditions

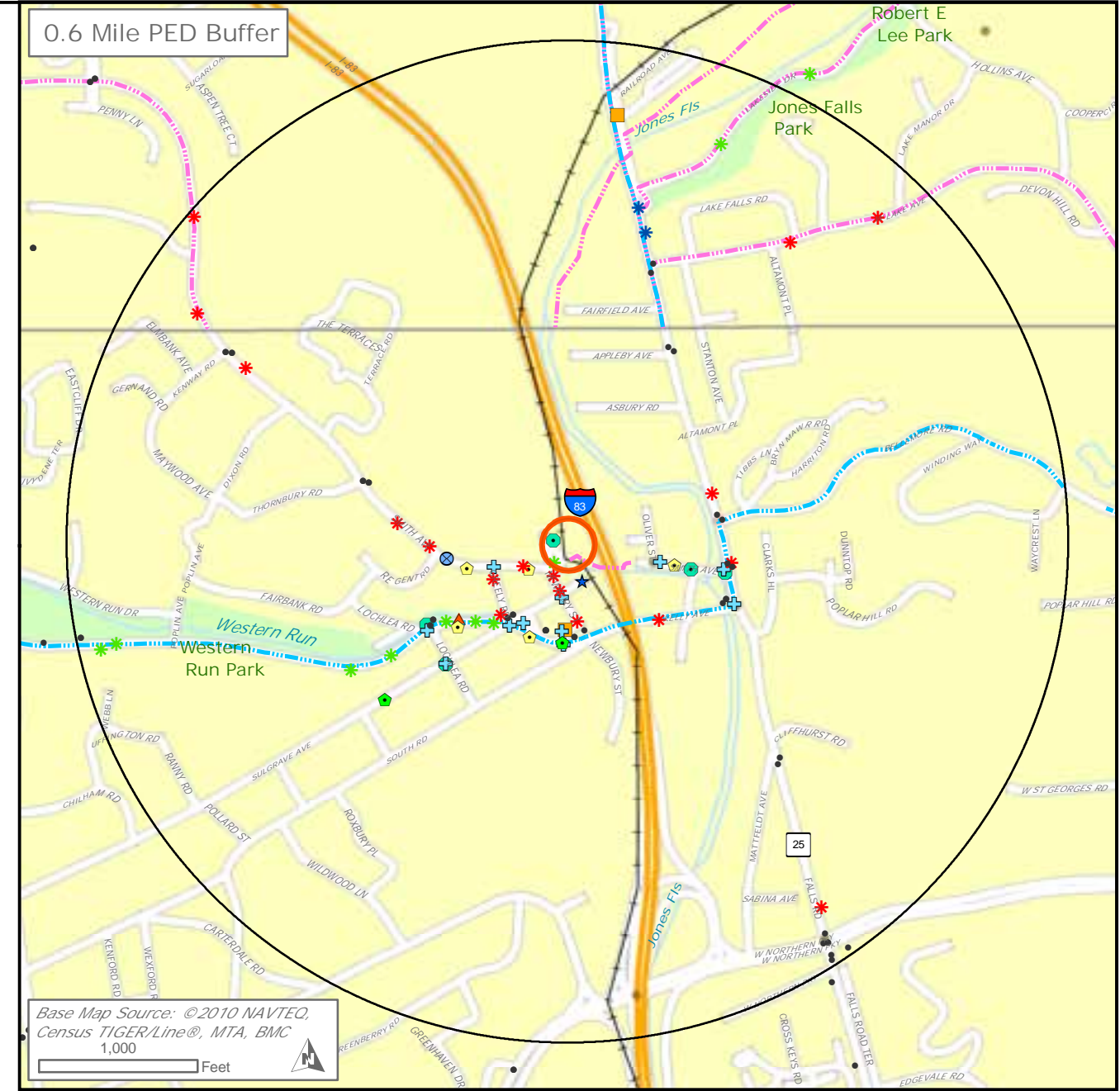
Station: Mount Washington

Rail Line: Light Rail

Jun 20, 2011



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



Recommended Improvements

Station: Mount Washington
Rail Line: Light Rail

Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS
MOUNT WASHINGTON - LRT

Station No. 24

Mount Washington LRT		Baltimore City	Smith Ave @ Newberry Street			Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To			
	SIDEWALK SEGMENT MISSING		KELLY AVE.	NEWBERRY ST.	NEWBERRY ST.	CITY	INSTALL 200'X5' OF SIDEWALK ON SOUTH SIDE	
	SIDEWALK SEGMENT MISSING		SULGRAVE AVE.	KENFORD ROAD	MOUNT WASHINGTON ELEMENTRY SCHOLL 250' EAST	CITY	INSTALL 1800'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		KELLY AVE.	LOCHLEA ROAD		CITY	REMOVE THE TREES, REPLACE 250'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		KELLY AVE.	SULGRAVE AVE.	NEWBURY ST.	CITY	RELOCATE THREE UTILITY POLES,ROW REQUIRED	
	SIDEWALK DAMAGED		SMITH AVE.	GREELY ROAD	REGENT ROAD	CITY	RELOCATE TWO UTILITY POLES FROM THE SIDEWALK	
	SIDEWALK DAMAGED		SMITH AVE.		SMITH AVE.	CITY	WIDEN 310'X4' OF SW,ADD 310' OF C/G:15' LANES	
	SIDEWALK DAMAGED		SMITH AVE.	SMITH AVE.	OLIVER STREET	CITY	RELOCATE ONE UTILITY POLE FROM THE CURB RAMP	
	PEDESTRIAN CROSSING SIGNS MISSING	KELLY AVE AND S ROAD ON S ROAD				CITY	INSTALL 2- PED. XROSSING SIGNS, 2-ADV. PED CROSSING SIGNS	
	LIGHTING AT BUS STOP	KELLY AVE. AND LOCHLEA ROAD	KELLY AVE.			CITY	INSTALL LIGHTING AT BUS STOP	
	DIRECTIONAL SIGNING MISSING		SMITH AVE.			CITY	INSTALL LIGHT RAIL SIGN ON SMITH AVE. TO DIRECT THE TRAFFIC TO MOUNT WASHINGTON LIGHT RAIL STATION	
	DESIRED LINE PRESENT		SULGRAVE AVE.	SULGRAVE AVE.	PLATFORM	CITY	INSTALL A RAMP TO ACCESS THE PLATFORM FROM THIS POINT	
	CURB RAMP MISSING	FALLS RD AND SMITH AVE				CITY	INSTALL 2- CURB RAMPS AT THIS INTERSECTION	
	CURB RAMP MISSING	LOCHLEA RD AND KELLY AVE				CITY	INSTALL 4- CURB RAMPS FOR BOTH CROSSENGS AT THIS INTERSECTION	
PEDESTRIAN	CURB RAMP MISSING	MOUNT WASHINGTON STATION				STATE	INSTALL 1-CURB RAMP AT HANDICAP PARKING TO ACCESS THE PLATFORM	
	CURB RAMP MISSING	SMITH AVE AND COTTONWORTH AVE				CITY	INSTALL 4- CURB RAMPS FOR BOTH CROSSENGS AT THIS INTERSECTION	
	CURB RAMP MISSING	SULGRAVE AVE AND LOCHLEA RD				CITY	INSTALL 2- CURB RAMPS ON THE WEST LEG OF THE INTERSECTION	
	CROSSWALK MISSING	KELLY AVE. AND SULGRAVE AVE.				CITY	INSTALL 190' XWALK, 2-PED SIGNS	
	CROSSWALK MISSING	NEWBERRY AND KELLY ST.	KELLY STREET			CITY	INSTALL 200' XWALK	
	CROSSWALK MISSING	NEWBURY ST AND SULGRAVE AVE				CITY	INSTALL 450' XWALK ON N.ANDS. LEG	
	CROSSWALK MISSING	SMITH AVE AND GREELY RD				CITY	INSTALL 120' XWALK AND 2 PED SIGNALS	
	CROSSWALK FADED	KELLY AVE. AND FALLS ROAD				STATE	REPAINT CROSSWALKSON ALL THREE LEGS-TOTAL OF 400' OF P.M.	
	CROSSWALK FADED	KELLY AVE. AND GREELY ROAD/SULGRAVE AVE.				CITY	REPAINT CROSSWALK ON S LEG OS INTERSECTION-TOTAL OF 370' OF P.M.	
	CROSSWALK FADED	KELLY AVE. AND LOCHLEA ROAD				CITY	REPAINT AND REALIGN CROSSWALKS ON N AND E LEG OF THE INTERSECTION-TOTAL OF 550' OF P.M.	
	CROSSWALK FADED	KELLY AVE. AND SOUTH ROAD				CITY	REPAINT CROSSWALK-TOTAL OF 300' OF P.M.	
	CROSSWALK FADED	SMITH AVE AND FALLS ROAD				STATE	REPAINT CROSSWALK ON THE N LEG-TOTAL OF 300' OF P.M.	
	CROSSWALK FADED	SMITH AVE. AND OLIVER ST.				CITY	REPAINT CROSSWALK ON E LEG OF THE INTERSECTION-TOTAL OF 210' OF P.M.	
	CROSSWALK FADED	SULGRAVE AVE. AND LOCHLEA ROAD				CITY	REPAINT CROSSWALKS ON ALL 3 SIDES-TOTAL OF 520' OF PAVEMENT MARKINGS	
	WIDE LANE		CROSS COUNTRY BOULEVARD	GLEN AVENUE	GLEN AVENUE	CITY	ROUTE, SIGNING	0.189394
BIKE	WIDE LANE		CROSS COUNTRY BOULEVARD		PIMLICO ROAD	CITY	SIGNING	0.108902

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
BIKE	WIDE LANE		CROSS COUNTRY BOULEVARD	WEST STRATHMORE AVENUE	GLEN AVENUE	CITY	SIGNING, DRAINAGE	0.149621	
	WIDE LANE		FALLS ROAD	BELLEMORE ROAD	KELLY AVENUE	STATE	ROUTE, MARKING	0.094697	
	WIDE LANE		FALLS ROAD	COUNTY LINE	BELLEMORE ROAD	STATE	ROUTE, SIGNING, MARKING, DRAINAGE	0.241477	
	WIDE LANE		FALLS ROAD	KELLY AVENUE	MATTFELDT AVENUE	STATE	ROUTE	0.181818	
	WIDE LANE		FALLS ROAD	MATTFELDT AVENUE	WEST COLDSRING LANE	STATE	ROUTE, SIGNING, MARKING	0.225379	
	WIDE LANE		FALLS ROAD					0.217803	
	WIDE LANE		GLEN AVENUE	KEY AVENUE	MERVILLE AVENUE	CITY	ROUTE, SIGNING	0.151515	
	WIDE LANE		GLEN AVENUE	MERVILLE AVENUE	CROSS COUNTRY BOULEVARD	CITY	ROUTE, SIGNING, MARKING, DRAINAGE	0.11553	
	WIDE LANE		GREELY ROAD	SMITH AVENUE	KELLY AVENUE	CITY	ROUTE, SIGNING, MARKING	0.03125	
	WIDE LANE		GREELY ROAD				SIGNING, MARKING	0.03125	
	WIDE LANE		GREENSPRING AVENUE	COUNTY LINE	SMITH AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.099432	
	WIDE LANE		GREENSPRING AVENUE	GREEN SUMMIT ROAD	VALLEY PARK DRIVE	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.568182	
	WIDE LANE		GREENSPRING AVENUE	SMITH AVENUE	GREEN SUMMIT ROAD	COUNTY	ROUTE, RESTRIPIPING, SIGNING, MARKING, DRAINAGE	0.719697	
	WIDE LANE		GREENSPRING AVENUE	VALLEY PARK DRIVE	OLD COURT ROAD	COUNTY	ROUTE, RESTRIPIPING, SIGNING, MARKING, DRAINAGE	0.189394	
	WIDE LANE		KELLY AVENUE	GREELY ROAD	FALLS ROAD	CITY	SIGNING, MARKING, DRAINAGE	0.289773	
	WIDE LANE		NEWBURY STREET	KELLY AVENUE	SULGRAVE AVENUE	CITY	ROUTE, SIGNING, MARKING	0.068182	
	WIDE LANE		NEWBURY STREET	SULGRAVE AVENUE	SMITH AVENUE	CITY	ROUTE, SIGNING	0.014205	
	WIDE LANE		NEWBURY STREET				ROUTE, SIGNING, DRAINAGE	0.014205	
	WIDE LANE		SMITH AVENUE	CHELWOOD ROAD	PEBBLE BROOK ROAD	COUNTY	ROUTE, DRAINAGE	0.185606	
	WIDE LANE		SMITH AVENUE	COUNTY LINE	NEWBURY STREET	CITY	ROUTE, DRAINAGE	0.086174	
	WIDE LANE		SMITH AVENUE	ENTRANCE	COUNTY LINE	COUNTY	ROUTE, DRAINAGE	0.098485	
	WIDE LANE		SMITH AVENUE	GREENSPRING AVENUE	OLD PIMLICO ROAD	COUNTY	ROUTE, DRAINAGE	0.119318	
	WIDE LANE		SMITH AVENUE				ROUTE, SIGNING, MARKING	0.119318	
	WIDE LANE		SMITH AVENUE	OLD PIMLICO ROAD	CHELWOOD ROAD	COUNTY	ROUTE, DRAINAGE	0.102273	
	WIDE LANE		SMITH AVENUE				ROUTE, SIGNING, MARKING	0.102273	
	WIDE LANE		SMITH AVENUE	PEBBLE BROOK ROAD	ENTRANCE	COUNTY	ROUTE, SIGNING, MARKING	0.234848	
	BIKE LANE			CROSS COUNTRY BOULEVARD	PIMLICO ROAD	KELLY AVENUE	CITY	ROUTE, SIGNING	0.177083
	BIKE LANE			CROSS COUNTRY BOULEVARD	WEST STRATHMORE AVENUE	KELLY AVENUE	CITY	ROUTE, SIGNING	0.177083
	BIKE LANE			KELLY AVENUE	BONNIE VIEW DRIVE	GREELY ROAD	CITY	ROUTE, REPAVING, SIGNING, MARKING	0.086174
	BIKE LANE			STATION			STATE	MARKING, DRAINAGE	0.018939

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$3,175,940	Anne Arundel County	\$0
	Baltimore City	\$910,910
	Baltimore County	\$2,265,030
	Harford County	\$0
	Howard County	\$0
	Prince George's County	\$0
	State Roads/Stations	\$86,770
	County Roads	\$1,884,930
	City Roads	\$1,204,245

CHARACTER:

The station consists of a platform with shelters located in a narrow, low lying area immediately west of I-83 and east of industrial properties. The platform is isolated and reached by a long sidewalk/ramp extending south from the bridge across Cold Spring Lane. The station is a busy transfer location between bus/rail services. Busses operating along Cold Spring Lane pick up and discharge passengers at the bridge.

LAND USE CONTEXT:

The Cold Spring Lane Light rail station is in an area that is classified for industrial land use. Baltimore Polytechnic Institute is located northeast of the station across Cold Spring Lane. Some students travel by Light Rail to school. There are no plans for redevelopment or transit oriented development in this area.

Year 2000 Population within 3 mile radius -	237,995
Weekday Station Ridership	753
Saturday Station Ridership:	474
Transit Connections:	MTA route 33

PARKING:

There is no parking provided at this station.

PEDESTRIAN ENVIRONMENT:

Since this station is a walk-up only station, the pedestrian environment within the 0.6 miles radius of the station should be optimal for safety, but is not. The pedestrian entrance to the station is located at the middle of the bridge over I-83 on W Cold Spring Lane. The on and off ramps from I-83 to W Cold Spring Lane converge at this location, creating potential for pedestrian vehicular conflicts. Signing, crosswalk locations and design could be improved to increase pedestrian safety.

The majority of nearby streets have sidewalks, generally in good condition.

I-83 serves as a physical barrier to Medfield Heights and nearby communities east of the station. Although it would be very costly, a pedestrian bridge over I-83 would provide ideal access for those communities. Currently residents must go north to cross over I-83 at Cold Spring Lane, a longer route to the station. (The estimated cost for a pedestrian bridge were not included.)

BICYCLING ENVIRONMENT:

The Jones Falls Trail runs north-south through the area to the west of the station. There is a plan to construct Cold Spring Connector Trail that would link the station to the Jones Falls Trail and the residential neighborhood south west of the station. Approximately 0.75 miles from the station to the east, a marked bike lane exists on Roland Avenue. The majority of streets including W Cold Spring lane that connects the station to the bikes routes/ trails on either side are wide enough to accommodate bicycles. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	1
Number of Bicycle Crashes within 3 miles	15

HIGHLIGHTS FROM FINDINGS

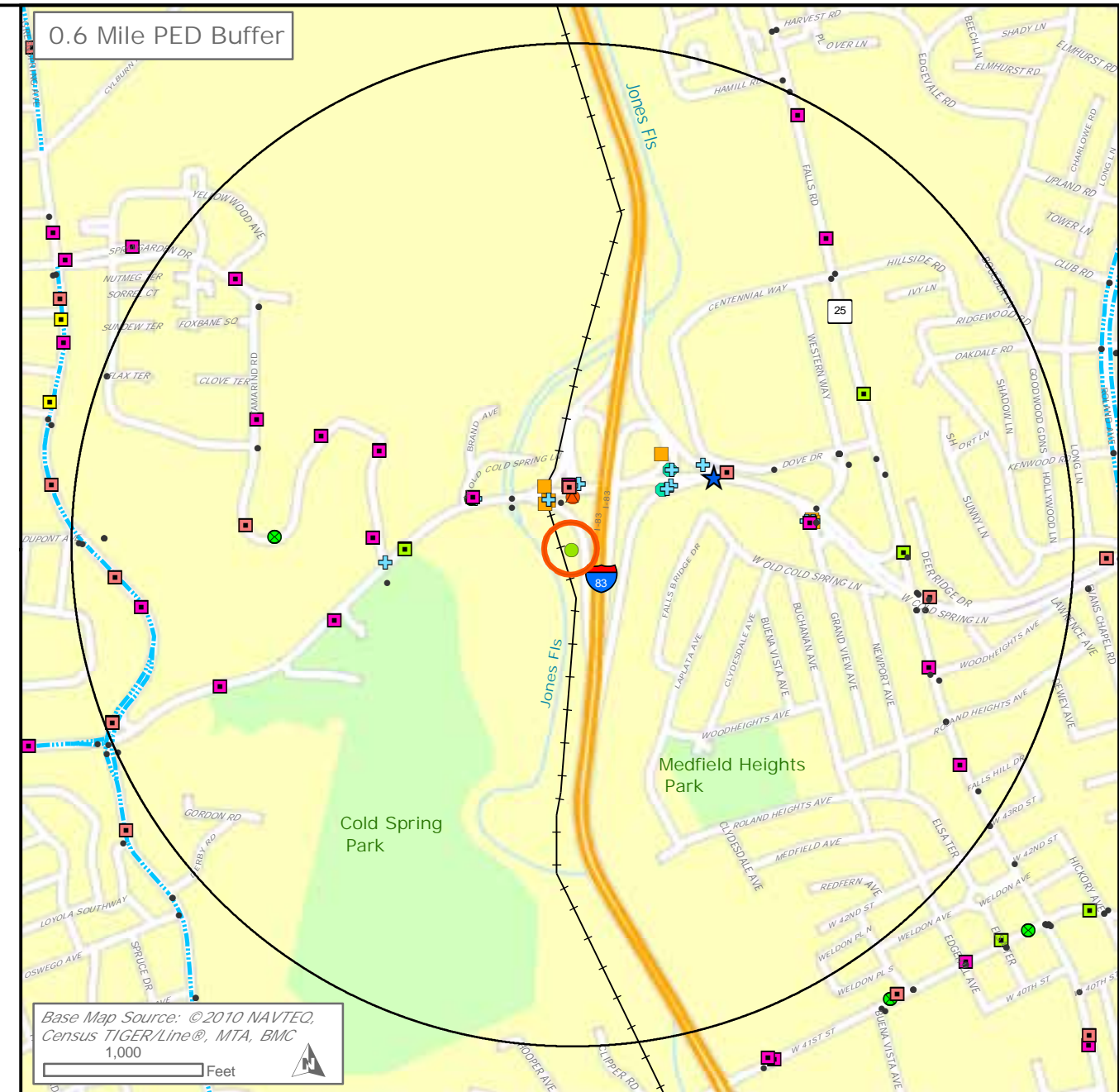
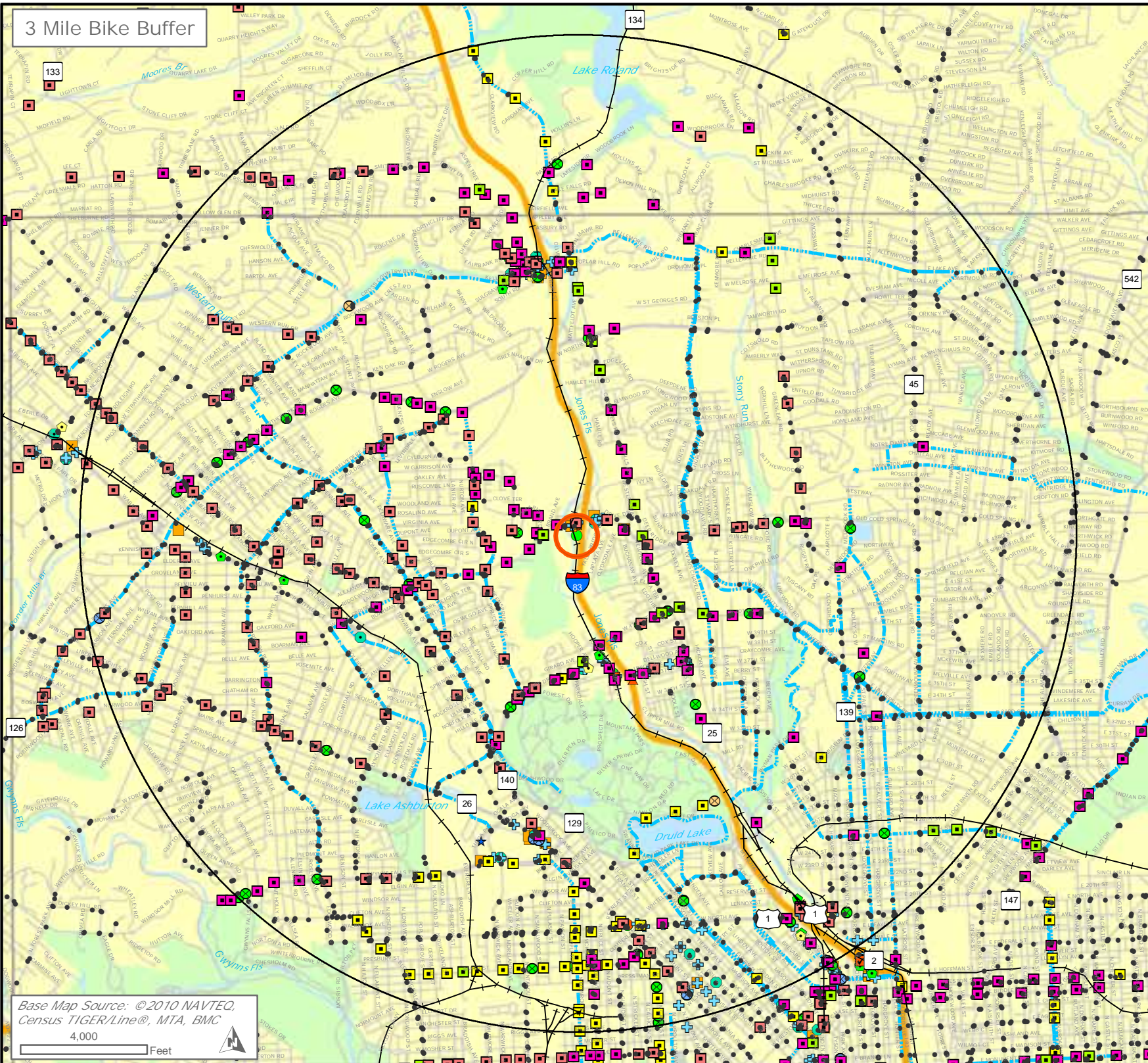
PEDESTRIAN DEFICIENCIES

- Crosswalks are faded or missing in the immediate vicinity of the station and should be installed at
- Cold Spring @ station entrance, Cold Spring Lane @ I-83; Cold Spring Lane @ Grand View;
- Curb ramps are missing at Cold Spring and I -83. In addition, crosswalks, pedestrian crossing and advanced warning signs are recommended.
- Street lighting is recommended for the bus stop on Cold Spring Lane at I-83.

BIKE DEFICIENCIES

- For the bike lane on St Paul Street bicycle route signage and marking is recommended from University Parkway to 39th Street.
- For shared use lanes on Cold Spring Lane, Green Spring and Tamarind Road, some segments are recommended for bicycle compatible drainage, signing and marking. The signage may help address the frequency of crashes on Cold Spring.
- For shared use lane implementation, signage and marking are recommended for Greenway, MD 139, Spring Garden and Northern Parkway. The signage may help address the frequency of crashes along Northern Parkway.

For more detailed information refer to the project database.



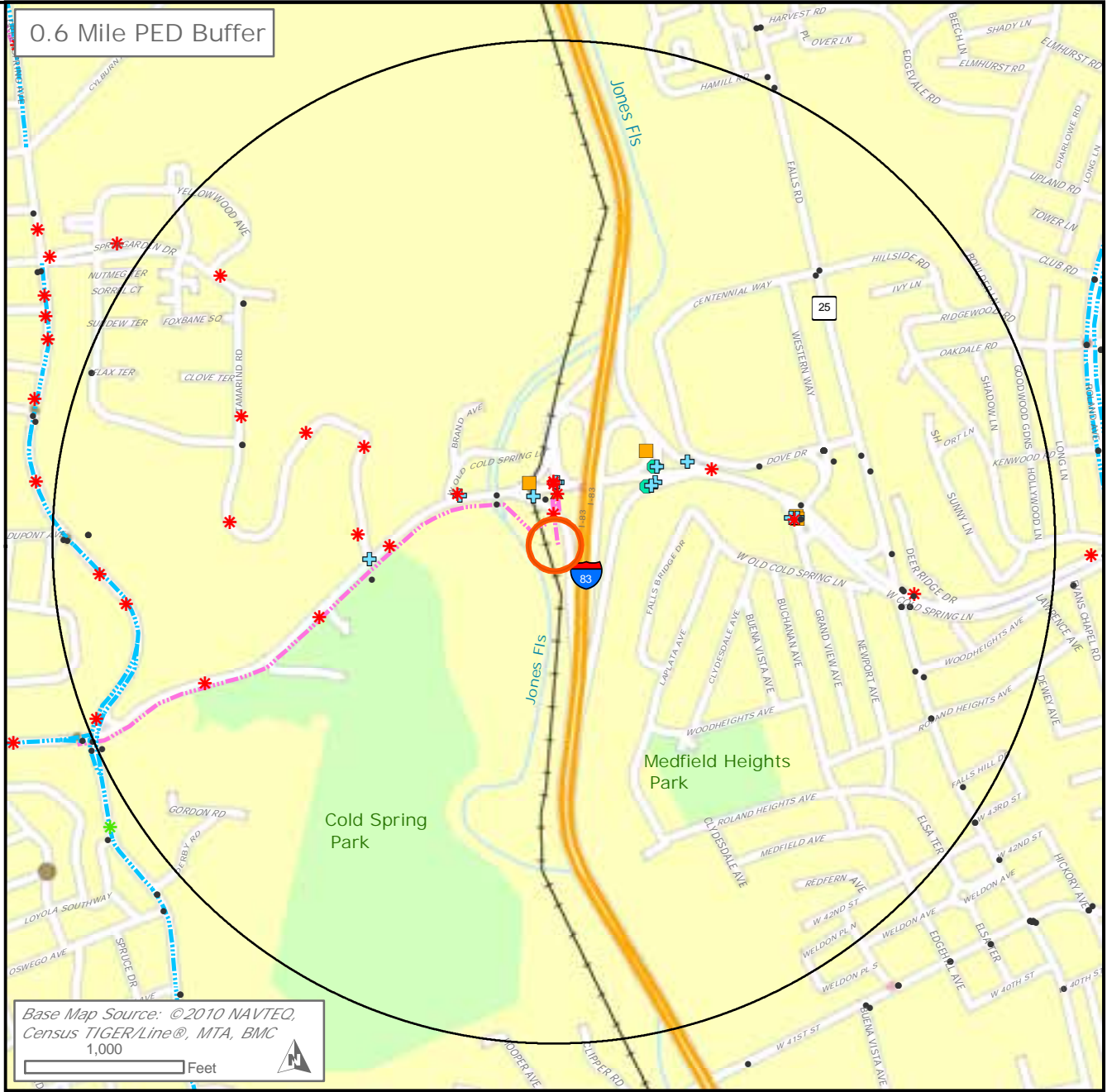
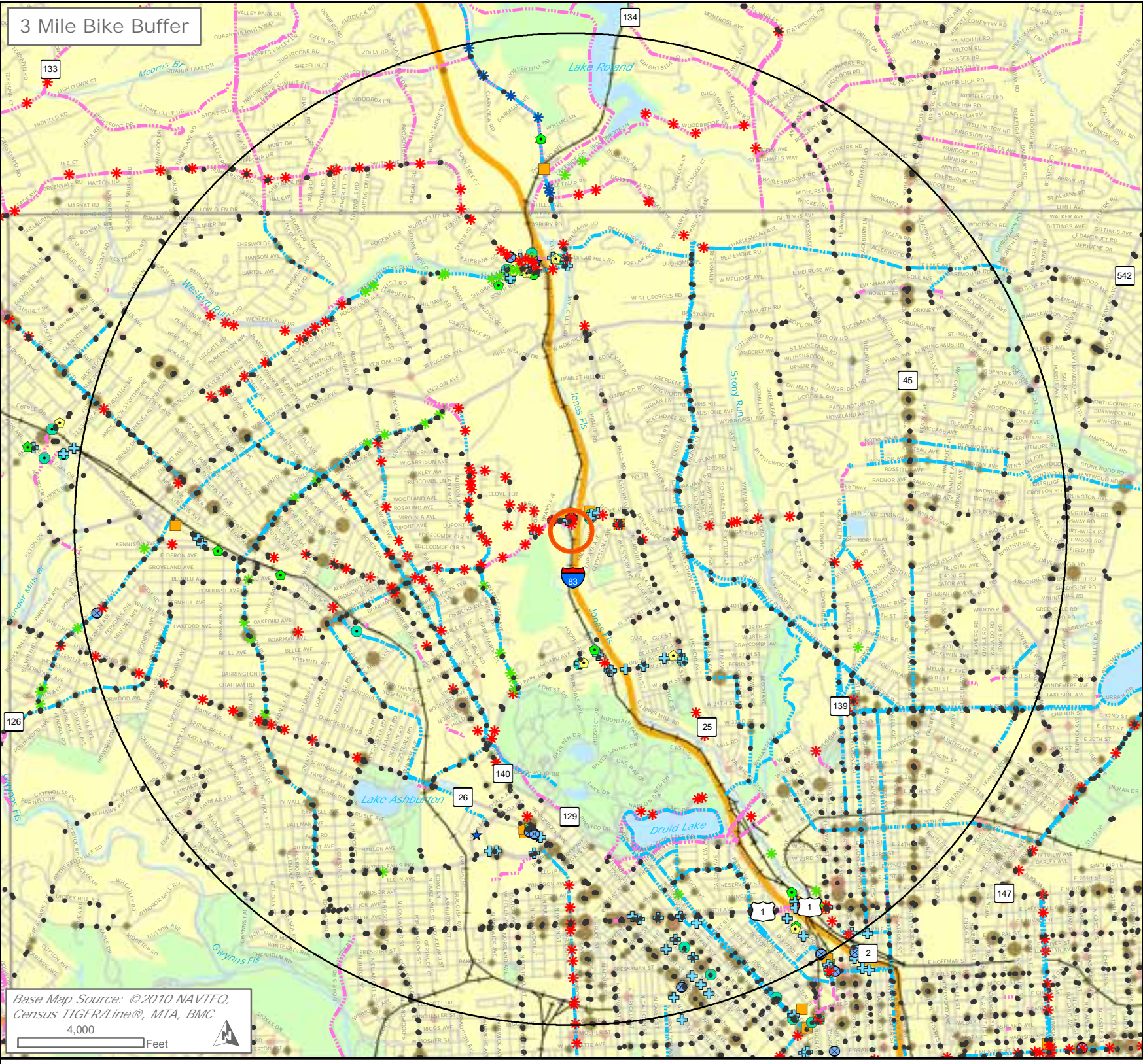
- ### Legend
- Train Station
 - Bus Stop
 - Parallel Drainage Grate
 - Wide Outside Lane Missing
 - Paved Shoulder Missing
 - Marked Bike Lane Missing
 - Directional Signing at Station Missing
 - Bike Signing Missing
 - Sidewalk Damaged
 - Sidewalk Segment Missing
 - Crosswalk Deficient
 - Curb Ramp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

Existing Conditions

Station: Cold Spring Lane
Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements

Station: Cold Spring Lane
 Rail Line: Light Rail

Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS
COLD SPRING LANE - LRT

Station No. 25

Cold Spring Lane LRT

Baltimore City

1700 W Cold Spring Lane

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		EXIT RAMP FROM I-83 SB TO W. COLD SPRING LN.			CITY	INSTALL 150' XWALK 2-PED XING SIGNS, 1-ADV. PED XING SIGN, 2 CURB RAMPS ON I-83 SB TO W. COLD SPRING	
	PEDESTRIAN CROSSING SIGNS MISSING		EXIT RAMP FROM NB I-83 TO WB W COLD SPRING LN.			CITY	INSTALL 2-PED CROSSING SIGNS, 1- ADV. PED XING SIGN, 2-CURB RAMPS AND 160' XWALK	
	PEDESTRIAN CROSSING SIGNS MISSING	W. COLD PRING LN AND GRAND VIEW AVE.				CITY	INSTALL 2- PED CROSSING SIGNS AT CHANNELIZED RIGHT FROM W. COLD SPRING LN	
	LIGHTING AT BUS STOP	WEST COLD SPRING LN AND ON-RAMP TO I-83	W. COLD SPRING LN			CITY	INSTALL LIGHTING AT BUS STOP	
	CURB RAMP MISSING	W COLD SPRING LN AND NB I-83 OFF-RAMP TO EAST				CITY	INSTALL 2- CURB RAMPS, CROSSWALK-TOTAL OF 240' OF P.M., 2-PED CROSSING SIGNS, 1- ADVANCED PED XING	
	CURB RAMP MISSING	W COLD SPRING LN AND NB I-83 RAMPS				CITY	INSTALL 2- CURB RAMPS AND CROSSWALKS-TOTAL OF 200' OF P.M.	
	CROSSWALK MISSING	OFF-RAMP TO W.COLD SPRING LANE FROM I-83	W. COLD SPRING LN.			CITY	INSTALL 110' XING,2-PED SIGNS,1-ADV.PED. XING.	
	CROSSWALK MISSING	W COLD SPRING LN AND W OLD COLD SPRING LANE				CITY	INSTALL 500'XWALK,4-PED SIGNS,1-30'S.B.,2ADV.PEDXG	
	CROSSWALK MISSING	W COLD SPRING LN AT NB I-83 RAMPS	W. COLD SPRING LN.			CITY	INSTALL 120' XING,2-PED SIGNS,2-CR	
	CROSSWALK MISSING	W COLD SPRING LN AT SB I-83 RAMP	W. COLD SPRING LN.			CITY	INSTALL 110' XING,2-PED SIGNS,1-ADV.PED. XING.2-CR	
	CROSSWALK MISSING	W COLD SPRING LN. AND ON/OFF RAMP TO /FROM I-83	W. COLD SPRING LN.			CITY	INSTALL 500' XWALK,25' S.B., 4-PED SIGNS,2-ADVPED	
	CROSSWALK FADED	W. COLD SPRING AND I-83 NORTHBOUND ON-RAMP				CITY	REPAINT CROSSWALK ON THE RAMP -TOTAL OF 250' OF P.M.	
	CROSSWALK FADED	W. COLD SPRING LN AND NORTHBOUND I-83 RAMP				CITY	REPAINT CROSSWALK ON E LEG-TOTAL OF 560' OF P.M.	
	CROSSWALK FADED	W. COLD SPRING LN. AND ENTRANCE TO TRAIN STATION				CITY	REPAINT CROSSWALK ON W LEG -TOTAL OF 150' OF P.M.	
	CROSSWALK FADED	W. COLD SPRING LN. AND GRAND VIEW AVE.				CITY	REPAINT CROSSWALKS AT CHANNELIZED RIGHT FROM W.COLD SPRING EASTBOUND-TOTAL OF 100' OF P.M.	
CROSSWALK FADED						REPAINT CROSSWALKS ON ALL THREE LEGS OF INTERSECTION-TOTAL OF 1100' OF P.M.		
CROSSWALK FADED	W. COLD SPRING LN. AND TAMARIND ROAD				CITY	REPAINT CROSSWALK ON S LEG-TOTAL OF 120' OF P.M.		
BIKE	WIDE LANE		FALLS ROAD	MATTFELDT AVENUE	WEST COLDSRING LANE	STATE	ROUTE, SIGNING, MARKING	0.217803
	WIDE LANE		FALLS ROAD	WEST COLDSRING LANE	WEST 36TH STREET	STATE	ROUTE, SIGNING, MARKING	0.110795
	WIDE LANE		GREENSPRING AVENUE	WEST NORTHERN PARKWAY	WEST COLD SPRING LANE	CITY	ROUTE, SIGNING, MARKING	0.10322
	WIDE LANE		GREENSPRING AVENUE				ROUTE, SIGNING, MARKING, DRAINAGE	0.10322
	WIDE LANE		GREENSPRING AVENUE				SIGNING, MARKING	0.10322
	WIDE LANE		GREENSPRING AVENUE				SIGNING, MARKING, DRAINAGE	0.10322
	WIDE LANE		GREENWAY	ST PAUL STREET	EAST UNIVERSITY PARKWAY	CITY	ROUTE, SIGNING, MARKING	1.086174
	WIDE LANE		SPRINGGARDEN DRIVE	GREENSPRING AVENUE	TAMARIND ROAD	CITY	ROUTE, SIGNING, MARKING	0.081439
	WIDE LANE		SPRINGGARDEN DRIVE	GREENSPRING AVENUE	TAMARIND ROAD	CITY	ROUTE, SIGNING, MARKING	0.081439
	WIDE LANE		ST PAUL STREET	NORTH CHARLES STREET	EAST 39TH STREET	STATE	ROUTE, SIGNING, MARKING	0.625
	WIDE LANE		TAMARIND ROAD	SPRINGGARDEN DRIVE	WEST COLD SPRING LANE	CITY	ROUTE, SIGNING, MARKING	0.140152
	WIDE LANE		TAMARIND ROAD				SIGNING, MARKING	0.140152

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
	WIDE LANE		TAMARIND ROAD				SIGNING, MARKING, DRAINAGE	0.140152
	WIDE LANE		WEST COLD SPRING LANE	GREENSPRING AVENUE	ROLAND AVENUE	CITY	ROUTE, SIGNING, MARKING	0.113636
	WIDE LANE		WEST COLD SPRING LANE				ROUTE, SIGNING, MARKING, DRAINAGE	0.113636
	WIDE LANE		WEST COLD SPRING LANE				SIGNING, MARKING	0.113636
BIKE	WIDE LANE		WEST COLD SPRING LANE				SIGNING, MARKING, DRAINAGE	0.113636
	WIDE LANE		WEST COLD SPRING LANE	ROLAND AVENUE	NORTH CHARLES STREET	CITY	RESTRIPING, SIGNING, MARKING, DRAINAGE	0.142992
	WIDE LANE		WEST NORTHERN PARKWAY	WEST BELVEDERE AVENUE	GREENSPRING AVENUE	CITY	ROUTE, SIGNING, MARKING	0.100379
	BIKE LANE		ST PAUL STREET	EAST UNIVERSITY PARKWAY	EAST 39TH STREET	STATE	ROUTE, SIGNING, MARKING	0.341856

	Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
		Anne Arundel County	\$0	State Roads/Stations	\$182,650
	\$982,550	Baltimore City	\$982,550	County Roads	\$0
		Baltimore County	\$0	City Roads	\$799,905
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

CHARACTER:

The station is surrounded by a village like area of mixed uses including park land, residences, and businesses. In recent years, the vacant mill buildings have been revitalized into businesses and apartments. Since 2003, the Woodberry Historic District has been listed in the National Register of Historic Places. The generalized land use is medium density residential with high intensity mixed use commercial/residential.

LAND USE CONTEXT:

The Woodberry station has a mix of land uses surrounding it including moderate density residential, industrial, high intensity commercial/medium density residential and park & recreation. The area’s designation as an historic district is intended to preserve its character.

Year 2000 Population within 3 mile radius -	289,969
Weekday Station Ridership	492
Saturday Station Ridership:	310
Transit Connections:	MTA Bus Route 98

PARKING:

There is no parking provided at this station for commuters.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment is fair in this area. Most of the streets have sidewalks, although some are in poor condition, with obstructions, which is not unusual in older urban settings.

BICYCLING ENVIRONMENT:

Roland Avenue with marked bike lanes is located approximately 0.6 miles east of the station. The other major roads in the area are wide enough to accommodate bicycle improvements. The Jones Falls Trail, a shared use trail runs along the Clipper Park Road. Current signs designating the trail are not very clear. Improved signage for the trail is suggested. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

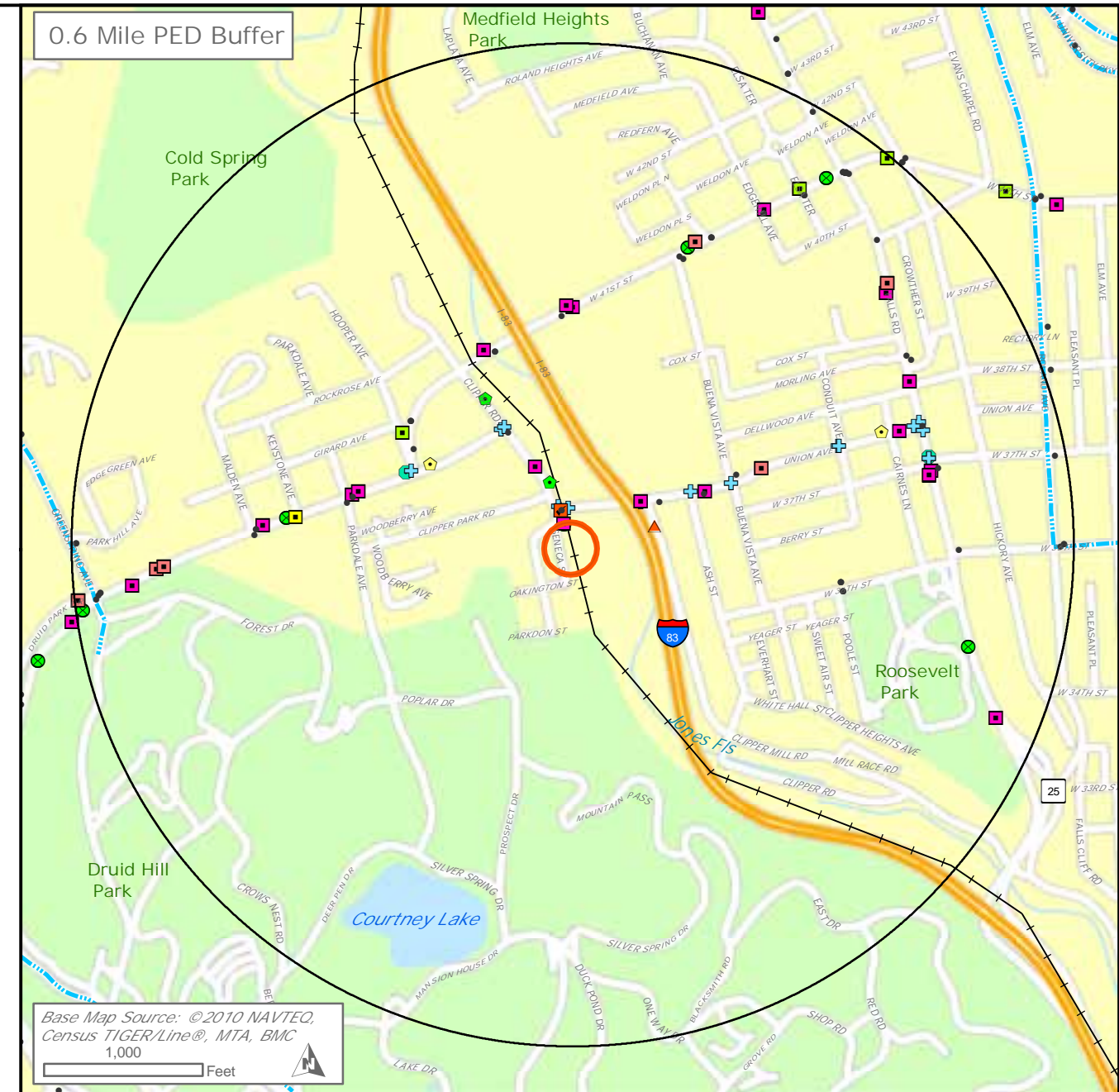
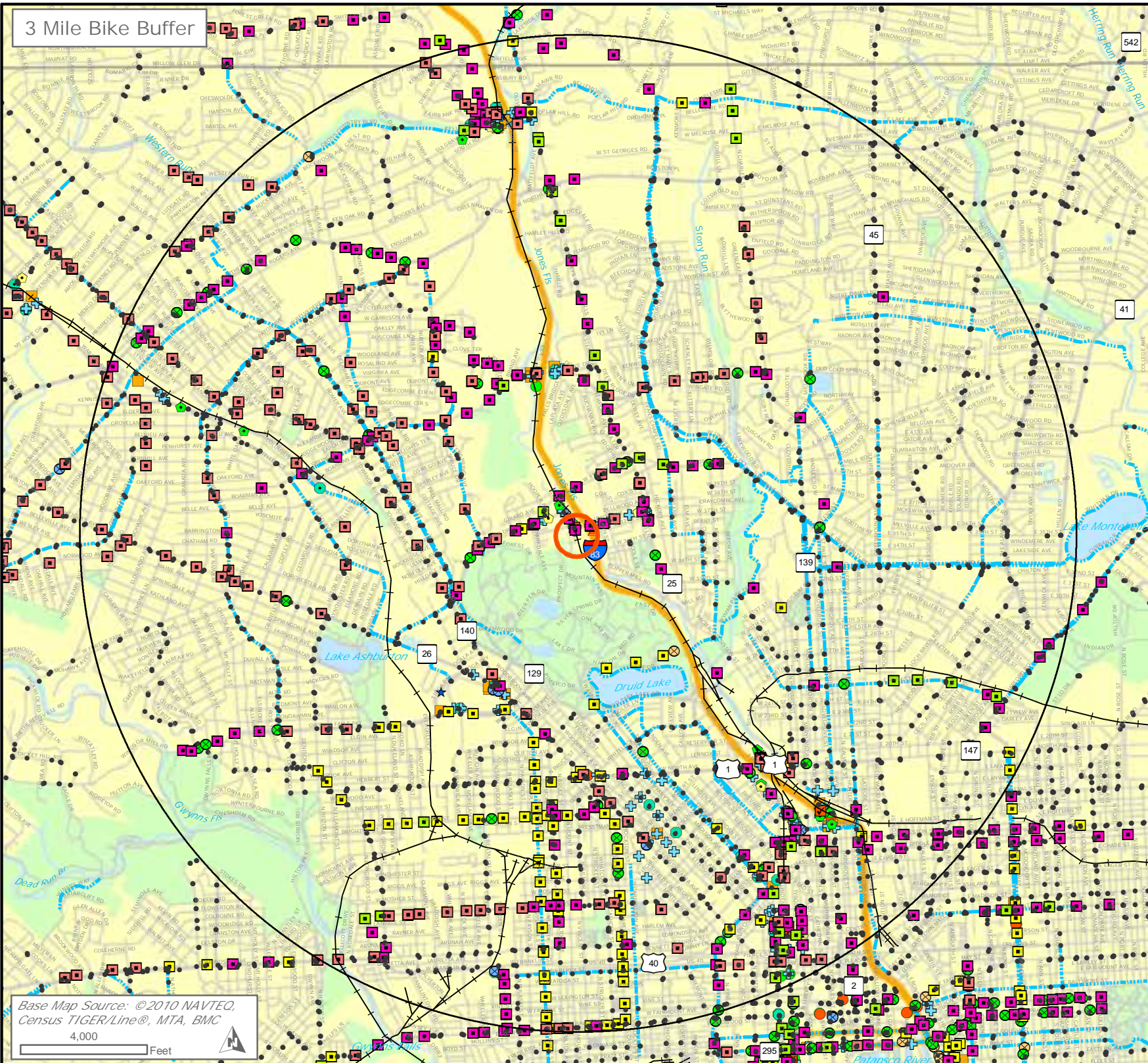
PEDESTRIAN DEFICIENCIES

- Sidewalks along Union Ave and Druid Park Drive need to be replaced.
- Crosswalks are faded or missing at numerous locations including Falls Road @ Union Ave; Union Ave @ Clipper Mill; Union @ Buena Vista; Union @ Conduit; Falls @ 37th;
- Curb ramps are missing on Falls @ 37th and Druid Park Drive @ 41st Street.

BIKE ROUTE DEFICIENCIES

- For the bike lanes on Druid Park Drive and Green Spring Ave, bicycle route signage, marking and bicycle compatible drainage improvements are recommended.
- For the shared use lanes on Clipper Road, Druid Park Drive and Falls Road Share the Road signs and some marking are recommended.

For more detailed information refer to the project database.

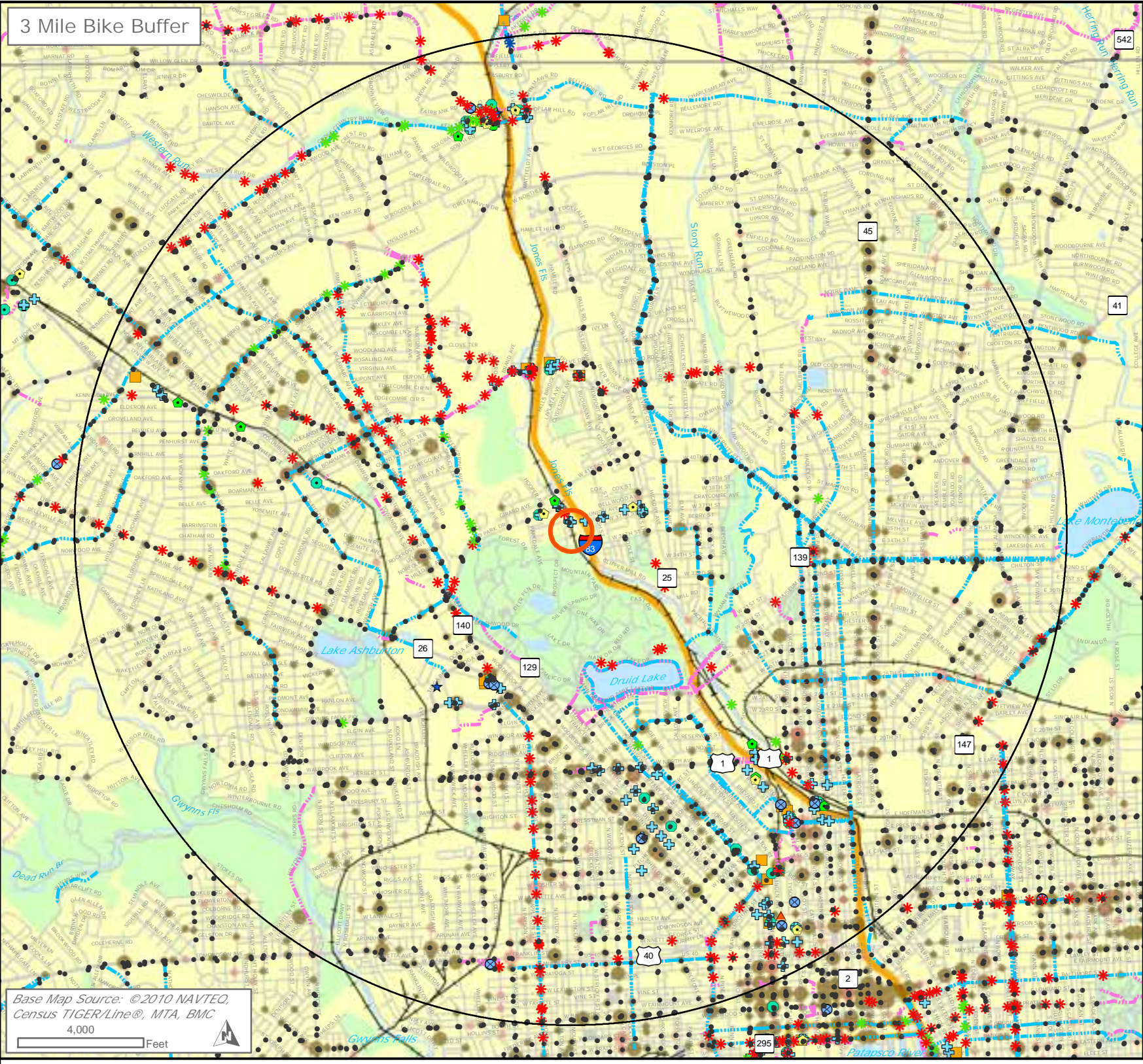


- ### Legend
- Train Station
 - Bus Stop
 - Parallel Drainage Grate
 - Wide Outside Lane Missing
 - Paved Shoulder Missing
 - Marked Bike Lane Missing
 - Directional Signing at Station Missing
 - Bike Signing Missing
 - Sidewalk Damaged
 - Sidewalk Segment Missing
 - Crosswalk Deficient
 - Curb Ramp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

Existing Conditions
 Station: Woodberry
 Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements

Station: Woodberry
 Rail Line: Light Rail

Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS

WOODBERRY - LRT

Station No. 26

Woodberry LRT

Baltimore City

Clipper Road @ Union Ave

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		CLIPPER ROAD	DRUID PARK DR	TO THE END	CITY	INSTALL 2000'X5' OF SIDEWALK ON ONE SIDE (W)	
	SIDEWALK DAMAGED		DRUID PARK DRIVE	W.41TH STREET	CLIPPER ROAD	CITY	REPLACE 30'X4' OF APRON	
	SIDEWALK DAMAGED		UNION AVE.	FALLS ROAD	BUENA VISTA AVENUE	CITY	RELOCATE 4 UTILITY AND 4 LIGHT POLES	
	CURB RAMP MISSING	DRUID PARK DR. AND W. 41ST ST.				CITY	INSTALL 2-CURB RAMPS ON THE NW AND NE CORNER OF THE INTERSECTION	
	CURB RAMP MISSING	FALLS RD AND 37TH ST				STATE	INSTALL 4-CURB RAMPS ON NORTH AND SOUTH LEG OF THE INTERSECTIONN CROSSING FALLS ROAD	
	CROSSWALK MISSING		AT WOODBERRY LIGHT RAIL STATION			STATE	INSTALL TRUNCATED DOMES AT THE TRACKS,140'X1'	
	CROSSWALK MISSING	CLIPPER RD @ OAK INGTON ST				CITY	INSTALL 260' XWALK,2-PED SIGNS,ACCROSS CLIPPER RD.	
	CROSSWALK MISSING	DRUID PARK RD @ CLIPPER RD				CITY	INSTALL 20' STOP BAR ON W LEG	
	CROSSWALK MISSING	DRUID PARK RD AND CLIPPER RD				CITY	INSTALL 150' XWALK, 20' SB	
	CROSSWALK MISSING	FALLS RD AND 37TH ST				STATE	INSTALL 140' XWALK ON W. LEG, EXISTING PED SIGNAL	
	CROSSWALK MISSING	UNION AVE AND BUENA VISTA AVE				CITY	INSTALL 1100' XWALK, 4-CR 100' SB ON ALL SIDES	
	CROSSWALK MISSING	UNION AVE AND CLIPPER MILL RD				CITY	INSTALL 500' XWALK, 50' S.B.2-CR ON ALL SIDES	
	CROSSWALK MISSING	UNION AVE AND CONDUIT AVE				CITY	INSTALL 1100' XWALK,100' SB,2 CR ON ALL SIDES	
	CROSSWALK FADED	CLIPPER RD AND MEADOW MILL BUSINESS				CITY	REPAINT CROSSWALK ON E LEG -TOTAL OF 250' OF P.M.	
	CROSSWALK FADED	DRUID PARK DR. AND W. 41ST STREET				CITY	REPAINT CROSSWALKS ON N, E AND W LEG-TOTAL OF 250' OF P.M.	
CROSSWALK FADED	FALLS RD AND 37TH ST				STATE	REPAINT CROSSWALKS ON ALL 4-LEGS ON INTERSECTION-TOTAL OF 1000' OF P.M.		
CROSSWALK FADED	FALLS ROAD AT UNION AVE.				CITY	REPAINT CROSSWALK ON W LEG -TOTAL OF 60' OF P.M.		
BIKE	WIDE LANE		CLIPPER ROAD	DRUID PARK DRIVE	UNION AVENUE	CITY	ROUTE, SIGNING, MARKING	0.111742
	WIDE LANE		DRUID PARK DRIVE	REISTERSTOWN ROAD	GREENSPRING AVENUE	CITY	ROUTE, SIGNING, MARKING	0.096591
	WIDE LANE		FALLS ROAD	ROLAND AVENUE	CLIPPER MILL ROAD	STATE	ROUTE, SIGNING, MARKING	0.119318
	WIDE LANE		FALLS ROAD	WEST 36TH STREET	ROLAND AVENUE	STATE	ROUTE, SIGNING, MARKING	0.294508
	WIDE LANE		FALLS ROAD	WEST COLDSRING LANE	WEST 36TH STREET	STATE	ROUTE, SIGNING, MARKING	0.110795
	WIDE LANE		FALLS ROAD				ROUTE, SIGNING, MARKING, DRAINAGE	0.110795
	BIKE LANE		DRUID PARK DRIVE	REISTERSTOWN ROAD	GREENSPRING AVENUE	CITY	ROUTE, SIGNING, DRAINAGE	0.096591
	BIKE LANE		GREENSPRING AVENUE	WEST COLD SPRING LANE	DRUID PARK DRIVE	CITY	ROUTE, DRAINAGE	0.19697
	BIKE LANE		GREENSPRING AVENUE				ROUTE, SIGNING	0.19697

	Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility	
	\$826,870	Anne Arundel County	\$0	State Roads/Stations \$133,470 County Roads \$0 City Roads \$693,405
		Baltimore City	\$826,870	
		Baltimore County	\$0	
		Harford County	\$0	
		Howard County	\$0	
Prince George's County		\$0		

CHARACTER:

The station area general land use is characterized by high intensity commercial including railroad uses. I-83 runs parallel to the station and North Avenue, the road providing access to the station, has high traffic volume.

LAND USE CONTEXT:

The North Avenue station has a mix of land uses surrounding it including medium density residential, high intensity commercial and Public Institutional Facilities. The MTA’s LRT Maintenance Facility is adjacent to and north of the station. Some high intensity commercial and residential mixed use areas are also nearby. There are no plans for transit oriented development.

Year 2000 Population within 3 mile radius -	334,379
Weekday Station Ridership	1,193
Saturday Station Ridership:	749
Transit Connections:	MTA Route 13

PARKING:

There are 37 parking spaces provided and a 97% occupancy rate was observed

PEDESTRIAN ENVIRONMENT:

The pedestrian environment is adequate around the station. The driveway providing access to the station has a sidewalk on one side. There is a signalized pedestrian crossing at the intersection of the access road and the North Avenue. An additional crossing is provided mid-block west of the intersection.

The majority of the streets have sidewalks on both sides generally in good condition. The majority of intersections in the area have signalized pedestrian crossings. The sidewalk on the west side of the N Howard Street Bridge is narrow at many places and obstructed with light poles. Since an option exists on the other side of the road, the cost of this improvement was not included.

The North Avenue Bridge over the light rail tracks east of the station has sidewalks with two level decks on both sides. Both decks on the north side of the bridge are being used as sidewalk. Only the lower deck on the south side of the bridge is being used as sidewalk. The upper deck on south side is more than a foot high and doesn’t have transition to the road level at either ends of the bridge.

BICYCLING ENVIRONMENT:

Two bike racks are provided. One of the two levels of sidewalk on the bridge as mentioned above might be improved to accommodate bicycle on the bridge. The Jones Falls Trail is located nearby. A side path for bicycles is planned on both sides of North Avenue from W Mt Royal Avenue to N Howard Street
 Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	23
Number of Bicycle Crashes within 3 miles	14

HIGHLIGHTS FROM FINDINGS

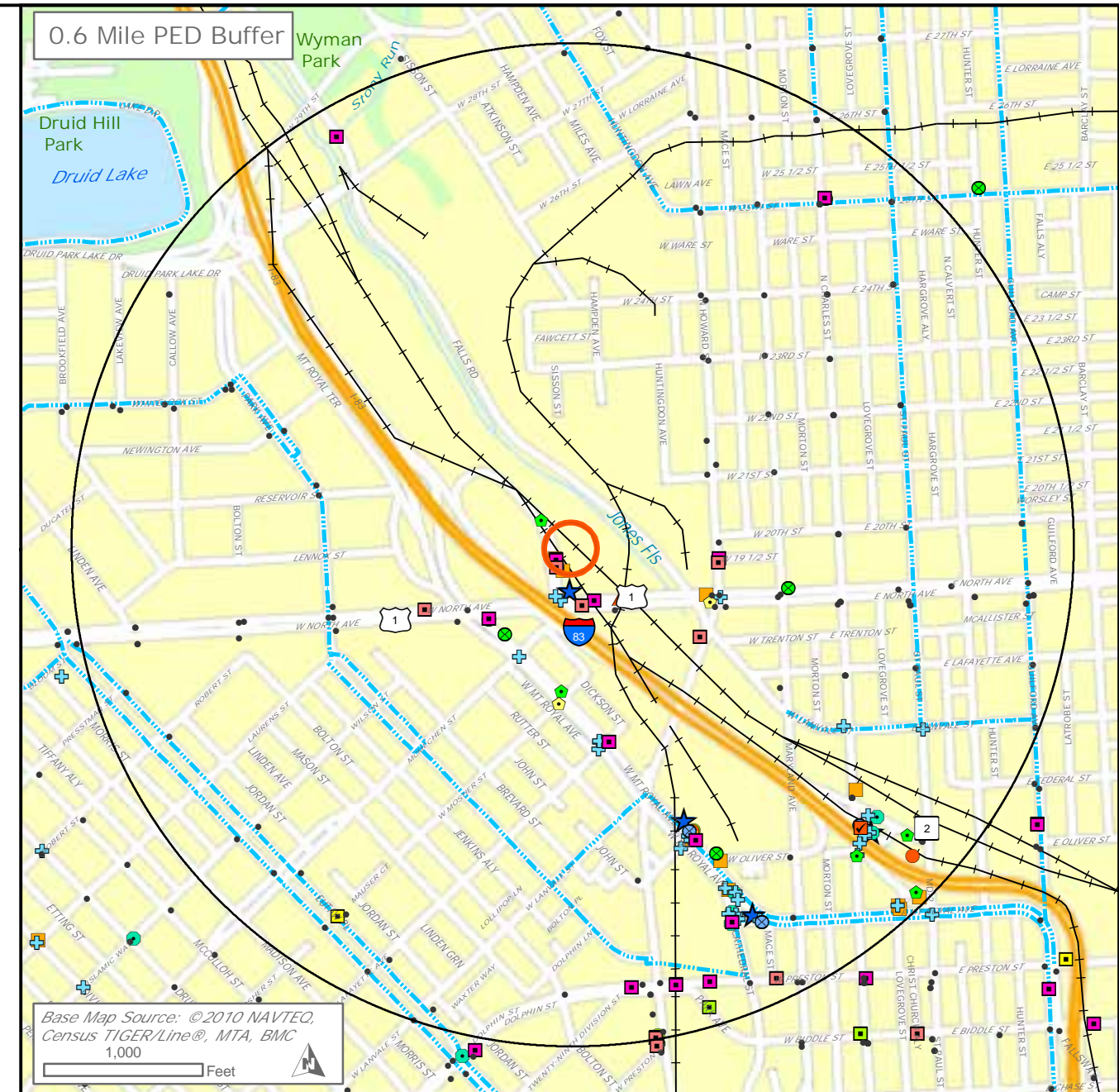
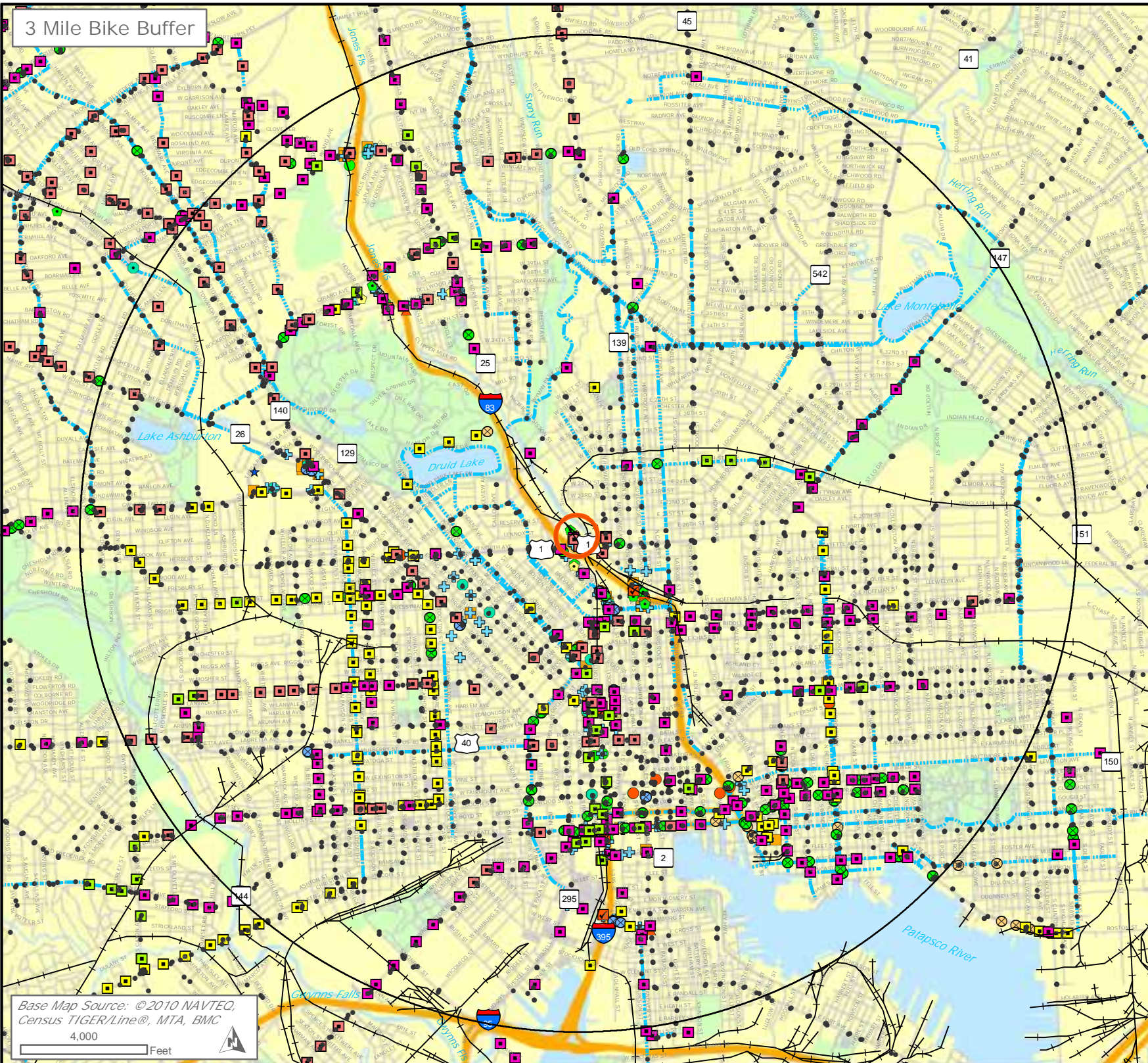
PEDESTRIAN DEFICIENCIES

- A designated, marked pedestrian access way through the parking lot is recommended.
- Crosswalks are missing or faded and should be replaced at: North Ave @station driveway; North @ Howard Street and Mt Royal @ McMechan.
- Street lighting is recommended for the bus stop at North Ave and McMechan Street.

BIKE ROUTE DEFICIENCIES

- For the bike lane on North Avenue, bicycle compatible drainage and signage is needed.
- For the Falls Road bike path, signage is needed from Chestnut to Maryland Ave.
- For the shared use lane on 33rd Street, signage and marking is needed from Charles Street to St Paul.
- Signage and marking is recommended for the shared use lanes on West North Ave and Wyman Park Drive.

For more detailed information refer to the project database.



Legend

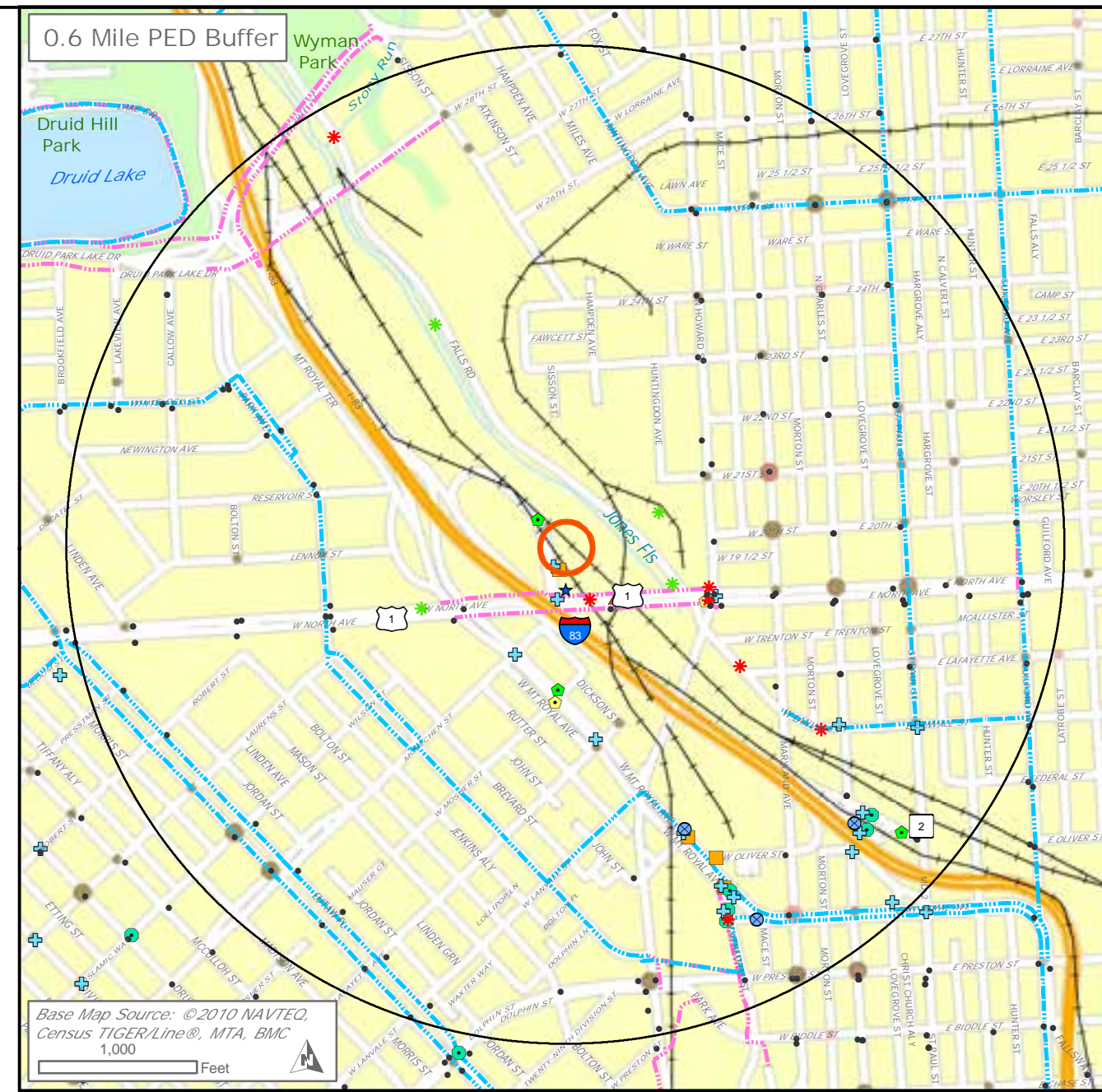
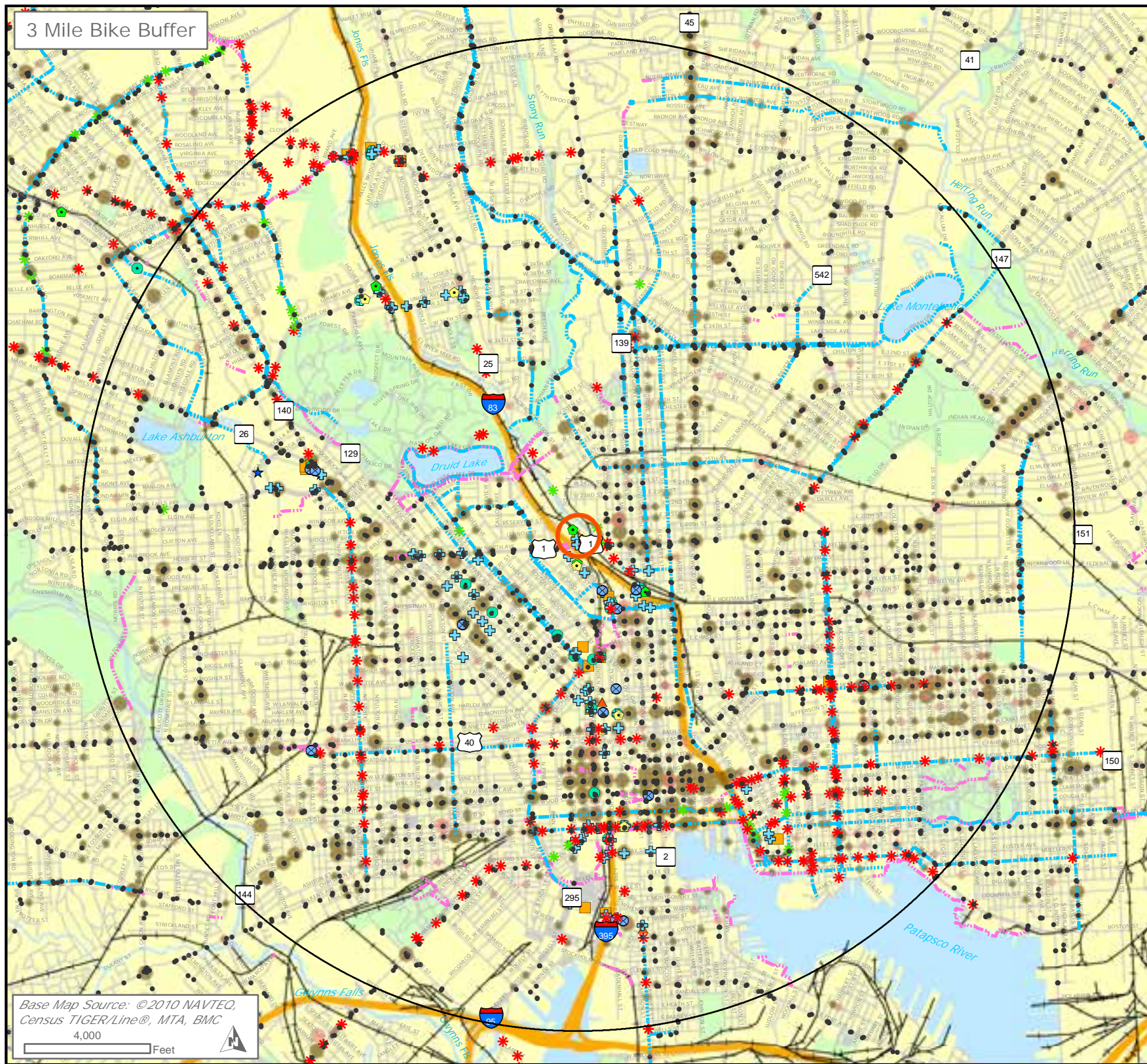
Train Station	Crosswalk Deficient
Bus Stop	Curb Ramp Missing
Parallel Drainage Grate	Desire Line Present
Wide Outside Lane Missing	Lighting Deficient
Paved Shoulder Missing	Pedestrian Crossing Deficient
Marked Bike Lane Missing	Bicycle Storage Not Visible
Directional Signing at Station Missing	Bicycle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

Existing Conditions

Station: North Ave
Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements

Station: North Ave
Rail Line: Light Rail

Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS

NORTH AVENUE - LRT

Station No. 27

North Avenue LRT

Baltimore City

500 W North Ave

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING MISSING		NORTH AVE. LIGHT RAIL			STATE	INSTALL 180' CROSSWALK, 2-PED. SIGNS INSIDE THE PARKING LOT	
	LIGHTING AT BUS STOP	W. NORTH AVE. AND MCMECHEN AVE.	W. NORTH AVE.			CITY	INSTALL LIGHTING AT BUS STOP	
	DESIRED LINE PRESENT	NORTH AVE. STATION				CITY	INSTALL CROSSWALK AT PARKING LOT ENTRANCE TO DIRECT PEOPLE TO THE PLATFORM	
	CROSSWALK MISSING		N. AVE. LIGHT RAIL, ENTRANCE TO PARKING LOT			CITY	INSTALL 100' XWALK	
	CROSSWALK FADED	NORTH AVE AND N. HOWARD ST				STATE	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 700' OF PAVEMENT MARKINGS	
	CROSSWALK FADED	NORTH AVE AND STATION ACCESS RD				CITY	REPAINT CROSSWALKS ON N AND E LEG -TOTAL OF 320' OF P.M.	
	CROSSWALK FADED	W MT ROYAL AVE AND MC MECHEN ST				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 1100' OF PAVEMENT MARKINGS	
BIKE	WIDE LANE		EAST 33RD STREET	NORTH CHARLES STREET	ST PAUL STREET	CITY	ROUTE, SIGNING, MARKING	0.071023
	WIDE LANE		FALLS ROAD	CHESTNUT AVENUE	MARYLAND AVENUE	STATE	ROUTE, SIGNING, MARKING	0.27178
	WIDE LANE		ST PAUL STREET	EAST 33RD STREET	EAST UNIVERSITY PARKWAY	STATE	ROUTE, SIGNING, MARKING	0.208333
	WIDE LANE		WEST NORTH AVENUE	NORTH MONROE STREET	NORTH BROADWAY	STATE	ROUTE, SIGNING, MARKING	0.568182
	WIDE LANE		WYMAN PARK DRIVE	REMINGTON AVENUE	ART MUSEUM DRIVE	CITY	ROUTE, SIGNING, MARKING	0.320076
	BIKE PATH		FALLS ROAD	CHESTNUT AVENUE	MARYLAND AVENUE	STATE	ROUTE, SIGNING	0.27178
	BIKE LANE		WEST NORTH AVENUE	NORTH MONROE STREET	NORTH BROADWAY	STATE	SIGNING, DRAINAGE	0.568182

	Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility		
	\$299,605	Anne Arundel County	\$0	State Roads/Stations	\$209,515
		Baltimore City	\$299,605	County Roads	\$0
		Baltimore County	\$0	City Roads	\$90,090
		Harford County	\$0		
		Howard County	\$0		
Prince George's County		\$0			

CHARACTER:

Penn Station is located in the northern portion of downtown Baltimore. The LRT station is located at the end of a short spur from the main Light Rail Line to Penn Station that provides for easier transfer between the MARC/Amtrak lines and the LRT. The area’s generalized land use is medium intensity residential and commercial. Two theaters and several restaurants are located within walking distance as is the University of Baltimore Campus. The area is designated as Station North Arts and Entertainment District where there are tax incentives available for specific arts related businesses. The area is built out except for surface parking lots. There have been proposals in the past for redevelopment of the area.

LAND USE CONTEXT:

The area has a mix of land uses surrounding it including medium density residential, high density Residential, high intensity commercial and public institutional facilities. The area is not planned for a transit oriented development but there have been concepts proposed for more intensive use of the Penn Station structure itself.

Year 2000 Population within 3 mile radius -	333,003
Weekday Station Ridership	365
Saturday Station Ridership:	219
Transit Connections:	MTA Routes 3, 3x, 11, 61, 64, 64x Charm City Circulator, Purple Route MARC Penn Line Amtrak

PARKING:

Paid parking is available in an adjacent garage for customers. 550 spaces are provided for cars and bicycle parking is also provided within the garage. 88% vehicle occupancy rate was observed.

The station garage is fully utilized presumably by MARC and Amtrak customers. Nearby surface parking lots and some on-street metered parking is also utilized by rail customers.

PEDESTRIAN ENVIRONMENT:

All the streets in the area have sidewalks, usually on both sides. Sidewalks in the area are generally in good condition. The sidewalk on the east side of North Charles Street between E Mt. Royal Avenue and the station entrance was temporarily closed due to construction.

BICYCLING ENVIRONMENT:

This station is served by the Jones Falls Trail. The Jones Falls Trail/route wraps around the station with E Lanvale Street having marked pavement. The majority of streets in the area are wide enough to accommodate bicycles. There are 5 bike racks at the station located in the front plaza and within the garage. Weekend observations revealed full racks and bicycles locked to fences. More prominent signage about bike parking in the garage may be warranted. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	34
Number of Bicycle Crashes within 3 miles	19

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

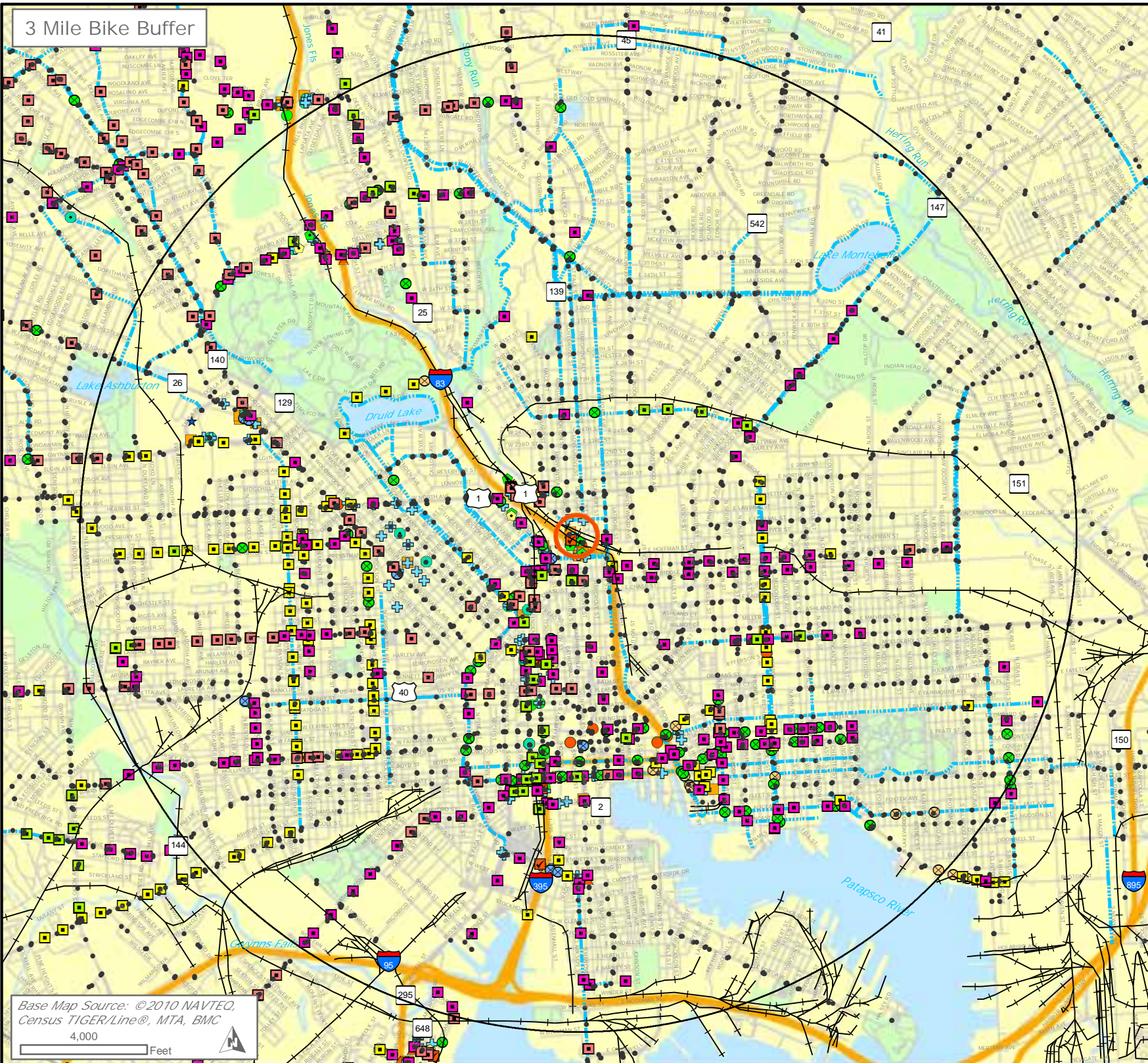
- It was assumed that a missing section of sidewalk observed on Charles Street near the station would be replaced when construction is completed.
- A segment of missing sidewalk was documented on West Mt Royal Ave and should be installed.
- Crosswalks are faded or missing in the following locations and should be provided: at the station entrance; within the station in the 3 minute loading /unloading area; at St Paul @ East Mt Royal Ave; N. Charles @ Lanvale; N.Charles @ Academic Center; I-83 off ramp to W. Mt Royal.

BIKE ROUTE DEFICIENCIES

- For the shared use lane on Falls Road – Share the Road Sign and marking is recommended between Chestnut Ave and Charles Street.

Station wayfinding signage is recommended on N Charles Street for the Light Rail Station and MARC stations. Additional bicycle storage racks may be needed.

For more detailed information refer to the project database.

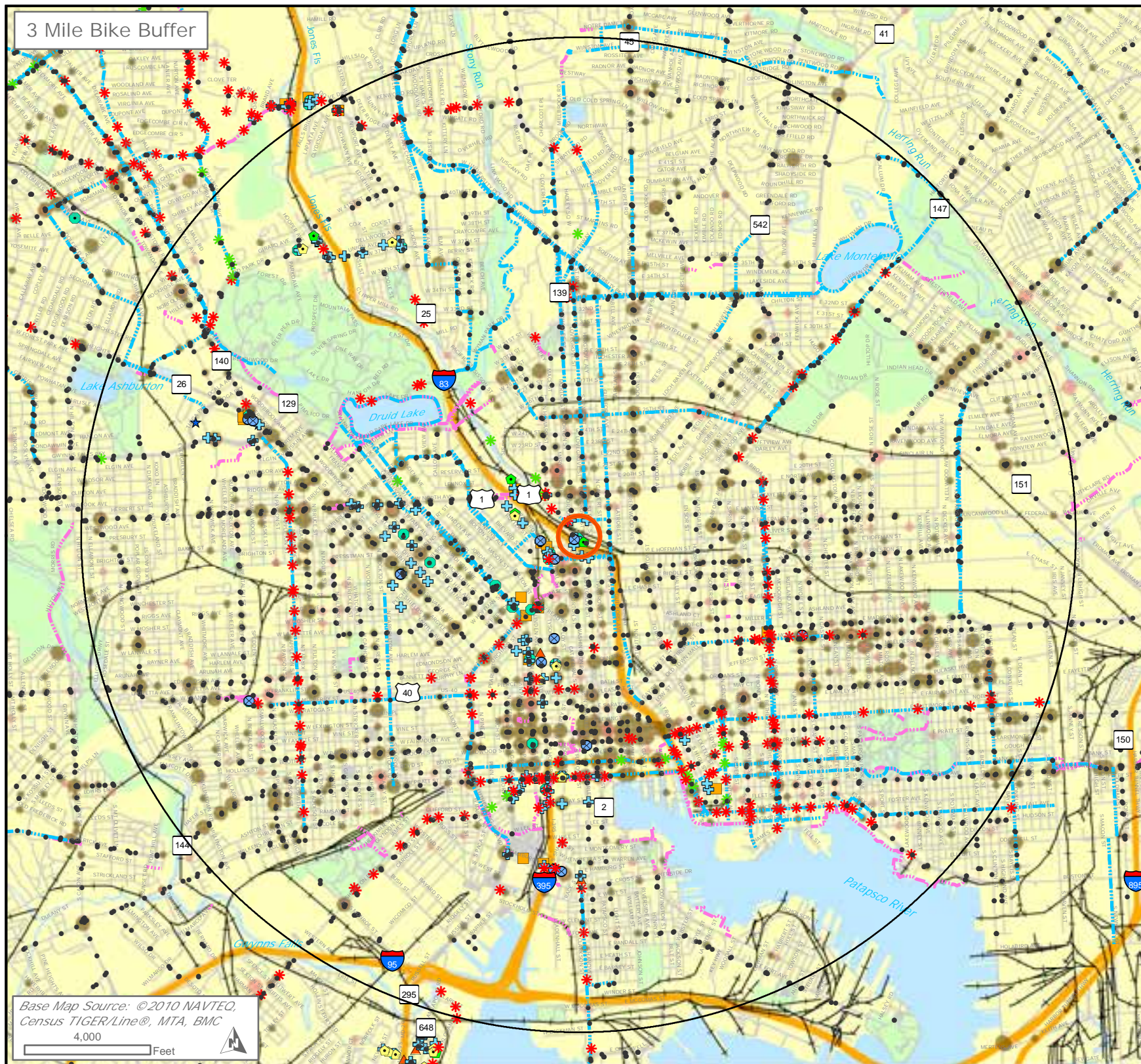


- ### Legend
- Train Station
 - Bus Stop
 - Parallel Drainage Grate
 - Wide Outside Lane Missing
 - Paved Shoulder Missing
 - Marked Bike Lane Missing
 - Directional Signing at Station Missing
 - Bike Signing Missing
 - Sidewalk Damaged
 - Sidewalk Segment Missing
 - Crosswalk Deficient
 - Curb Ramp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

Existing Conditions
 Station: Penn Station
 Rail Line: Light Rail

Jun 20, 2011





Legend

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

Recommended Improvements

Station: Penn Station
 Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS

PENN STATION - LRT

Station No. 28a

Penn Station LRT		Baltimore City	1500 N Charles Street		Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To			
PEDESTRIAN	SIDEWALK SEGMENT MISSING		AT PENN STATION MARC	ACROSS FROM TAXI PICK-UP/DROP-OFF POINT		STATE	INSTALL 150'X5' OF SIDEWALK	
	DIRECTIONAL SIGNING STATION MISSING		N. CHARLES ST.			CITY	INSTALL LIGHT RAIL/MARC SIGN AT NORTH CHARLES ST. FOR PENN STATION	
	DESIRED LINE PRESENT		CHARLES ST.	CHARLES ST.	STATION	CITY	INSTALL 2 CURB RAMPS	
	CURB RAMP MISSING	FROM CHARLES STREET TO THE CIRCLE AT PENN STATION				CITY	INSTALL 2-CURB RAMPS AND CROSSWALKS-TOTAL OF 280' OF P.M.	
	CURB RAMP MISSING	PENN STATION ENTRANCE				STATE	INSTALL 2- CURB RAMPS AT THIS LOCATION	
	CROSSWALK MISSING					STATE	INSTALL 420' XWALK ON ALL LEGS	
	CROSSWALK MISSING		CHARLES ST AT STATION ACCESS			CITY	INSTALL 130' XWALK, 2-PED SIGNS, 30' S.B.	
	CROSSWALK MISSING		PENN STATION ON 3 MINUTE LOAD/UNLOAD AREA			STATE	INSTALL 130' XWALK, 2-PED SIGNS, 2-CR	
	CROSSWALK MISSING	CHARLWS ST AND ACADEMIC CENTER				CITY	INSTALL 320' XWALK, 50' STOP BAR, 2RAMPS	
	CROSSWALK MISSING	OFF-RAMP FROM I-83 TO W.MT ROYAL AVE.				CITY	INSTALL 280' XWALK,2-PED SIGNS,ADV.PED SIGN,2RAMPS	
CROSSWALK FADED	N CHARLES ST AND E LANVALE ST				STATE	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 400' OF PAVEMENT MARKINGS		
CROSSWALK FADED	ST. PAUL ST. AND E. MT. ROYAL AVE.				STATE	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 500' OF PAVEMENT MARKINGS		
BIKE	WIDE LANE		FALLS ROAD	CHESTNUT AVENUE	MARYLAND AVENUE	STATE	ROUTE, SIGNING, MARKING	0.130682
	WIDE LANE		FALLS ROAD	MARYLAND AVENUE	NORTH CHARLES STREET	STATE	SIGNING, MARKING	0.069129

Note: Penn (LRT) Station is adjacent to Penn (MARC) Station (or Station No. 28b). Improvements shown are for Station No. 28b.

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$202,870	Anne Arundel County	\$0
	Baltimore City	\$202,870
	Baltimore County	\$0
	Harford County	\$0
	Howard County	\$0
	Prince George's County	\$0
	State Roads/Stations	\$110,635
	County Roads	\$0
	City Roads	\$92,240

CHARACTER:

The station is surrounded by a mixed use area including the University of Baltimore and MD Institute of Art campuses, parks, residential and commercial properties. The area is built out at a density compatible with transit.

LAND USE CONTEXT:

The University of Baltimore/Mt. Royal Light Rail station is surrounded by a mix of land uses including high intensity commercial, medium intensity residential, public institutional facilities, non-city and high intensity commercial/medium density residential.

Year 2000 Population within 3 mile radius -	328,578
Weekday Station Ridership	900
Saturday Station Ridership:	566
Transit Connections:	MTA Route 27 UB Shuttle (part of campus loop) Future stop for Charm City Circulator Green Route

PARKING:

No designated parking is provided for transit commuters. Campus parking is available nearby on a permit basis for students and faculty.

PEDESTRIAN ENVIRONMENT:

The University of Baltimore/Mt. Royal Station area has adequate accommodations for pedestrians. The main access road to the station, W Mount Royal Avenue has sidewalks on both side of the street near the station.

A sidewalk exists only on one side of the street approaching North Ave. The pedestrian environment could be improved by adding sidewalk on both sides of the street on this stretch of the W Mt. Royal Avenue. The at-grade crossing of the Light Rail track at W Mt Royal Avenue and Dolphin Street could be improved for better pedestrian safety.

BICYCLING ENVIRONMENT:

All streets are wide enough to accommodate bicycles. The Jones Falls Trail access occurs approximately 1,000 feet north of the station. However the actual distance for bicyclists is longer via W Oliver Street and Maryland Avenue. No other marked bike lanes or signed bike routes were observed in the area.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	2
Number of Bicycle Crashes within 3 miles	0

HIGHLIGHTS FROM FINDINGS

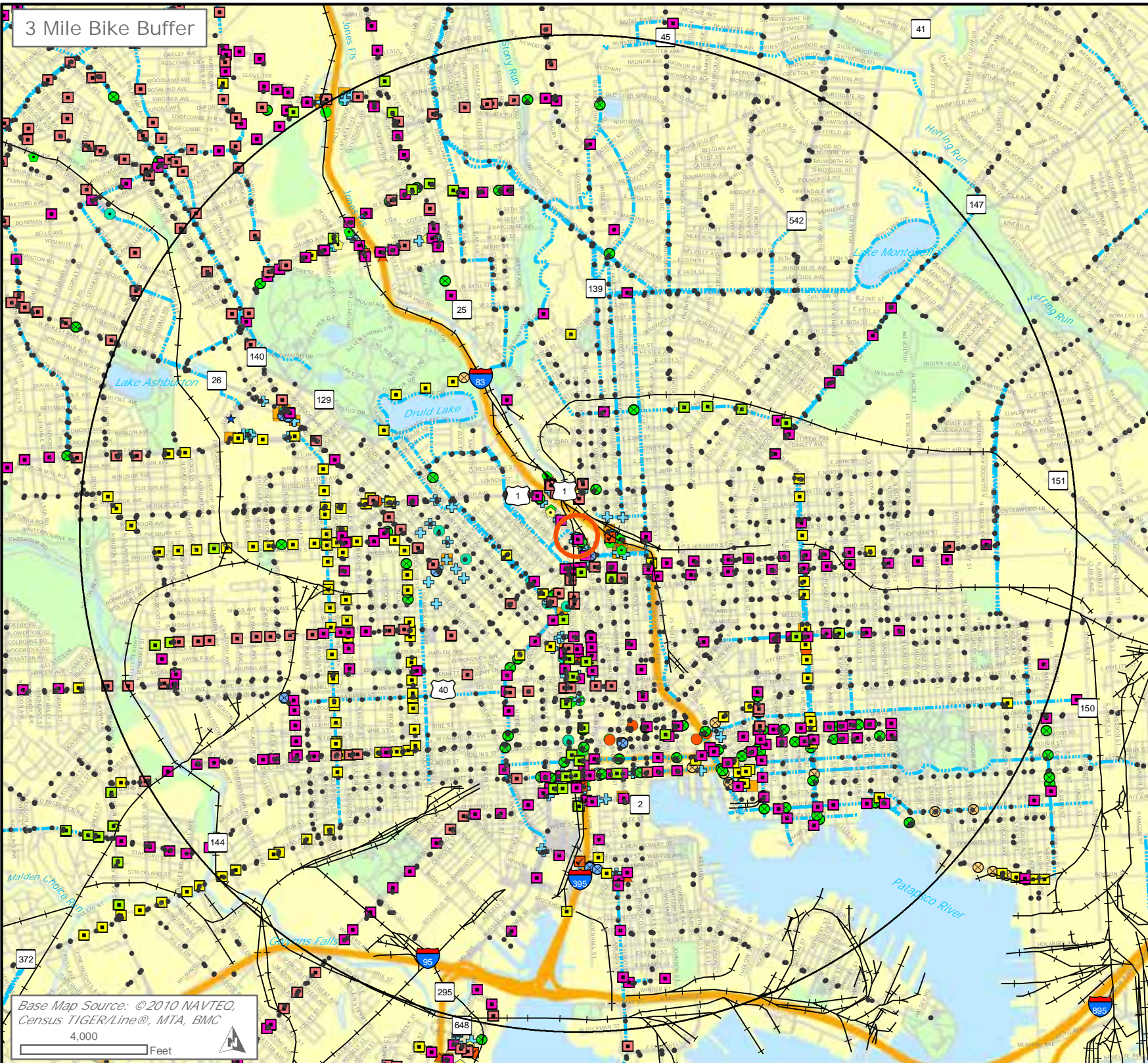
PEDESTRIAN DEFICIENCIES

- There are segments of missing and damaged sidewalk on North Avenue and West Mt Royal that should be replaced.
- Faded or missing crosswalks should be replaced at the following locations: West Mt Royal at the rail crossing @ Dolphin Street; Mt Royal @ Cathedral; Mt Royal @ Lafayette. Pedestrian crossing signs and advanced crossing signs are also recommended at these locations.
- Curb ramps are needed at Mt Royal and Cathedral Streets.
- Station wayfinding signage is recommended on Mt Royal Ave.

BIKE ROUTE DEFICIENCIES

- For the shared use lane on Cathedral Street, from West Mt Royal to Preston Street share the road signage and marking is recommended.

For more detailed information refer to the project database.



Legend

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

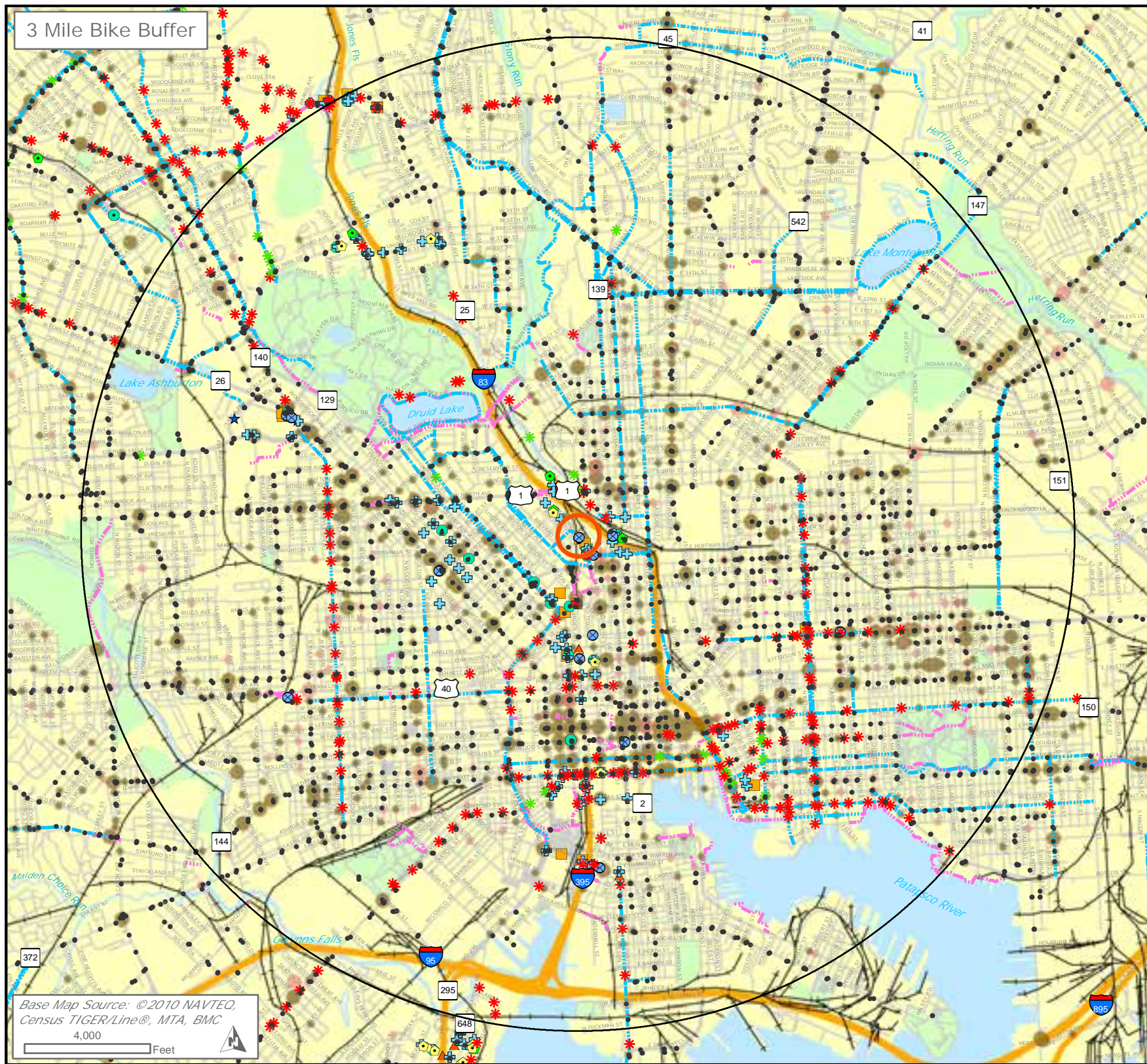
Existing Conditions

Station: Univ of Baltimore / Mt Roy

Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements
 Station: Univ of Baltimore/Mt Roy
 Rail Line: Light Rail
 Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS
UNIVERSITY OF BALTIMORE/MT. ROYAL - LRT

Station No. 29

Univerisy of Baltimore/Mt. Royal LRT Baltimore City Mt. Royal Ave @ Dolphin St.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
	SIDEWALK SEGMENT MISSING		MCMECHEN ST	W. NORTH AVE	83 OFF RAMP	CITY	INSTALL 800'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		W MT ROYAL AVE.	W LAFAYETTE AVE.	MCMECHEN AVE	CITY	INSTALL 800'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		W. MT. ROYAL AVE.	W. LAFAYETTE AVE.	MCMECHEN STREET	CITY	REPLACE AND WIDEN 400'X5' OF SIDEWALK (PAVERS)	
	SIDEWALK DAMAGED		W. RIDGELY ROAD	200' EAST OF LUTHERVILLE STATION		STATE	REPLACE 10'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		W.NORTH VE.	W. NORTH AVE.	N.HOWARD STREET	STATE	REPLACE 50'X4' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING		FROM W. MT. ROYAL AVE. TO CATHEDRAL ST.			CITY	INSTALL 2- PED CROSSING SIGNS AND 1- ADV. PED CROSSING SIGN, 2 CURB RAMPS	
	PEDESTRIAN CROSSING SIGNS MISSING	MT. ROYAL AVE. AND W. OLIVER ST.				CITY	INSTALL 2-PED XING SIGNS, 2-ADV. PED XING SIGNS ON OLIVER AVE. CROSSING	
	PEDESTRIAN CROSSING SIGNS MISSING	W. MT. ROYAL AVE. AND DOLPHIN ST.				CITY	INSTALL 2 PED SIGNALS FOR THE EB	
PEDESTRIAN	DIRECTIONAL SIGNING STATION MISSING		AT UNIVERSITY OF BALTIMORE/MT.ROY			CITY	INSTALL LIGHT RAIL SIGN ON W. MT. ROYAL AVE. SB NORTH OF NORTH HOWARD ST. FOR U OF BALTIMORE STATION	
	DIRECTIONAL SIGNING STATION MISSING		W. MT. ROYAL AVE.			CITY	INSTALL LIGHT RAIL SIGN ON W. MT. ROYAL AVE. FOR UNIVERSITY OF BALTIMORE/MT. ROYAL	
	CURB RAMP MISSING	W MT ROYAL AVE AND CATHEDRAL ST				CITY	INSTALL 2- CURB RAMPS ON THE RAMP FROM CATHEDRAL STREET TO W. MOUNT ROYAL AVE.	
	CURB RAMP MISSING						INSTALL 2-CURB RAMPS ON THE SOUTH LEG, CROSSING CATHEDRAL ST.	
	CURB RAMP MISSING						INSTALL 4-CURB RAMPS ON THE NORTH LEG CROSSING CATHEDRAL STREET	
	CROSSWALK FADED	W MT ROYAL AVE AND CATHEDRAL ST				CITY	REPAINT CROSSWALK CROSSING RIGHT TURN TO CATHEDRAL ST-TOTAL OF 180' OF P.M.	
	CROSSWALK FADED						REPAINT CROSSWALKS ON S AND E LEG-TOTAL OF 550' OF P.M.	
	CROSSWALK FADED	W MT ROYAL AVE AND CATHEDRAL ST (ROYAL STATION)				CITY	REPAINT CROSSWALKS ON ALL 4-LEGS ON INTERSECTION-TOTAL OF 750' OF P.M.	
	CROSSWALK FADED	W. MOUNT ROYAL AVE. AND W. LAFAYETTE AVE.				CITY	REPAINT CROSSWALKS ON ALL FOUR LEGS-TOTAL OF 1500' OF P.M.	
	CROSSWALK FADED	W. MT. ROYAL AVE. AND DOLPHINE ST.				CITY	REPAINT CROSSWALKS-TOTAL OF 360' OF P.M.	
BIKE	WIDE LANE		CATHEDRAL STREET	WEST MOUNT ROYAL AVENUE	WEST PRESTON STREET	CITY	ROUTE, SIGNING, MARKING	0.113636

	Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
	\$604,090	Anne Arundel County \$0	State Roads/Stations \$9,125
		Baltimore City \$602,565	County Roads \$0
		Baltimore County \$1,525	City Roads \$594,965
		Harford County \$0	
		Howard County \$0	
		Prince George's County \$0	

CHARACTER:

The station is surrounded by a mixed use area including residential and commercial properties. The surroundings include the Meyerhoff Symphony Hall, the Maryland National Guard and several State of Maryland Government office buildings.

Through a Public-Private Joint Development project the Symphony Center was built. This project is adjacent to the station is considered the first successful TOD in the Baltimore region. The Symphony Center has mixed-uses including a high-rise residential building and commercial uses and was completed in February 2005. There are TOD plans for the State Center Metro station which is located two blocks west of this station.

LAND USE CONTEXT:

The Cultural Center Light Rail station is surrounded by a mix of land uses including medium intensity residential, high intensity commercial/medium density residential and publically owned facilities.

Year 2000 Population within 3 mile radius -	321,577
Weekday Station Ridership	936
Saturday Station Ridership:	584
Transit Connections:	MTA Routes: 19, 21, 27

PARKING:

There is no parking for commuters provided at this station. Parking garages in the area serve the other surrounding land uses.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment is conducive to foot traffic. There are sidewalks on along all streets, crosswalks and pedestrian crossing signals at intersections.

BICYCLING ENVIRONMENT:

The streets in the surrounding area would be conducive to shared use lanes and bike lanes however few currently exist. The Jones Falls Trail is located approximately 0.5 miles north east of the station. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	13
Number of Bicycle Crashes within 3 miles	3

HIGHLIGHTS FROM FINDINGS

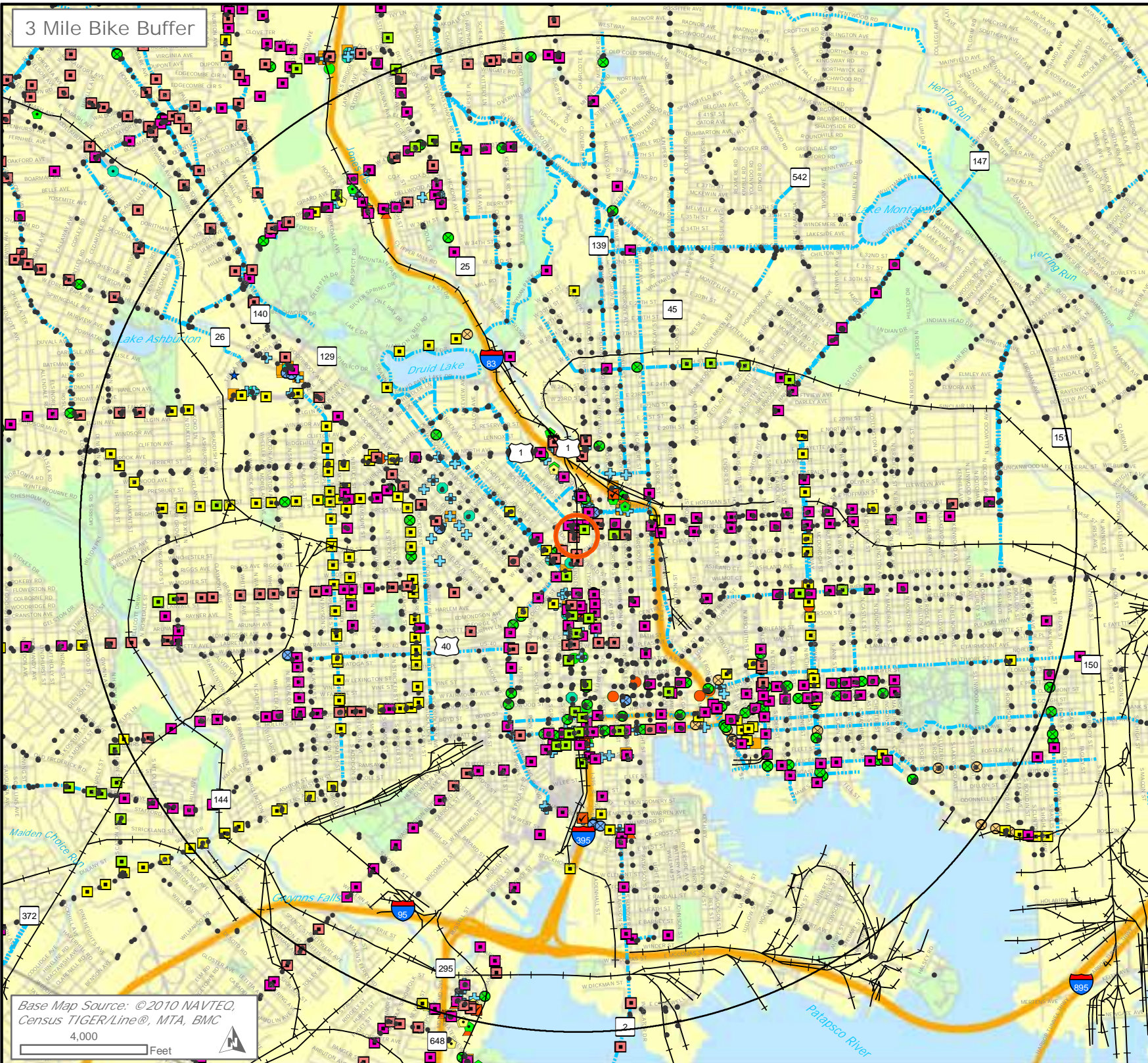
PEDESTRIAN DEFICIENCIES

- Due to the close proximity of the stations the recommendations for pedestrian improvements listed are listed under the State Center Metro station.

BIKE ROUTE DEFICIENCIES

- Deficiencies in the area are listed under the State Center Metro Station.

For more detailed information refer to the project database.



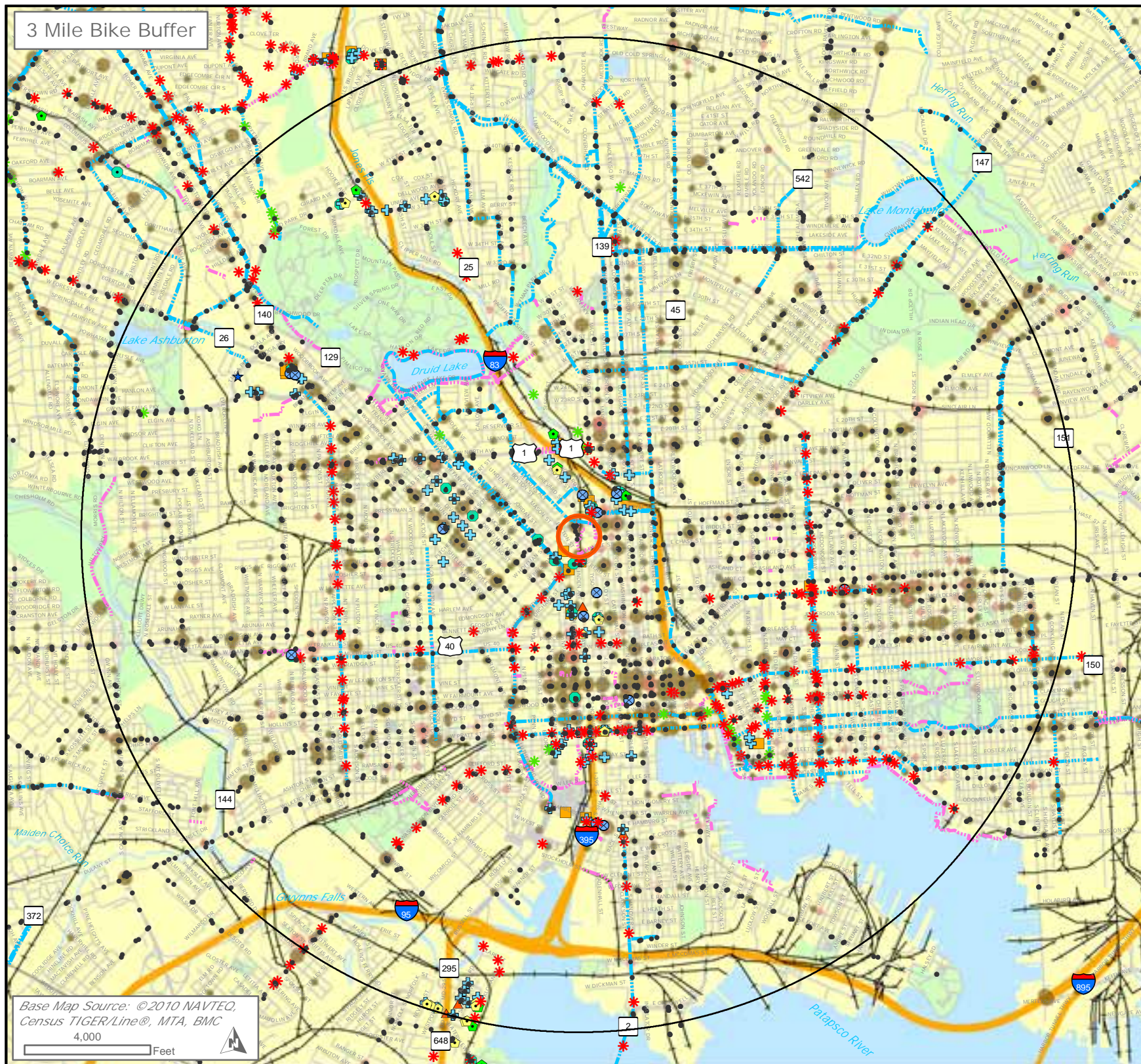
- ### Legend
- Train Station
 - Bus Stop
 - Parallel Drainage Grate
 - Wide Outside Lane Missing
 - Paved Shoulder Missing
 - Marked Bike Lane Missing
 - Directional Signing at Station Missing
 - Bike Signing Missing
 - Sidewalk Damaged
 - Sidewalk Segment Missing
 - Crosswalk Deficient
 - Curb Ramp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

Existing Conditions

Station: Cultural Center
Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements

Station: Cultural Center
Rail Line: Light Rail

Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS
CULTURAL CENTER - LRT

Station No. 30

Cultural Center LRT Baltimore City Howard @ Preston Street

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING	W. CHASE STREET N. HOWARD STREET W. READ ST				CITY	INSTALL 2-PED CROSSING SIGNS AND 1-ADV. PED CROSSING SIGNS ON THE RIGHT FROM W.READ TO W.CHASE ST.	
	CURB RAMP MISSING	W. CHASE ST. AND N. HOWARD ST.				CITY	INSTALL 2- CURB RAMPS ON THE NOTH LEG OF THE INTERSECTION	
	CROSSWALK MISSING	W. CHASE STREET AND N. HOWARD ST.				CITY	INSTALL 4CURB RAMPS, 300' XWALK	

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$56,105	Anne Arundel County	\$0
	Baltimore City	\$56,105
	Baltimore County	\$0
	Harford County	\$0
	Howard County	\$0
	Prince George's County	\$0
	State Roads/Stations	\$0
	County Roads	\$0
	City Roads	\$56,105

CHARACTER:

This station is a walk-up station located in the public right of way on Howard Street and surrounded by a mixed uses including residential and commercial properties. MD General Hospital is located north of the station. The area is built out, but several buildings adjacent to the station are currently vacant. There are no plans for transit oriented development.

LAND USE CONTEXT:

The Centre Street Light Rail station is surrounded by a mix of land uses Public Institutional facilities/Non-City, High Intensity Commercial/ Medium Density Residential and Medium Density Residential.

Year 2000 Population within 3 mile radius -	308,287
Weekday Station Ridership	579
Saturday Station Ridership:	365
Transit Connections:	MTA Routes 19, 27

PARKING:

No parking is provided for commuters at this station.

PEDESTRIAN ENVIRONMENT:

The Station area has adequate pedestrian accommodations. Howard Street has sidewalks on both sides. All surrounding streets have sidewalks which are generally in good condition except for occasional damaged segments. Many intersections have signalized pedestrian crossings with paved crosswalks.

Some crosswalks in the area are made of red pavers that do not appear to be as visible as white painted crosswalks.

BICYCLING ENVIRONMENT:

There were no marked bike lanes observed in the station area. The majority of streets are wide enough to accommodate bicycles. Automobiles and the Light Rail vehicles operate on N Howard Street and for safety it is not recommended that bicyclists follow Howard Street.

The Jones Falls Trail is located approximately 0.5 miles east of the Centre Street Station. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	27
Number of Bicycle Crashes within 3 miles	8

HIGHLIGHTS FROM FINDINGS

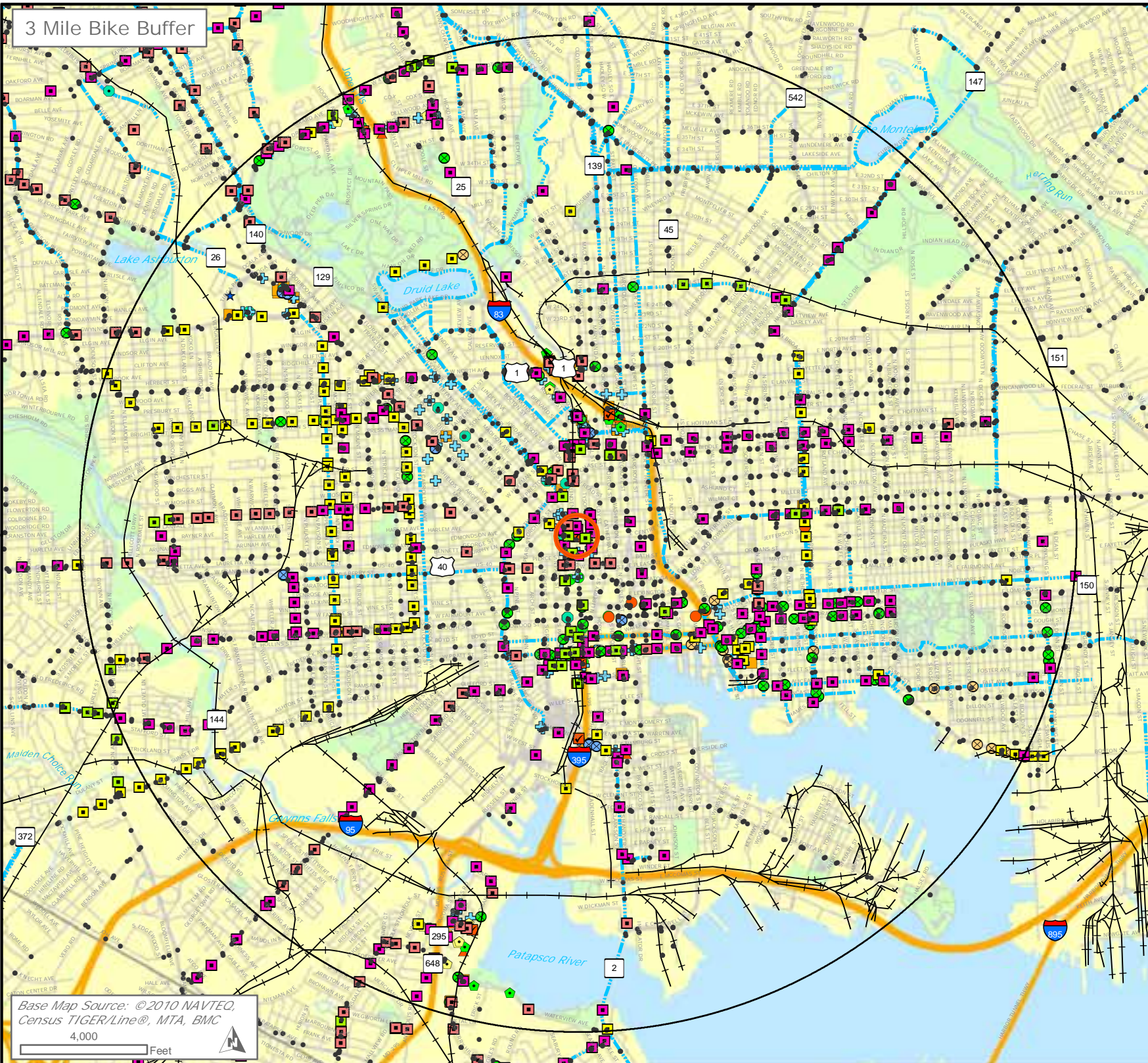
PEDESTRIAN DEFICIENCIES

- Damaged sidewalks on Franklin and Park Avenue should be repaired.
- Ramps are missing on Centre @ Park and Centre @ Eutaw Street.
- Crosswalk pavers are damaged in some locations (e.g.: Howard @ Franklin.) The crosswalks should be repaired and consideration should be given to higher visibility treatment.
- Crosswalks are faded or missing in several locations including: Eutaw @ Franklin; Franklin @ Park; Centre @ Park.
- Pedestrian signals and crosswalks are recommended for Madison @ Eutaw; Eutaw @ Centre;
- Street lighting is recommended for the bus stop on Howard @ Madison Street.
- Pedestrian Crossing signs are missing at Eutaw and Centre Street.
- Station wayfinding signage is recommended for Centre St and Madison Streets.

BIKE ROUTE DEFICIENCIES

- To support shared use lanes on East Monument, MLK Boulevard and West Franklin Streets, share the road signage and marking is recommended.

Refer to the project databases for more detail.



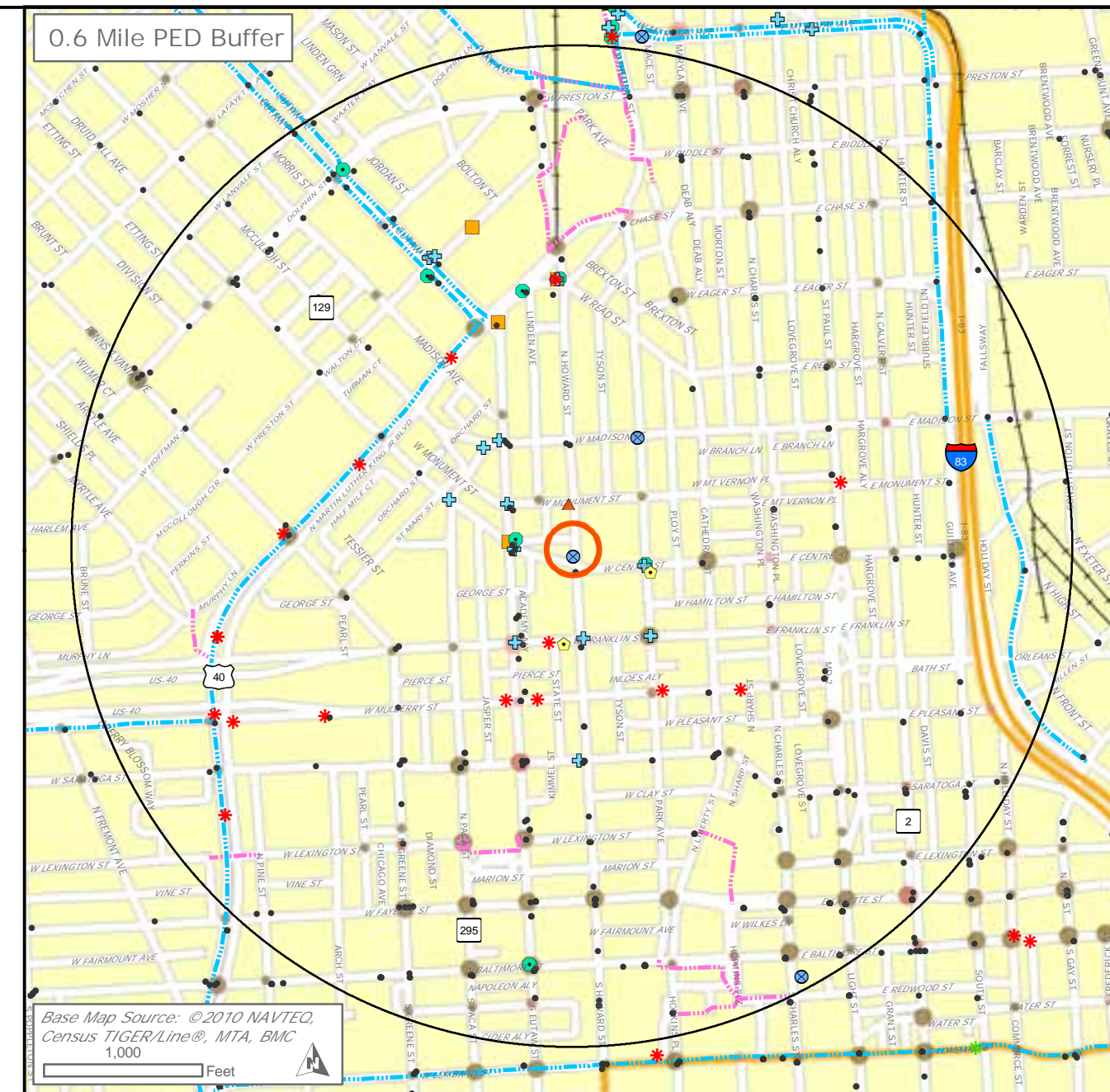
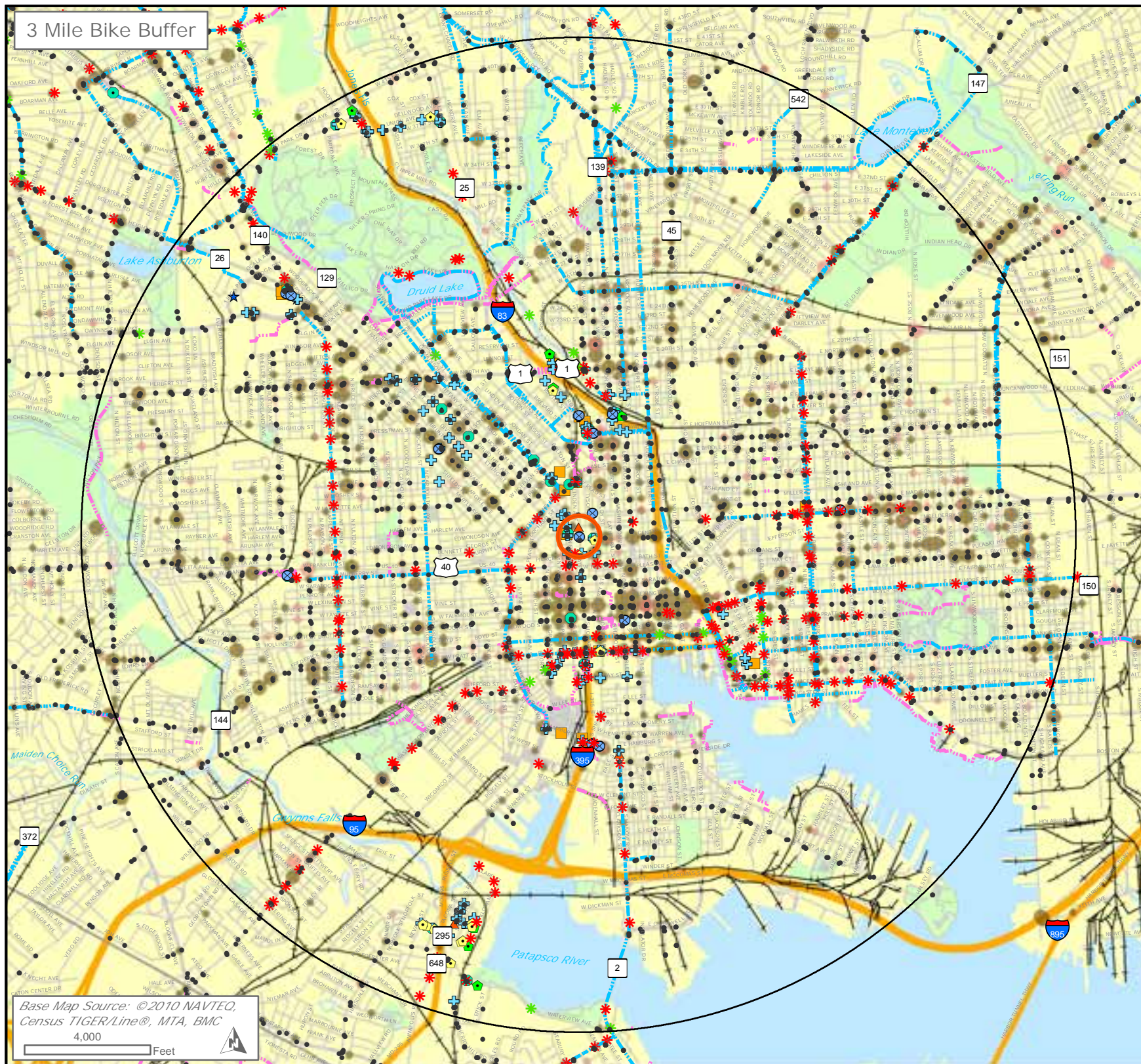
Legend

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

Existing Conditions
 Station: Centre Street
 Rail Line: Light Rail

Jun 20, 2011





Legend

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

Recommended Improvements

Station: Centre Street
Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS

CENTRE STREET - LRT

Station No. 31

Centre Street LRT

Baltimore City

Howard @ Centre Street

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	SIDEWALK DAMAGED		W. FRANKLIN STREET	500' EAST OF JASPER STREET	500' EAST OF JASPER STREET	STATE	REPLACE HOT MIX APRON 11'X11'		
	SIDEWALK DAMAGED	Park Ave./Centre Ave	PARK AVENUE	200' NORTH OF W. HAMILTON STREET	200' NORTH OF W. HAMILTON STREET	CITY	REPLACE SIDEWALK 10'X10'		
	PEDESTRIAN CROSSING SIGNS MISSING	N. EUTAW ST. AND W. CENTER ST.				CITY	INSTALL 2-RAMPS AND 6-PED SIGNALS		
	LIGHTING AT BUS STOP	NORTH HOWARD ST. AND W. MADISON ST.	N. HOWARD ST.			CITY	INSTALL LIGHTING FOR BUS STOP		
	DIRECTIONAL SIGNING STATION MISSING		W. CENTER ST.			CITY	INSTALL LIGHT RAIL SIGN ON N HOWARD ST.		
	DIRECTIONAL SIGNING STATION MISSING		W.MADISON ST.			CITY	INSTALL LIGHT RAIL SIGN IN N. HOWARD ST. NB JUST AFTER W. FRANKLIN ST. FOR CENTER STREET STN.		
	CURB RAMP MISSING	CENTER AVE AND PARK AVE				CITY	INSTALL 1-CURB RAMP ON THE NORTHEAST CORNER TO CROSS CENTER AVE. AND PARK AVE.		
	CURB RAMP MISSING	W. CENTRE/DRUID AVE./N.EUTAW ST.				CITY	INSTALL 2-CURB RAMPS CROSSING N. EUTAW AND DRUID HILL AVE.		
	CROSSWALK MISSING	N EUTAW ST. AND W. CENTRE ST. AND DRUID HILL AVE.				CITY	INSTALL PED SIGNALS AND RAMPS		
	CROSSWALK MISSING	TIFFANY STREET AND ST. MARY ST.				CITY	INSTALL 60' XWALK, 1-CURB RAMP		
	CROSSWALK MISSING	W. MADISON ST AND N EUTAW ST				CITY	INSTALL 160' XWALK,2-RAMPS,6PED SIGNALS		
	CROSSWALK MISSING	W. MONUMENT. AND N. EUTAW ST.				CITY	INSTALL 650' XWALK,4-CURBRAMPS,ON E&W LEG		
	CROSSWALK FADED	CENTER AVE AND PARK AVE				CITY	REPAINT CROSSWALK ON N LEG OF THE INTERSECTION-TOTAL OF 250' OF P.M.		
	CROSSWALK FADED	DRUID HILL AVE. AND N. PACA ST.				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 400' OF PAVEMENT MARKINGS		
CROSSWALK FADED	EUTAW ST AND FRANKLIN ST				CITY	REPAINT CROSSWALKS ON S AND E LEG -TOTAL OF 250' OF P.M.			
CROSSWALK FADED	W FRANKLIN ST AND N HOWARD ST				CITY	REPAIR PAVERS ON EAST AND WEST LEG OF THE INTERSECTION-TOTAL OF 1800 SF			
CROSSWALK FADED	W FRANKLIN STAND PARK AVE				STATE	REPAINT CROSSWALKS ON E LEG-TOTAL OF 300' OF P.M.			
BIKE	WIDE LANE		EAST MONUMENT STREET	ST PAUL STREET	ST PAUL STREET	GUILFORD AVENUE	STATE	SIGNING, MARKING	0.128788
	WIDE LANE		MARTIN LUTHER KING BOULEVARD	WEST PRATT STREET	WEST PRATT STREET	NORTH EUTAW STREET	CITY	ROUTE, SIGNING, MARKING	0.151515
	WIDE LANE		WEST FRANKLIN STREET	NORTH GREENE STREET	NORTH GREENE STREET	ST PAUL STREET	STATE	ROUTE, SIGNING, MARKING	0.517992

	Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
	\$678,115	Anne Arundel County	\$0	State Roads/Stations	\$55,735
		Baltimore City	\$678,115	County Roads	\$0
		Baltimore County	\$0	City Roads	\$622,385
		Harford County	\$0		
		Howard County	\$0		
Prince George's County	\$0				

CHARACTER:

There is a walk-up station located on Howard Street and surrounded by predominately commercial properties. The LRT and cars both operate along Howard Street. Howard Street was once a prominent shopping district that has suffered from decline. Some buildings are vacant. The Lexington Market is located a few blocks west as is the Lexington Metro Station.

LAND USE CONTEXT:

The Lexington Market Light Rail station is surrounded by High Intensity Commercial land uses although some of the buildings are currently vacant and awaiting redevelopment. This station provides an opportunity for transfer to the Metro/Subway located two blocks west. The station is centrally located within the Westside Renaissance redevelopment area. A mix of high value residential, commercial and retail development is proposed in the area.

Year 2000 Population within 3 mile radius -	298,901
Weekday Station Ridership	3,901
Saturday Station Ridership:	2,465
Transit Connections:	MTA Bus Routes: 5, 15, 19, 23, 27, 91 Metro Rail

PARKING:

No designated parking is provided for transit users. There are parking garages in the area that customers could use.

PEDESTRIAN ENVIRONMENT:

The MTA and the City have looked ways to make a customer transfer between the LRT and Metro station more convenient. As typical in a downtown area, there are sidewalks on both sides of the streets with crosswalks and pedestrian signals as many intersections. On Howard Street at Lexington, Saratoga, Mulberry and Fayette Streets, the crosswalks made of red pavers are not highly visible. Lighter color pavers or markings might increase pedestrian safety.

BICYCLING ENVIRONMENT:

To accommodate the Light Rail line, the travel lanes on Howard Street are especially narrow and it would be difficult to include a lane for bicycles. However, the surrounding roadway network does include bicycle lanes. There are no bike racks provided at this station.

2007-2008 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

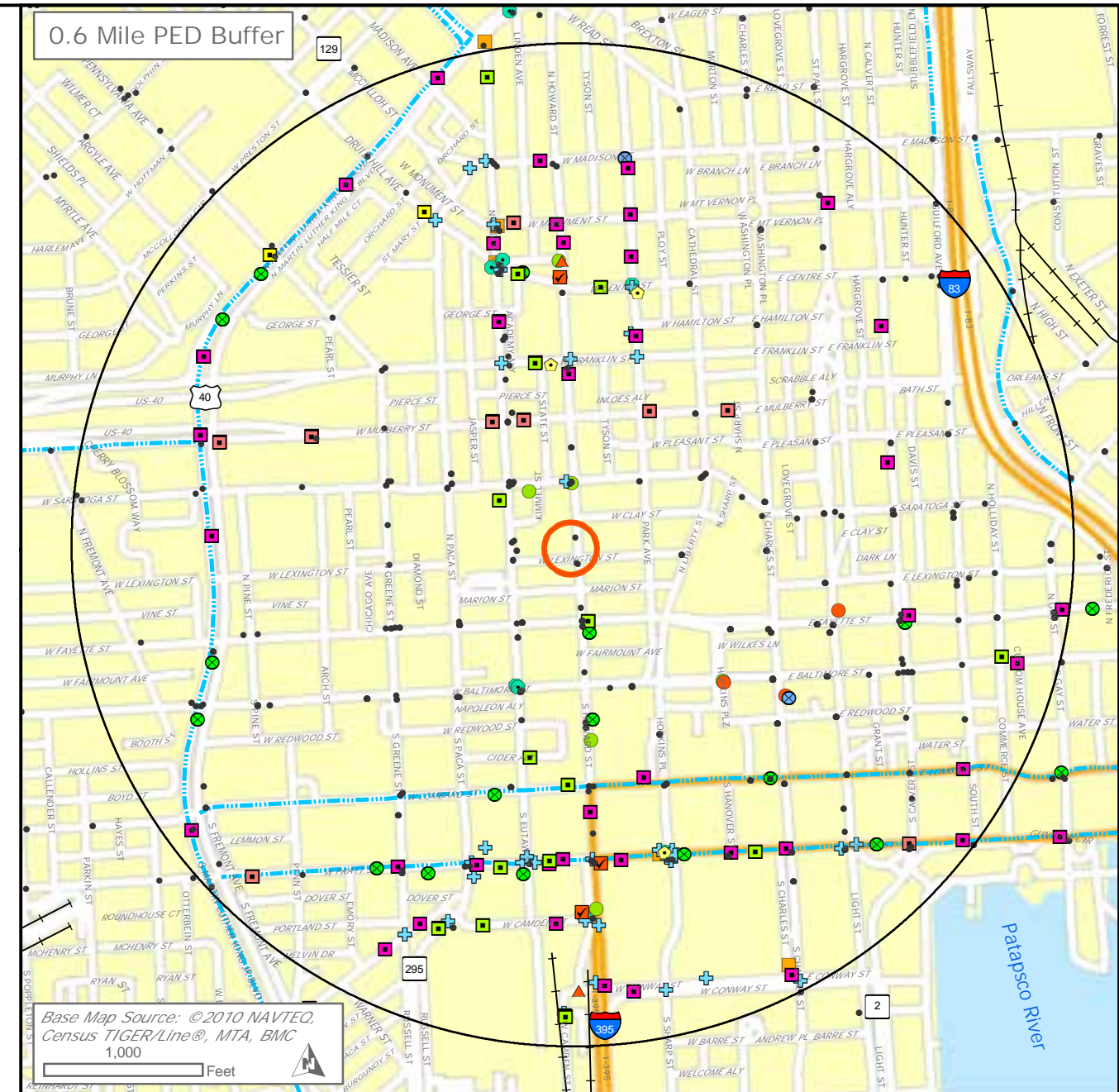
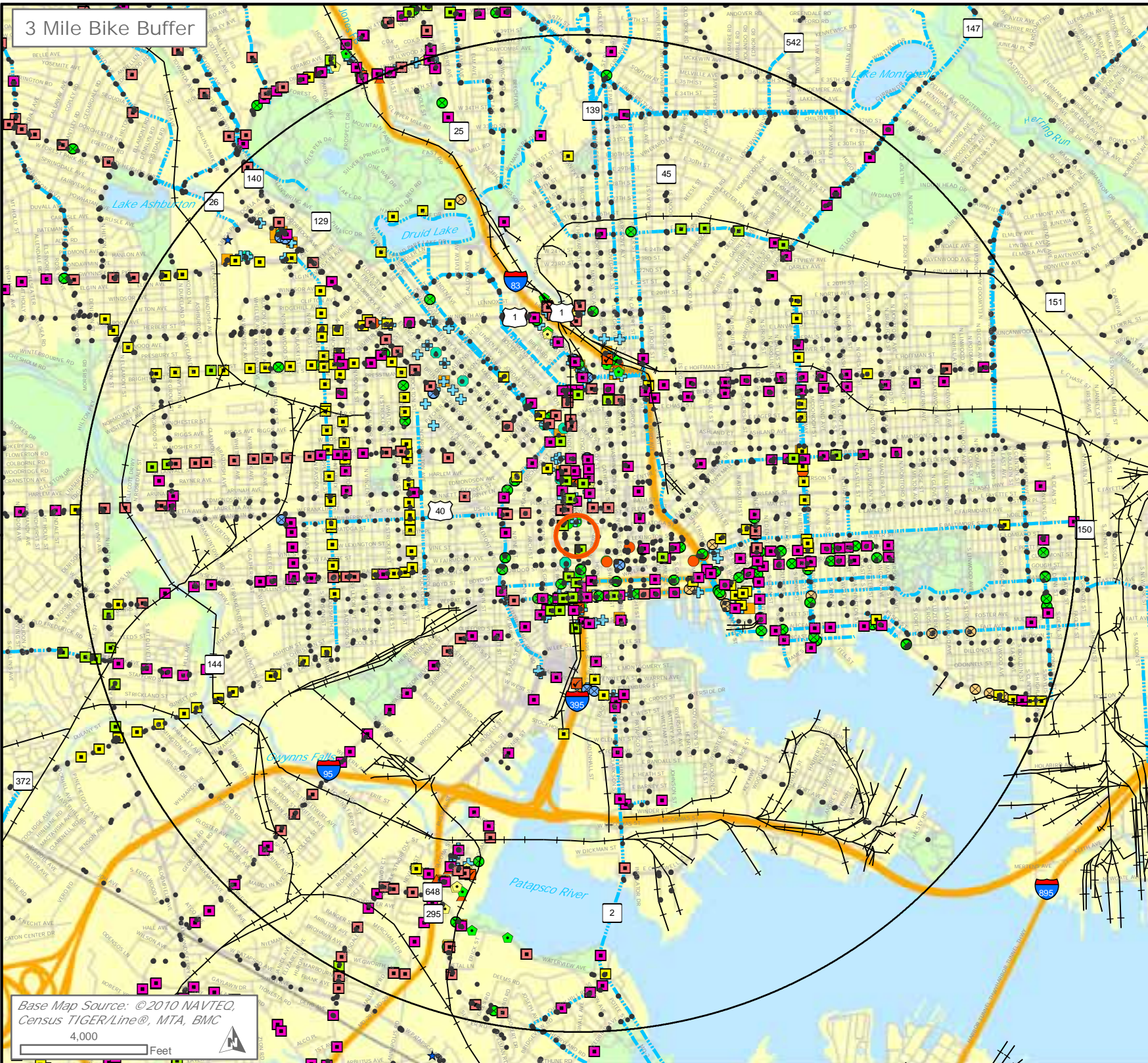
PEDESTRIAN DEFICIENCIES

- There are crosswalks missing at the intersection of Clay Street @ Park Avenue.
- Crosswalks made of dark pavers need repair at Howard @ Saratoga. Consideration should be given to painting or marking pavers to increase visibility.
- Curb ramps at Clay @ Park Ave. and Saratoga @ Park Ave. are not compliant.

BIKE ROUTE DEFICIENCIES

- To support shared use lanes on West Mulberry Street between MLK and North Charles Street bicycle compatible drainage and signage are needed.

Refer to project database for more details.



Legend

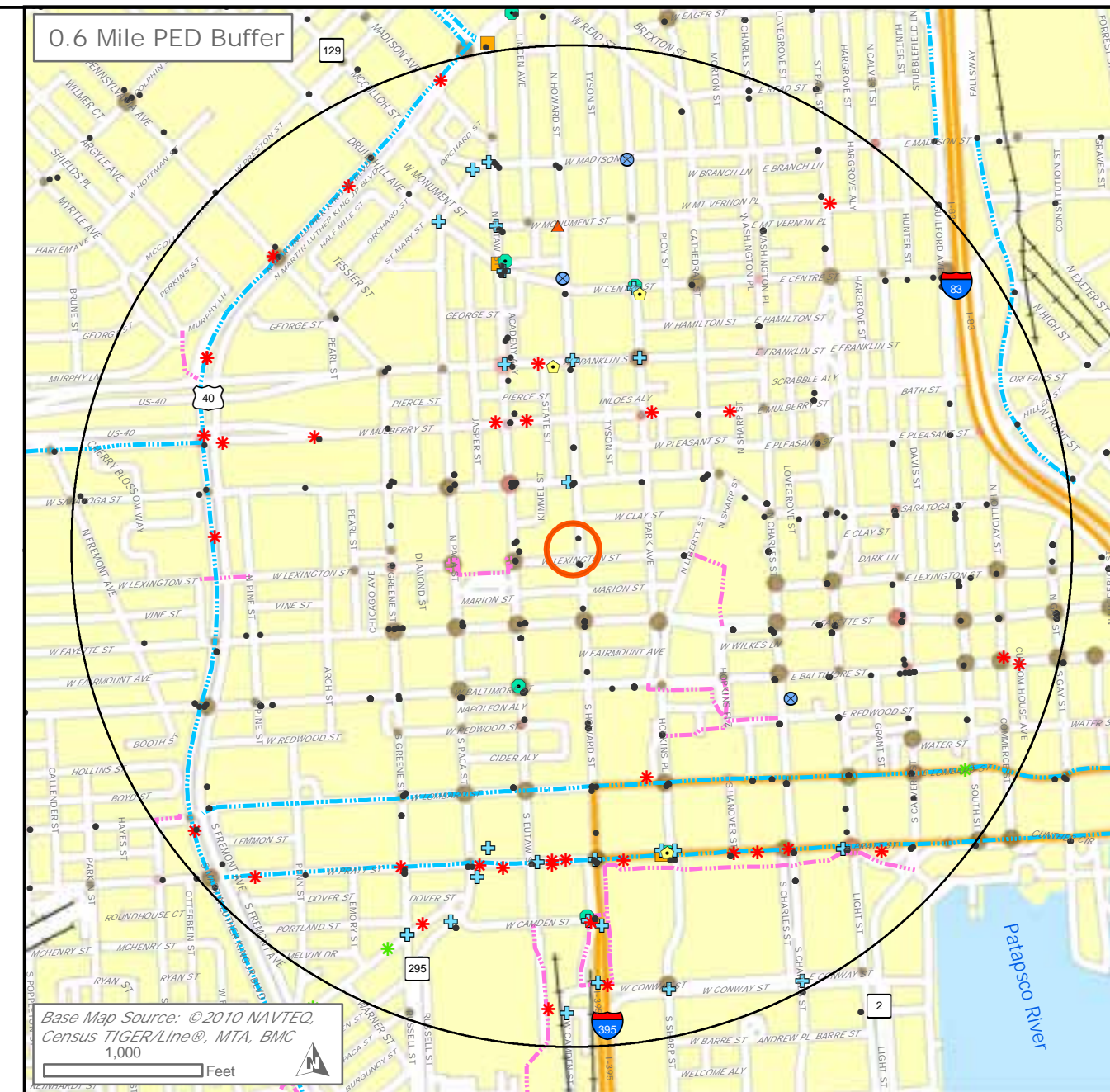
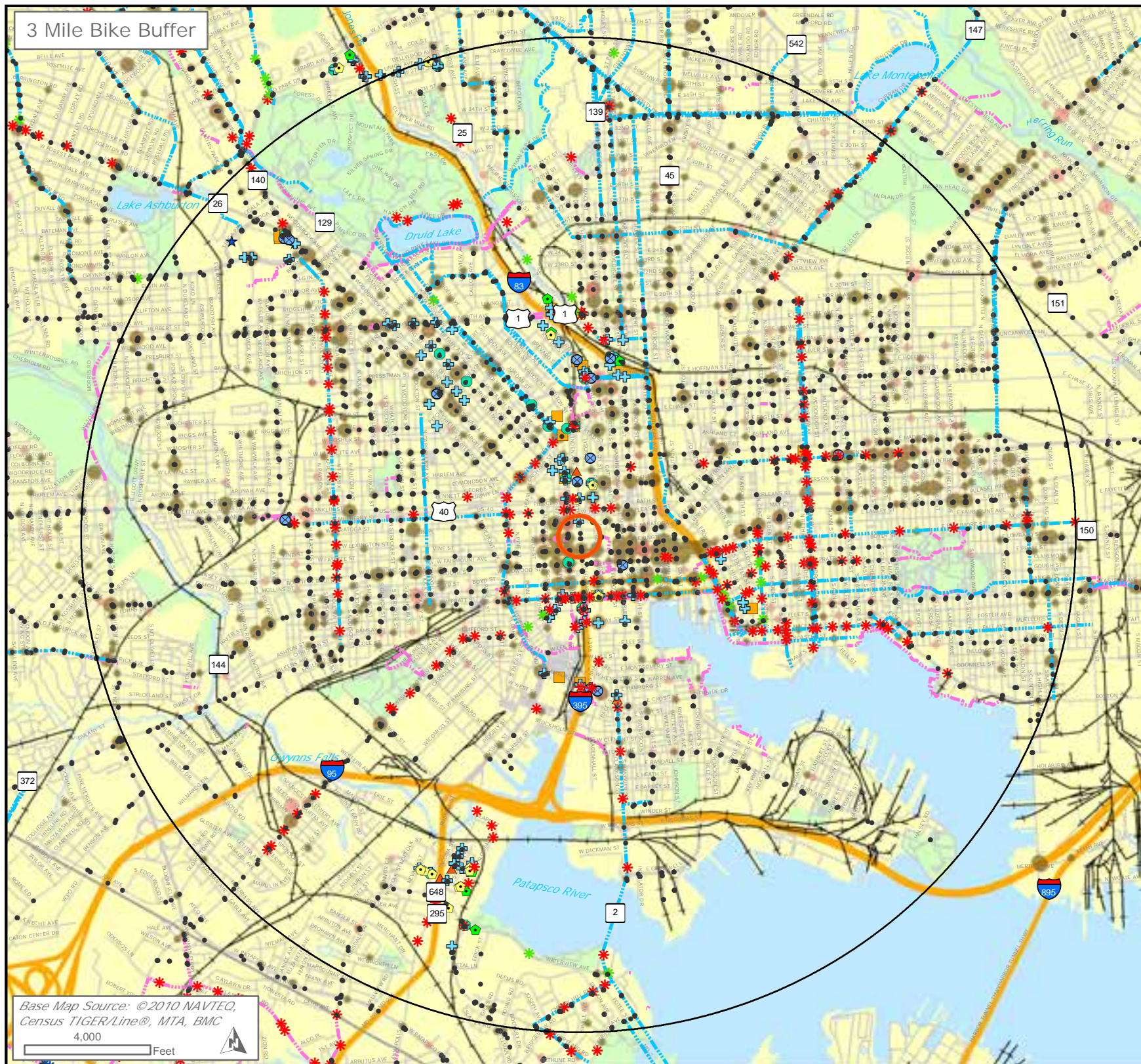
	Train Station		Crosswalk Deficient
	Bus Stop		Curb Ramp Missing
	Parallel Drainage Grate		Desire Line Present
	Wide Outside Lane Missing		Lighting Deficient
	Paved Shoulder Missing		Pedestrian Crossing Deficient
	Marked Bike Lane Missing		Bicycle Storage Not Visible
	Directional Signing at Station Missing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

Existing Conditions

Station: Lexington Market
Rail Line: Light Rail

Jun 20, 2011





Legend

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

Recommended Improvements

Station: Lexington Market
Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS

LEXINGTON MARKET - LRT

Station No. 32

Lexington Market LRT	Baltimore City	Howard @ Lexington Sts.					Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	CROSSWALK MISSING	W SARATOGA AVE. AND N. HOWARD ST.					CITY	REPAIR 2200 SF OF BRICK XWALK ON E AND W LEG	
BIKE	WIDE LANE	WEST MULBERRY STREET		NORTH MARTIN LUTHER KING JR BOULEVARD	NORTH CHARLES STREET	STATE	ROUTE, DRAINAGE	0.11553	

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$61,230	Anne Arundel County \$0	State Roads/Stations \$5,480
	Baltimore City \$61,230	County Roads \$0
	Baltimore County \$0	City Roads \$55,750
	Harford County \$0	
	Howard County \$0	
	Prince George's County \$0	

CHARACTER:

The station is located two blocks west of the heart of downtown Baltimore and is surrounded by active commercial properties, tall office buildings, the First Mariner Arena, the large campus of the University of Maryland including the Schools of Law and Dentistry and the Medical Center. The area is built out and is experiencing continued revitalization.

LAND USE CONTEXT:

The station is surrounded by a variety of urban uses including Public Institutional Facilities/ Non-City and High Density Residential/Medium Intensity Commercial. The station is centrally located within the Westside Renaissance redevelopment area. A mix of high value residential, commercial and retail development is proposed in the area.

Year 2000 Population within 3 mile radius -	292,767
Weekday Station Ridership	2,831
Saturday Station Ridership:	1,789
Transit Connections:	MTA Routes: 1, 6, 8, 10, 20, 36, 40, 210, 150, 160, 310, 311 Charm City Circulator Orange Route

PARKING:

No parking is provided at the station. There are parking garages in the area.

PEDESTRIAN ENVIRONMENT:

This area has good pedestrian environment. Streets have sidewalks on both sides and sidewalks are generally in good condition. Surrounding intersections have signalized pedestrian crossings.

BICYCLING ENVIRONMENT:

Both Pratt and Lombard Streets have been designated by Baltimore City for shared bus /bike routes.

The majority of streets are wide enough to accommodate bicycles. The Jones Falls Trail connects east of the station. The Gwynns Falls trail is nearby and connects to the city waterfront. There are no bike racks at this station.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	22
Number of Bicycle Crashes within 3 miles	1

HIGHLIGHTS FROM FINDINGS

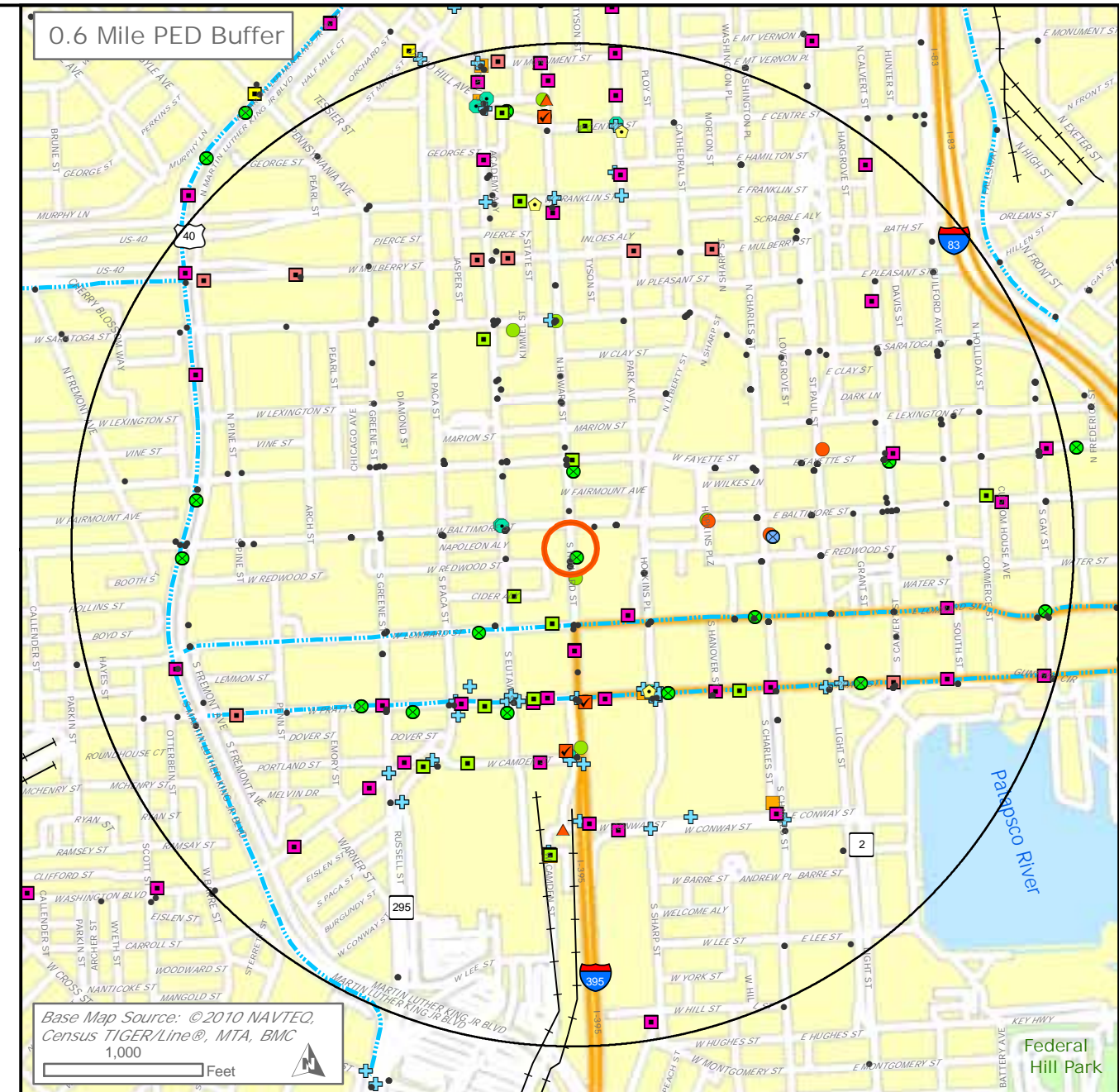
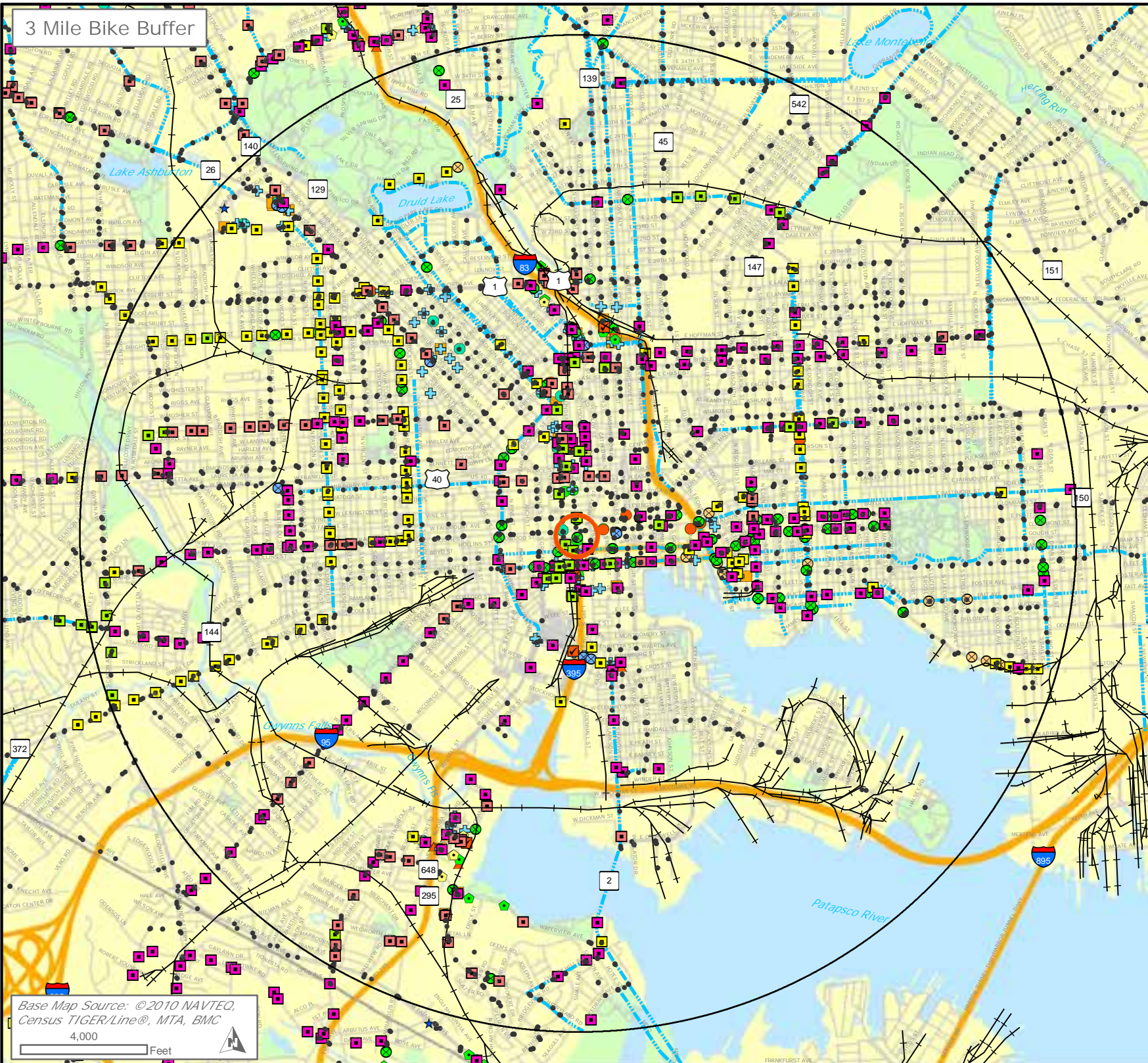
PEDESTRIAN DEFICIENCIES

- Curb ramps are needed at the intersection of W Baltimore St @ N Eutaw Street.

BIKE ROUTE DEFICIENCIES

- To implement the shared use lane on Lombard Street, bicycle signage and marking are needed.
- Signage and marking will need to be replaced along Pratt Street for the bike facility.

For more detailed information refer to the project database.



Existing Conditions

Station: Unversity Center/Balto St

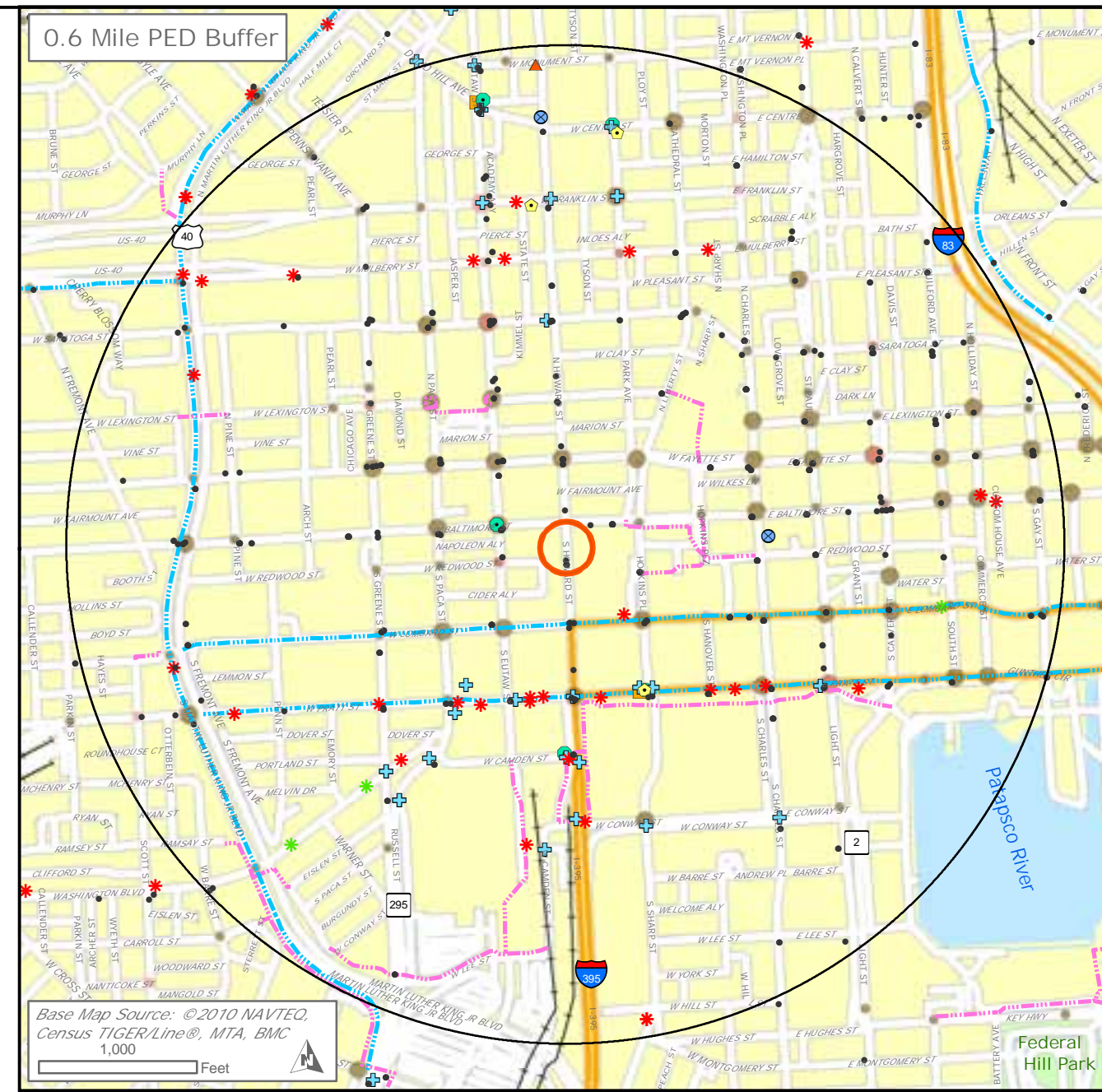
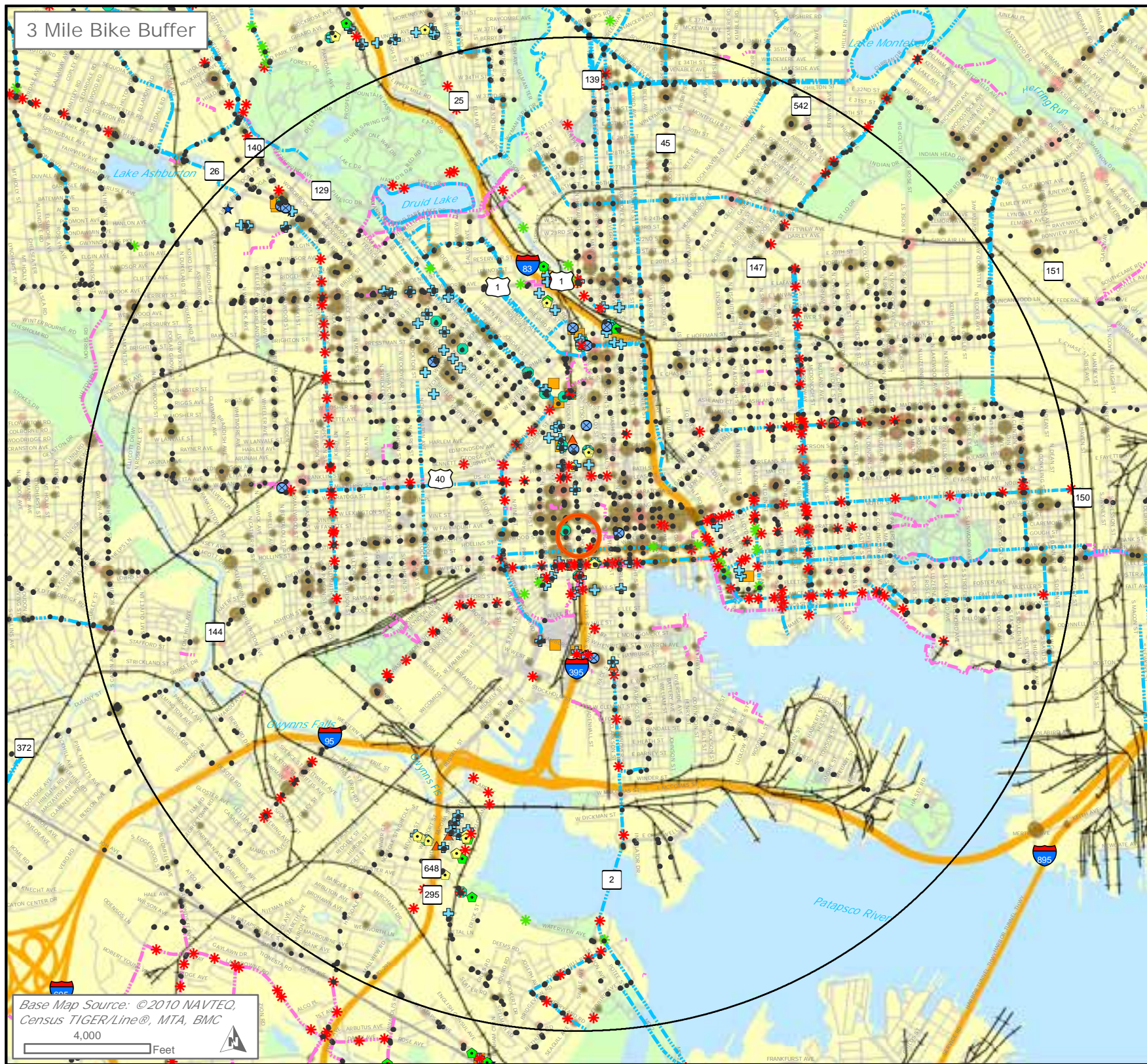
Rail Line: Light Rail

Jun 20, 2011



Legend

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



Recommended Improvements
 Station: University Center/Balto St
 Rail Line: Light Rail
 Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS
UNIVERSITY CENTER/BALTIMORE STREET - LRT

Station No. 33

University Center/Baltimore Street LRT Baltimore City Howard @ Baltimore Sts.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	CURB RAMP MISSING	WEST BALTIMORE ST. AND N. EUTAW ST.				CITY	INSTALL 2-CURB RAMP AT SOUTHEAST CORNER OF THE INTERSECTION	
BIKE	WIDE LANE	WEST LOMBARD STREET		SOUTH MARTIN LUTHER KING JR BOULEVARD	SOUTH CHARLES STREET	CITY	ROUTE, SIGNING, MARKING	0.174242

	Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility	
	\$39,935	Anne Arundel County \$0	State Roads/Stations \$0	
		Baltimore City \$39,935	County Roads \$0	
		Baltimore County \$0	City Roads \$39,935	
		Harford County \$0		
		Howard County \$0		
		Prince George's County \$0		

CHARACTER:

This walk-up station is located on Howard Street and is surrounded by commercial properties, office buildings, hotels, and restaurants, the Baltimore Convention Center, the Sports Legends Museum, Geppi’s Entertainment Museum and the Camden Yards Ballpark. The area is built out.

LAND USE CONTEXT:

The Convention Center/Pratt Street Light Rail station is surrounded by land uses characterized by Public Institutional Facilities/ Non-City, Public Institutional Facilities/City and High Density Residential/Medium Intensity Commercial. The arena is a large venue for a variety of events including concerts, sporting events and the circus.

Year 2000 Population within 3 mile radius -	284,419
Weekday Station Ridership	1,292
Saturday Station Ridership:	803
Transit Connections:	MTA Routes: 7, 19, 35, 120, 320, 410, 411, 420 Charm City Circulator Orange Route

PARKING:

No parking is provided at the station. There is both on and off street parking available nearby.

PEDESTRIAN ENVIRONMENT:

This rail station area has adequate pedestrian environment. All streets in the area have sidewalks on both sides. Some streets immediately around the station are brick paved and in excellent condition. Intersections are signalized with pedestrian crossing signals. Way finding maps posted in the area make it easy for pedestrians to navigate the area.

BICYCLING ENVIRONMENT:

Pratt Street has a lane designated for shared use by busses and bikes, although the lane has been temporarily eliminated during construction. The Jones Falls Trail is located 0.4 miles east and south of the station. There are no bike racks provided at this station. Websites for regional trails are listed in the Appendix.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	7
Number of Bicycle Crashes within 3 miles	0

HIGHLIGHTS FROM FINDINGS

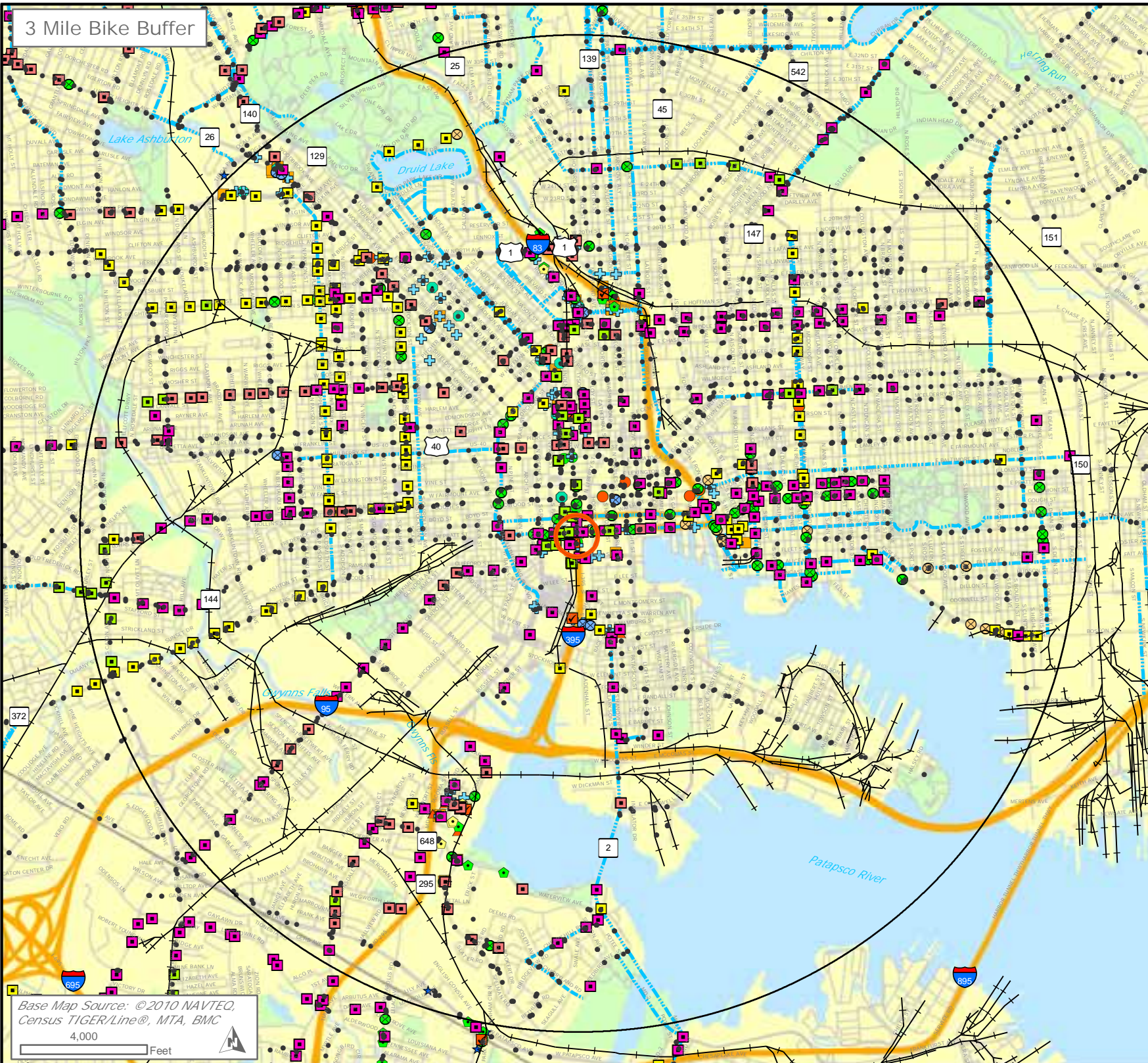
PEDESTRIAN DEFICIENCIES

- Curb ramps should be provided at the intersection of West Baltimore St @ N Eutaw Street.

BIKE ROUTE DEFICIENCIES

- Share the road bicycle signage and marking are recommended for several streets planned for shared lane use. This includes Pratt St where shared bus/bike lane has been temporarily removed.

For more detail refer to project database.



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

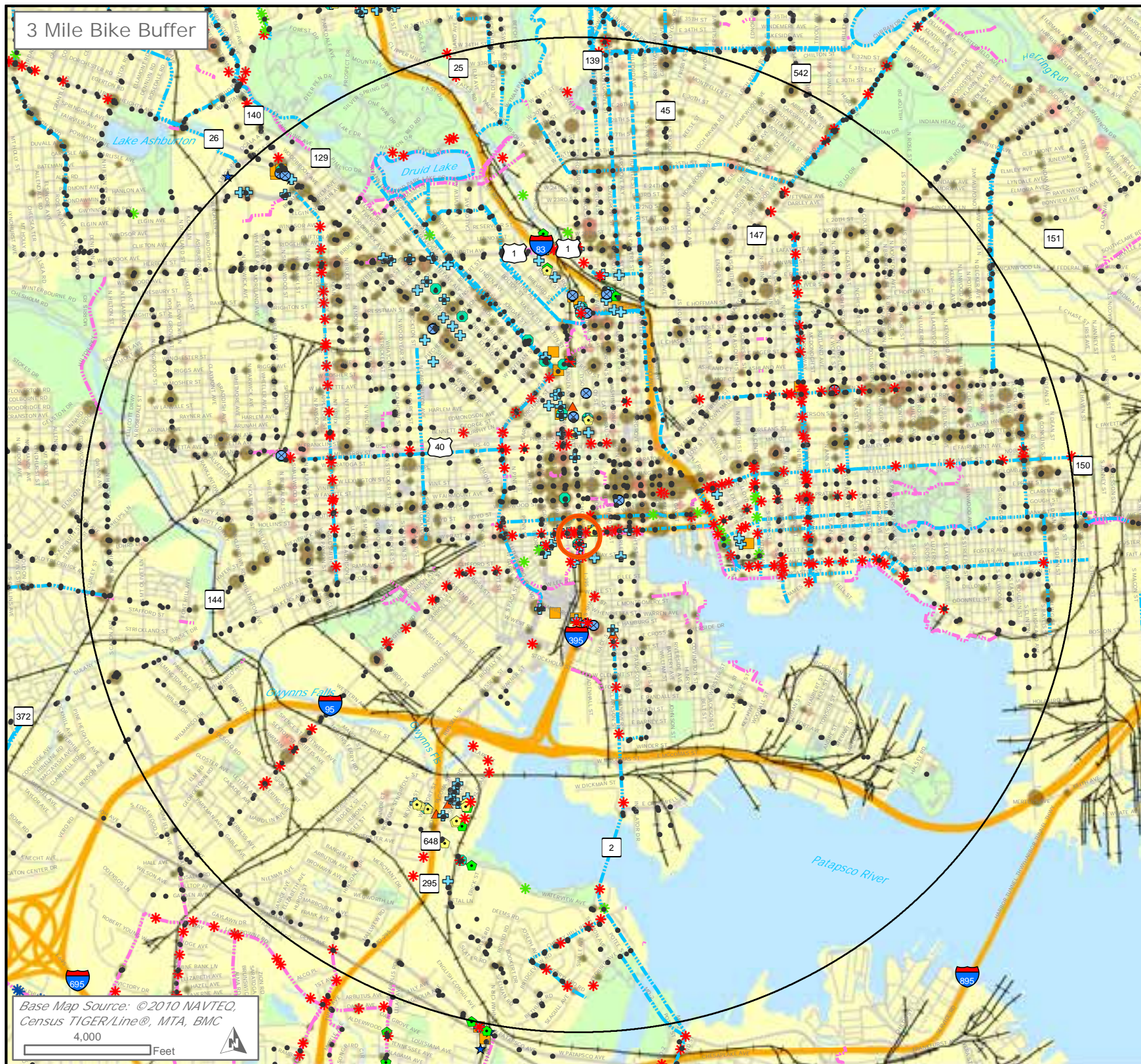
Existing Conditions

Station: Convention Cntr / Pratt St

Rail Line: Light Rail

Jun 20, 2011





Legend

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

Recommended Improvements
 Station: Convention Cntr / Pratt St
 Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS
CONVENTION CENTER/PRATT STREET - LRT

Station No. 34

Convention Center/Pratt St. LRT Baltimore City Howard @ Pratt Sts.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)		
PEDESTRIAN	SIDEWALK DAMAGED		W.PRATT STREET	INTERSECTION OF W.PRATT ST.	AND HOPKINS PL.	CITY	REPLACE 20'X5' OF SIDEWALK			
	PEDESTRIAN CROSSING SIGNS MISSING	HOPKINS PL. AND W. PRATT STREET				CITY	INSTALL 2- PED CROSSING SIGNS ON HOPKINS PL. NORTHBOUND AT W. PRATT STREET			
	CURB RAMP MISSING	W. PRATT ST. AND HOPKINS PL.				CITY	INSTALL 1-CURB RAMP ON THE NOTHWEST OF THE INTERSECTION			
	CROSSWALK FADED	LIGHT ST. AND E. PRATT ST.				STATE	REPAINT CROSSWALKS ON ALL 4-LEGS ON INTERSECTION-TOTAL OF 2100' OF P.M.			
	CROSSWALK FADED	PRATT ST AND HILTON HOTEL				CITY	REPAINT CROSSWALKS ON THE E LEG-TOTAL OF 360' OF P.M.			
	CROSSWALK FADED	PRATT ST AND HOWARD ST				CITY	REPAINT CROSSWALKS ON E AND S LEGS OF INTERSECTION-TOTAL OF 1500' OF P.M.			
	CROSSWALK FADED	S PACA ST AND HILTON HOTEL				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 1150' OF PAVEMENT MARKINGS			
	CROSSWALK FADED	W. PRATT ST. AND HOPKINS PL.				CITY	REPAINT CROSSWALK AT THE CHANNELIZED LEFT FROM W.PRATT TO HOPKINS PL. -TOTAL OF 140' OF P.M.			
	CROSSWALK FADED						REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 1400' OF PAVEMENT MARKINGS			
	CROSSWALK FADED	W. PRATT ST. AND S. EUTAW ST.				CITY	REPAINT CROSSWALK ON N, E AND W LEG -TOTAL OF 800' OF P.M.			
BIKE	WIDE LANE		EAST PRATT STREET	LIGHT STREET	LIGHT STREET		SOUTH CALVERT STREET	CITY	ROUTE, SIGNING, MARKING	0.066288
	WIDE LANE		MARTIN LUTHER KING BOULEVARD	WEST PRATT STREET	WEST PRATT STREET		NORTH EUTAW STREET	CITY	ROUTE, SIGNING, MARKING	0.151515
	WIDE LANE		WEST PRATT STREET	SOUTH MARTIN LUTHER KING JR	SOUTH MARTIN LUTHER KING JR AVENUE		SOUTH CHARLES STREET	CITY	ROUTE, SIGNING, MARKING	0.061553
	WIDE LANE		WEST PRATT STREET						ROUTE, SIGNING, MARKING, DRAINAGE	0.061553
	WIDE LANE		WEST PRATT STREET						SIGNING, MARKING	0.061553

	Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility	
	\$267,910	Anne Arundel County	\$0	
		Baltimore City	\$267,910	State Roads/Stations \$53,215
		Baltimore County	\$0	County Roads \$0
		Harford County	\$0	City Roads \$214,695
		Howard County	\$0	
Prince George's County		\$0		

(The MARC Camden Station is immediately next to the LRT station.)

CHARACTER:

The LRT and MARC stations are adjacent to the Oriole Park at Camden Yards stadium, M&T Bank Stadium, and older residential areas. A new hotel recently opened north of the station. Camden Yards stadium was built as a redevelopment project and incorporates the re-use of an historic warehouse building.

LAND USE CONTEXT:

The Camden Yards Light Rail station is surrounded by urban land uses: comprised of Public Institutional Facilities/ Non-City, and Medium Density Residential.

The B&O Warehouse Building (which forms the “famous” wall of the Oriole Park at Camden Yards stadium) is designated as a “Monument/Memorial.” The Rail Station is located within the boundaries of the Camden Station Area Urban Renewal Plan. The plan is administered by the Baltimore Development Corporation (BDC).

Year 2000 Population within 3 mile radius -	272,024
Weekday Station Ridership	789
Saturday Station Ridership:	493
Transit Connections:	Camden MARC Station

PARKING:

There is a surface parking lot with 1,004 spaces used mainly by MARC customers during the week and by visitors to the stadium when there are sports events. The lot is owned by the MD Stadium Authority. An 8% occupancy rate was observed.

PEDESTRIAN ENVIRONMENT:

Camden Yards Light Rail Station area has an adequate walking environment. This is important since large numbers of people travel to baseball games by rail. The majority of streets have sidewalks on both sides in good condition. Major intersections on Howard Street, W Conway Street and W Pratt Streets have signalized pedestrian crossings.

BICYCLING ENVIRONMENT:

There are 2 bike racks but no bike lockers provided at this station. Bikes were locked to the fences/railings at the station. Pratt Street has a lane designated for shared use by busses and bikes (the lane is temporarily eliminated during construction) There were no other marked bicycle routes or signed bicycle routes observed in this area. The majority of streets around the station are wide enough to accommodate bicycles.

The Jones Falls Trail is located approximately 0.3 miles east of the station and 0.3 miles south of the station is the Gwynn’s Falls Trail. Websites for regional trails are listed in the Appendix.

2007-2008 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

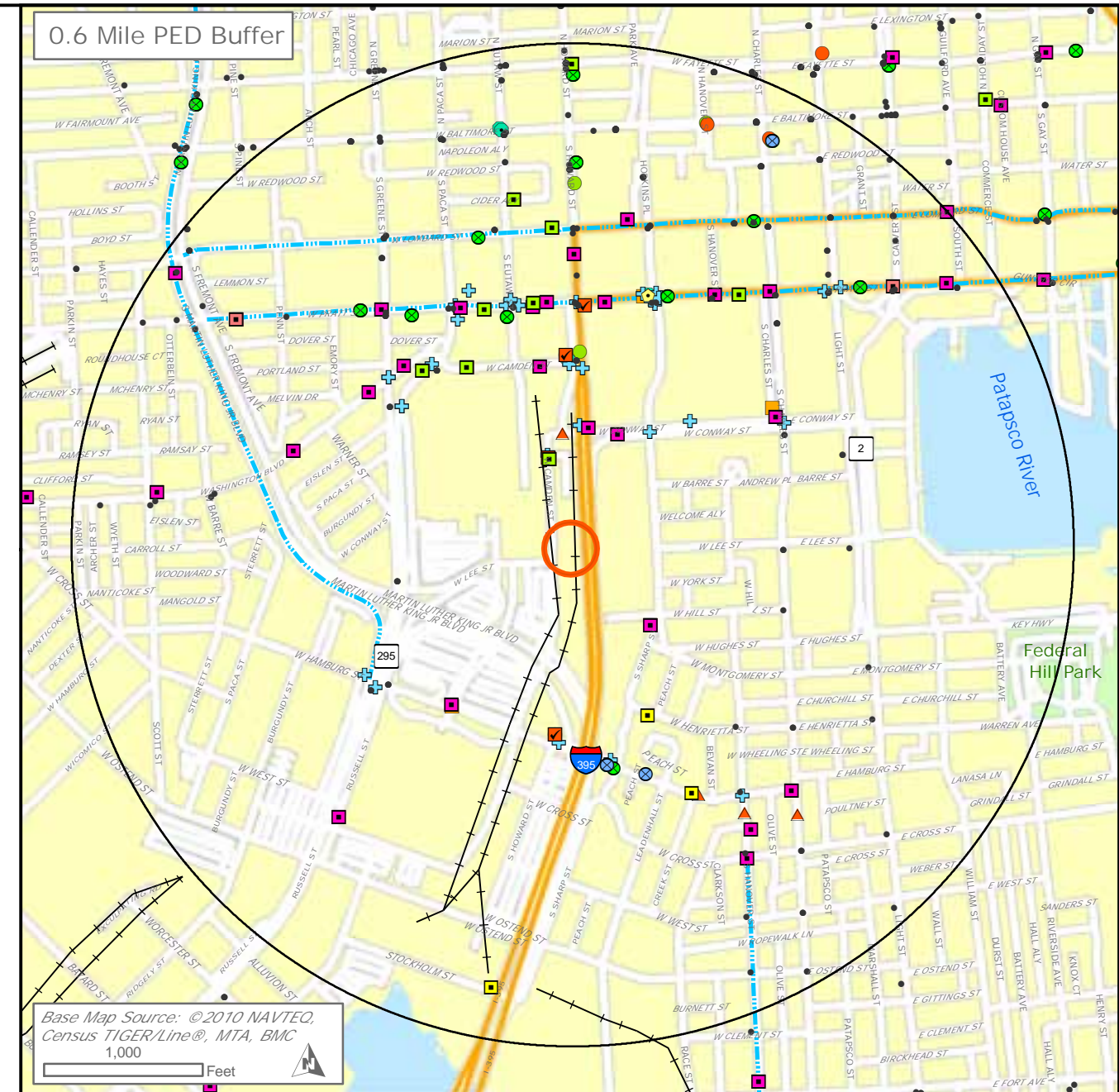
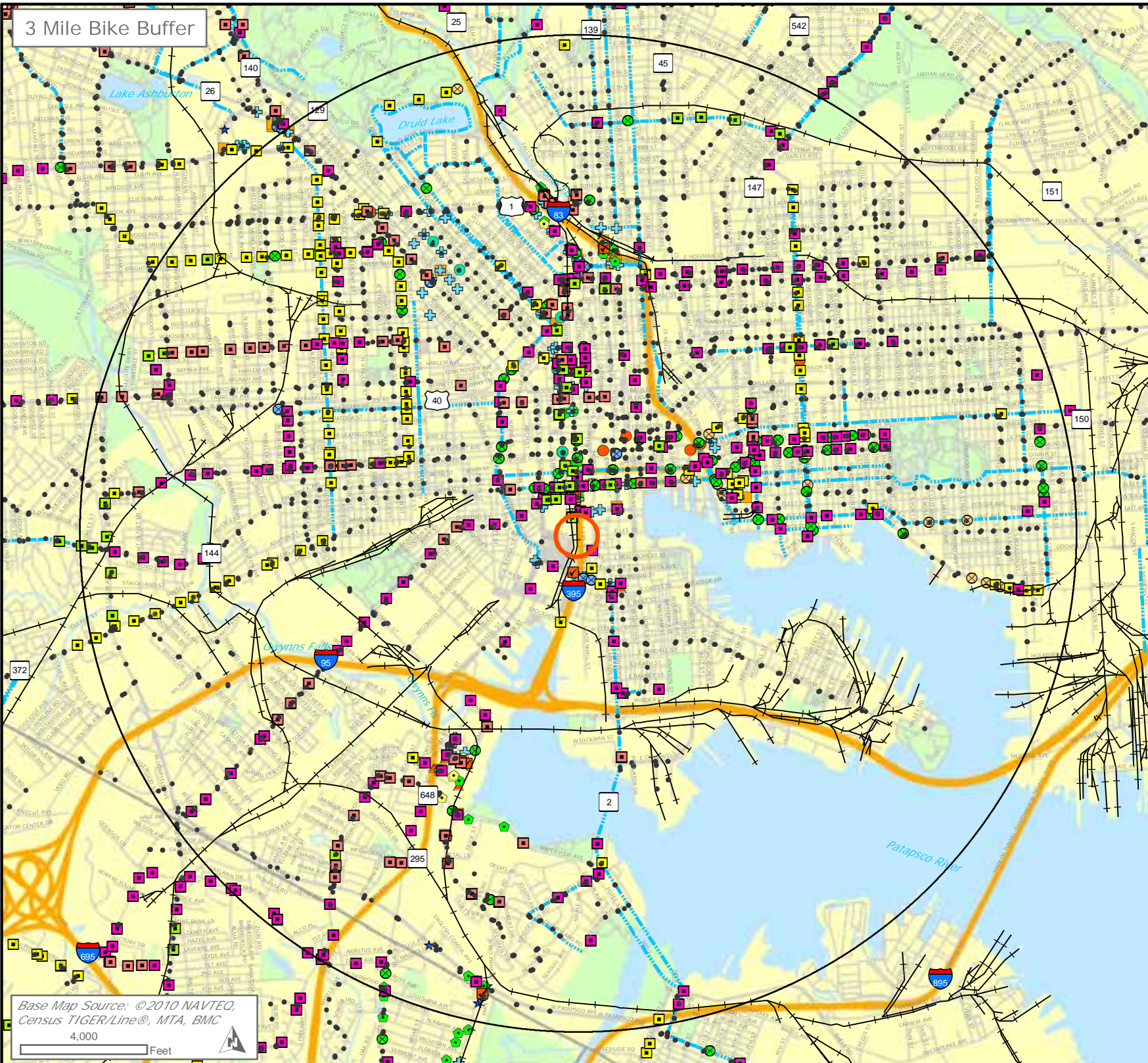
PEDESTRIAN DEFICIENCIES

- Crosswalks are faded or missing at Conway @ Howard; Conway @ Sharp; Conway @ Charles; Paca @ Camden.
- Curb ramps are missing and crosswalks are faded at Camden @ Howard Streets.
- Pedestrian crossing signs are recommended at the stadium entrance.

BIKE ROUTE DEFICIENCIES

- Bicycle route signage and marking is recommended for Sharp Street and Ostend Street and MD Route 2.

For more detailed information refer to project database.



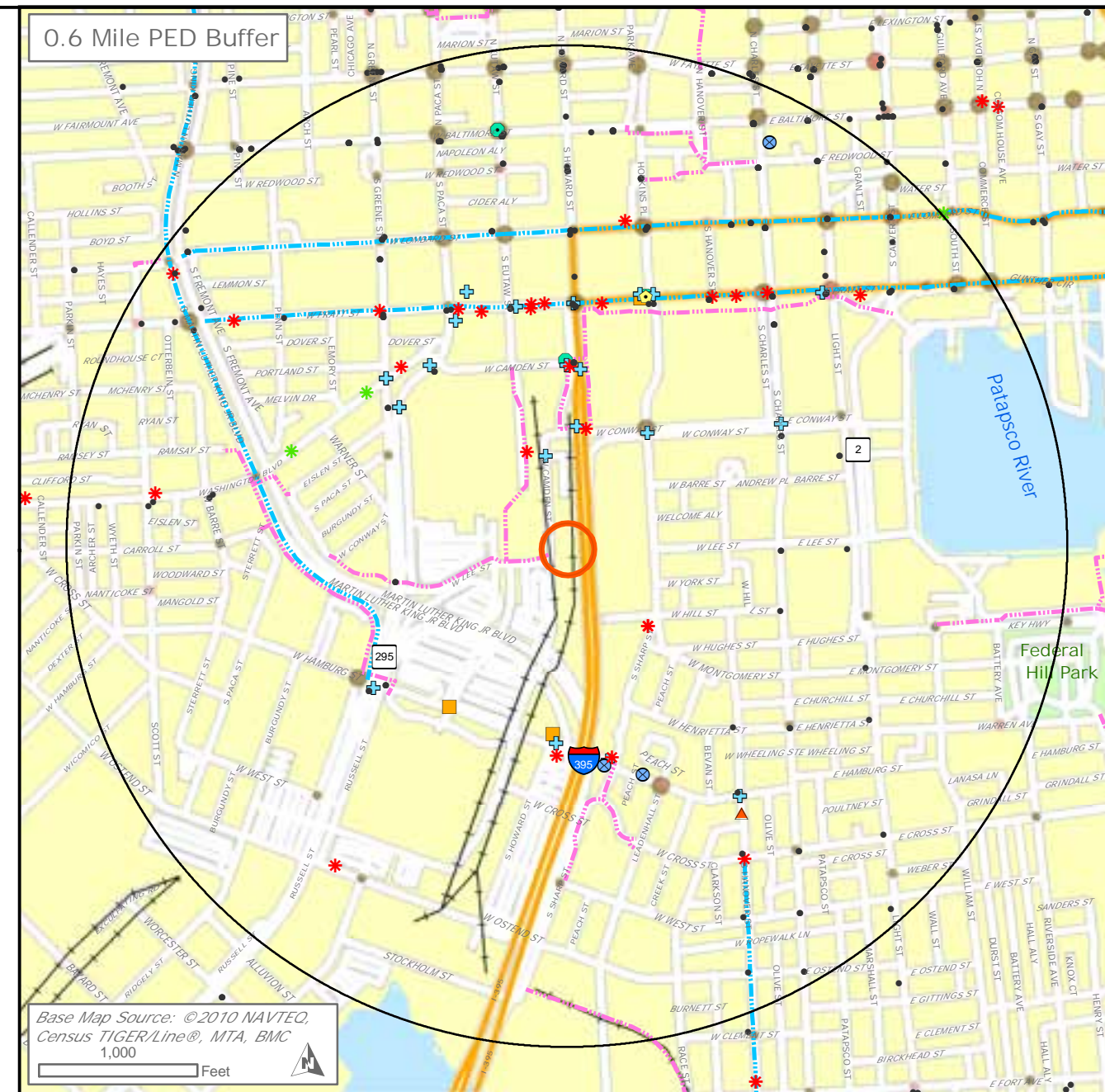
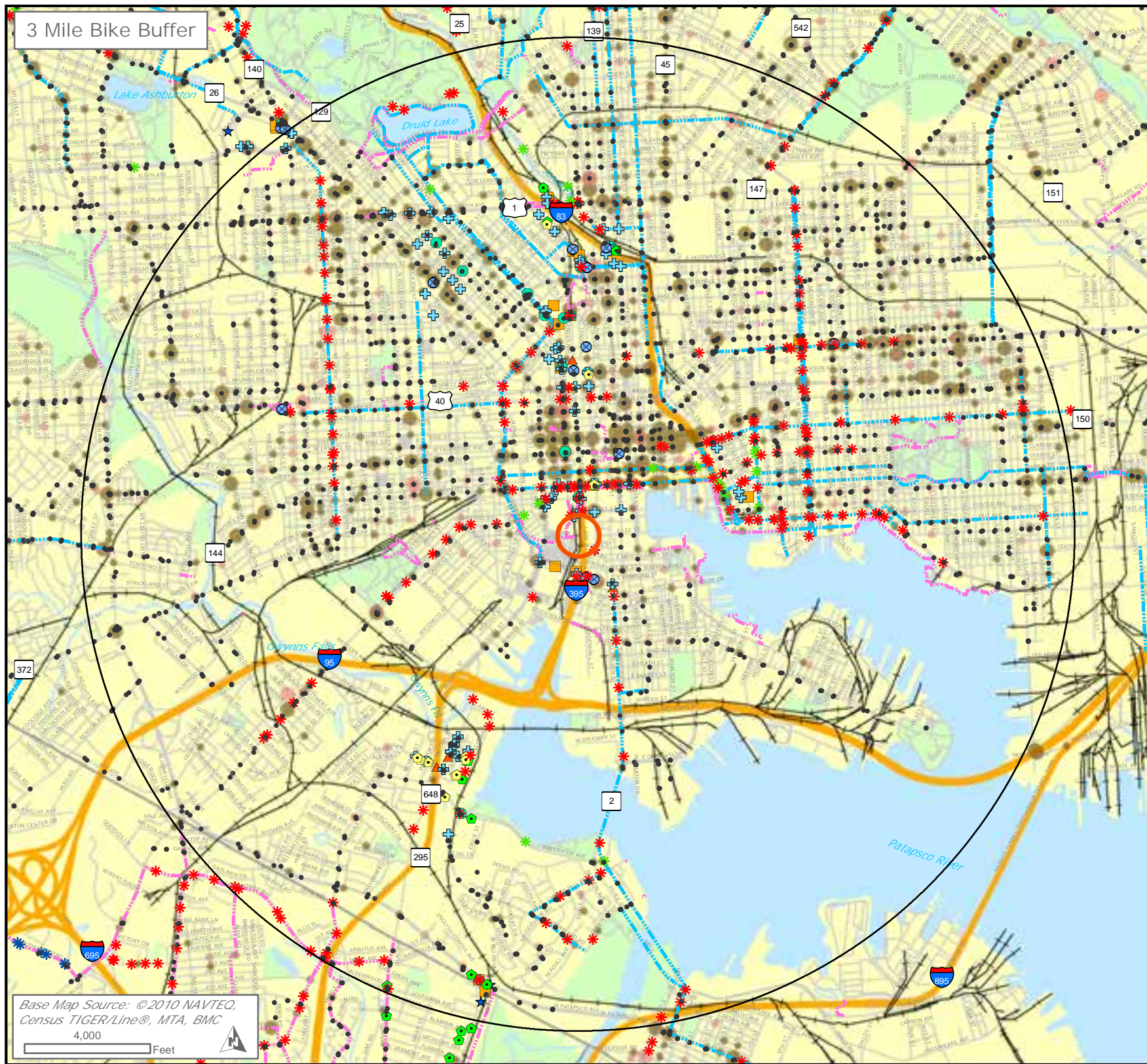
- ### Legend
- Train Station
 - Bus Stop
 - Parallel Drainage Grate
 - Wide Outside Lane Missing
 - Paved Shoulder Missing
 - Marked Bike Lane Missing
 - Directional Signing at Station Missing
 - Bike Signing Missing
 - Sidewalk Damaged
 - Sidewalk Segment Missing
 - Crosswalk Deficient
 - Curb Ramp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

Existing Conditions

Station: Camden Yards
Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements

Station: Camden Yards
Rail Line: Light Rail

Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS
CAMDEN YARDS - LRT

Station No. 35

Camden Yards LRT

Baltimore City

Howard @ Conway Sts.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	CURB RAMP MISSING	CAMDEN ST AND HOWARD ST				CITY	INSTALL 2- CURB RAMPS ON THE WEST LEG OF THE INTERSECTION	
	CROSSWALK MISSING		CAMDEN TRAIN STATION			STATE	INSTALL 2-PED XING SIGNS, 2-ADV. PED XING SINGS	
	CROSSWALK MISSING	RUSSELL ST AND WASH BLVD				STATE	INSTALL 450' XWALK ON THE N. LEG	
	CROSSWALK MISSING	S PACA ST AND RUSSELL ST				STATE	INSTALL 2-PED XING SIGNS, 2-ADV.PEDXING SIGNS	
	CROSSWALK MISSING	S PACA ST AND W CAMDEN ST/WASH BLVD				CITY	INSTALL 300' XWALK, EXISTING PED SIGNAL	
	CROSSWALK FADED	CAMDEN ST AND HOWARD ST				CITY	REPAINT CROSSWALK ON S LEG OF THE INTERSECTION-TOTAL OF 850' OF P.M.	
	CROSSWALK FADED						REPAINT CROSSWALK ON THE W LEG OF INTERSECTION-TOTAL OF 210' OF P.M.	
	CROSSWALK FADED	CONWAY ST AND CHARLES ST				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 1700' OF PAVEMENT MARKINGS	
	CROSSWALK FADED	CONWAY ST AND S SHARP ST				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 1950' OF PAVEMENT MARKINGS	
	CROSSWALK FADED	EISLEN ST. AND W. CONWAY ST.				STATE	REPAINT MIDBLOCK CROSSING ON EISLEN STREET AND WEST CONVEY STREET -TOTAL OF 800' P.M.	
	CROSSWALK FADED	RUSSELL ST AND WASHINGTON BLVD				STATE	REPAINT CROSSWALKS ON THE N LEG-TOTAL OF 460' OF P.M.	
CROSSWALK FADED	W CONWAY ST AND HOWARD ST				CITY	REPAINT CROSSWALK ON N LEG-TOTAL OF 1300' OF P.M.		
BIKE	WIDE LANE		US 1	BALTIMORE-WASHINGTON PARKWAY	SOUTH PACA STREET	CITY	RESTRIPIING, SIGNING, MARKING	0.056818
	WIDE LANE		US 1	COUNTY LINE	LETITIA AVENUE	STATE	ROUTE, SIGNING, MARKING	0.201705
	WIDE LANE		US 1	HOLLINS FERRY ROAD	SOUTH MONROE STREET	STATE	ROUTE, SIGNING, MARKING	0.164773
	WIDE LANE		US 1	LETITIA AVENUE	HOLLINS FERRY ROAD	CITY	SIGNING, MARKING	0.113636
	WIDE LANE		US 1	LETITIA AVENUE	HOLLINS FERRY ROAD	CITY	SIGNING, MARKING, DRAINAGE	0.113636
	WIDE LANE		US 1	SOUTH MONROE STREET	WEST CROSS STREET	CITY	ROUTE, SIGNING, MARKING	0.122159
	WIDE LANE		US 1	SOUTH MONROE STREET	WEST CROSS STREET	CITY	SIGNING, MARKING	0.122159
	WIDE LANE		US 1	SOUTH MONROE STREET	WEST CROSS STREET	CITY	SIGNING, MARKING, DRAINAGE	0.122159
	WIDE LANE		US 1	WEST CROSS STREET	SOUTH MARTIN LUTHER KING JR BOULEVARD	CITY	SIGNING, MARKING	0.160038
	WIDE LANE		WEST CAMDEN STREET	RUSSELL STREET	SOUTH HOWARD STREET	CITY	ROUTE, SIGNING, MARKING	0.351326
	BIKE LANE		US 1	SOUTH MARTIN LUTHER KING JR BOULEVARD	BALTIMORE-WASHINGTON PARKWAY	CITY	RESTRIPIING, SIGNING, MARKING	0.092803

Note: Camden Yards (LRT) Station is adjacent to Camden (MARC) Station (or Station No. 55). Improvements shown are for Station No. 55.

Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
\$520,265	Anne Arundel County	\$0	State Roads/Stations	\$126,365
	Baltimore City	\$520,265	County Roads	\$0
	Baltimore County	\$0	City Roads	\$393,905
	Harford County	\$0		
	Howard County	\$0		
	Prince George's County	\$0		

CHARACTER:

The station is surrounded by the M&T Bank Stadium on the west, I-395 east and surface parking and residential area east of I-395. The station was built to provide convenient Light Rail access directly to the stadium. There are no plans for transit oriented development.

LAND USE CONTEXT:

The station is surrounded by Public Institutional Facilities/ Non-City, and Medium Density Residential land uses. There are Ravens games held at the stadium during the football season and some other large events during the rest of the year.

Year 2000 Population within 3 mile radius -	261,830
Weekday Station Ridership	301
Saturday Station Ridership:	182
Transit Connections:	None

PARKING:

No parking is provided for transit users at the station. There is parking at the M&T Bank Stadium that can be used by light rail passengers when there are no events taking place at the stadium.

PEDESTRIAN ENVIRONMENT:

The Hamburg Street light rail station has adequate good pedestrian environment. In addition to the access road/ sidewalk on one side connecting the station to the neighborhood on east, the station has a separate pedestrian connection to South Baltimore. All streets including Hamburg Street and the side streets have sidewalks on both sides. Steps are provided from the Hamburg Street Bridge over the light rail track to the station for pedestrians.

BICYCLING ENVIRONMENT:

The station area has accommodations for bicyclists. The Gwynn’s Falls Trail connects the station to the Inner Harbor, and to south and west Baltimore. Websites for regional trails are listed in the Appendix.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	15
Number of Bicycle Crashes within 3 miles	7

HIGHLIGHTS FROM FINDINGS

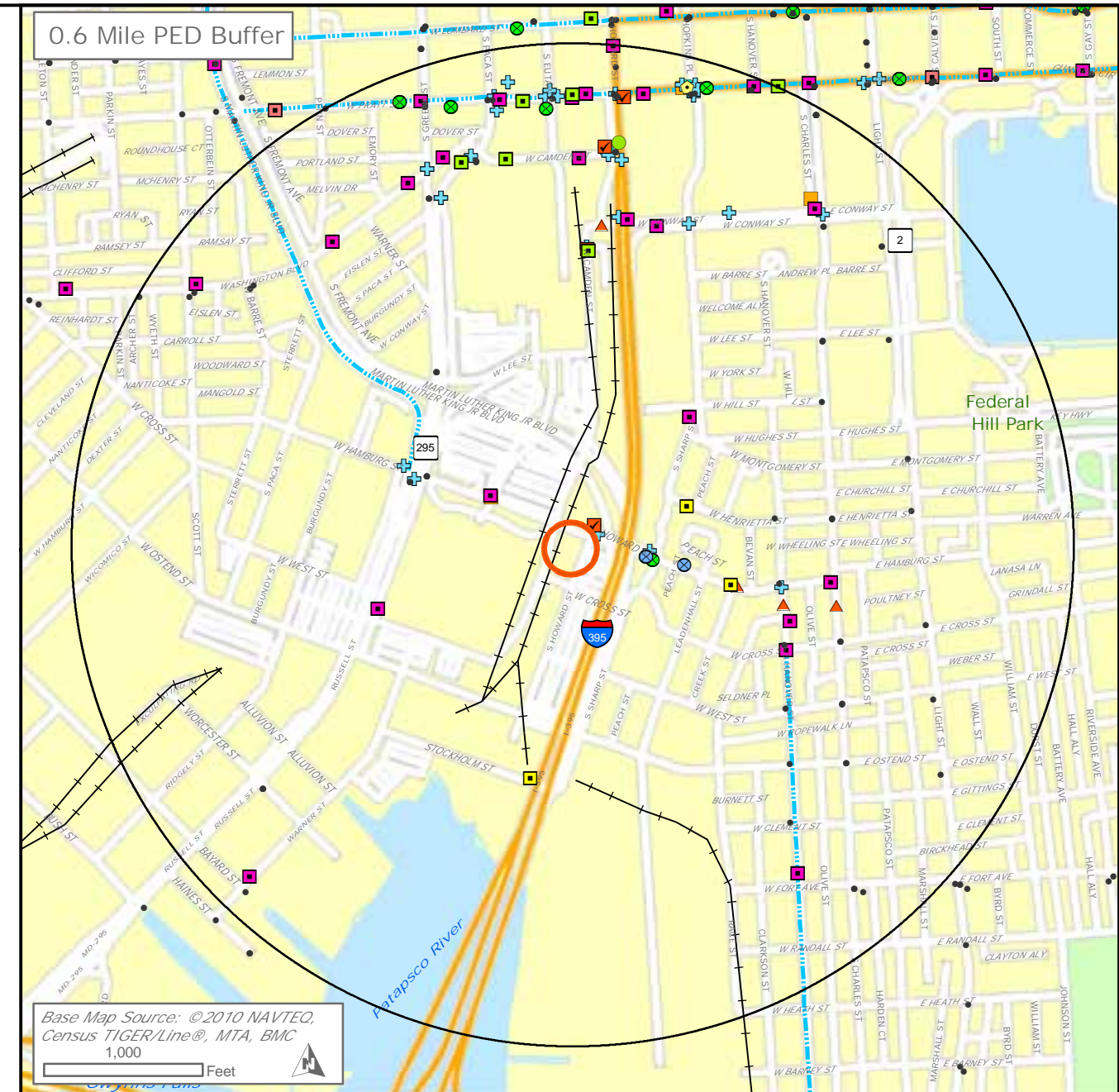
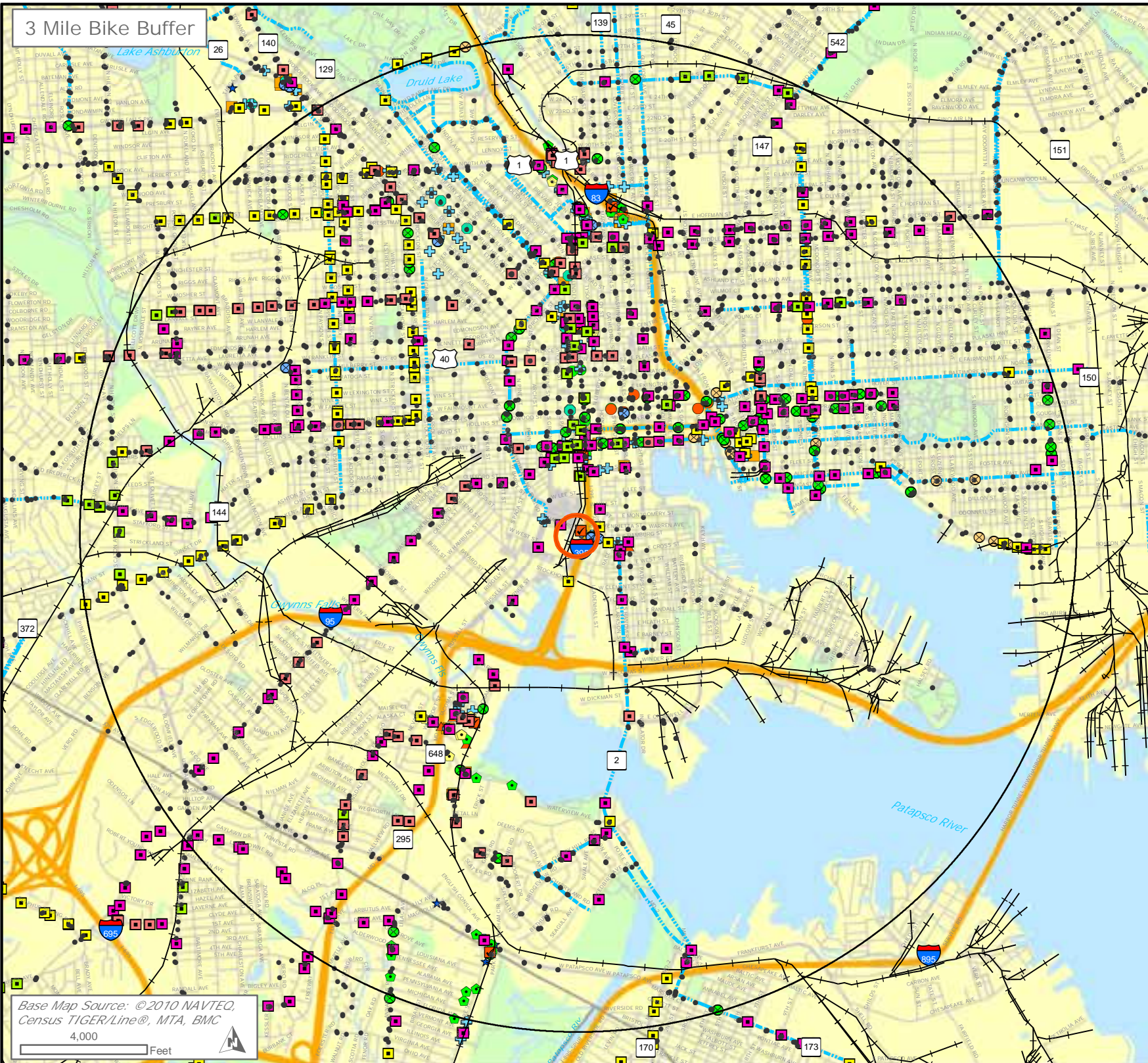
PEDESTRIAN DEFICIENCIES

- Crosswalks are faded or missing in several locations and should be replaced. Crosswalks and pedestrian signals are recommended at Russell Street @ Hamburg.
- Pedestrian crossing signs are recommended at the stadium entrance.
- Lighting is recommended for the bus stop at Hanover @ Hamburg Streets.
- Station wayfinding signage is recommended at locations on Hamburg Street.

BIKE ROUTE DEFICIENCIES

- Share the Road signs and marking are recommended for shared lane bicycle routes on Ostend, Sharp, and along MD Route 2.

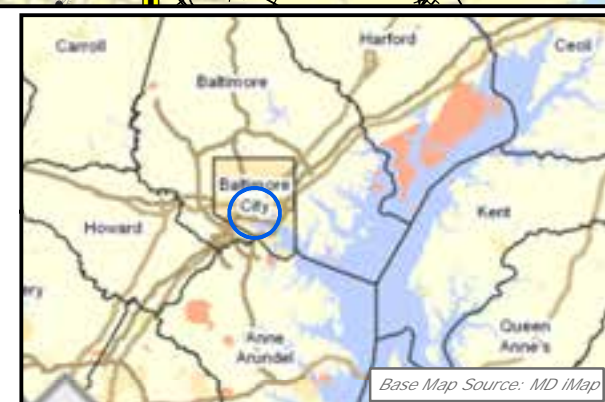
For more detail refer to project database.

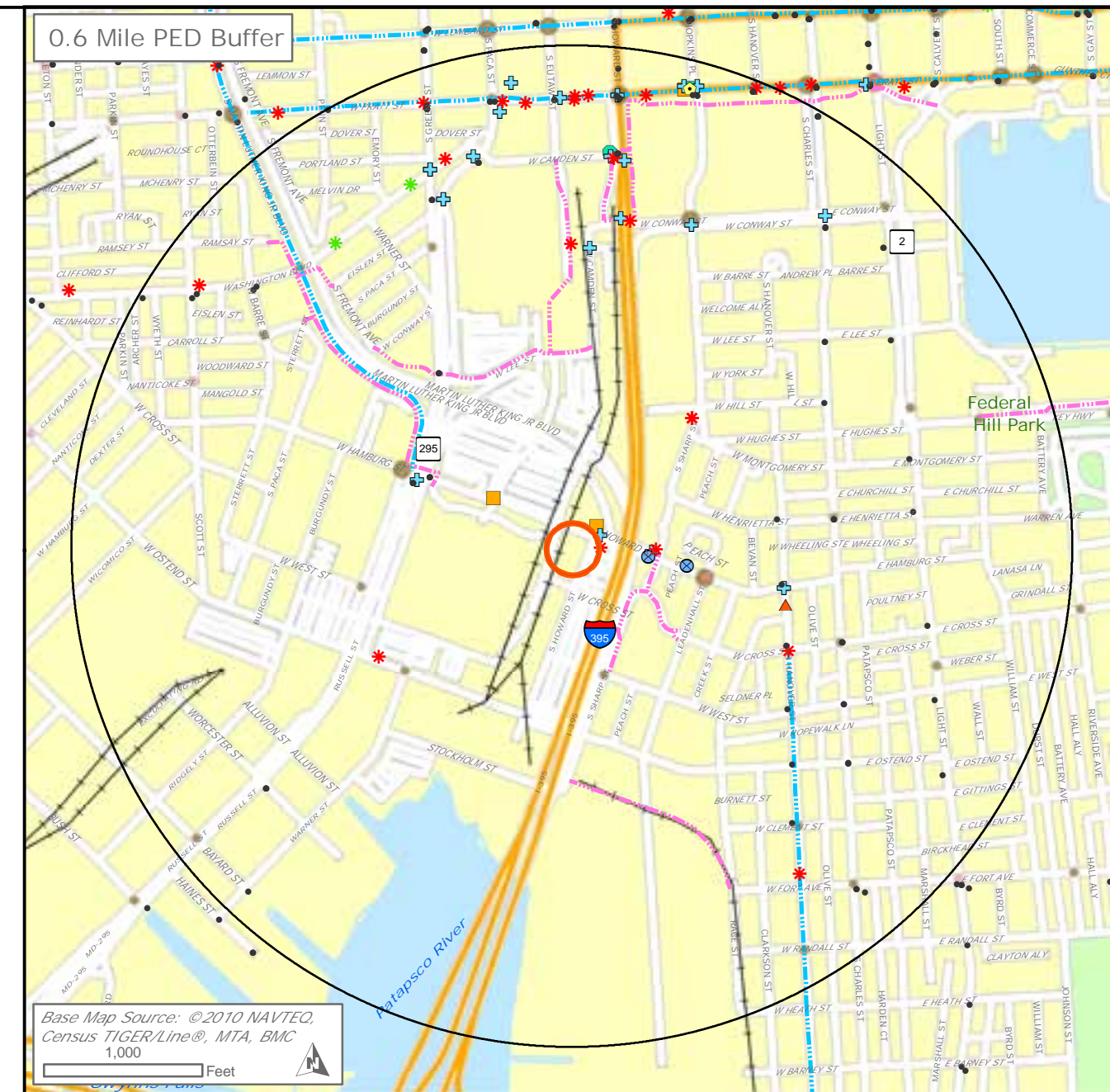
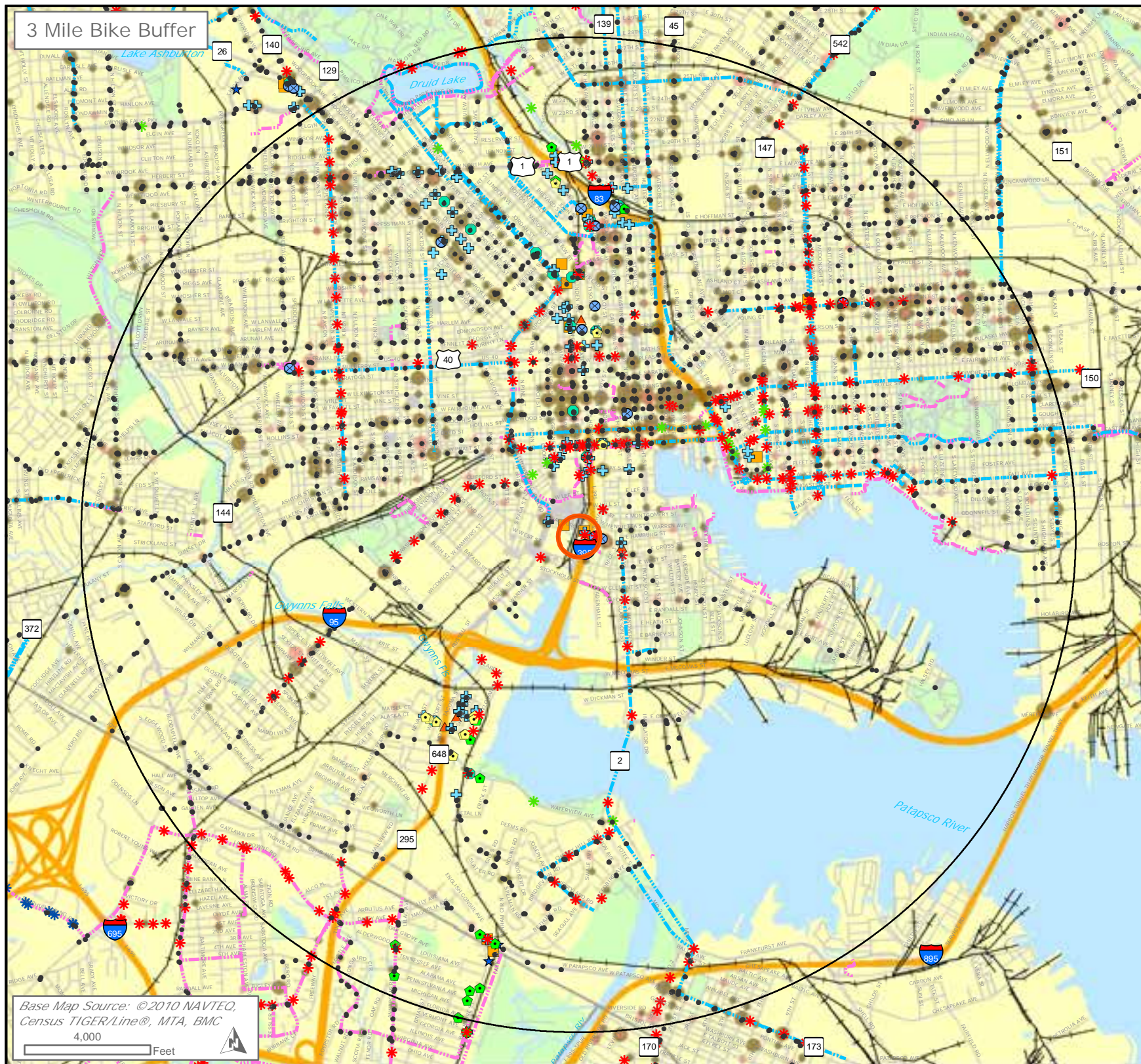


- ### Legend
- Train Station
 - Bus Stop
 - Parallel Drainage Grate
 - Wide Outside Lane Missing
 - Paved Shoulder Missing
 - Marked Bike Lane Missing
 - Directional Signing at Station Missing
 - Bike Signing Missing
 - Sidewalk Damaged
 - Sidewalk Segment Missing
 - Crosswalk Deficient
 - Curb Ramp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

Existing Conditions
 Station: Hamburg St
 Rail Line: Light Rail

Jun 20, 2011





Recommended Improvements

Station: Hamburg St
Rail Line: Light Rail

Jun 20, 2011



Legend

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

RECOMMENDED IMPROVEMENTS

HAMBURG STREET - LRT

Station No. 36

Hamburg Street LRT

Baltimore City

S Howard & Hamburg Sts.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		W. HAMBURG ST. INFRONT OF THE STADIUM			CITY	INSTALL 2-PED CROSSING SIGNS AND 2- ADV. PED CROSSING SIGNS	
	PEDESTRIAN CROSSING MISSING		AT HAMBURG STATION			STATE	INSTALL 2-PED CROSSING SIGNS AT THE CROSSWALK FROM PARKING TO THE PLATFORM	
	LIGHTING AT BUS STOP	S. HANOVER ST. AND W. HAMBURG ST.	S. HANOVER ST.			STATE	INSTALL LIGHTING AT BUS STOP	
	DIRECTIONAL SIGNING STATION MISSING		W. HAMBURG ST.			CITY	INSTALL LIGHT RAIL SIGN AT THE MEDIAN JUST BEFORE THE BRIDGE	
	DIRECTIONAL SIGNING STATION MISSING		W. HAMBURG ST.				INSTALL LIGHT RAIL SIGN W. HAMBURG ST.EASTBOUND	
	CROSSWALK MISSING	RUSSEL ST. AND W. HAMBURG ST.				STATE	INSTALL 450' XWALK, 4 RAMPS, 4 PED SIGNALS	
	CROSSWALK MISSING	W HAMBURG ST AND S SHARP ST				CITY	INSTALL 270' XWALK, EXISTING PED SIGNAL	
	CROSSWALK FADED	AT HAMBURG STREET STATION				STATE	REPAINT CROSSWALK ON N, S AND E LEG - TOTAL OF 550' OF P.M.	
CROSSWALK FADED	W HAMBURG ST AND S HANOVER ST				STATE	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 1000' OF PAVEMENT MARKINGS		
BIKE	WIDE LANE		HOWARD STREET	SOUTH HOWARD STREET	WEST HAMBURG STREET	CITY	ROUTE, SIGNING, MARKING	0.036932
	WIDE LANE		MD 2	WEST WELLS STREET	WEST CROSS STREET	STATE	ROUTE, SIGNING, MARKING	0.193182
	WIDE LANE		SOUTH SHARP STREET	WEST CONWAY STREET	WEST HENRIETTA STREET	CITY	ROUTE, SIGNING, MARKING	0.159091
	WIDE LANE		WEST OSTEND STREET	SCOTT STREET	SOUTH HANOVER STREET	CITY	ROUTE, SIGNING, MARKING	0.738636

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$305,700	Anne Arundel County \$0	State Roads/Stations \$212,625
	Baltimore City \$305,700	County Roads \$0
	Baltimore County \$0	City Roads \$93,080
	Harford County \$0	
	Howard County \$0	
	Prince George's County \$0	

CHARACTER:

This station near the waterfront is surrounded by a residences and former industrial sites (a BG&E power plant, glass manufacturing and a concrete mixing plant.) The City describes the area as in transition and has developed a growth and redevelopment plan focused on the water front. There are environmental considerations for the area since it is located within the Chesapeake Bay Critical area.

LAND USE CONTEXT:

Around the station there is undeveloped land and Medium Density Residential land uses. Westport Elementary School and Florence Cummings Park are located nearby. Baltimore City’s 2005 Westport Mount Winans Lakeland Plan identifies the station as a key asset along with the waterfront. The City’s Plan identifies a mixed use transit oriented development zone around the station and includes development guidelines. Redevelopment of the Westport Waterfront as a mixed-use “green” development has begun.

Year 2000 Population within 3 mile radius -	173,461
Weekday Station Ridership	773
Saturday Station Ridership:	489
Transit Connections:	MTA Route 51

PARKING:

No parking is provided for transit customers.

PEDESTRIAN ENVIRONMENT:

The majority of the streets have sidewalks on both sides. However, sidewalks on residential streets are in need of repair and general maintenance.

Annapolis Road, the major access road serving the station has wide sidewalks on both sides. None of the intersections on Annapolis Road on this stretch is signalized, but all of them have marked pedestrian crossing. Pedestrian and landscaping improvements to Kent Street are planned.

A pedestrian bridge over the Baltimore Washington Parkway (MD 295) connects the station to the community on the other side of the parkway. Many pedestrian were observed using this route to get to station. The intersection of Annapolis Road and Maisel Street could be improved for better pedestrian safety. Similarly a sidewalk gap on eastern end of the Maisel Street should be completed to improve the connection from the neighborhood west of the parkway to the station.

BICYCLING ENVIRONMENT:

The Gwynn’s Falls Trail passes right through the area; however bike route signage is unclear. The Gwynns Falls Trail runs along an unnamed service road at the back of the station and the access to the station is not convenient. A stair is provided to access the station from this road. Gwynn’s Falls Trail provides a bicycle connection from the communities immediately north of I-95.

No bike rack is provided at the station. Websites for regional trails are listed in the Appendix.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within.6 miles	3
Number of Bicycle Crashes within 3 miles	5

HIGHLIGHTS FROM FINDINGS

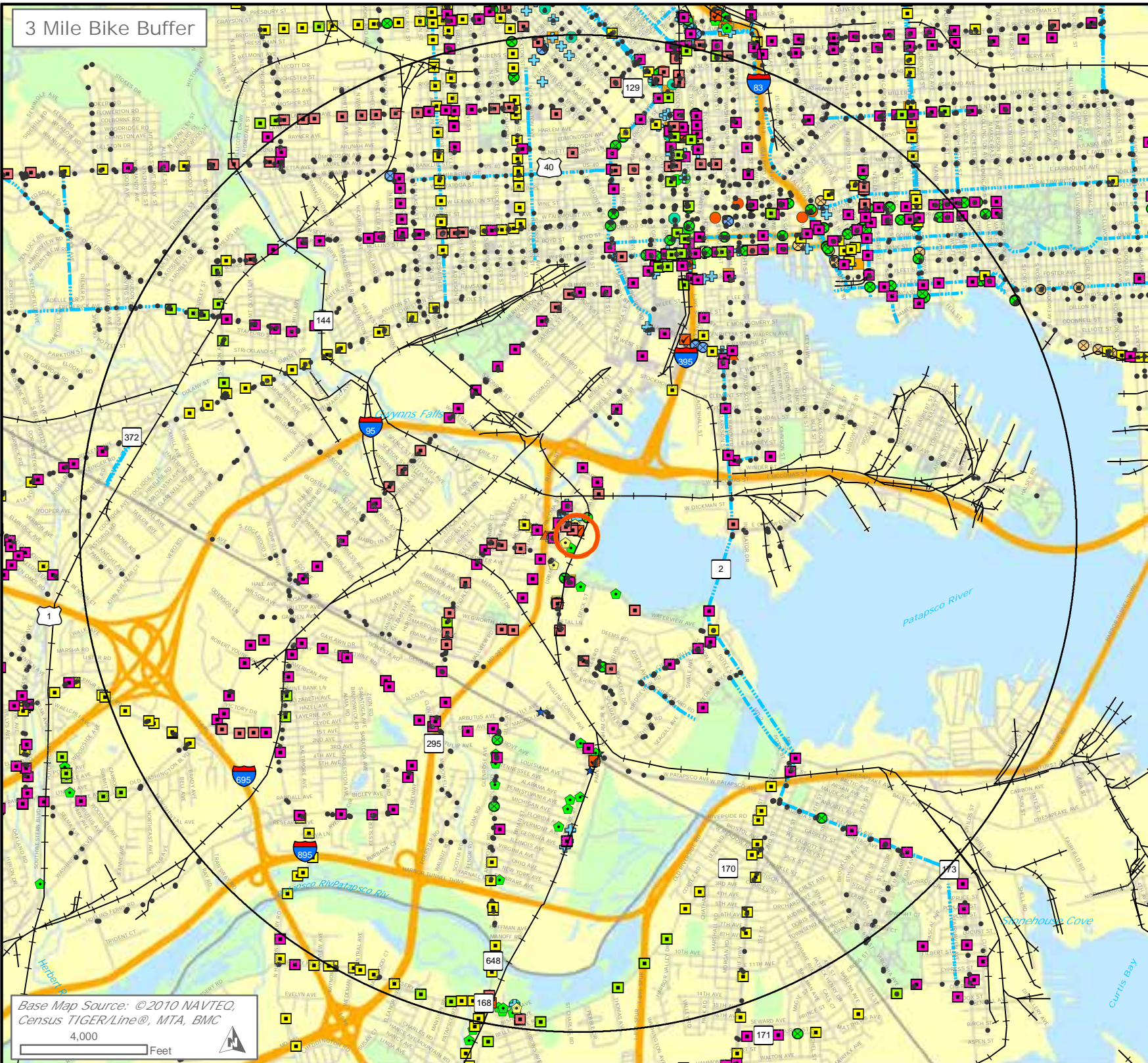
PEDESTRIAN DEFICIENCIES

- A number of small sections of sidewalk on Maisel Street need to be replaced. Sidewalk segments on Cedley and Kent also need to be replaced. The sidewalk on Waterview Ave from Cherry Hill Road to Church Street should be widened. Missing segments of sidewalk should be installed.
- Missing or faded crosswalks should be painted at a number of locations in the community including:
- Wenburn @ Cedley; Maisel @ Annapolis; Maisel @ Nevada and Manokin St @ Annapolis Road.
- Pedestrian signals, curb ramps and crosswalks are needed at Maisel @ Westport.
- Street lighting is recommended for the Maisel pedestrian bridge over the Baltimore Washington Parkway.
- Street lighting is recommended for the bus stop at Annapolis Road @ Kent Street.

BIKE ROUTE DEFICIENCIES

- To support the shared use lanes on Clare, Kloman, Wenburn and MD 648, bicycle signs and marking are recommended.
- Signage, marking and bicycle compatible drainage is needed on Kloman from Wenburn to Clare.

For more detail refer to project database.



Legend

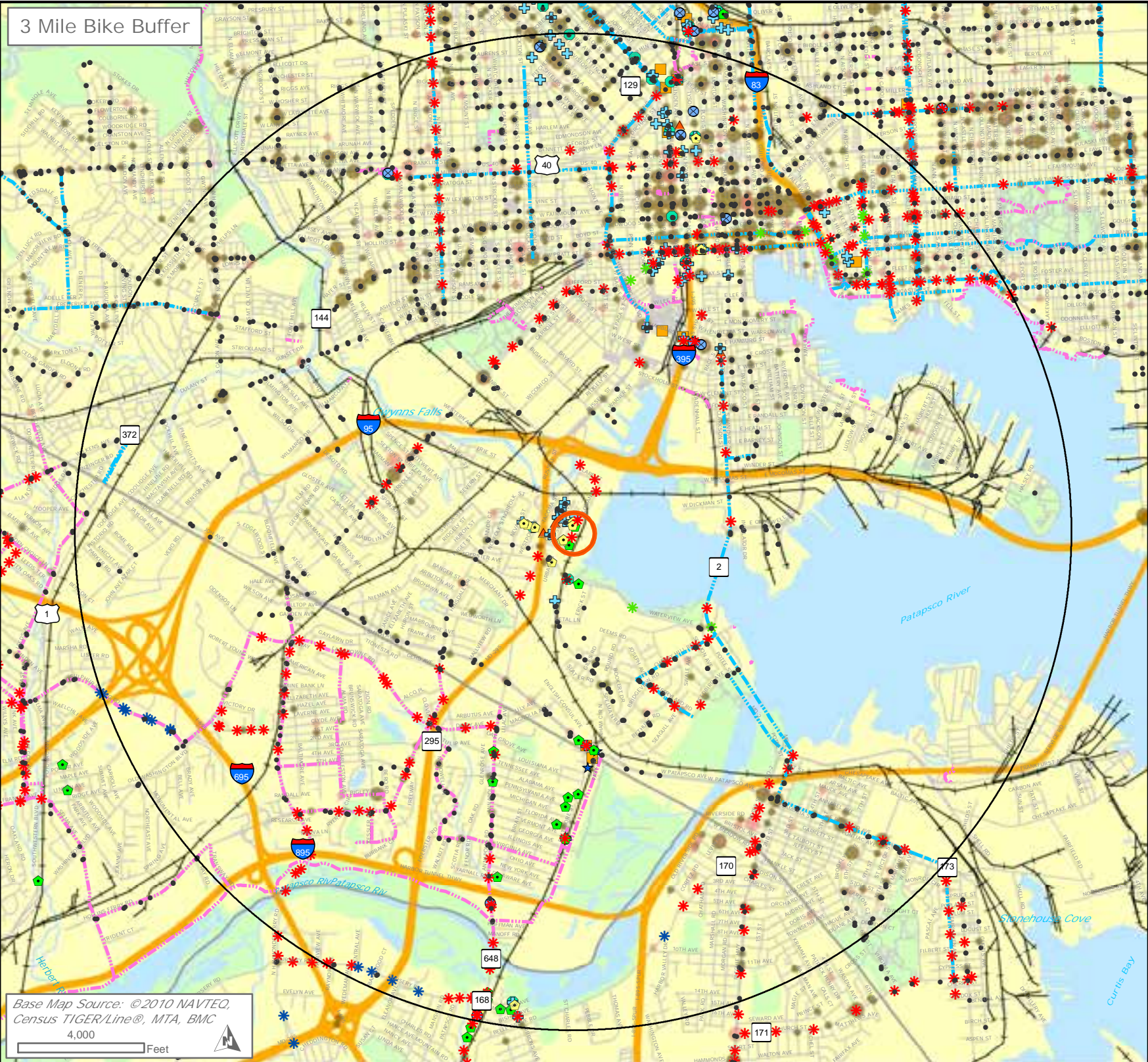
	Train Station		Crosswalk Deficient
	Bus Stop		Curb Ramp Missing
	Parallel Drainage Grate		Desire Line Present
	Wide Outside Lane Missing		Lighting Deficient
	Paved Shoulder Missing		Pedestrian Crossing Deficient
	Marked Bike Lane Missing		Bicycle Storage Not Visible
	Directional Signing at Station Missing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

Existing Conditions

Station: Westport
Rail Line: Light Rail

Jun 20, 2011





Legend

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

Recommended Improvements

Station: Westport
Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS

WESTPORT - LRT

Station No. 37

Westport LRT

Baltimore City

2400 Kloman St.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		WENBURN ST	WATERVIEW AVENUE	STATION	CITY	INSTALL 1600'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING	KENT/SIDNEY AVE	KENT ST	AT CEDLEY STREET AND	KENT STREET	CITY	INSTALL 20'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		CEDIEY STREET	KENT STREET	WENBURN STREET	CITY	REPLACE 160'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		CEDIEY STREET	MAISEL STREET	KENT STREET	CITY	REPLACE 200'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		KENT STREET	CEDIEY STREET	TRAIN TRACKS	CITY	REPLACE 20'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		MAISEL STREET	ANNAPOLIS ROAD	CEDIEY STREET	CITY	REPLACE 150'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		MAISEL STREET	WESTPORT STREET	NEVADA STREET	CITY	REPLACE 10'X14' OF SIDEWALK	
	SIDEWALK DAMAGED		MAISEL STREET				REPLACE 20'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		MAISEL STREET				REPLACE 45'X14' OF SIDEWALK	
	SIDEWALK DAMAGED		WATERVIEW AVE.	CHERRY HILL ROAD	CHURCH ST	CITY	WIDEN SIDEWALK (1000'X4')	
	LIGHTING AT BUS STOP	ANNAPOLIS ROAD AND KENT STREET	ANNAPOLIS ROAD			STATE	INSTALL LIGHTING AT BUS STOP	
	LIGHTING ALONG ROADWAY		PED BRIDGE	OVER BALTIMORE-WASHINGTON PKWY	MAISEL ST.	CITY	INSTALL 8 LUMINAIRE ON PEDESTRIAN BRIDGE	
	CURB RAMP MISSING	MAISEL ST AND WESTPORT ST				CITY	INSTALL 2-CURB RAMPS AT THIS INTERSECTION CROSSING MAISEL STREET	
	CROSSWALK MISSING	KENT ST AND ANNAPOLIS RD				CITY	INSTALL 2-PED XING SIGNS ON S LEG	
	CROSSWALK MISSING	KENT ST AND CEDLEY ST				CITY	INSTALL 400' XWALK,4CURBRAMP, 50' S.B.ON S&N LEG	
	CROSSWALK MISSING	KENT ST AND SIDNEY AVE				CITY	INSTALL 750' XWALK, 60' S.B.,4-CR	
	CROSSWALK MISSING	MAISEL ST AND ANNAPOLIS RD				STATE	INSTALL 2-PED SIGNS FOR THE N LEG CROSSING	
	CROSSWALK MISSING	MAISEL ST AND WESTPORT ST				CITY	INSTALL 120' XWALK,2-CURBRAMP,2PEDSIGNS,2ADV.PED	
	CROSSWALK MISSING	WENBURN ST. AND CEDLEY ST.				CITY	INSTALL 200'XWALK, 50'SB ON SOUTH LEG	
	CROSSWALK FADED	KENT ST AND ANNAPOLIS RD				STATE	REPAINT CROSSWALKS ON S, E, AND W LEG -TOTAL OF 950' OF P.M.	
	CROSSWALK FADED	MAISEL ST AND ANNAPOLIS RD				STATE	REPAINT CROSSWALKS ON N, E, AND W LEG - TOTAL OF 700' OF P.M.	
	CROSSWALK FADED	MAISEL ST AND NEVADA ST				CITY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 900' OF PAVEMENT MARKINGS	
	CROSSWALK FADED	MAISEL ST AND WESTPORT ST				CITY	REPAINT CROSSWALKS ON W AND S LEG -TOTAL OF 450' OF P.M.	
CROSSWALK FADED	MANOKIN ST AND ANNAPOLIS RD				STATE	REPAINT CROSSWALKS ON ALL FOUR LEGS OF INTERSECTION-TOTAL OF 400' OF P.M.		
CROSSWALK FADED	WENBURN ST AND ANNAPOLIS RD				CITY	REPAINT ALL CROSSWALKS ON N LEG -TOTAL OF 350' OF P.M.		
CROSSWALK FADED					STATE	REPAINT CROSSWALK AT THE WEST LEG OF INTERSECTION-TOTAL OF 450' OF P.M.		
BIKE	WIDE LANE		CLARE STREET	ANNAPOLIS ROAD	KLOMAN STREET	CITY	ROUTE, MARKING	0.130682
	WIDE LANE		KLOMAN STREET	WENBURN STREET	CLARE STREET	CITY	ROUTE, DRAINAGE	0.125947
	WIDE LANE		MD 648	COUNTY LINE	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.211174

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
	WIDE LANE		MD 648		WATERVIEW AVENUE	STATE	SIGNING, MARKING	0.324811
BIKE	WIDE LANE		WENBURN STREET	WATERVIEW AVENUE	KLOMAN STREET	CITY	ROUTE, SIGNING, MARKING	0.157197

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$949,885	Anne Arundel County	\$0
	Baltimore City	\$949,885
	Baltimore County	\$0
	Harford County	\$0
	Howard County	\$0
	Prince George's County	\$0
	State Roads/Stations	\$155,200
	County Roads	\$0
	City Roads	\$794,685

CHARACTER:

The station area is predominately industrial with moderate density residential areas nearby to the south and east. A Cherry Hill Community Master Plan adopted in 2008, indicates that a large percentage of area residents depend on public transportation. The plan references a desire to redesign the LRT station for more accessibility and safety, including lighting. There is the opportunity for growth in the station area. Since the station is not in the heart of the residential area the community seeks a shuttle bus to provide better access.

LAND USE CONTEXT:

The Cherry Hill Light Rail station environs are currently zoned for Industrial land uses. The 2008 Master Plan set a goal to re-zone the immediate station environs and develop a plan for transit oriented development around the station.

Year 2000 Population within 3 mile radius -	141,856
Weekday Station Ridership	848
Saturday Station Ridership:	529
Transit Connections:	MTA Bus Routes: 27, 29, 51

PARKING:

No parking is provided.

PEDESTRIAN ENVIRONMENT:

The station platform is accessed via a pedestrian tunnel under adjacent railroad tracks. This makes the station platforms and waiting area somewhat isolated from view. Cherry Hill Road, the main access road to the station has sidewalks on both sides. Sidewalks are in good condition but need general upkeep. There are several sidewalk gaps on Waterview Avenue.

BICYCLING ENVIRONMENT:

No marked bike lanes or share the road bicycle signage are present in the immediate area. All roads are wide enough to accommodate bicycles.

There are two trails passing through the station area. The Patapsco Rail Trail runs parallel to the light rail tracks on the west side. Even though the trail runs right next to the light rail platform, no proper connection was observed from the trail to the station. The Gwynns Falls Trail runs east west approximately 1000 feet north from the station. Websites for regional trails are listed in the Appendix.

2007-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	6
Number of Bicycle Crashes within 3 miles	2

HIGHLIGHTS FROM FINDINGS

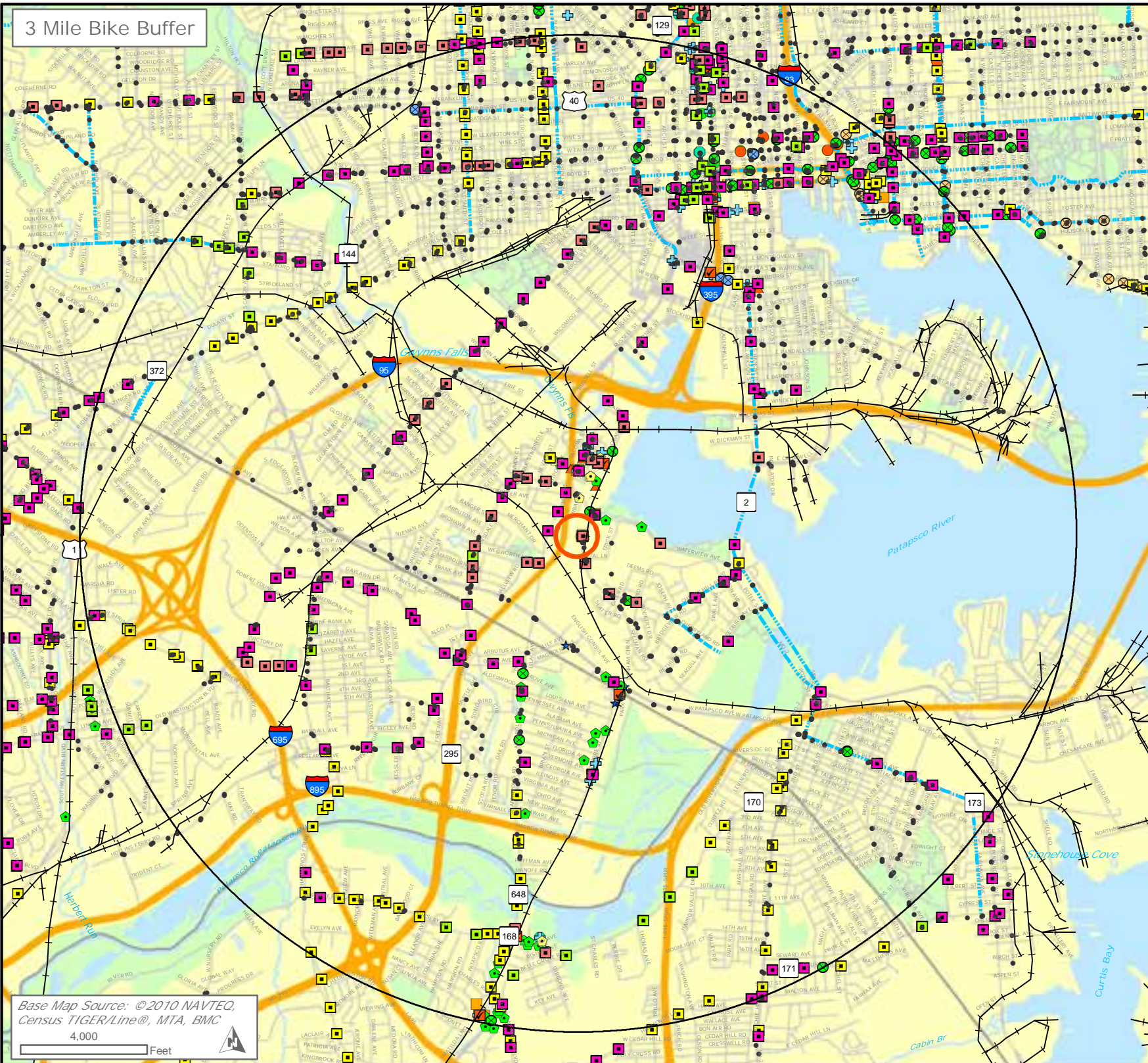
PEDESTRIAN DEFICIENCIES

- Sidewalks are missing on Waterview Ave from Cherry Hill to Potee.
- Crosswalks, ramps and pedestrian signals are recommended for the intersection of Cherry Hill @ Waterview Ave.
- A crosswalk is missing at the station entrance on Cherry Hill Road.
- Street Lighting is recommended for the junction of the Gwynns Falls Trail and Waterview Ave.

BIKE ROUTE DEFICIENCIES

- Bike Route signage is needed on Waterview Ave from Cherry Hill Road to the cul-de-sac.
- Share the Road signage and marking are recommended for shared use lanes on Cherry Hill Road, Cherry Land road, Reedbird and South Hanover Street.
- Signage, marking and bicycle compatible drainage is recommended for MD 2 from Waterview to West Wells Street.

For more detailed information refer to the project database.



Existing Conditions

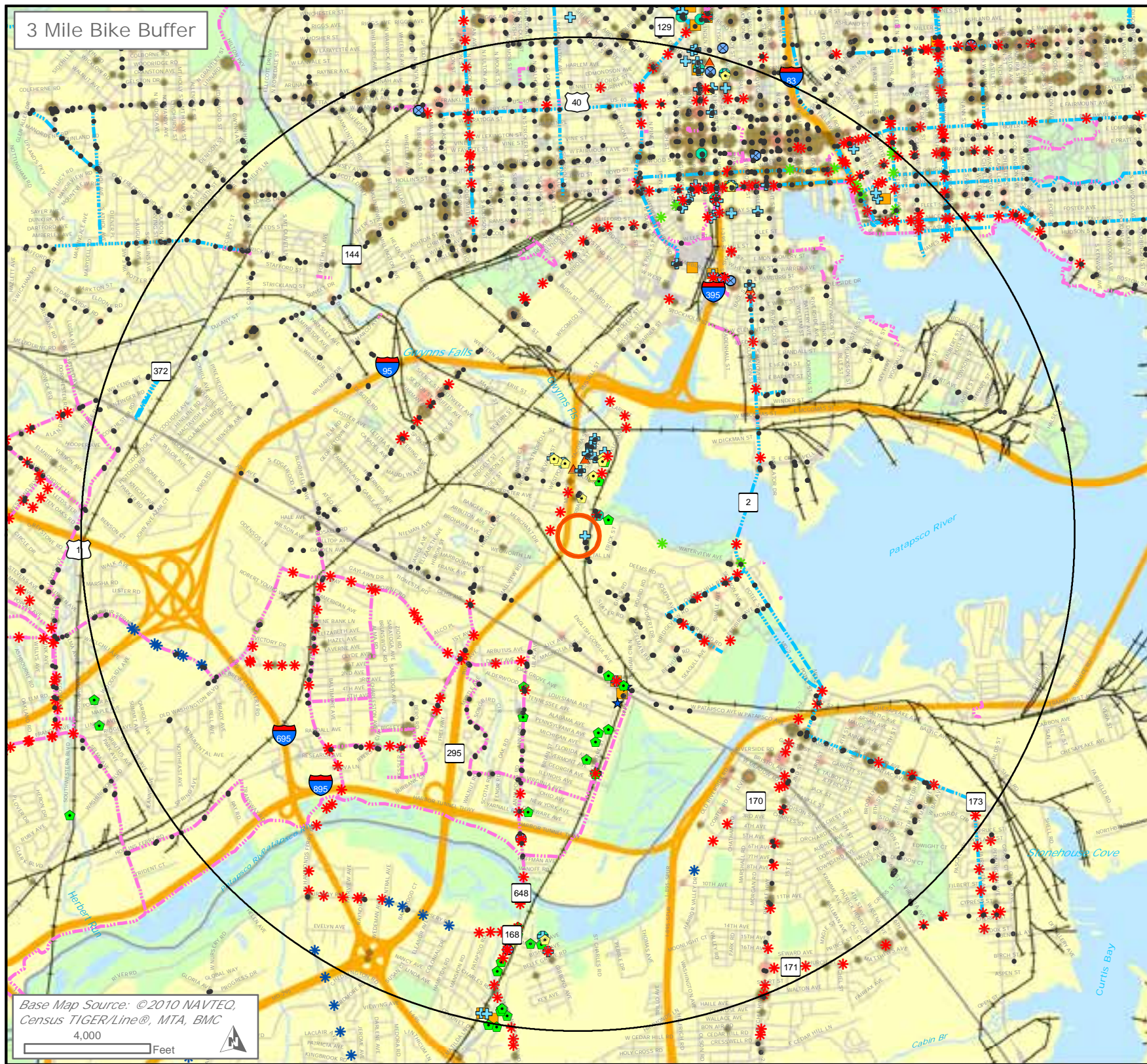
Station: Cherry Hill
Rail Line: Light Rail

Jun 20, 2011



Legend

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



Legend

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

Recommended Improvements

Station: Cherry Hill
Rail Line: Light Rail

Jun 20, 2011



RECOMMENDED IMPROVEMENTS

CHERRY HILL - LRT

Station No. 38

Cherry Hill LRT		Baltimore City	1700 Cherry Hill Road					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		WATERVIEW AVE.	CHERRY HILL ROAD	POTEE STREET	CITY	INSTALL 1400'X5' OF SIDEWALK	
	LIGHTING AT BUS STOP	WATERVIEW AVE. AT GWYNNS FALLS TRAIL	WATERVIEW AVE.			CITY	INSTALL LIGHTING FOR BUS STOP	
	CURB RAMP MISSING	CHERRY HILL RD AND WATERVIEW AVE				CITY	INSTALL 2- CURB RAMPS AND CROSSWALK ON THE SOUTH LEG-TOTAL OF 360' OF P.M.AND 2 PED SIGNALS	
	CROSSWALK MISSING		CHERRY HILL STATION ENTRANCE ON CHERRY HILL ROAD			CITY	INSTALL 360' XWALK,50' S.B,2PED SIGNS,2-CURBRAMPS	
BIKE	WIDE LANE		CHERRY HILL ROAD	CHERRYLAND ROAD	SOUTH HANOVER STREET	CITY	ROUTE, SIGNING, MARKING	0.17803
			CHERRY HILL ROAD		SOUTH HANOVER STREET	CITY	ROUTE, SIGNING, MARKING	0.17803
			CHERRYLAND ROAD	CHERRY HILL ROAD	REEDBIRD AVENUE	CITY	ROUTE, SIGNING, MARKING	0.200758
			CHERRYLAND ROAD		REEDBIRD AVENUE	CITY	ROUTE, SIGNING	0.200758
			MD 2	I-895 (OVERPASS)	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.08428
			MD 2	WATERVIEW AVENUE	WEST WELLS STREET	STATE	ROUTE, SIGNING, MARKING, DRAINAGE	0.348485
			REEDBIRD AVENUE	CHERRYLAND ROAD	POTEE STREET	CITY	ROUTE, SIGNING, MARKING	0.337121
			SOUTH HANOVER STREET	COUNTY LINE	FRANKFURST AVENUE	CITY	ROUTE, SIGNING, MARKING	0.296402
		WATERVIEW AVENUE	ANNAPOLIS ROAD	CHERRY HILL ROAD	CITY	ROUTE, SIGNING, MARKING	0.255682	
	BIKE PATH		WATERVIEW AVENUE	CHERRY HILL ROAD	CUL-DE-SAC	CITY	ROUTE	0.598485

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$589,410	Anne Arundel County	\$0
	Baltimore City	\$589,410
	Baltimore County	\$0
	Harford County	\$0
	Howard County	\$0
	Prince George's County	\$0
	State Roads/Stations	\$73,710
	County Roads	\$0
	City Roads	\$515,700